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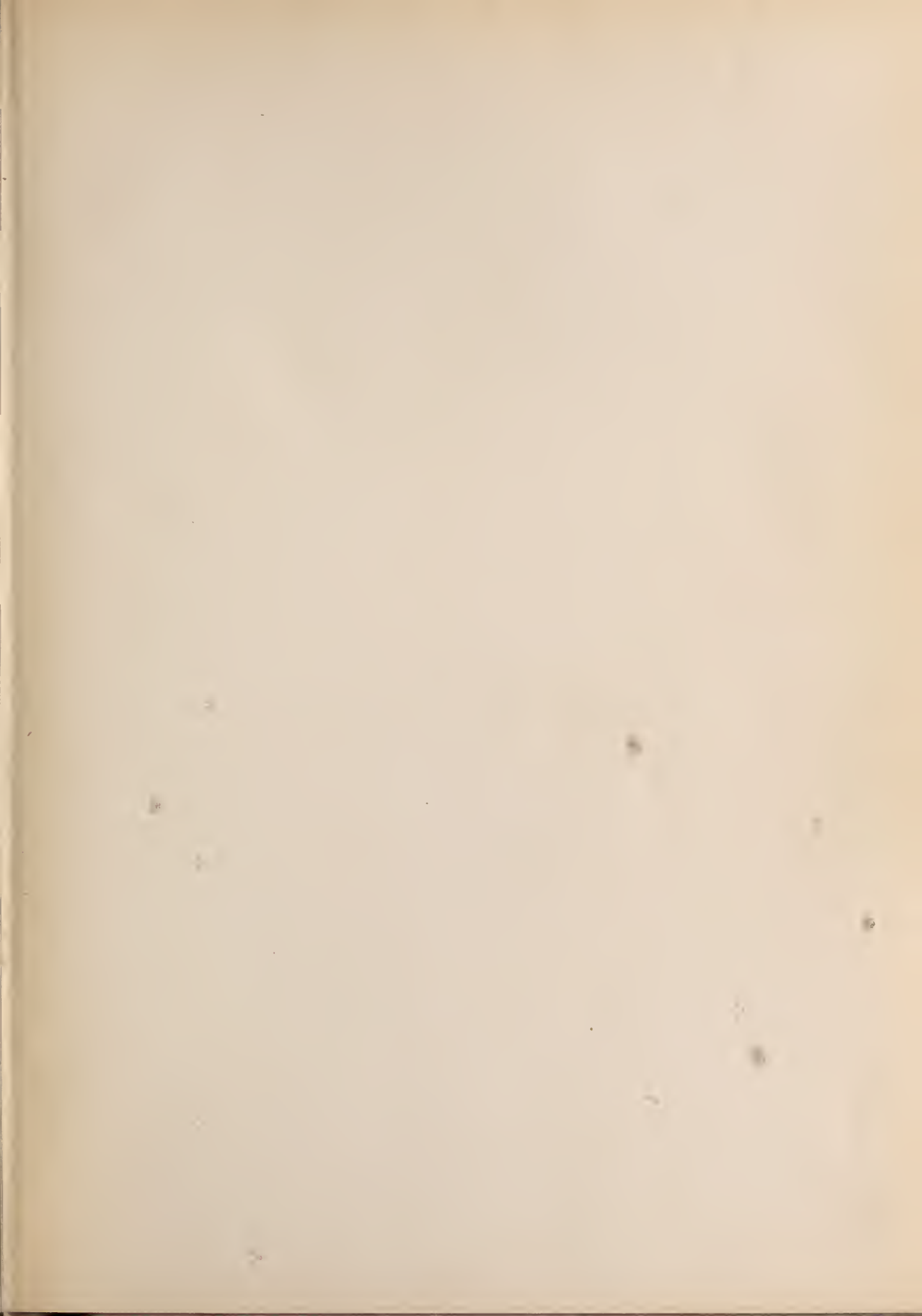
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# Baltimore Vol. LXI Ohio Magazine

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MAY

1923



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6215

**Our Idea — "One Good Pair Is Better Than Two 'Cheap' Pairs and Less Costly in the Long Run"**

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A very handsome full Brogue pattern with full Brogue perforation, pinked tip and vamp in a beautiful dark brown shade of fine quality calf skin. An Oxford generally retailing at \$8.00. Single heavy oak soles Goodyear Welt sewed, Goodyear "Wingfoot" rubber heels, fine leather trimmings — a shoe to please the man who demands quality footwear. Sizes from 6 to 11.

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Sizes 6 to 12.  
No. 8315 **\$5.95**  
Price . . .

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6415

## Genuine Australian KANGAROO LEATHER

Finest Upper Leather Tanned

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### The Banker Last

to the left you'll say is rightly named, for it is the famous straight last of bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified. Extremely dressy looking. Finest single oak sole Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and finest shoe construction throughout. Sizes 6 to 11.  
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Balance \$1.25 a month.

### Admiral Last

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We believe that every man understands the economy of good quality, and we only ask the privilege of sending you a pair of our shoes on approval for you to be the judge. If thoroughly pleased spread the cost over six full months. No. 6415 Sizes, 6 to 11. Black only. **\$7.45**  
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1550 Indiana Avenue, Chicago, Illinois

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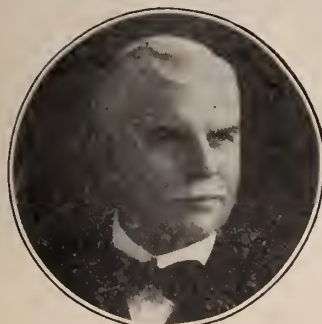


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Send us exact size if you know it. If not, send an outline of your stocking foot drawn on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.





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The holdings of the company will consist of carefully selected investment securities of the highest grade, all of which will have a substantial value pledged to their redemption in excess of the price paid for them.

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*May 1923*  
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*Vol 11*  
*Relia*



# Baltimore and Ohio Magazine

Volume 11

Baltimore, May, 1923

Number 1

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## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 46,850 copies for this issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can



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Yes, I'm the operator; I delight to hear  
you call,

I'll answer you quite readily and never  
fret at all;

I find it is not difficult to hold my  
job with grace,

For it pays to give good service—and  
keep wrinkles from my face.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME II

BALTIMORE, MAY, 1923

NUMBER I

## Relationship—Efficiency—Economy

### An Address by President Willard before the Veterans of the Baltimore Chapter, Baltimore, May 7

ON the night of May 7 at Moose Hall in Baltimore, after routine business had been transacted by the Baltimore chapter of the Veterans' Association, the members adjourned to the rooms upstairs to join their families, already assembled, and to enjoy the entertainment feature of the program.

C. W. Allen, president of the Baltimore chapter, made a happy introduction in presenting Mr. Willard to this big section of the Baltimore and Ohio family when he called him "your friend and president." And Mr. Willard, in beginning his address, made pleasing reference to this and said that he was glad that he had been so introduced because he realized that he would be a poor president indeed if he were not also a friend of the employes of the Baltimore and Ohio.

He expressed gratification in seeing such a well attended meeting and said that in view of the fact that he had not expected to find so many ladies present, he feared that his address might not be of particular interest to them. He added with a smile, however, that it might be a good thing for them to hear what he had to say to their men folks when they were not present.

#### Relationship—Efficiency—Economy

The president chose to speak on Relationship, Efficiency and Economy.

"Most of the trouble that we have in our human relationships on the Railroad," he said, in substance, "are due to misunderstanding. We do not get the other fellow's viewpoint. In our own very human desire to accomplish certain things, we forget that the man with whom we are dealing is also human and just as anxious to accomplish certain things he wishes, as we are.

"But this very fact ought, it seems to me, make us tolerant, because if we

admit that the other fellow is human and conscientiously trying to do what he thinks is best, we will be the more ready to give and take—to agree that as we are sure there is merit on our side, so also there probably is on his.

"We men on the Railroad, of whatever position, are not essentially different as human beings. We all have our pleasures and sorrows, our good days and our bad, and when an officer is feeling out of sorts, it may be for exactly the same reason that an engineer or any other employe is out of sorts—he may for instance, have eaten a soggy and indigestible bottom crust of a piece of pie. That was not infrequently my experience when as an engineer I lived in boarding houses away from home. Of course (and here Mr. Willard smiled broadly as he gave a sweeping glance of the women folks seated in the front of the room), such a thing could not happen with a pie cooked by a railroad man's wife.

"Despite the fact that we sometimes have trouble in our Railroad family, I believe that a majority of the people most of the time want to do what is right. And it is because of this and of the fact that I believe that a better understanding of our problems will promote our mutual welfare, that I want you to know some of the responsibilities which go with the handling of the business of the Baltimore and Ohio.

#### Every Day We Must Pay—

"Did you know that every day the Baltimore and Ohio must pay \$65,000 in interest on its bonds and other obligations. It must pay it in the same way that you must pay interest on your house mortgage if you happen to have one. And unlike those employes who are buying homes through our Relief Department, it is not possible for us, in case of business trouble or other untoward event, to

secure a postponement of these payments—we must have the ready money when it is due.

"Did you know that it costs the Baltimore and Ohio \$20,000 every day for taxes? It does—and I need not remind you that Uncle Sam does not wait for his tax payments.

"Did you know that the Baltimore and Ohio rents so many tracks, buildings and other property which it needs to handle its business that it costs us \$15,000 a day to pay for these rentals?

"Did you know that our bill for coal burned on the Railroad every day amounts to \$60,000?

"Yes, it costs us \$160,000 a day to pay for just these four items. And twice as great as these is our payroll, which now costs us—before any other bill is paid—about \$320,000 each day.

#### Lack of Understanding is Most Costly

"This question of the financial responsibility which is constantly facing the Management of our Railroad, makes me think of the strike which we went through last summer and which I did not expect to say anything about. But I do want to remind you of one thing in connection with it, one thing that I mentioned at a meeting similar to this before the Martinsburg Veterans several months ago. *The strike started on July 1 and there was no time between then and the time the strike was terminated in September at which the Baltimore and Ohio would not have been willing and glad to make the same settlement with its men which it eventually did make.*

"The Company lost, I suppose, upwards of ten or twelve million dollars. The men on strike lost between six and seven million dollars in wages unearned. The property suffered from improper upkeep and other things which it would be hard to put a price on. We lost business which

it had cost us a good deal of money and effort to secure.

"I am not complaining. The Baltimore and Ohio was glad to make the settlement and it made it in good faith and the Company is willing to forget.

"Of course, during a number of weeks following the settlement of the strike things were not altogether pleasant in some of our shops. But I am very glad to say that it is now apparent that the men entered into the agreement with us in good faith also, and I doubt if there has ever been a similar agreement lived up to on the Baltimore and Ohio in the same good spirit and with equally good results as has this one.

"It seems to me that this shows that the settlement was just and fair to all concerned and I hope that this fact is an indication that we have entered upon an era of peace and good feeling which will continue to make us a happy and prosperous Railroad family."

Mr. Willard said that the Management of the Baltimore and Ohio had been criticised in some quarters because of the kind of settlement that was made, but that he felt, and the other officers of the Company also felt, that the adjustment of this question that was reached last September was equitable and fair, and that the results since then had justified this belief.

He expressed his gratification that the work of our shopmen since the settlement had been efficient and indicated their real interest in the Baltimore and Ohio, and he said he felt sure that this loyal attitude

would continue. And he urged that it be remembered that it is the business of the men themselves, the men who actually do the work on the Railroad, to show that under the Baltimore and Ohio plan our Railroad can be operated just as efficiently and economically—and even more so—than other railroads. He said it was their plan as much as it was the Management's and that none could relieve them of the responsibility of proving that it was the best plan for all concerned.

He stated that the Railroad pays fair wages and pays them in real money and that it was certainly not unreasonable to expect a fair day's work and not counterfeit work in return.

#### Efficiency

In introducing the subject of efficiency, which, he admitted, had come into bad repute on account of misinterpretation and misapplication in many ways, Mr. Willard gave a concrete example to illustrate just exactly what efficiency means.

He said that Frederick Winslow Taylor, sometimes called the "Father of Efficiency" made a study of the work of a bricklayer. He found that as the hodcarrier brought the bricks to the place the bricklayer was working, he dumped them out of his hod on the platform at his feet. Mr. Taylor's study showed that it took as long to reach down, pick up and lift the brick to its place in the wall as it did to put it into the mortar and properly lay it, and he had an adjustable, steel platform made which could be handily moved up to the rising levels of the wall and which

obviated the necessity of the bricklayer stooping to pick up the brick. The result was that with the new device the bricklayer was able to lay twice as many bricks in a day's time as previously, and with actually less physical effort.

Another illustration was given from the experience of Harrington Emerson, who has made some efficiency studies on the Baltimore and Ohio.

Mr. Emerson went into a shop to see if he could bring about improvements in working methods. He approached a man operating a lathe and was promptly informed by the foreman that the man was a 100 per cent. mechanic and that his work could not be improved upon.

So Mr. Emerson watched the operation he was doing, the turning of a heavy piece of steel, and discovered that in the 32 minutes which the operation took, the man seemed, as the foreman had said, to do the job perfectly.

But the interesting discovery was yet to be made. The steel bar was too heavy to lift out by hand and it took the operator just 14 minutes to get the differential pulley which he needed for raising it. Also the piece of steel was a finely finished one and the differential grip had sharp hooks on it which might have injured the polished surface. And it took the mechanic 8 minutes more to secure soft pads to insert between hooks and steel, to prevent the piece from being marred.

It was then reasonable to point out that had the differential pulley been rigged conveniently over the machine or near it, and the pads or some other similar device been handy, about 22 minutes could have been saved. There was no reason on the mechanic's part for wanting to waste this time. It would not have been a bit harder for him to have applied the 22 minutes to the turning out of another similar piece of steel and so increase his production.

The illustration shows that it is the duty of Management to see that men are supplied with proper facilities for doing their work efficiently.

#### Motion Picture Studies

Mr. Willard then referred to Dr. Shattuck, and the lecture on the Canadian Rockies which he has been delivering before various of the Veterans' Chapters, and said with a smile that he had received letters inquiring why Dr. Shattuck was giving these lectures and intimating that there certainly "must be something back of it" and "What is the Company trying to put over on us?"

## A Message from Vice President Galloway

The increase in the Average Miles per car per day on the Baltimore and Ohio, is not only gratifying, but reflects a situation that makes it clear that the line is free of congestion and that the interest of all concerned, toward increasing the car miles, is counting.

I want to congratulate the officers and men in the Operating Department for this accomplishment and to renew my confidence in them that they will reach the 40 miles per day goal.

The friendly rivalry between divisions in this competition is a happy situation and will win.

*A. H. Galloway*  
VICE PRESIDENT



Mr. Willard referred briefly to Dr. Shattuck's wide experience in teaching geology in universities and to his recent extensive trip into the heart of Africa to make motion pictures of the savage pigmy tribes living there.

He called attention to the wide use of the motion picture as an educational device, in schools, factories and elsewhere, and said that while Dr. Shattuck was giving these travel lectures before our Veterans' Chapters, he was at the same time familiarizing himself with our Road and our business and trying to discover without pre-judgment how the motion picture can be adapted to improve our methods. How, for instance, it can possibly show an economical car movement in a great terminal or a wasteful process in the shops or an unscientific handling of any job on the Railroad, be it on train or track, in shop or office.

Bearing in mind again the large number of ladies in the audience, he mentioned the efficiency of the modern apartment kitchen for cooking purposes as compared with the old kitchen of large proportions, and how much the housewife can save in the former by having utensils and supplies closely assembled, in contrast to the wide separation of sink, stove, and tables in the old fashioned kitchen. And he spoke of the dining car kitchen as an appropriate example, where three cooks can serve from 75 to 100 people in an hour because of scientific methods, and of the compact and handy arrangement.

Here he told the story of a clerk in a railroad office who was reported by a supervising clerk as "loafing most of the time." When brought in "on the carpet" the boss put the complaint up to the accused and said, "how does this happen—you look intelligent?"

"That's just what's the matter with me," replied the accused. "I am too intelligent. I do more work in five hours than the other men do in eight because I have studied my work carefully and make no unnecessary movements."

An investigation of his statement proved him correct; he had everything he needed arranged in such a way that he did not have to make one unnecessary movement and naturally he was able to show quicker and better results than his associates.

"The point I am trying to bring out clearly," Mr. Willard emphasized, "is that efficiency, as illustrated in the examples given, is not a plan to make men work harder or longer. It is simply a common sense method based on fair reasoning and experi-

ence which will enable us actually to do more work with less effort, and so promote the prosperity of the Road, and all connected with it.

#### Car Miles

"Take, for instance, the subject of car miles, which we are now laying great emphasis on in our operations. The measure of car miles is the average distance which each freight car on the Baltimore and Ohio moves each day. In round numbers we have 100,000 freight cars and each day the total mileage of these cars is reported and divided by the 100,000, to find out what the average car mileage per day is.

"The best average car miles per day including bad order cars, made on the Baltimore and Ohio during the last few years, was 31.5\* for the third period in April. For every mile increase in this average that we could make on the Baltimore and Ohio we would be increasing, in effect, our car supply by 3,000 cars. And since the value of a car is figured at five dollars per car per day, this would mean an increase in our revenue of \$15,000 per day.

"I have told our officers (and here Mr. Willard smiled in a knowing way at General Manager Scherer, General Superintendent White and Superintendent Hoskins, who were seated near him) that we were going to

**\*Note—Since Mr. Willard made this statement a new record has been made, 32.3 miles per car per day, including bad orders, for the week of May 1-7. A fine achievement!**

increase our average to 40 miles per car per day, excluding bad order cars. When we do this it will certainly be cause for great satisfaction among the entire personnel of our Railroad (and I say 'entire personnel' advisedly because there is hardly a man who cannot contribute in some way to bring about this result).

"The man who handles waybills without error helps prevent mistakes and delays—and so increases car miles.

"The man who dispatches trains can take pains to see that there are no delays—and so increase car miles.

"The trackman can watch his track carefully, preventing derailments—and so increase car miles.

"The man who packs grease boxes can do this important job carefully, prevent hot boxes and resulting accidents to trains—and so increase car miles.

"It does not require harder work on the part of the men.

"It requires unceasing vigilance and care and nice teamwork among all of us."

Mr. Willard then referred to a meeting attended by a large number of executives of various railroads, held in New York several weeks ago, when they decided that in an effort to better handle the large business being offered the railroads today, they would endeavor to increase the average miles per car per day for the entire country to 30. And he said that it gave him great satisfaction when the report for the month of April showed that this figure on the Baltimore and Ohio had already

## Does Safety Pay You?

### Study These Figures of Accidents on Our Railroad

YEAR	Employees		Other Persons	
	KILLED	INJURED	KILLED	INJURED
1913.....	198	14,561	99	711
1922.....	61	5,451	161	490

#### Ten Years of Safety Work and We Have Reduced

Fatal Injuries to Employees.....	.69%
Non-Fatal Injuries to Employees.....	.63%
Fatal Injuries to Other Persons.....	.59%
Non-Fatal Injuries to Other Persons.....	.31%

**Safety Practice Has Not Deprived Anyone of His Rights and Privileges  
But Has Saved Many Lives and Preserved Many Bodies Intact**

**Keep Up The Good Work**

—Safety Department

reached 31.5 for the third week, a higher record, he believed, than that made on any railroad in the east, with one or two exceptions.

This encouraging statement was heartily applauded.

#### Economy

Taking up the subject of economy, Mr. Willard referred to his previous statement that it cost the Baltimore and Ohio \$60,000 for the coal which it uses each day.

"If an engine blew off steam through the pop, constantly for 24 hours," he said, "it would consume upward of ten tons of coal, and this would cost us about \$30.00.

"I suppose we must admit that right now at various places on the Railroad, at Riverside, East Side, Glenwood, Grafton, Garrett and other places, there are engines blowing off. Perhaps the amount of steam wasted in this way would be equal to 50 locomotives on the Baltimore and Ohio blowing off steam all day, or a waste of \$1,500, which does not do a single one of us any good.

"It isn't an easy thing to prevent the popping of steam at all times. It requires the best kind of team work between engineer and fireman—and having been both a fireman and engineer, I know that it isn't an easy job—it requires care and good judgment.

"But I want you to know that if we could get this nice teamwork which is possible between engineer and fireman on all our locomotives: if for example we could keep up sufficient steam on our engines with an average of six scoops per mile instead of seven, if we could save just this one scoop per mile—it would save the Baltimore and Ohio 500,000 tons per year.

"Now you will all admit that the more wasteful way of putting seven scoops into the fire box per mile, instead of six, is harder work for the fireman. And the reason why some firemen do this is quite interesting:

"The fireman knows that the engineer wants to make time, that he does not wish to have his train delayed—in other words that he wants to have sufficient steam pressure at all times. And he would rather exert the extra physical effort by putting on the unnecessary scoop of coal than he would endure the mental distress of keeping his steam at just the necessary pressure, and feel that by so doing he is running the risk of having a hole pulled in his fire and not having sufficient steam for an emergency such as a grade would mean. This shows the nice teamwork which ought to exist between

the engineer and fireman who, if they keep in close touch with each other's work, can get over the road on schedule time and still do so economically.

"Twenty years ago, when I was assistant general manager of the Baltimore and Ohio, ties cost from 20 to 50 cents. In fact ties were so cheap that taking one from a railroad did not seem like stealing and it was not uncommon to see them in use as door steps for houses clearly in view along the right-of-way.

"We have already purchased the 2,000,000 ties which we will have to put into our track this year, and we paid an average of \$1.70 apiece for them. You can see, therefore, why I hope that none of them will be used for door steps, and other improper purposes and that we should make every effort to conserve them.

"We do not want to make a single saving that would make the operation of our trains in the slightest degree unsafe! But I sometimes think that ties are taken from the track when we could have left them there with perfect safety for another year."

Mr. Willard then referred to a recent inspection trip which he had made with some of our officers and said that he had tried very hard to discover good ties which seemed to have been discarded unnecessarily, and that when he did so he said to his fellow officers:

"Don't you see that tie there and can't you hear how it is screaming: 'I am worth \$1.70'?"

He then mentioned a number of other ways in which we can make worth while savings on the Railroad. He said that it had been his experience on occasion to see a locomotive standing in a station with the sand leaking out of the sand pipe, and wondered if the engineer thought he was unreasonable if he scowled when he made this discovery. And he suggested the other side of the picture when he admitted that wastes are not always the fault of the persons who seem to be responsible for them, and that it sometimes happens that when an engine is standing still and sand is leaking from it, it is not because the engineer is at fault but because the sand pipe is out of order. And that is a story of responsibility lying elsewhere.

And he added this interesting thought: If he scowled at the engineer under the circumstances cited, and, as a matter of fact the sand pipe was out of order, the scowl was due to a misunderstanding—just such a misunderstanding which we ought to try hard to avoid. On the other hand if the engineer thought the

president a disagreeable person because he scowled, it was probably because he did not know that it cost the Baltimore and Ohio \$90,000 a year for engine sand.

He used this as an illustration in support of his previous statement that most misunderstandings are cleared up when the facts are known.

In concluding his address, Mr. Willard referred again to his first topic, relationship, which is, after all, the basic explanation of success or failure on the Railroad.

"I have sometime heard it said," he began, "that the men on the road don't care whether it is prosperous or not. Of course, I think that is the attitude of a very small proportion of the men of the Baltimore and Ohio, but I am using it as an illustration for this purpose.

"When I first became connected with the Baltimore and Ohio, Tom Fitzgerald, the general manager whom many of you knew so well and respected so highly, told me some of the things that happened during the receivership of the Baltimore and Ohio. He said that when a train came into a terminal at night, he would have to take the chimneys off the lamps in the incoming cars and put them on the lamps in the outgoing cars, so that the passengers could have light. He told me that they had to pull the spikes out of the ties on siding tracks and put them into main tracks to keep the rails in place. He told me, and I know and you know, that the Baltimore and Ohio suffered the same kind of embarrassments that a poverty stricken man would.

"Now, I don't think that any man wants to work for an organization which is reduced to that kind of extremity. It is human nature to want to be employed by a going, prosperous concern, to see up-to-date cars, and well constructed roadbed, engines that are working properly, clean, well painted buildings and to be working under pleasant conditions generally.

"The common expression of this feeling is often made in these words: 'I'd rather work for Jones for half the money that I could get with Brown.'

"Now a man does not have to work for less money on the Baltimore and Ohio than he does on some other line—for, as we all know, the rates of pay on the railroads are substantially the same. But we also have known many men during our railroad experience who have been offered more money to go elsewhere and who have refused. Such cases are not uncommon, by any means. There is something about railroading



which holds their interest, which fascinates them—which makes them feel that there are considerations other than wages, that enter vitally into the satisfaction which they get out of their work.

"It is that something which is hard to explain, but which nevertheless is very tangible, which makes

a man enjoy working on a property where he likes the conditions and his fellow employes and respects his officers and what they are trying to do.

"And this is just the way the officers of the Baltimore and Ohio feel about it. They want to work on a property where the spirit among the

people connected with it is pleasant and good, where they feel that they are accomplishing things, that they are giving the service which is expected of them, and where there is constantly present the reward of peace, contentment and prosperity.

"But this end cannot be obtained

(Concluded on page 11)



#### RECENT CHANGES IN OFFICER PERSONNEL, WESTERN LINES

1. General Agent E. W. Hoffman, Cleveland, Ohio. 2. General Superintendent D. F. Stevens, Northwest District, Cleveland, Ohio. 3. Superintendent R. B. Mann, Akron Division. 4. Superintendent A. A. Iams, Toledo Division. 5. Superintendent J. B. Carothers, Ohio Division



# The CAPITOL LIMITED

Announcing  
a New and Dependable  
Service to  
Chicago and the West

Beginning Sunday, May 13th, the Baltimore and Ohio will inaugurate a daily all-Pullman through train, the Capitol Limited, from Baltimore and Washington to Chicago and the West:

Leaves Baltimore (Mt. Royal Station) .....	1.52 P. M.
Leaves Baltimore (Camden Station) .....	2.00 P. M.
Leaves Washington .....	3.00 P. M.
Arrives Pittsburgh .....	10.40 P. M.
Arrives Chicago .....	9.00 A. M.

Leaves Chicago .....	1.00 P. M.
Arrives Washington .....	9.00 A. M.
Arrives Baltimore (Camden Station) .....	9.58 A. M.

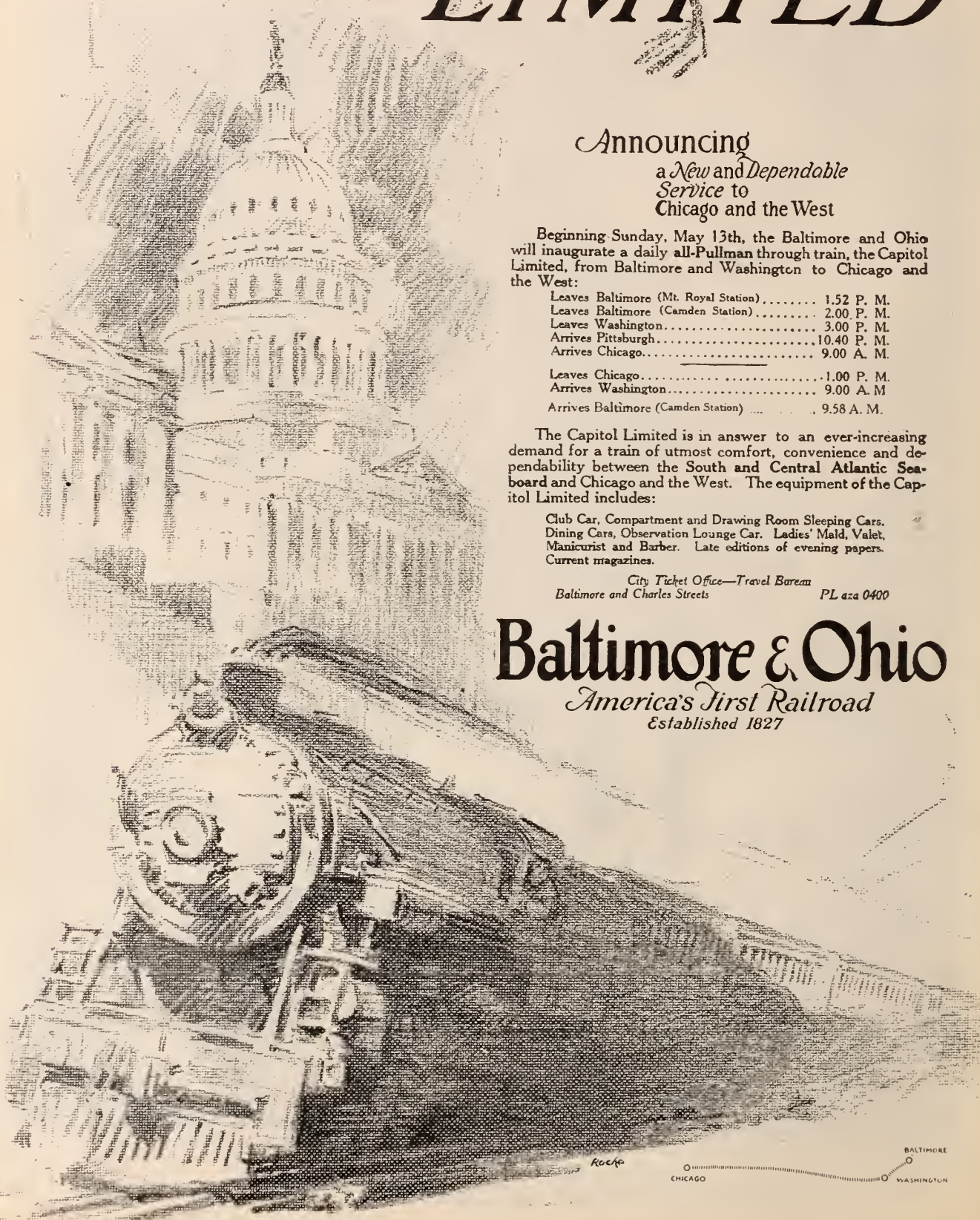
The Capitol Limited is in answer to an ever-increasing demand for a train of utmost comfort, convenience and dependability between the South and Central Atlantic Seaboard and Chicago and the West. The equipment of the Capitol Limited includes:

Club Car, Compartment and Drawing Room Sleeping Cars, Dining Cars, Observation Lounge Car, Ladies' Maid, Valet, Manicurist and Barber. Late editions of evening papers. Current magazines.

City Ticket Office—Travel Bureau  
Baltimore and Charles Streets PL 42a 0400

## Baltimore & Ohio

*America's First Railroad*  
Established 1827





# The Capitol Limited

The New "Pride of the Baltimore and Ohio" Challenges Our Admiration and Loyal Support

ON Sunday, May 13, the Capitol Limited, our new flyer between Baltimore and Chicago, made an auspicious start by completing her run, eastbound and westbound, ON TIME. The accompanying description of the train, used widely for newspaper advertising, suggests the completeness and beauty of its equipment and the improved service it will give the public. The running time between the two cities has been reduced to 20 hours, or two hours better than our previous best trains. The photographs were taken on both the east and westbound runs, and show some of the crews that were chosen for their skill in handling trains so that our passengers might have a maximum degree of comfort, courtesy and cleanliness.

After Safety, which is always the supreme factor to be strived for in the operation of our trains, the Baltimore and Ohio believes that its passengers appreciate most the comfort that comes with careful handling of the engine by the engineer, the cleanliness that comes with smokeless firing by the fireman, and the courtesy extended by the men employed in our passenger service. And there is not a single demand that is made by this train which should reduce the measure of these qualities one whit. The elimination of unnecessary stops, and quick engine changes at terminals have been the principal factors in making possible the fast schedule, and our tracks are in such good shape, our power in such good condition, and the equipment is so substantial and well built, that the comfort for which our other trains have been famous should win an enhanced reputation through the operation of the Capitol Limited.

## On Time

The editor of the Magazine speaks with no authority concerning operating matters but gathered from his talk with the officers and men on the initial westbound trip of the Capitol Limited, that it is the intent of the Management to subordinate everything when necessary to the end that this train may run safely, comfortably and then—on time.

At this writing the performance already made by this train, both eastbound and westbound, indicates that despite its fast schedule it will soon have established for itself an even

better reputation for on time running than our other through trains have made during the past few years.

The fact that this train has a twenty-hour schedule between Baltimore and Chicago, both ways, and that it is an all-Pullman train with every facility afforded for the comfort and satisfaction of its passengers, is not especially significant. There are trains on other roads comparable in equipment and running time between various points.

The significance which it is hoped the Capitol Limited will bring to the Baltimore and Ohio and all its employees is this: For our Railroad it sets an admittedly new standard, a standard which we believe will not only be maintained in a gratifying degree in respect to this train, but which will, immediately, have an influence upon every train on the Railroad, an influence which will make the standard of the Capitol Limited a standard by which our other trains may fairly be judged, and a standard which will be constantly in the minds of all operating employees no matter what trains they may handle.

## Service

At the conclusion of the initial eastbound trip a passenger stopped to speak to C. A. Mewshaw, trainmaster, Baltimore Division.

"Fine train," he said. "We (referring to the two ladies and the two other gentlemen with him) expected to use another road; in fact had bought tickets that way when a friend in Chicago asked us to try your new train."

"We exchanged our tickets and can't imagine a finer ride. A man can certainly *live* on this train. He can sleep, he has every facility for his comfort, and my—how he can eat!"

Mr. Charles F. Hall, of Minnesota, whom his friends called "Judge," did not bear this testimony alone, his com-

panions interrupting him with reminders of this, that and the other thing, that made the Baltimore and Ohio a fine host.

## More Service

Eastbound on the initial trip a mother who had finished her dinner, asked the steward if his car went on through. She showed disappointment when advised that it did not and explained that her boy was on a diet and that he should have a specially prepared meal in her compartment at eight the next morning.

"That is easily arranged," said the steward, and he took the order and sent it by the conductor to the steward of the diner put on at Cumberland. And the little fellow had his breakfast as desired, the next morning.

## Emergency Car Repairer, Parts and Tools

Going into the baggage car with Master Car Builder Calder, I was shown the great chest of neatly arranged tools and extra parts carried so as to be immediately available in case of emergency. Also met the car inspector, who is one of several who will ride the train for a time and who is chosen because of his familiarity with the car construction and its repair. Nothing seems to have been neglected to make the Capitol Limited the perfect train.

## Neatness

As might have been expected with new equipment, the train was scrupulously neat and clean. One would not have been surprised to see a slightly worn uniform here and there on the train, however. But one didn't see one. From head end to rear end the men on the various crews looked as if they had stepped out of the proverbial bandbox. New hats, new coats and trousers, new overalls and jumpers, everything was so spick and span.

And even on the engine, where I rode from Cumberland to Connellsville, first on the helper and then on the regular engine, there were unmistakable evidences that the shoes of engineer and fireman had had recent acquaintance with B'xby's Best.

(Continued on page 14)

# Relationship—Efficiency—Economy

An Address by President Willard

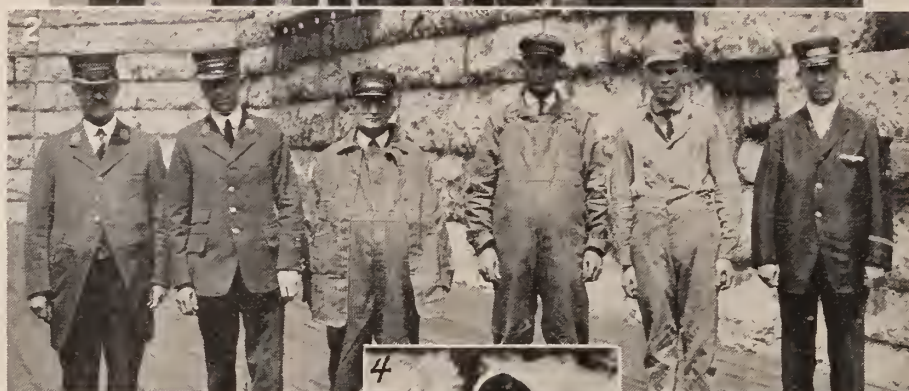
(Continued from Page 9)

by the officers alone. It takes all of us, Management and men, to bring it about, and that is the reason I am asking for your support tonight.

"There never has been nor is there now a railroad management in this country which desires more earnestly to have a fair and friendly understanding with its men than does the

Management of the Baltimore and Ohio. With this understanding and with continued cooperation we can keep on improving our Railroad and our service, we can make proper returns to those who have invested their money in our property, and we can continue to share the friendship and good will which exists today."





AMONG THOSE PRESENT AT MT. ROYAL STATION, BALTIMORE, AT DEPARTURE OF CAPITOL LIMITED. REPRESENTATIVES OF PRACTICALLY EVERY DEPARTMENT WERE THERE, OFFICIALLY AND UNOFFICIALLY, AND THERE WERE MILES AND MILES OF SMILES

(Read left to right) 1. General Manager Scheer, Chief of Motive Power Emerson, General Superintendent White, General Superintendent Transportation Curren, Passenger Traffic Manager Calloway, Newspaper Representatives; extreme right, Assistant General Passenger Agent Faroot. 2. Conductor Huffman, Brakeman Moran, Baggage-master Baldwin, Engineer Ross, Fireman Rudy, Pullman Conductor Kildenfenny. 3. Assistant Trainmaster Keene, Superintendent Shriver, Pullman Superintendent McNabb, Assistant Pullman Superintendent Holman. 4. Mrs. King, ladies maid. 5 Newspaper Representatives. 6. Steward Payne and his crew, taken at Washington





ON THE ROAD WITH NO. 5. CAREFULLY CHOSEN CREWS MANNED THE NEW TRAIN, EASTBOUND AND WESTBOUND, AND THE PERFECT PERFORMANCE ATTESTED THE WISDOM OF THEIR SELECTION

(Read left to right.) 1. Flashlight at Laughlin Junction. Front row: Superintendent Beltz, Car Inspector Deems, Baggage-master Hampton, Conductor Lane, Brakeman Shank, Fireman Allen, Engineer Quinn, Assistant R. F. of Engines Radcliffe, Trainmaster Carroll. 2. Crew, Willard to Chicago: Car Inspector Pence, Fireman Traxley, Engineer Martin, Conductor Peters, Brakeman Mullane, Pullman Conductor Kildenfenny. 3. Flashlight at Willard: Conductor McMahon, Fireman Beville, Engineer Smith, Trainmaster Angell, Car Inspector Colberg, Baggage-master Black, Brakemen McClintock and Stone. 4. West-bound at Garrett: Baggage-master Miller, Engineer Leek, R. F. of E. Frazier, Fireman Smith, Brakeman Marquart. 5. Stewart Miller and his crew at Chicago



## The Capitol Limited

(Continued from page 11)

### Smoke

The baggageman was old in the service and as much excited as when his first grandchild arrived. But he was not thinking alone about his part of the job—he knew that it takes a whole lot of people to run the Perfect Train. So when I poked my head into his domain he said:

"Just look at us (referring to the car inspector and himself) we've had the door open quite often and looked ahead towards the engine, and we haven't a trace of dirt on our faces."

We were approaching Cumberland, we were over 150 miles on the way, and so far as smoke was concerned, well, the train might have been run

by compressed air, the ride had been so absolutely devoid of soot.

Some fireman, that, and I am told that the same thing can be done over the entire route.

### Enthusiasm

If there was one thing about the inaugural runs of the Capitol Limited that was noticeable above everything else, it was the enthusiasm and, be it said in all fairness, the anxiety, that everybody felt.

President Willard himself showed this as, having looked over the train as it stood in Mt. Royal Station, and ridden on it to Camden, he stood alone at the extreme end of the station as the train pulled out, smiling with unaffected happiness and waving a God Speed to the people on the observation platform.

But he was only one of thousands who came to see and approve and applaud. Nearly all of our executive officers were present at the start of the initial run in Baltimore and the same may be said of our people in Chicago. And all along the line, at stations, in yards and terminals, our employes were standing at vantage points, with expectant looks, smiling faces and waving arms. There were groups of them peering over the top of board fences, standing on the tops of freight cars and congregated on the platforms. The word of the new train had gotten even to the watchmen along the tracks, the men who maintain a ceaseless vigil to guard against broken rails, slides and other dangerous conditions, and they were out with lanterns and flags to greet the limited.



WESTBOUND ON FIRST RUN OF THE LIMITED

(Read left to right.) 1. At Martinsburg: Assistant Superintendent Faherty, Passenger Traffic Manager Calloway, General Superintendent White, Master Car Builder Calder, Special Representative of Vice President, Todd. 2. Assistant Road Foreman of Engines Norris. 3. At Washington: Road Foreman of Engines Calder, Trainmaster Mewshaw, Superintendent Hoskins, District Master Mechanic Galloway. 4. Superintendent Van Horn. 5. At Washington: Fireman Sulser, Engineer Tayman, Master Mechanic Fritchey, Road Foreman of Engines Cramblitt

**Trains Record Depends on Employees**

Employees by the thousands will continue to crane their necks and strain their eyes to see this latest and best passenger train on the line, as she rolls into their terminal, or flashes by the little railroad towns in which they live and work.

It is *their* train, the pride of *their* Company, and it will be a challenge not only to their admiration but also to their duty to see that its reputation shall be untarnished. The utmost care on the part of the thousands who will have to do with the operation of the train, is needed to bring about this result, and just as a reminder, we call upon the fol-

lowing employees to do their parts loyally and well.

**Mr. Supervisor and Trackman**—Inspect your track carefully, see that line and surface is in good condition, bolts tight, switches inspected and everything in such condition as to avert possibility of derailment.

**Mr. Master Mechanic and Foreman**—Supervise closely to see that engine is ready to leave "Ready Track" ON TIME, and in condition to make a successful trip.

**Mr. Engine Inspector**—Make a specially careful inspection of engines assigned to this service—see that all work required is done and done well.

**Mr. Machinist and Helper**—DO A GOOD JOB; one that will not cause a failure on line.

**Mr. Engine Preparer**—See that EVERY part requiring it is properly lubricated.

**Mr. Supplyman**—See that everything required is in its proper place on the engine when it is ready to move.

**Mr. Car Foreman**—Make a thorough inspection of all cars, and KNOW that they have been properly cleaned, that all work required has been done and that they are in first class condition, properly supplied

(Continued on page 18)



ON THE FIRST RUN OF THE CAPITOL LIMITED, EASTBOUND

(Read left to right.) Brakeman Arnold and Car Inspector Dailey at Willard. 2. Engineer Leek and Fireman Smith at Garrett. 3. Road Foreman of Engines Berg and Trainmaster Downs at Callery, Pa. 4. Engineer Murphy, Fireman Suttin, Conductor Stouffer, Brakeman Conwell and Baggage-man Judd at Laughlin Junction. 5. The train barber, R. Hackel



At this writing, May 22, the Capitol Limited has made nine runs each way, with a  
**PERFECT ON TIME RECORD**



THE SEND OFF FROM CHICAGO

(Read left to right.) 1. Division Passenger Agent Benedict, City Passenger Agents Cook and Corcoran, Traveling Passenger Agent Gleason, General Passenger Agent Brown, Superintendent Hooper. 2. Baggage-master Earlson, Brakeman Griffin, Conductor Eden, Engineer Driscoll, Fireman Doty. 3. Group of Chicago officers and employees, Superintendent De Veney third from left



The Baltimore and Ohio expects its high standard of dining car service to be emphasized on the Capitol Limited. It appreciates the enthusiastic teamwork shown by the Pullman employees handling this train



THEY MAKE EVERYBODY ON THE TRAIN HAPPY BY GIVING UNSURPASSED DINING CAR AND PULLMAN SERVICE

1. Steward "Smiling Jack" Ward and crew, Chicago. 2. Steward Boylan and crew, Cumberland. 3. Inspector Jones, with Steward Carroll and his crew, Chicago
4. Steward Cragg and crew, Cumberland. 5. Pullman Conductor Davis and porters. 6. Pullman Conductor Long and porters



## The Capitol Limited

(Continued from page 15)

with ice, water and other necessary supplies.

**Mr. Car Inspector**—Inspect all cars thoroughly; see that every part is perfect; if not, have it made so before you mark "O. K."

**Mr. Coach Cleaner**—Clean the cars thoroughly. Don't leave dirt in the corners. Cleanliness is important; the lack of it makes a bad impression on our patrons.

**Mr. Box Packer**—See that boxes on cars are carefully packed so that delays will not occur on line account of hot boxes.

**Mr. Train Dispatcher**—On YOU, to a large extent, depends the "On Time" performance of these trains. Have their orders ready for prompt delivery, when necessary. Give them the best of it—keep heavy drags, slow freights and locals out of their way.

**Mr. Operator and Towerman**—Be ON THE JOB. Don't hold your block against the train until it is almost at your station, requiring it to slow down. If you have nothing for them, give a prompt clearance when called for.

**Mr. Agent**—Have your baggage and mail ready. See that your men are on hand to load and unload promptly. Prompt movement at stations is essential.

**Mr. Engineer**—Inspect your engine carefully when you report for duty; see that it is in good condition and everything necessary on hand. COOPERATE with your fireman to make an "On Time" performance. Handle your train SAFELY. Be ready to start promptly when the signal is given at stations. Handle

the air carefully so that good stops may be made with comfort to passengers. Don't jerk the train when starting and don't make "jarring" stops. Vice President Galloway has said that "The engineer who makes required time at minimum speed excels as a runner."

**Mr. Fireman**—Keep your train in good condition to maintain a full head of steam. Watch your pop valve, keep it down. Don't make black smoke; remember that with observation car on the rear black smoke will not add to the comfort of our passengers, and it wastes coal. While engineer and fireman each has his duties to perform, team work is required to make a successful trip. Work Together!

**Mr. Conductor**—See that your train has been cleaned; that it is properly heated, lighted and ventilated and is provided with ice, water, etc. See that your trainmen are on hand to assist passengers in alighting from and boarding trains, that they are courteous, provided with proper uniform, and neat and clean in appearance. Maintain quiet in sleeping cars after passengers have retired. Remember that you are responsible for the train.

**Mr. Brakeman**—Be on hand promptly to assist passengers boarding or leaving train. See that vestibule doors are closed promptly when leaving stations. Be courteous in your dealings with patrons. See that your flagging equipment is complete; be prompt in going back to protect your train. Watch the heat, light and ventilation of cars and the comfort of patrons.

**Mr. Crossing Watchman**—Keep

crossings clean. See that all old papers, etc., are promptly picked up and disposed of. Papers and dirt on crossings "fly up" and cause annoyance to passengers on observation cars of trains running at high speed.

**Mr. Dining Car Steward**—Remember that no factor on our trains counts more toward Real Hospitality than the service given by you and your men. "Our passengers are our guests."

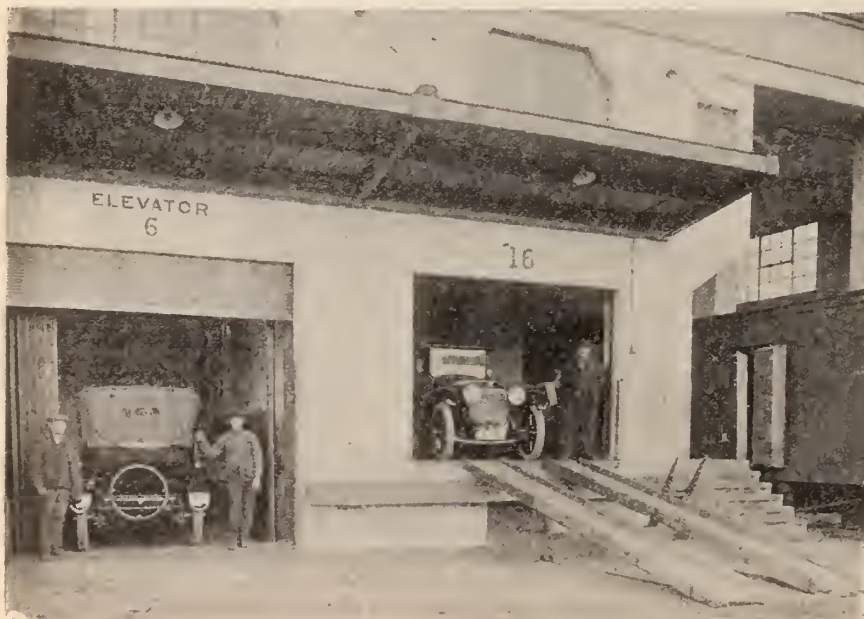
## Will You Help Celebrate Arbor Day in the Year 1973

*From the Dearborn Independent*

FROM its headquarters in Washington, D. C., the American Tree Association is planning a national campaign to stimulate public interest in tree planting. There is but one way to become a member of the association and that is by planting a tree. The association hopes to secure a million new members and have a million new trees planted in all parts of the country.

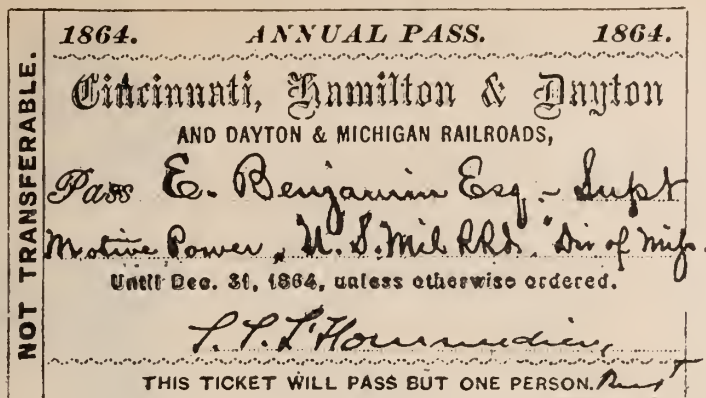
This proposal is of immense importance to the American people, because the forests of the United States are an essential to safety and comfort of life, as well as to agriculture and industry. Forests are necessary to the existence of our very important and indispensable bird and game population. The life of our people is dependent on the soil, which in turn depends on a continuous water supply which cannot be had unless a sufficient number of trees exist to hold the rains and gradually release the water in periods of drought.

The American Tree Association is calling upon the people to celebrate the centennial of Arbor Day in 1973, fifty years before it happens, by planting the trees now. Stripped of all sentiment the proposition still remains an economic investment of incalculable worth as every one knows who has bought lumber recently. Lumber is vanishing, along with the forests. Our forests are being consumed four times more rapidly than they grow. The timber shortage has become one of the most critical and vital problems of today and whether you plant a tree on the lawn or on the street, that tree will be staving off a timber famine as well as preserving the natural resources of the soil. One who plants a tree serves posterity. Tree-planting instruction is sent by the association for a two-cent stamp. It is worth two cents to say that one has contributed a tree to the beauty and utility of the earth.



The Baltimore and Ohio Twenty-Sixth Street Stores, New York, with their large elevators, offer special advantages for the storage of new automobiles





## Extraordinary Interest in Saving Shown by Newark Division Engine Crew

*Engineer Hankinson and Fireman Hobbs Especially Commended  
by Superintendent*

EVIDENCE accumulates that the "Stop That Leak" appeal made by President Willard has taken hold all over the system. Instances have not been lacking for some time that employes in all branches of the service have seen the fairness of the request and responded with enthusiasm.

The other night the writer happened to meet for the first time a division storekeeper from the line who was in Baltimore, and asked him if he saw any results of the movement.

"See them?" he replied, "you just ought to see the cost of our materials given out for the first two months of this year as compared with the same months of last year, and you would know yourself."

Pressed for a specific figure he said that a conservative estimate for his division would be \$5,000 for each month in saving, and this in the face of a great deal more work being done in the way of repairs and replacements.

The saving, he said, is being made largely in the utilization of old instead of new material.

Foremen and general foremen are much more careful than ever about the material orders that they approve. They first see if some reclaimed material cannot be used.

A typical illustration was of a foreman who came to the storeroom with a requisition for an item that cost new about \$15.00. The general foreman happened to be there, too, and when he saw what was being ordered he said, "No, Bill, we won't get a new one now—there are good parts of several of them in the shop that only need assembling, and that won't take long or cost much."

And Bill gladly complied and secured for the labor of an hour or so, something that was just as serviceable as the new tool he had gone to the storeroom to get.

So it goes in the shops. And the same personal interest is manifest by your train service employes, a most interesting illustration being the one which is outlined in the letter of Superintendent Kruse, Newark Division, which follows:

Newark, Ohio  
March 16, 1923

G. A. Hankinson, Engineer  
Newark, Ohio  
D. W. Hobbs, Fireman  
Newark, Ohio  
Gentlemen:-

My attention has just been called to the efficient manner in which engine 1914 was operated by you gentlemen while engaged in handling relief train cleaning up derailment at Butler on March 14-15.

The report I have received indicates that you took water at Mt. Vernon on your westbound trip at 4:45 p.m. on the 14th, worked at the derailment at Butler until 9:00 p.m., when engine was laid up, again beginning work at 7:00 a.m. on the 15th, handling relief train until 12:00 noon before requiring water. Further, that in order to conserve coal supply, fire was maintained in engine by fireman picking up old ties and wood while the relief train was working on the afternoon of the 15th—thus averting the necessity for going to Lexington for coal before returning to Newark with your train.

The efficient service performed by you gentlemen is very commendable and materially expedited the handling of the derailment.

Yours truly,  
(Signed) H. G. Kruse  
Superintendent

## Cannon Greeted Arrival of First Train at Dayton, Ohio

*By E. L. Williams, General Claim  
Agent, Cincinnati, Ohio*

SEVENTY-TWO years ago a little girl stood down by the old cemetery at Dayton, Ohio, watching the first steam driven locomotive arrive in town. That little girl was Mrs. Martha J. Stoner, who is now 84 years old and still lives in Dayton. Mrs. Stoner recalls the day well and says that there was a long wait as the engine did not arrive until one hour later than it was scheduled. However, when it did arrive it was greeted with cheers and the roar of cannon.

The first railway train arrived at Dayton in September, 1850. The road from Cincinnati to Dayton was known then as the Mad River and Lake Erie Railroad, being chartered in 1832. The name was later changed to Cincinnati, Hamilton and Dayton, and the road is now a part of the Baltimore and Ohio System.

An interesting relic of the early days is the accompanying annual pass, issued in 1864 during the war, to E. Benjamin, Superintendent of Motive Power of the U. S. Military R. R.

## Health Hint

*By Samuel McNeil, Tax Office*

THE habit of wetting one's finger with the tongue in order to turn over papers in a file is insanitary and detrimental to the health.

Sheets of paper can be turned over with ease by holding an ordinary rubber eraser between the fingers, and pushing the edge of the paper in the same manner as is done by moistening the finger. And it's more sanitary. Try it!



Engineer G. A. Hankinson and Fireman D. W. Hobbs



# Western Lines Lead in Car Miles for April

## Actual Record, Excluding Bad Order Cars

Eastern Lines	-	-	-	-	-	-	-	32.8 Miles per Car per Day
Western Lines	-	-	-	-	-	-	-	33.3 Miles per Car per Day
System	-	-	-	-	-	-	-	33.0 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			April-1923				May-1923	
			1-7	8-14	15-21	22-30	1-7	8-14
New Castle.....	46.8	4-21-23	44.4	45.5	46.8	45.9	46.0	46.7
Cleveland.....	35.1	10-14-20	23.5	25.7	24.3	22.6	21.7	20.2
Newark.....	47.0	4-30-12	26.8	23.9	25.7	25.0	27.8	25.8
Chicago.....	51.4	4-14-23	47.1	51.4	49.9	47.3	47.8	39.4
N. W. DISTRICT.....	39.0	4-14-23	37.6	39.0	38.3	36.6	36.9	34.0
Ohio.....	81.2	4-21-16	71.1	65.2	56.8	68.8	64.9	56.5
Indiana.....	33.6	2-21-20	24.0	24.3	25.2	26.7	27.4	26.0
Illinois.....	34.0	9-7-16	29.3	27.2	27.5	28.8	30.1	28.8
Toledo.....	31.9	12-7-20	25.3	23.3	25.7	25.4	28.1	25.2
S. W. DISTRICT.....	33.0	10-21-20	30.2	28.7	29.8	31.0	32.6	29.9
WESTERN LINES.....	35.3	5-7-23	34.6	34.5	34.7	34.4	35.3	32.4
SYSTEM.....	34.7	4-21-23	34.5	34.0	34.7	34.0	34.6	33.7







EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			April-1923				May-1923	
			1-7	8-14	15-21	22-30	1-7	8-14
Philadelphia .....	80.2	6-30-15	46.3	46.4	52.8	52.4	49.9	49.2
Baltimore .....	19.2	11-21-13	14.0	13.8	15.0	14.2	14.2	15.8
Shenandoah .....	29.8	1-21-14	17.8	15.9	17.3	19.5	21.9	21.8
Cumberland—East .....	98.0	4-21-23	80.0	86.6	98.0	90.2	89.4	103.03
Cumberland—West .....	85.1	11-14-21	83.2	79.6	74.2	78.0	74.1	82.6
M & K Branch .....	18.7	11-7-22	16.0	14.7	14.7	18.0	17.1	17.6
Cumberland Total .....	84.8	11-7-16	77.8	80.2	84.1	82.5	80.5	91.4
MARYLAND DISTRICT .....	42.3	10-31-15	36.7	36.9	39.9	39.4	38.7	43.1
Monongah .....	21.5	5-7-23	19.8	20.5	20.9	19.4	21.5	21.1
Wheeling .....	20.3	8-7-20	15.7	16.6	16.6	17.3	18.6	16.4
Ohio River .....	44.7	6-7-16	42.2	37.5	41.7	32.1	33.9	33.1
Charleston .....	19.8	2-14-20	17.3	16.7	17.6	16.4	17.8	16.1
W. VIRGINIA DISTRICT .....	21.0	5-7-23	19.3	19.8	20.2	19.3	21.0	19.7
Connellsville .....	44.4	4-7-23	44.4	37.4	37.7	36.6	36.0	39.4
Pittsburgh .....	48.5	4-7-23	48.5	45.0	44.1	41.7	40.9	37.1
PENNA. DISTRICT .....	46.3	4-7-23	46.3	41.1	40.8	39.2	38.5	38.1
EASTERN LINES .....	34.5	4-21-23	34.5	33.6	34.5	33.6	34.1	34.9







Left to right, 1—J. J. Bayer, Agent, Pier 22; A. F. Roloson, Foreign Freight Agent; Archibald Fries, Vice President Traffic and Commercial Development; W. B. Biggs, Terminal Agent; J. J. Fabregas, Chief Clerk to General Manager. 2—E. J. Hamner, Superintendent, Staten Island Lines; J. L. Suesserott, Division Engineer, Staten Island Lines; 3—Pier 21, under the Brooklyn Bridge, East River. 4—J. J. Tatum, Superintendent, Car Department; G. H. Emerson, Chief of Motive Power. 5—The "Pietro" who plays for the passengers on the Ferryboat C. W. Galloway, between Tottenville and Perth Amboy. 6—Do you know him by his smile? 7—H. O. McAbee, Secretary to Vice President Operation and Maintenance; C. I. Lowe, Secretary to Chief of Motive Power; E. A. English, Marine Supervisor; C. S. Stout, Secretary to Vice President Traffic and Commercial Development; M. T. Chambers, Secretary to Chief Engineer; C. A. Rausch, Secretary to President; 8, front row—Daniel Willard President; G. H. Emerson; J. J. Tatum; back row—E. J. Hamner; C. A. Rausch; W. B. Biggs; J. L. Suesserott; C. S. Stout; C. I. Lowe. New York Inspection Trip



# Why is an Inspection Trip?

## *Random Impressions of the Magazine Reporter*

EVERY once in a while word goes out from the General Offices in Baltimore that there will be an inspection trip. To the inexperienced participant the announcement contains a pleasant thrill. To the officers in charge of the properties to be inspected it means the assembling of almost every conceivable kind of data—transportation, traffic, maintenance, mechanical, accounting—so that correct answers can be promptly given to the many questions which are bound to come up.

One of these recent trips covered our New York properties and was exceedingly pleasant, especially to those who had not had the opportunity of making it before. The two days were spent almost altogether on the beautiful waters of the Hudson and East Rivers, and New York Bay; Spring had put on her most engaging raiment and the business of the port of New York unfolded a panorama of activities of consuming interest.

The start was made at eight on the morning of April 26, at the splendid 26th Street Warehouse of the Baltimore and Ohio in New York. This warehouse, a model of its kind, is doing a large business, its floors being crowded with merchandise of every conceivable description.

Just across West Street from the warehouse was moored the staunch Company tug, George M. Shriver, the newest of the tug fleet and aboard it the party was soon climbing to be greeted by J. H. Clark, superintendent of Floating Equipment, E. A. English, marine supervisor, and the crew headed by Captain "Andy" Bohlen.

The party included President Willard, Vice President Galloway, Vice President Fries, General Manager Voorhees of the New York properties, Chief of Motive Power Emerson, Chief Engineer Lane, General Superintendent Transportation Curren, Chief Engineer Maintenance Stimson, General Freight Traffic Manager Shumate, Freight Traffic Manager Richardson, General Coal Freight Agent Walters, Foreign Freight Traffic Manager Couse, General Traffic Agent Murray, Superintendent Hamner, Terminal Agent Biggs, Division Freight Agents Phenix and Pumphrey, Superintendent Car Department Tatum, Commercial Freight Agents Riddle and Shultz, Foreign Freight Agent Roloson and Manager of Warehouses Morton.

The first stop was made at Pier 22, North River, the largest miscellaneous freight station we have in the New York territory. The new and recently made records of business handled at this pier were evidenced by the activities on the pier, which was quickly covered by the party. A survey of the pier frontage on West Street adjacent to our Pier 22 was also made and the massed trucks waiting to load and unload gave some indication of the difficulties encountered in freight transportation on

Manhattan Island. Long lines of vehicles could be seen waiting for ferry boat accommodations over the river and indicating the need of the new vehicular tunnel under the river, now well along toward completion.

The inspection party then visited the Railroad offices at Pier 22, meeting a number of employees and surveying their facilities for handling the clerical work at the pier.

Next to Pier 22 was the great fruit pier of the Erie Railroad, the centre of the pier fruit business in New York City. Thousands of boxes of fruit were on display and indicated the importance of this business in the metropolitan area.

The George M. Shriver then proceeded on down the river and around the Battery, and up the East River to Pier 21, where the party debarked and saw with interest the large amount of freight on storage and in transit at that point. Traffic officers stated that additional storage could be accommodated there, if the pier were strengthened, and arrangements were made for a survey of the structure to determine the possibilities of increasing its capacity.

Proceeding on up the East River under the great bridges connecting Manhattan and Long Island, the old Brooklyn Bridge, the Manhattan Bridge and the Williamsburg Bridge, the tug crossed the river for a short visit at the Wallabout or the Brooklyn transfer station, where our Brooklyn business is handled. An investigation was conducted here also as to possible enlargement of facilities.

Further up the East River, after passing Blackwell's Island, the tug nosed her way into the Harlem River, which connects the East River and the North or Hudson Rivers and cuts off Manhattan Island from New York State proper.

The procedure through this narrow and tortuous way was slow on account of the shallowness of the stream and low tide. It was here, however, that an excellent opportunity was given to see how the Management studies the possibility of enlarging our facilities.

Traffic officers stated the need of pier accommodations in this section to handle the rapidly increasing business of upper New York City. The stations of various railroads were passed slowly and at each one statistics were produced to indicate just how business of one kind or another was being handled. In other words the surveys indicated the business getting possibilities of our Railroad provided we secure accommodations there. Difficulties of navigation were discussed with our officers in charge of this branch of the operations, the distance from Staten Island was taken into the reckoning, the expansion of this section of New York discussed and the strategy of establishing there a possible business feeder for our lines, viewed from many angles.

Listening to the conversation one could not help being impressed with the availability of exact figures bearing on the question. Hardly an inquiry was broached, even the most minute, pertinent to the discussion, which could not be immediately and exactly answered. And this statement covers not alone what possible business we might get in that section, but also the latest business transactions of other railroads having accommodations there.

The same general situation developed later after the Shriver had again entered the beautiful and expansive waters of the North River, when on the upper west side of New York City the party stopped and made an inspection of possible sites which could be developed with profit to the business of the Company in that section. A quick run across the river to the New Jersey shore gave opportunity to examine the new pier of the Erie Railroad located there.

The trip around Manhattan Island had taken the greater part of the day and at 4.00 o'clock the Shriver had landed her passengers.

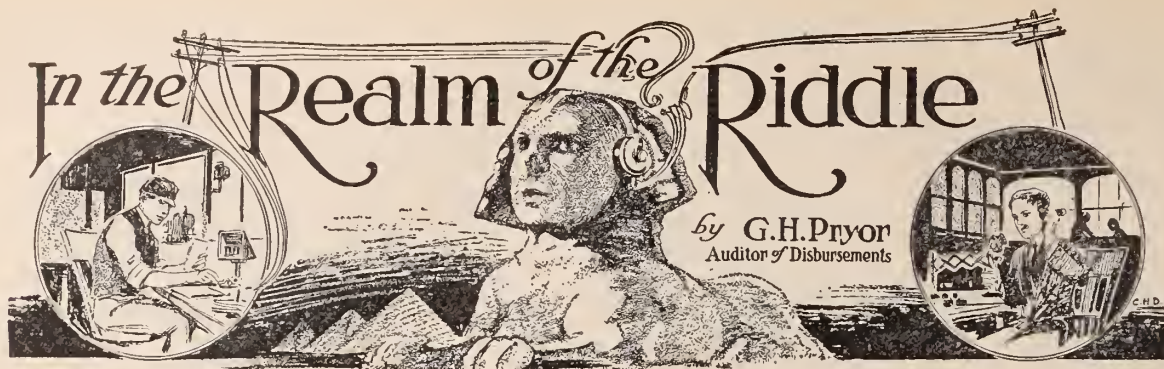
On Friday a little mist enveloped the harbor and softened and beautified the outlines of the towering structures of lower Manhattan as the tug steamed down the upper New York Bay. She ran in close to the stupendous terminal development in Brooklyn generally known as the Bush Terminals. Here were vessels from many parts of the world using the modern accommodations for loading and unloading freight.

On the New Jersey Shore, over in the vicinity of our own properties on Staten Island, is the splendid new coal and ore pier of the Lehigh Valley Railroad, an interesting view of which was obtained from the tug. The great new docks owned by New York City and situated just south of St. George on the bay side of Staten Island were seen as the tug proceeded down the bay. Through the Narrows, past Fort Hamilton and Fort Wadsworth, past the summer resorts of Midland and South Beaches, the latter served by our Staten Island Lines, the tug proceeded around the lower end of the island and came up into the Kill van Kull, that narrow body of water separating Staten Island from the New Jersey Shore.

One of the interesting sights on the trip was here disclosed in a group of fifty to a hundred ships owned by the United States Government and lying idle at their moorings. It seemed a great pity these staunch freighters are now but the prey of wind and weather and suffering great deterioration, instead of handling the great commerce of the United States on the seven seas. And all because our government does not seem to be able to adopt a satisfactory policy for their operation!

The whole trip through the Kill van Kull was interesting because of the expansion of industries along both shores of New Jersey and Staten Island, and it was with a pro-

*(Concluded on page 80)*



### Note:

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

THE answers to puzzles published in the February issue are:

#### 1. Exhorbitant

2. S T A T U S  
O R A T O R  
C U T L E R  
T E D E U M  
R E V I E W  
R E N T E R

#### 3. Pussy-willows

4. E N I G M A  
N A N O I D  
I N L A N D  
G O A N D E  
M I N D E R  
A D D E R S

#### 5. Annie-Inane

6. H  
S I R  
R A N E E  
B E L D A M E  
F U S T I L U G S

#### 7. Worse, sore

8. F R O S T E D  
E R A N I A N  
E R A S E R S  
C L A M O R S  
R A I S E R S  
S E N D E R S  
N E S T E R S

#### 9. Ratator

10. S  
P A R  
P E T E R  
P E L I C A N  
S A T I R I C A L  
R E C I T E S  
R A C E S  
N A S  
L

11. O R A T O R I O  
R E T I R E S  
A T O N E D  
T I N T S  
O R E S  
R E D  
I S  
O

12. Cark, rack  
13. Malevolence  
14. Clamor, moral, roam, arm, ma, a  
15. Slot machines  
16. A grade crossing  
17. In the realm of the riddle  
18. Enraged

19. G R A T E  
R I G E L  
A G I L E  
T E L I C  
E L E C T

CORRECT solutions were received from the following:

W. E. Madden, Grace Manning, S. T. Udent, Ben Franklin, T. J. Brady, Atlas, Primrose, Pearlie Glenn, L. M. N. Terry, The Major, J. F. Donovan, G. Hartman Pryor, Martelia, L. E. Phant, Comrade, Baltimore, Md.; Gem, Wick-o-cincy, Cincinnati, Ohio; S. D. Evans, Winchester, Va.; P. M. Pennington, Cumberland, Md.; Gee, Asheboro, N. C.; Spica, Witney Crossings, N. Y.; Tunste, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; Gemini, Poly, Brooklyn, N. Y.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Hopeful, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Jack O' Lantern, T.

Hinker, Bangor, Pa.; Alec Sander, A. T. Ourman, Philadelphia, Pa.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dakota; Sherlock Holmes, Worthing, S. Dakota; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Arcanus, Eloise, Iowa City, Iowa, Jemand, Wilmington, N. C., and P. A. Butterwick, Telford, Pa.

The prize for one year's subscription to the Enigma, offered by Wick-o-cincy for the best list of solutions to these puzzles, was won by Mr. W. E. Madden, Accounting Department, Baltimore, Md. The two other prizes offered for best solutions to these puzzles (two six months' subscription to the Enigma) are awarded to P. M. Pennington, Crossing Watchman, Cumberland, Md., and S. D. Evans, 510 N. Kent Street, Winchester, Va.

### New Puzzles

#### 1. TRANSDELETION (7)

To N. JINEER

(Written on the B. & O.)

An engine near at hand awaits  
To whirl me to the Northern States  
And as I leave the Southern land  
I TWO about our Mystic Band  
As pride with longing alternates.

I think how Prim ONES in debates  
How Pearlies laughter radiates;  
Of Happy Thought I muse, Jemand  
An' N. Jineer.

Life as we view it through the Fates  
Is but a journey with the dates  
Determined by Fortuna's wand,  
The time and way at her command,  
Demanding for the turns and waits  
An engineer.

New York, N. Y.

C. Saw

#### 2. HEXAGON

1—Ratio or porportion,  
2—To free from fault,  
3—Easily impressed or injured,  
4—Peculiar to a nation or locality;  
applied to a disease,  
5—Death,  
6—Ascends,  
7—To impose a tax.

Baltimore, Md.

Ben Franklin



## 3. ANAGRAM

## MISS FITTS NODDETH O'ER BUREAU

Up on the eighth floor  
Of the Baltimore  
And Ohio Building tall,  
Beyond the glazed door  
There's an office corps  
Presided over by ALL!

Baltimore, Md.

Primrose

## 4. DIAMOND

1—A letter,  
2—Adipose tissue,  
3—A city in Washington Co., Vermont,  
4—Husbandry,  
5—A slender prostrate branch rooting  
at the nodes,  
6—A streamlet (Prov. Eng.),  
7—To penetrate,  
8—Eviscerate,  
9—A letter.

Philadelphia, Pa.

A. T. Ourman

## 5. ANAGRAM

## THE BARD'S REGAL PENNANTS

Baltimore, Md.

Atlas

## 6. RHOMBOID (Defined by N. I.)

## Across:

- 1—A country of Central America,  
2—A common garden vegetable,  
3—A small ridge or mound of earth,  
4—A tool for calking,  
5—Salted dried apricots (So. Africa),  
6—A pipefish,

## Down:

- 1—A letter,  
2—Simple presence in, on, or by,  
3—A negative connective,  
4—Amidic,  
5—A form of polite address to a lady,  
6—The genus consisting of the spider  
monkeys,  
7—Made of oak,  
8—Whiba (var.),  
9—A fabulous mythical bird of Arabia,  
10—Therefore,  
11—A letter.

Yazoo City, Miss.

Spud

## 7. ANAGRAM

## O! WE BE OLD SORTS

Baltimore, Md.

S. T. Udent

## 8. INVERTED PYRAMID

(Defined by New International)

## Across:

- 1—Disguises,  
2—Robbed,  
3—A messenger,  
4—A port or small haven,  
5—The letter D,  
6—A letter,

## Down:

- 1—A letter,  
2—Similar to,  
3—A mineral spring,  
4—The nineteenth letter of the Hebrew  
alphabet,

5—(Med.) Scarlike,

6—Easter (Obs.),

7—Early (Poetic),

8—The tamarisk salt tree of Western  
Asia and India,

9—A D-shaped object,

10—At (Obs.),

11—A letter.

Worthing, S. D.

Sherlock Holmes

## 13. CHARADE (8)

Of puzzle kinds there are many  
I like a FIRST best of any.

Of vessels made of cheap metal,  
I much prefer a LAST kettle.

When my work a TOTAL requires,  
Then I use one, e'en though it tires.

Fairbury, Neb.

Emeline

## 9. ANAGRAM

O, CONDUCTORS SHOW TO ONE  
THE BIG NATIONAL DOME  
AND GO THRU IT

Baltimore, Md.

N. Jineer

## 10. SQUARE

- 1—Meaning large,  
2—Astir,  
3—A separate and distinct charge in an  
indictment,  
4—A kind of type,  
5—An amphibious mammal of the  
Weasel family.

Baltimore, Md.

Geo. McC Shamer

## 11. CHARADE (9)

How many halves make up a whole?

"Why, two, of course!" you say;  
Nay, friend, I'll teach you a new rule,  
And prove it, if I may.

For instance, take this simple word;  
A sound one 'tis, you see,  
Contributing to health of mind  
And true morality.

Divide it into FIRST and LAST:

Is each one half, say you?

If so, that one half makes a whole  
I'll show you to be true.

Perhaps too, you were taught in youth  
That halves are always equal;  
Quite wrong again! at least I think  
You'll say so in the sequel.

For if you take the lion's share,  
In fact the whole, for FIRST,  
Still some must be eked out for LAST,  
(And least, tho not the worst.)

The whole sum of the matter is,  
Old rules are sometimes wrong;  
Yet it might not be WHOLE for you  
To practice this rule long!

Baltimore, Md.

Happy Thought

## 12. HALF SQUARE

(Defined by New International)

- 1—Designating the linguistic stock of  
South American Indians, comprising the  
Tehuelches,  
2—Grave,  
3—The east,  
4—Var. of Niello,  
5—Ages,  
6—To carve,  
7—A Roman weight,  
8—A letter.

Brooklyn, N. Y.

Gemini

## 14. HALF SQUARE

- 1—A small car worked by hand,  
2—Weary,  
3—Brave,  
4—A safety-lamp,  
5—Proclaim,  
6—An expression of sorrow,  
7—A letter.

Washington, D. C.

K. T. Did

## 15. CHARADE (6)

If we are not more heedful  
Disease will steal our health;  
Just as of cash when heedful  
Crooks ONE TWO of our wealth.  
But whether poor or wealthy  
It matters not to me;  
For to be ALL and healthy  
Just suits me to a THREE.

Baltimore, Md.

L. M. N. Terry

A prize of six months' subscription to the  
Enigma, the official organ of the National  
Puzzler's League, will be awarded for the  
best list of solutions to these puzzles. This  
prize is contributed by Winkie (Mrs. Wm.  
Jones) of Charleston, W. Va.

To receive proper credit all lists of solu-  
tions must be in my hands by July 5, the  
answers and solvers' list will be published  
in the August issue.

## Just between You and Me

Winkie (Mrs. Wm. Jones, Charleston,  
W. Va.), is very much interested in this  
department, and to show her appreciation  
of the pleasure she has derived she offers  
as a prize six month's subscription to the  
Enigma for the best list of answers to the  
puzzles published in this issue.

A. T. Ourman (Thomas L. Comer, Park  
Junction, Philadelphia, Pa.,) has sent us a  
nice bunch of very clever contributions, a  
sample of which appears in this issue and  
for which we extend our thanks.

The time is rapidly drawing to a close  
when the splendid prize of a New Standard  
Dictionary, offered by Senior Vice-Presi-  
dent Shriver, will be awarded. It behooves  
all the Baltimore and Ohio contributors  
and solvers to buckle down for one last,  
grand spurt on the home stretch and may  
the best puzzler win.

We welcome to this Department J. A.  
Brady, Accounting Department, Baltimore,  
and S. D. Evans, Winchester, Va. We  
trust they will prove regular with their  
lists of solutions and find time to send us  
an occasional contribution.





## Toledo Division Veterans Hold Third Annual Reunion at Lima, Ohio

THE third annual reunion of the Toledo Division Veterans was held at Lima, Ohio, April 11, when a banquet and entertainment were given in Moose Hall.

The banquet was prepared by the Ladies of the Moose, and was a tasty and well served meal. About two hundred veterans, their families and friends were present. President W. F. Van Horn presided. During the banquet music was furnished by the Misses Alice and Ruth Pratt, daughters of Blacksmith Pratt of the Lima shops.

The program was as follows:

Invocation,

Rev. C. A. Rowand, M. E. Church, Lima  
Address of welcome,

Mayor Harold Cunningham  
Response, Trainmaster T. J. Daly  
Reading, Miss Dorothy Day  
(Daughter of local conductor)

Address, Grand Vice President J. M. Garvey  
Solo, Mrs. Mary Wilcox Flager  
(Mother of yard clerk)

Address,

Dr. F. H. Hutchison, Company Surgeon  
Reading, Miss Lillian Johnson  
Address,

President G. K. Bell, Willard Veterans

Of particular interest was the address of Mayor Cunningham. After welcoming the veterans and their friends, he traced the history of railroading from its earliest days down to the present and impressed upon his hearers the vital importance of transportation in both industrial and private life.

Trainmaster Daly expressed the regret of Superintendent Mann that business matters made it impossible for him to be present, and read the following wire from Vice President Galloway:

"Account business engagement New York tomorrow I am prevented from availing myself of your kind invitation to be at your third annual reunion at Lima tonight. Unfortunately these annual reunions have been held on very short notice, otherwise it would have been a great pleasure to me to be with you. Please convey my regrets to

your association and give them my best wishes for an enjoyable evening and for the future of you all."

A wire from General Superintendent Mitchell was also read expressing his regret that business engagements made it impossible for him to be present.

Trainmaster Daly in an interesting address read the program of the American Railway Association for the present year, and spoke optimistically of the business outlook. He urged that hearty cooperation be given by everyone in making the Baltimore and Ohio service first class in every respect, calling particular attention to the present campaign for car miles, heavier loading of cars, etc.

After the entertainment was concluded, the floor was cleared for dancing, music being furnished by a local orchestra. Among those seen on the floor enjoying the dance, but not attempting to make a "World's Record," were Division Accountant Spencer, Chief Clerk Fortman, and Supervising Agent Thresher from Dayton, Grand Vice President of Veterans and Mrs. J. M. Garvey, Wheeling, W. Va. Baltimore was represented by Mr. McMorrow of Superintendent Car Service Malone's Office, while the agents from Ottawa, Ohio, and Wapakoneta, Ohio, upheld the honor of the

Transportation Department. "Safety First Bill Allison" was among those present, swaying to the music and easily taking the honors in the dance, which continued until midnight.

## Martinsburg Auxiliary

Correspondent, CLARA McDONALD TAYLOR

OUR lodge met in the Baltimore and Ohio building on April 12, with a good attendance, although we regret that several sisters were still absent account of illness.

We regret that since our meeting Brother Burkhart has been called from our ranks to a higher reward.

Our lodge meets on the second Thursday of each month and a cordial invitation is extended to visiting veterans to attend.

Your correspondent has received an invitation to attend the Brunswick celebration which will be held May 16, and hopes to be present. The Brunswick people are of the best and we always have an enjoyable time. A number of them are old time friends whom we have known since childhood. Friendship counts for so much in this life.

If we would stop and think of the little acts of kindness we can do, and not what we have done, how much better it would be. It is easier to create an ideal than to live one. Our daily life brings many unpleasant situations, but that is part of the game and we should all strive to be "Veteran Sportsmen."

Sisters Criswell, Knuckles and Copenhagen have recovered from illness and are able to be out. Congratulations!

Brother Howard Keedy is so far recovered from an operation that he is again able to visit us. "Joe" Copenhagen has also recovered and is now contemplating a visit to Wisconsin; he will be chaperoned by his wife. Maybe she is afraid he will talk too much to the lady "Vets."

When the Cumbo coal tippie was destroyed by fire recently, splendid assistance was rendered by the boys of the Fifth Ward Fire Company. The Baltimore and Ohio has expressed their appreciation of the work the boys did, and all of us feel proud of them.

## Parkersburg "Vets" Reunion June 20-21

There will be a grand union and get-together here in Parkersburg, W. Va., June 20 and 21. Let everyone come and help make this a banner meeting. There will be good hotel accommodations provided for all, at reasonable rates. Let's help make the grand old Baltimore and Ohio the best railroad in the United States. Interesting questions will be taken up and President Willard and others will be invited to attend. Meetings will be held in the Parkersburg High School Auditorium, Dudley Avenue.

F. P. Coe, President



# Baltimore Auxiliary No. 1 Organizes Kitchen Cabinet Orchestra

By Mrs. J. W. Baxter, Secretary

**D**URING the early winter months the Ladies Auxiliary No. 1 of the Baltimore Chapter of Veterans, organized what is known as a Kitchen Cabinet Orchestra. Mrs. Minnie Paul, a popular musician of Baltimore, directed the band and many and varied were the selections rehearsed that brought forth peals of laughter from those who attended the first performance on February 26. The initial entertainment and dance was held at Moose Hall, 410 W. Fayette Street.

The Orchestra was assisted by the following accomplished soloists: Mr. Gustav Paul, violinist; Miss. Koehler, soprano; Mr. Moxley, baritone; Mr. Wilbert Galloway, Jr., baritone. Miss Lantz and Mrs. Dodds accompanied the soloists at the piano.

Rehearsals were held at the homes of various members and appetizing collations were served after rehearsals.

The members are delighted with the reception which the entertainments were given and they thank their friends for the many kindnesses. The only regrettable fact is that so many were unable to gain admission to the entertainment. For this reason, the entertainment will be repeated so that all may have a chance to attend it.

The following are the officers of the band organization: Mrs. Collingsworth, president; Mrs. Paschal, vice president; Mrs. Mercer, treasurer; Mrs. Bowers, narrator; Mrs. Baxter, secretary.

Mrs. Elliott, chairman of the committee, and her assistant, Mrs. Williams, are planning an unusually good entertainment by the Kitchen Cabinet Orchestra during the early summer months.

The entertainment is a musical romance entitled "How to be Happy Though Married." The story is told by Mrs. George A. Bowers, and the telling is interspersed with music and singing descriptive of the story. The program rendered is as follows: Annie Laurie; Maryland, My Maryland; Robin Adair; Aunt Dinah's Quilting Party; Believe me if all those endearing young charms; How can I bear to leave thee; Jingle bells; Oh Promise me; Till the sands of the Desert grow cold; Neath the shade of the old apple tree; the old Oaken Bucket; Smiles; The end of a perfect day; In the gloaming; Darling, I am growing old; I cannot sing the old songs; Auld Lang Syne; Put on your old grey bonnet; Marching through Georgia; Listen to the mocking bird; Three o'clock in the morning; Oh where oh where is my little dog gone; Sweet Alice Ben Bolt; Peggy O'Neill; Captain Jinks of the Horse Marines; Yankee Doodle Dixie; Old black Joe; Carry me back to old Virginny; Old Tucky home; The long, long trail; Home Sweet Home; Good night ladies; Nation Emblem March.

Any organization which would like to hear our orchestra can make arrangements by getting in touch with our officers.

## Baltimore Veterans—Hanson, Brown and Mercer—Awarded Fifty-year Buttons

**A**T a meeting of Baltimore Division Chapter held in Moose Hall, Baltimore on April 2, fifty-year buttons were presented by Chief of Welfare W. W. Wood to Baggage man W. H. Hanson, Supervisor of Material W. G. Brown and Blacksmith James Mercer.

William H. Hanson was born in Baltimore on August 30, 1847, and entered the service in 1870 as a painter. In 1872 he was transferred to passenger brakeman and in 1875 to train baggageman. In 1889 he was promoted to passenger conductor, and in 1891 returned to his former position of train baggageman, where he is still employed. Mr. Hanson is now the oldest man in active service on the Baltimore Division.

William G. Brown, Jr., was born on August 20, 1854. He entered the service of the Baltimore and Ohio in August, 1872, as an apprentice at Mount Clare. In 1876 he was advanced to machinist, in 1885 gang foreman, in 1886 foreman, in 1907 ereeting shop foreman, in 1911 locomotive inspector, in 1914 inspector of material, in 1917 general material man and in 1921 supervisor of material, which position he now holds. Mr. Brown has spent his entire time in the service at Mount Clare.

James Mercer was born on June 16, 1860. He entered the service of this Company on March 1, 1872 as a laborer; in 1875 he was appointed apprentice, and in 1879 blacksmith, which position he still holds. Mr. Mercer, during his entire term of service, has been employed at Mount Clare.



THE KITCHEN "CABINITEERS" OF THE LADIES' VETERANS' CHAPTER No. 1 HAD THEIR PICTURES TAKEN ON THE ROOF OF THE BALTIMORE AND OHIO BUILDING

Left to right, first row: Mesdames G. A. Bowers, M. E. Paul, E. Dill, M. Hammel, G. Wirth, J. Snyder, M. Medicus, McGowan, Dodds. Second row: G. O'Harra, C. Kelly, J. Riley, L. Miller, F. Galloway, M. Collingsworth. Back Row: L. Williams, Klinesmith, Craig, Koehler, Mercer, Pasquai, Mullen, S. Elliot, K. Baxter, Covell, H. Martin. The mere men in the back row are, from left to right, R. C. Collingsworth, G. A. Bowers, J. Riley

# Women's Department

.Edited by Margaret Talbott Stevens.



## The Love Letters of D. S. Patcher

No. 2—Reminiscence

SWEETHEART:  
DO YOU remember  
THAT CARPET of green,  
BESIDE THE purling brook?  
ALONE WITH nature,  
YOU and I,  
SHELTERED by the skies  
FROM prying eyes,  
IN THAT secluded nook,  
'NEATH THE leafy bower,  
IT WAS there we passed  
LOVE'S SWEETEST hour.  
DO YOU remember?  
YOU DO, don't you?

SWEETHEART:  
DO YOU remember  
IT WAS there,  
I FOLDED you close,  
CLOSE IN my arms,  
AND YOU pillowed  
YOUR LOVELY head  
AGAINST MY throbbing heart.  
SWEETHEART:  
DO YOU remember?

IT WAS there,  
YOU and I,  
HEARD THE twang  
AND FELT the pang  
OF CUPID'S dart.  
DO YOU remember  
HOW tenderly,  
HOW lovingly,  
I PRESSED  
YOU TO my breast,  
WHILE WE lingered,  
YOU and I,  
LOTH TO leave that  
FAIRYLAND of bliss,  
'TIL THE dew kissed  
THE CRIMSON of your  
VELVETED cheek  
AND SHOWERED caresses,  
ON THE silken tresses  
OF YOUR glorious hair,  
SWEETHEART?

DO YOU remember  
HOW shyly,  
HOW modestly,  
YOUR EYES met my gaze—  
MIRRORED deep in  
THEIR limpid blue,  
I SAW the light of  
LOVE'S PUREST rays.  
AND THEN I knew,  
AND YOU knew,  
THAT GOD made us,  
YOU and I,  
EACH FOR the other.  
DO YOU remember?  
YOU DO, don't you?

SWEETHEART:  
DO YOU remember  
THE MOON,  
IN GLORY bright,  
SHED HER mellow  
BEAMS OF light  
THROUGH THE foliage  
OF THE branches above,  
AS HOMEWARD we floated,  
HAND IN hand,  
ON THE waves of love,  
THROUGH THE woodland  
AND OVER the meadow?

SWEETHEART:  
DO YOU remember.  
THE FRAGRANCE of the air,  
OF THAT perfect night,  
LADEN WITH the sweetness  
OF CLOVER?  
DO YOU remember,  
THE SOFT, sweet singing  
OF THE breeze,  
THROUGH THE trees?  
SWEETER  
TO YOU and me,  
THAN THE music  
FROM THE harp of  
ISRAFIL.  
DO YOU remember?  
YOU DO, don't you  
SWEETHEART.



Mrs. R. G. Darnell, Operator, Bower, W. Va.

Mrs. R. G. Darnell, Operator,  
Bower, W. Va.

THE accompanying photo is of Mrs. R. G. Darnell, second trick operator, Bower, West Virginia.

Mrs. Darnell was born at Stouts Mills, W. Va., June 28, 1889, and entered the service of the Coal and Coke Railway, now a part of the Charleston Division, as agent-operator at Adrian, on September 28, 1911. She resigned May 1, 1918, and again entered the service of the Baltimore and Ohio on February 9, 1920.

Mrs. Darnell has one daughter, Pauline, age 12, and a son, Robert, age 4.

Of a quiet, courteous and unassuming disposition, Mrs. Darnell stands high in the estimation of the Baltimore and Ohio patrons, of her supervising officers and co-workers.

(NOTE: The Women's Department will be glad to get pictures of other of our women operators and women employed in other positions on the Railroad—Associate Editor.)

## How I Made My Husband's Overalls

By Mrs. Thomas E. Arnold  
Hyattsville, Md.

I WAS glad of the opportunity to try out one of the Baltimore and Ohio MAGAZINE patterns, and decided I would make my husband a pair of overalls. The photograph shows the result.

The pattern is simple and easy to make. I cut the overalls and completed the work in about three hours.

After seeing how easy it was to make these clothes, I decided that in future all my husband's overalls would be made at home.



## In Case of Emergency!

By Lillian Betony, Daughter of Section Foreman  
P. Betony, Caddell, W. Va.

**T**HE quick application of simple principles has saved thousands of lives.

About three years ago mother was preparing to use ammonia and having poured some out in a glass and placed it on the table and walked out in a hurry to answer a call at the door, my little sister came in for water and seeing this glass with the clear liquid, started to swallow it. A large dose of vinegar followed by a large dose of olive oil was given her at once.

Things like this happen every day in the routine of the household, and in such cases one must act quickly and make use of the remedies at hand. If mother had waited for the physician who lived nearly two miles away the result would have been entirely different. I think every mother should know what to do when such emergencies arise, although in serious cases a doctor should be gotten as quickly as possible. Here are some easily get-at-able remedies for ordinary emergencies:

**Tincture of iodine.** This is usually kept in the house and accidentally may be drunk by a small child. Give the child at once flour mixed with water and whites of eggs, while waiting for the doctor.

**Scalds and burns.** These are common in childhood. Always keep one quart of carron oil on hand; it will keep for years.

Apply freely, cover with cheese cloth or clean linen and send at once for your doctor. Carron-oil is made by shaking together a half pint each of lime water and linseed oil.

**Swallowing a pin by baby.** Don't get excited unless it seems to stick in the throat. If so send for nearest physician.

**Swallowing button or penny.** Large dose of castor oil.

**Clean cuts.** Immerse at once in cold water to which creolin has been added in the proportion of teaspoonful to cup. Turpentine may then be poured in the cut to kill germs.

**Ragged cuts.** Creolin and cold water, cloths wrung out in same and laid on the wound. Consult physician.

**Wounds to eyes.** Compresses of cold water. Consult physician at once.

**Drinking of carbolic acid.** Give freely milk, white of egg. Powdered chalk should be given if at hand. Epsom salts.

**Poisoning by mushroom.** Teaspoonful of mustard to a cup of hot water. Drink at once. Large dose of castor oil. Empty the stomach as quickly as possible.

**Camphor if taken by a child.** Make it vomit by giving mustard and water.

**Nose bleeding.** Raise both arms above head. Grasp the nose firmly between the

thumb and forefinger. Inject a quantity of ice water to which common salt has been added. Saturate a towel with ice water and lay across forehead.

**Sunstroke.** Remove patient at once to a cool room. Lay him down near an open window and strip off outer clothes. Pour a stream of water over the body. Hold the pitcher about five feet above the body; let it strike the head first, then the chest then the arms and legs. If patient can swallow, a cool drink of water is helpful. Wine, whiskey or any kind of spirits must not be used. Many make this mistake.

In case of heat stroke, the face is cool and pale. Ice cannot be used. Bathe patient in warm water, hands and feet should be rubbed to restore circulation. Later hot drinks such as tea, coffee and milk may be given.

**Choking** is generally caused by attempting to swallow food which is not well chewed.

A quick blow on the back between the shoulders will often discharge a piece of food in the throat. In giving blows to a child, do so with the open hand with child across the knee and head hanging downwards.

**Ivy poisoning.** A very effective remedy is to bind on the affected parts a cloth wetted with a two ounce bottle of alcohol in which half an ounce of sugar of lead has been dissolved. Ivy poisoning may be prevented by washing thoroughly with soap and hot water, the face, neck and hands, within two hours after being exposed to the poison. Octagon soap is recommended.

### Vegetable Salad

By Mrs. John M. Carroll, Argo, Ill.

- 1 small cabbage (cut fine),
- 1 medium stalk of celery (cut fine),
- 1 large sweet pepper (diced),
- 4 medium tomatoes (diced),
- 2 large pimentos (diced),

Salt and pepper to taste. Put cabbage, celery and pepper together and just before serving add tomatoes and pimentos. Serve on lettuce leaf with Mayonnaise dressing.

### Recipes And Household Hints

By Mrs. Ross E. Boyer, Berlin, Pa.

For those who have the cheaper grades of matting on their floors, the following will be useful:

Take an old oil mop. Wash off all oil and dirt, then dry, and use this as a duster. By going over the matting several times and shaking the dust from the mop, you will find your room nice and clean without the dust that a broom would make.

### Rhubarb Preserves

- 5 lbs. rhubarb,
- 4 lbs. sugar,
- 3 oranges, pulp and rind,
- ½ lb. English walnuts.

Cook all but nuts for an hour, slowly, then add the nuts.



Section Foreman Thomas E. Arnold is thanking his wife for the sturdy pair of overalls she made for him from a Baltimore and Ohio pattern



# Let's Make Our Own Clothes!

By Peggy

WITH all of the pretty patterns that are shown on these pages, and all of the pretty and inexpensive materials that we can find on the remnant counters at this time of the year, it just makes us feel as though we must get to work and do some sewing for ourselves.

This afternoon I got a wonderful letter from the Fashion Woman. She told me all about the new clothes for the early summer and sent lots of new patterns. We won't have the space to tell you all the news, but if you will look over the patterns shown here you will find lots of hints that will help you with your summer sewing. And if you don't find what you want here, there is a nice fashion book that we'll be glad to order for you for twelve cents in stamps.

4352. Here's a dainty, sleeveless frock for the girl whose age is between 8 and 14 years. Three yards of taffeta will make a lovely little party dress for Elaine, who is ten. The skirt is mounted on an under-waist.



4343

I went downtown this noon to do a little shopping. In one of the stores I saw some lingerie that I'd been wishing for. I asked the price of a simple little nainsook slip with no trimming whatever save the plain half-inch hem. The answer was: "One dollar and twenty-five cents." Did I buy it? I did not. I went over to another counter where there was a sale of nainsook, and with the money that I would have paid for three ready-made slips I bought material enough for five of them, with money enough left over to buy a little edging to trim them in. It certainly pays to make your own clothes, particularly the plain things.



4338

The girdle may be omitted and the dress finished with a sash or ribbon string girdle. Price, 12 cents.

4338. This is a nice pattern to use for your new gingham dress. The girdle section is a part of the shaped front and small pockets are inserted at the tab extensions. Can you imagine anything more dainty and cool than this dress in green and white tissue gingham with bindings of green organdy? The pattern is cut in seven sizes, 32 to 46 inches, bust measure. Size 38 requires  $4\frac{7}{8}$  yards of 32-inch material. Price of pattern, 12 cents.



4344



4352

4332. If you want something unusual in the way of a house dress that will serve not only for morning but for the afternoon as well, why not try this one? There are no buttons to be bothered with; the dress slips right over your head and there you are, with a little under arm closing. Linen or crepe would make up well in this. The dress shown was made up in red and white figured



4332

percale with red bindings. The pattern comes in seven sizes, 34 to 46 inches, inclusive. Size 38 requires  $5\frac{1}{8}$  yards of 36-inch material, with  $\frac{7}{8}$  yard of material for bertha cuff and pocket facings. Price, 12 cents.

4344. Now little Janet is ready for a romp with Fido, for this little garment will delight the heart of any youngster between the ages of two and six. It's so comfy, and there are so many pockets.

Made in tan linen with red trimmings, why, even grown-ups would be envious. A 2-year size requires  $\frac{5}{8}$  yard for the guimpe and  $1\frac{1}{2}$  yards for the rompers, of 36-inch material with  $\frac{1}{2}$  yard of 32-inch contrasting material for trimming. Pattern mailed to any address for 12 cents in stamps.

4343. Little Pauline, holding her dolly, comes to meet us in this pretty gingham dress. She has one made of the same pattern in voile, too. The pattern comes in sizes 2, 4, 6 and 8 years. The 4-year size requires  $2\frac{3}{4}$  yards of 32-inch material, with  $\frac{3}{8}$  yard of contrasting material for the bertha.

Now, see the long strip of pretty dress patterns. No, they're not all dresses, for at the bottom there's a nice shirt for father or brother and—why, bless your hearts, some pretty sunbonnets! Let's begin at the top.

Blouse No. 4341 comes first. Made of chambray or linen, this makes an attractive blouse to accompany skirt No. 3983. The blouse comes in sizes 34 to 46 inches, inclusive. The skirt, which has pretty plaited panels, comes in sizes 25 to 35 inches waist measure. These are separate patterns, priced at 12 cents each.

4042. Here's little Doris, all dressed up with elephant pockets on her pretty gingham dress that has facings of pongee. Percale and cambric also make a nice combination for this dress. It comes in sizes 2, 4, 6 and 8 years. The 4-year size requires  $3\frac{1}{2}$  yards of 32-inch material, with  $\frac{5}{8}$  yards of contrasting material for trimming. Price, 12 cents.

4200. This is an interesting little frock, simply and easily made, with or without the bertha, as preferred. Batiste or voile would be especially pretty in this pattern. This pattern comes in 5 sizes: 1, 2, 3, 4 and 5 years. The 4-year size requires  $2\frac{5}{8}$  yards of 32-inch material. Price of pattern, 12 cents in stamps.

4331. For this pretty dress, lace and silk were used, although a frock for general wear could be made of linen and gingham. The pattern is cut in sizes 34 to 48 inches, bust measure. Note the new panel and sleeve drapery. A 38-inch size will require 5 yards of 36-inch material. To make the panel and sleeve drapery of contrasting material will require  $1\frac{1}{2}$  yards of 36-inch material, or  $2\frac{3}{8}$  yards of 18-inch material. Price of pattern, 12 cents in stamps.

4336. Percale was used for this model, with bias binding for trimming. One could have gingham, drill or crepe or cretonne.

The pattern is cut in 4 sizes: Small, Medium, Large and Extra Large. A medium size requires  $2\frac{5}{8}$  yards of 36-inch material. Price, 12 cents in stamps.

4359. Silk gingham with facings of satin in a contrasting shade would be very attractive for this model. It is also good for jersey, twill, ratine and pongee.

The pattern is cut in sizes 16, 18, and 20 years. An 18-year size requires 4 yards of 44 inch material. Price, 12 cents in stamps.



4354. Printed crepe and crepe de chine are here combined. One could use printed and plain voile in combination or tissue gingham and linen. The trimming panels may be omitted. The dress slips over the head.

The pattern is cut in sizes 12, 14, and 16 years. A 14-year size requires  $4\frac{1}{4}$  yards of

one material 32 inches wide. To trim with contrasting material as illustrated requires 1 yard. Price, 12 cents in stamps.

4335. The lines of this model are becoming to slender and stout figures. The side closing is practical. As portrayed gingham and linen are combined. One could use percale in a neat pattern, with repp or linen for the waist and sleeve portions, also for the facings on cuffs and pockets and for the belt.

The pattern is cut in sizes 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $4\frac{1}{2}$  yards of one material 36 inches wide. For waist, sleeves and cuff and pocket facings of contrasting material,  $1\frac{1}{8}$  yard 32 inches wide is required. Price, 12 cents in stamps.

4349. Embroidered voile and organdy were chosen for this pleasing model. It is also nice in silk, gingham and crepe. Dotted Swiss and organdy could also be combined for this style. The bertha trimming may be omitted. The closing may be at the centre back, as illustrated or on the shoulders.

This pattern is cut in sizes 6, 8, 10, and 12 years. A 10-year size will require 3 yards of one material 40 inches wide. If made as illustrated,  $\frac{1}{8}$  yard of contrasting material, and  $2\frac{1}{8}$  yards figured material is required. Price, 12 cents in stamps.

2872. This style of shirt looks well in madras, percale, soisette, silk, cambric, khaki, muslin, linen and flannel. The fronts are finished in coat style. The sleeve may be finished with the cuff or in elbow length.

The pattern is cut in sizes 15,  $15\frac{1}{2}$ , 16,  $16\frac{1}{2}$ , 17,  $17\frac{1}{2}$ , 18 and  $18\frac{1}{2}$ , inches neck measure. Size 16 requires  $3\frac{5}{8}$  yards of 36 inch material. Price, 12 cents in stamps.

4358. Pleasing and becoming are these pretty sunbonnets.

The pattern is cut in one size. It will require for No. 1,  $1\frac{1}{4}$  yard, and for No. 2,  $1\frac{3}{8}$  yard of 32 inch material. Price, 12 cents in stamps.

#### PATTERN ORDER BLANK

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check or money order) for each pattern or book of Fashions.

Name.....  
Street.....  
City..... State.....  
Pattern No..... Size.....  
Pattern No..... Size.....  
Pattern No..... Size.....  
Pattern No..... Size.....

#### UP-TO-DATE BOOK OF FASHIONS

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS.



# Our Little Railroaders



To Miss Ella Krieg  
Said Aunt Mary one day,  
"Your children can help me,  
For them 'twill be play."

So East Brunswick girls  
And boys, every one,  
Turned to with a will—  
Just see what they're done!

## \*East Brunswick Girls and Boys Send Greetings to All the Children of the Baltimore and Ohio Family

Brunswick, Md.  
May 1, 1923

Dear Girls and Boys of the Baltimore and Ohio:

We are glad to have an opportunity to address you through the Baltimore and Ohio Magazine.

Aunt Mary requested our school to contribute to the Children's Page for the May issue.

We live in Brunswick, Maryland. The largest freight yards in the United States are located here. We see and hear engines and cars all the time. Our school is about half a block from the yards. It is hard to keep everything clean, but by constant work we are proud of our clean school house.

Our school is the oldest and largest in Brunswick.

Would you like to know about our athletics? We are now working hard, making preparations for the Frederick County Field Meet, which will be held in Frederick in May.

At this meet all schools of our county are represented. The State Athletic Association offers badges to those who qualify in two tests which are given at the school, and then we must qualify at the meet in one.

The badges are bronze, silver, gold and a bar.

In order to receive a badge, girls must be able to raise their limbs a certain number of times and throw a dodge ball a given distance. Boys must chin the bar, jump and run the assigned distance in the given time. We hope to win a number of these badges.

Our Dodge Ball teams are working hard and we take pleasure in our daily practice. Our Speed Ball teams expect to win the championship of the county. They are "The Hustlers."

We hope you will enjoy your athletics as well as we do.

Your friends,

East Brunswick Girls and Boys

\*NOTE: Through the kind arrangement of Miss Ella V. Krieg, Principal of the East Brunswick School, her pupils prepared a number of articles for the Children's Department of this issue of our MAGAZINE. From these a few have been selected for printing. We appreciate their interest in the Baltimore and Ohio and hope they have enjoyed helping prepare the material for this department as much as we have enjoyed having them do it.

—EDITOR

## Our Baltimore and Ohio Freight Yards

By Raymond Hollar, East Brunswick

I AM glad that I live in a railroad center, and one which has the largest freight yards in the United States.

The yards are six or seven miles in length. The tracks would reach one hundred miles if laid in a single track. It is a

Baltimore and Ohio freight yard.

The yard was begun in 1890. In that year it had only a few tracks and one hump. In 1912 the new hump was built, giving one for all trains going east and another for trains going west. There are from 25 to 75 trains leaving Brunswick every day, and from 2500 to 3500 cars are moved in a day, or about 1,000,000 per year.

My father is an extra engineer on the eastbound hump.

## Our Flag

By John R. Brady, East Brunswick

Our own old flag is waving still,  
O'er plain and mountain, rock and rill,  
She led us in the great World's war,  
We hope and pray there'll be no more.

As bullets whizzed by soldiers' ears,  
Many a mother shed her tears,  
That grand old flag will never fall,  
She fought for one, she fought for all.

## The History of the Baltimore and Ohio

By Oliver Smith, East Brunswick

HAVE you ever thought that George Washington or Thomas Jefferson never saw a railroad or rode on a train? Well, they never did.

The Baltimore and Ohio is the oldest railroad in America, and on its rails ran the first passenger cars.

On July 4, 1828, ground was broken in Baltimore City for this new enterprise. Charles Carroll of Carrollton laid its cornerstone.

While this event was taking place in Baltimore, President John Quincy Adams began the C. & O. Canal, which was a rival of the Baltimore and Ohio.

The railroad was built along the Patapsco River. From Baltimore, this stream is crooked, which accounts for some of the curves in the road. The roadbed was built to follow a stream in order to avoid tunnels, cuts and fills.

In 1830 the line reached Ellicott's Mills, a distance of fourteen miles. The first successful trial trip of a steam engine was made over this part of the road. In 1831, Frederick, 58 miles, was reached.

From Frederick the railroad was extended to Point of Rocks, about 15 miles, and traffic commenced to move on April 1, 1832. Construction was stopped at this point for several years by the C. & O. Canal Company, who claimed the right-of-way.

By 1834 the Baltimore and Ohio had reached Harpers Ferry, where it was obliged to cross into Virginia, on account of some difficulty with the State of Virginia in connection with the charter. From Harpers Ferry it wended its way westward



until it reached Cumberland in 1842, the distance being 179 miles from Baltimore.

In 1851 the railroad was extended from Cumberland to Piedmont, West Virginia, it being pushed westward to Grafton in the same year.

In 1853 the Baltimore and Ohio reached Wheeling, and had connection with Cincinnati by way of the Central Ohio Railway (now a part of the Baltimore and Ohio.) By 1874 St. Louis was connected with Baltimore by rail. The same year an extension was built from Willard to Chicago, giving direct service via Wheeling and Newark.

After the close of the war, the Metropolitan Line was constructed from Point of Rocks to Washington.

The Baltimore and Washington Branch, which was completed in 1835 must not be overlooked. Over this line ran the first postal car, and the telegraph was first used on this section of the road.

We are proud that we live in Brunswick, a Baltimore and Ohio town, and that our fathers and brothers are employed by the Company. When we boys grow up the Baltimore and Ohio will be proud of us too.

The Baltimore and Ohio is the oldest railroad in America. It was the first to have telegraphic communications, and the first steam engine built in America ran on its rails. It was the first to use electricity as a motive power, and the first to use switches. The turntable was invented by one of its mechanics.

And so you will see why we are so much interested in "Our Railroad." Don't you think we have good reason to be?

## My Little Friends

By Austin Cooper, East Brunswick

EVERY summer I build a bird house for the Jenny Wren. Last summer I made a house and put it up on a pole; two wrens came and made their home in it, and they laid eggs in it. What was my surprise one day to find three baby wrens had been hatched.

A cat found it out, and went after them. One morning when I got up, I heard a strange noise and looked out of the window. I saw that the cat had knocked some of the little birds out on the ground and killed them. We ran after the cat with clubs and brooms and it did not come back for a long time.

Later on, the birds layed more eggs. The eggs hatched, but Mr. Cat did not get these, for we watched them very carefully. Soon it was the time for them to go on their journey to the south, and we bade them good bye.

"Good bye, little children, good bye," they said,

As away they went over hill and dale  
To that beautiful land of the south.

## Other Stories and Pictures from Brunswick

WE have received a number of letters and stories from the pupils of East Brunswick School, all of which are excellent. Space will not permit us to use

them all in our issue this month, but we hope to do so in later months.

The following letters and stories were received. Jack's Gold Medal, by Victor Kifer; The County Field Meet, by Harry Nokes; The Robin, by Violet S.; Dodge Ball, by Betty Reed; My Flower Garden, by Dorothy Cummings; My Flower Garden, by Pauline Van Pelt; An Accident, by Beulah Hoar; A Hero, by Margaret Harrison; Tap on the Back, by Fannie Allen; Where Go the Boats, by Elwood Bratt; Spring, by Evelyn Nokes; A Robin's Nest, by Bernerd Heckner; Flowers, by Fae Ambrose; Bees, by Franklin Howe; Butterflies, by George Care; Spring, by Sterling Ambrose; My Return, by Earl Campbell; My Return, by Frances Musgrove; A Bluebird, by Doris Jones; Spring, by Daisy Gosnell and Spring, by Dorothy Hill.

Free hand drawings, all of which were splendidly done and showed great originality, were sent us by Irvin Crawl, Elwood Bratt, Etta Crummitt, Raymond William Myers, Harvey Derflinger, Elizabeth Hogan, Jack Cage, Derris Danner, Vincent Calhoun, Ortence Smoot, Claude Barnhart and Earl Barker.

## Our Locomotive

By Raymond William Myers,  
East Brunswick, Md.

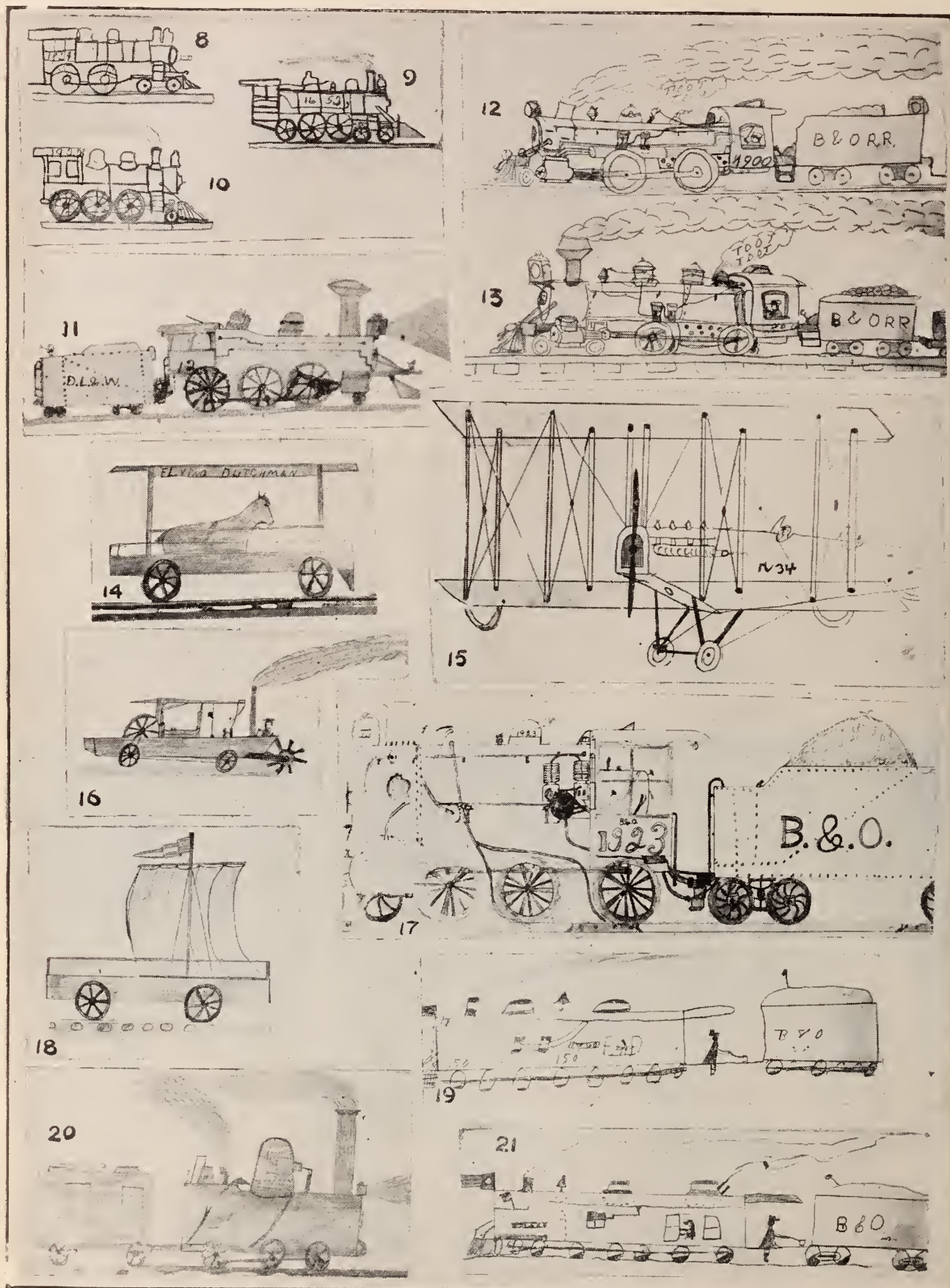
I am an engine great and strong,  
I go from cities far and long,  
I puff and blow and come and go,  
To show the people what I know.



The East Brunswick school children whose excellent articles and drawings appear in our Children's Department of this issue



The East Brunswick school boys and girls showed marked talent in drawing these pictures illustrating many periods in the development of motive power. More of these pictures will appear in our next issue



Numbers 8, 9 and 10 were drawn by Etta Crummitt; we could not find who drew No. 11; Nos. 12 and 13 were drawn by Elwood Bratt; Nos. 14, 16, 17, 18 and 20, by Vincent Calhoun; No. 15, by Claude Barnhart; No. 19, by Harvey Derflinger; No. 21, by Raymond William Myers



# Miss Stevens Writes of the Farewell Days of the Good Will Girls in America

## Chapter No. 1

*This is the first chapter of the story of how the Baltimore and Ohio delegates, Nina Spengler, Magdalene Lauer and Margaret Stevens, took their first trip across the Atlantic.*

*Chapter 1 will deal with the beginning of the trip, a sketch of our journey to Washington and New York.*

### The First Day

*Dear Baltimore and Ohio Folk Whom We Left Behind:*

I am writing this in the form of a letter, for when you are writing to real human beings it is much easier to tell the little human things that crop up in any affair, than if the story is simply a story and nothing more. This to be a real letter to real people, of how 64 girls journeyed to far away France, but more especially of the impressions which three Baltimore and Ohio girls received from the trip.

For weeks we had been excited. There had been first the campaigns for funds, the trips of the girls on line, and then the election. Ever since Nina Spengler was drawn as first candidate, there were girls all over the system wishing the good fortune of the trip. And, of course, when the announcement was made, there never were girls more excited than Nina, Magdalene and I. (By the way, if any of you should ever need advice on how to get ready for Europe in one day, please see me on our return. Such a rush. Such a hurried purchasing of the things that the Good Will Committee said we must have. Oh, it was gloriously exciting.)

What do people wear on shipboard? What should we need in France? Father wants us to bring him a pipe; Sister Jane wants some hand embroidered lingerie; Cousin Susie wants some French perfume.

At last, or I should say, all too soon, came the day for us to leave Baltimore. At 7.15 a. m. we reported at Mount Royal station, where we met each other, as well as the five other Baltimore representatives. And—we were all dolled up in our finery, so much, indeed, that each of us thought that she was the "handsomest tiger in the jungle." But, unlike the tigers in the story, we didn't get mad and fight.

There were bouquets, and boxes and candy, diaries and writing cases, handkerchiefs and maps of France to go along with the good wishes of kind friends. And those who were there were real friends, for who else, indeed, would arise at so early an hour to say goodbye; before seven o'clock.

Dr. Shattuck was there with his movie machine, and Oh, how funny it seemed to be actually posing for the movies. The reporters and photographers were on the job too.

Oh yes, we might just as well have been in Hollywood.

What—the train ready? And here were Mr. Murray and Mr. Bullock, and Miss Gessner, to escort us to Washington. What an honor.

"Goodbye, goodbye!" All aboa-a-a-rd," shouted "Pop" Adams. We were off on the first lap of the trip to France.

I felt for my handkerchief but couldn't find it. Ah, here it was in my hand. Dear me, two great big splotches on the front of my new blouse. Tears? Of course! What do you suppose they are?

Mr. Scott, our general passenger agent at New York, was on the train. He it was who had brought down the rest of the delegation from New York. In a jiffy we were through the tunnel, and our friends at Camden were wishing us "Bon voyage." It was truly exciting. I would like to tell you more in detail about the ride, but I must hurry on.

Arriving at Washington, we checked our heavy portmanteaus, climbed into busses and were off on a tour of Washington. Most of you know all about Washington; if you don't you can always find a convenient Baltimore and Ohio train to take you there, so I won't describe the places we visited. The first stop was at Congress Hotel. From thence we went past the Capitol and Library grounds, out Pennsylvania Avenue and on to Potomac Park to see the handsome Lincoln Memorial.

By the way, did you know how the statuary in Washington is kept in such loveliness at all times? We found out. Uncle Sam has a regular house cleaning. As we passed along we saw a man with scrubbing

rags sitting astride an equestrian figure, just back of the rider. Yes; he was scrubbing the riders back. With all due respect to the gravity of the situation, we couldn't suppress a giggle or two. Yes, it was the first time we had ever seen Generals having their backs rubbed, but really they looked as though they enjoyed the situation.

### Miss Morgan Greets Us

Returning to Congress Hall we were served with a most delicious luncheon, and just as we were finishing our dessert, we heard a lot of applause and looking up discovered no less a person than Miss Anne Morgan, the head of the Good Will work, herself. She came straight to our table. How proud we felt when we told her who we were. She spent a few minutes chatting at each table.

### Meeting President Harding

After lunch we sallied forth again with joyful hearts, and stomachs no longer empty, to visit the White House. You have guessed it—President Harding was holding a reception for the Good Will Delegation. A Slavic delegation was ahead of us, and as we passed through the gates, an army of photographers aimed their gatling guns at us, and we were shot for the newspapers and movies. Our own Mr. Luckey was among them and you may be sure we couldn't help feeling again a thrill of pride.

Soon a great big policeman—and Oh, there are some big ones at the White House—told us to move on into one of the wings of the White House; single file we went and shook hands with Miss Morgan and the President. Goodness—another thrill! It was great!

As we passed out of another door, Laddie Boy, the President's Airedale dog, stood wagging what he imagines is his tail, to greet us, too. Wasn't that fine of him? And, honest to goodness, right in back of

## A Farewell Message

En route to New York, April 17, 1923.

Dear Friends of the Baltimore and Ohio:

My heart is full of thanks that I cannot express to you who so loyally stood by me in the Good Will election. My only regret is that I did not recover from my illness in time to thank many of you personally, or at least to write to tell you how much I appreciate your good will and sincere response, as well as for the many expressions for our good.

We—Miss Spengler, Miss Lauer and I—are now on our way to New York to take the ship to France, to the land of our hopes, to the place where we all have sent our money to help those less fortunate than we. May the spirit of good wishes which you have extended to us in this, our good fortune, go with us and inspire us to prove worthy representatives of those with whom we work on the Baltimore and Ohio, and who have sent us on this spendid mission.

It will be our earnest endeavor to "take you all with us," through the columns of the Magazine.

Gratefully yours,

(Signed) Margaret T. Stevens,  
"Aunt Mary"



the White House hung—what do you think? The White House laundry. It was wash day and the clothes were white and spotless, but looking quite the same as our own line

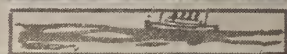
of clothes when Jane comes to spend the day, fill up her ever vacant stomach, and do the family laundry. It was just one of those little reminders that those who head

the affairs of the nation are just as human as we are. Clothes washing here means something more than a perfunctory sending out the clothes to a laundry and having them



*Le Transatlantique*  
*A. Bonin & Co. France*  
 Le Triant Louis 1<sup>er</sup> capitaine  
 Lescarret Pierre 1<sup>er</sup> lieutenant  
 Le Manchec Jean 2<sup>nd</sup> - J.  
 Garoche Pierre 3<sup>rd</sup> - L.  
 X Angot André 4<sup>e</sup> - J.

Rock Louis - Commandant  
 Aillet - Superintendant Per 57



#### BALTIMORE AND WASHINGTON SPEED THE VOYAGERS

Upper left, Miss Mabel Gessner, Passenger Representative, giving girls their transportation for first leg of trip; right, signatures of the officers of La France, the men who made the ocean voyage so pleasant for "our girls;" center left, lined up for the presidential handshake from Mr. Harding at the White House; right, J. L. Hackett, City Passenger Agent, N. Y.; lower left, farewell smiles at the Capital; right, Miss Lauer is honored by the French Ambassador, Jules Jusserand



come back full of little black numbers and "X" marks, and with the buttons off. Here the work is done at home.

Out on the front lawn once more, the army of camera shooters was increased. The Slavic delegation had been snapped in their native costumes. What a pretty sight it was to be sure—an array of bright colors

and odd clothes. On we went to visit the East Room, Blue Room, Red Room and the Green Room of the White House, thence back to the busses and on to the Congress-



Upper left, General Eastern Passenger Agent Scott and F. H. B. Bullock, Executive Department, general treasurer of our Good Will campaign, helping the girls "do" Washington; upper right, Miss Stevens pins the Good Will Badge on Monsieur Le Capitaine, Commandant Roch, before sailing; center left, approaching the seventh heaven of their delight; Right, Engineer Dennis and Fireman Schaffer, handling special train from Washington; lower, some of the officers of La France, introduced with our Good Will girls—left to right: First Lieutenant Pierre Lescarret, Miss Lauer, Second Lieutenant Jean Le Manchec, Miss Stevens, Fourth Lieutenant Andre Angot, Miss Spengler, Second Captain Louis Le Friant, who entertained our travellers most hospitably at his table on the ocean voyage



sional Library. Here we had a nice rest among our old friends, the books, after which we left to take the train to New York; Baltimore and Ohio, of course!

After identifying our bags we boarded the train and soon were seated in the diners—there were three of them—enjoying one of Mr. Baugh's wonderful dinners, prepared especially for the occasion.

While we were still lingering over our coffee and ice cream, the train pulled into Camden. Here again our friends were on hand to wave a "bon voyage" greeting. How excited they were too, almost as much as we. And rightly so, for are we not representing them? Did they not give us their support in votes, and to the A. C. D. F. their money to carry on the work of rebuilding France? Oh, how we wish that we might have taken them all with us. I felt a sudden rush of selfishness creep up my spine, yet through these descriptions of our journey we sincerely hope to take every one with us to the country of which we have all been dreaming.

At Mount Royal they were out too, with the good old Stars and Stripes, waving us a goodbye. The train did not stop, so in the short moment we could not distinguish who was who, but we knew that they had come to say good bye, and we waved back; and everybody threw kisses to all of them. The colored porters were there, too, and we were glad to see them.

On the train there were loads of things to do, packages to be opened, letters and cards to be written, songs to be sung and a jolly time was had altogether.

About fifty of the delegation—there were one hundred and fifty altogether—made an inspection trip of the dining car kitchen of which Chef Brookins had charge; and Brookins was right there with the customary Baltimore and Ohio courtesy, as were also his helpers. Many and fine were the compliments paid our service, the dinners, the handling of the train, the courtesy—everything!

"It's all just delightful," declared Miss Morgan as she sat with the girls to have her picture taken.

It was quite bed time when we arrived in New York. We went to the Hotel Pennsylvania where we were assigned to our splendid rooms, and soon we were off to slumberland.

We found the next morning that our ship, the "France," would not sail until Friday, and that we were to have two glorious days in New York. The program was made up of sight seeing tours, theatre parties, luncheons, and, on Thursday a reception at Miss Morgan's lovely home. What fortunate girls we are!

And now, Friday morning, we are ready to sail. Our portmanteaus all packed, we are ready to receive our flags and to take busses for the dock. There are 64 in our party, the youngest being our little Magda-

lene. The newspapers have made quite a fuss over her, but Magdalene says she supposes it all goes in with an ocean voyage. I forgot to say before in the story, that over in Washington Ambassador Jusserand chose her as one of the few girls with whom he shook hands. And, as the reporter told her, she's famous now.

Just at this moment Nina is fast asleep, sensible girl that she is, taking her last few minutes of beauty sleep before sailing. As for me, I'm too excited to sleep, at least, that's what I think. However, it may be only an inborn curiosity that makes me afraid I shall miss something. Well, just

so it's not the boat I'm sure it won't make much difference.

Goodbye one and all! Don't forget us just because we're away, for the big thing about it all is I am sure we shall all be quite as anxious to get back to our desks and into our regular work again, as we are to sail.

The greatest thrill of a long journey to me is the coming back home, "Where the folks are there to greet you, Where the dog runs out to meet you And the latch string hangs outside."

*Margaret Talbot Stevens*

## New York Terminals Turn Out Tugs 'n Toots 'n Everything to Bid Good Will Girls "Bon Voyage"

By John Newman

Terminal Timekeeper, Pier 22, N. R., New York

APRIL 20, 1923, will, presumably, be one of the many wonderful days—"red-letter days"—to be marked in the calendar of reminiscences now being collated by the sweet trinity of "elect" contributed by the Baltimore and Ohio to the Good Will Delegation of the American Committee to Devastated France, promoted under the auspices and personal direction of Miss Anne Morgan, chairman of the executive committee, whose many altruistic activities have made her name illustrious and her fame enduring, for—

On that day, the day of their departure from New York for France they were signally honored by the management of the Baltimore and Ohio New York Terminals.

The flagship of the Company's fleet of harbor tugs, the "Frederick D. Underwood," with commodore "Andy" Bohlen at the helm, flying her bunting and carrying a distinguished party of local executives and representative officers from all branches of the service, some ladies, kiddies and the recording scribe (that's me)—about thirty persons in all, making up, as it were, quite a goodwill delegation in itself—steamed up the Hudson to the French line dock, Pier 57, North River, where waited the steamer "France" for her time and tide, ready to sail.

Boarding the liner the visiting party encountered some difficulty in locating the unexpectant and therefore unprepared objects of the demonstration, but scouting posses scurrying over the several decks finally succeeded in bringing the two delegations "vis-a-vis" at the stern of the salon deck where cameramen were preparing to take pictures of the whole colorful assemblage of youth, beauty and vivacity (an exaltation mixed with nervous frustration that, I fear, twenty-four hours later was destined to change to a state of "laissez-faire," or worse).

Though there was little time for anything more than introductions, the visitors were much impressed by the fine presence, good looks and "esprit" of the three Baltimore and Ohio graces, and they were made the subject of much complimentary "aside" comment. They will most worthily represent the Best and Oldest American Railroad that made this fairy pilgrimage possible for them, and they will, surely, make a favorable impression on the very impressionable *françoises*. (Let us pray for their protection from the lures and wiles of divers counts and grand dukes wherewith France is swarming at present, for these fellows are great connoisseurs and susceptible to American charms.)

After leaving the "France" the stay-at-home delegation returned to the "Underwood," and when the big ship pulled out, accompanied her down-stream amid toots and cheers. The weather was balmy and fair, and by chance several Baltimore and Ohio tugs that happened to be in the vicinity caught the spirit, broke out their bunting, the Stars and Stripes and the blue and white "B. & O." flag, and joined in the demonstration with their best "toot-toots."

Believing that some of the lady readers of the MAGAZINE would like to have a descriptive account of hats and gowns worn by the

### The New York Tribune Said—

As the big vessel backed into mid-stream blasts from the whistles of passing tugs and ferryboats added to the din, while another tribute was paid to the departing women by fifty members of the Baltimore and Ohio Railroad office force in this city, who were on a flag-draped tug that escorted the France down the Bay as far as Quarantine. Three employees of the Railroad were in the party.

## Good Will

Written in France *By Margaret T. Stevens*

I saw a vision yesterday, a dream that brought to me  
An open book of life that is and things that ought to be;  
'Twas not a sunset, nor a stream, nor yet a bird-song dear,  
'Twas not the call of Springtime, nor a carol on my ear.  
Along the banks of River Rhone where gardens bright and green,  
Like Grandma's quilt lie patch by patch with stitches in between,  
A peasant woman waved her hand to see our train go by—  
A kindly face, a hearty smile, a little piercing eye.

A broad-brimmed hat, a garden hoe within her wrinkled hands,  
But there beneath that quaint old frock a heart that understands.  
The same as yours or mine? Nay, more, of those, who, like her toil  
With sorrow showing through their smile, with hands that till the soil.  
I see inscribed upon their hearts the imprints of a war—  
And yet, they bravely "carry on" in spite of wound and scar.  
All pow'r to them, these women whom our hearts with joy would fill!  
'Tis such as these personify the meaning of Good Will!

female representation I want to state for their benefit or enjoyment that Miss Morgan was a "study in brown" with a golden-brown "creation" of what appeared to be the plumage plucked from the tail of a rooster on her head, and that, as far as I know, all the other ladies also wore creations of some sort, with a flounce here, a frill there and ding-bust-ems and what-you-may-call-ems in other places; to sum up: the Baltimore and Ohio delegates-ess were

delicatessen; the most fetching thing they wore was their smiles and the most winning thing they did was blowing kisses from their fingertips to their enthusiastic well-wishers on board the "Underwood."

May propitious fortune attend them and crowd into their six weeks' absence from home enough of "that which is good" to linger with them for the rest of their lives. Three cheers for Nina Spengler, Anna Lauer and our "Aunt Mary."

## Cincinnati Good Will Delegation Uses "Best and Only"

HERE are seen ten of the eleven Cincinnati Good Will Delegates to France, who left Cincinnati over the Baltimore and Ohio, April 14, for New York. The picture was taken when they appeared at the office of General Passenger Agent Geo. W. Squiggins for their tickets and instructions. They are, reading left to right, seated: Miss Norma D. Huckle, representing Proctor & Gamble Company; Miss Gertrude Heiman, representing Hotel Sinton; Miss Helen K. Glenn representing the city of Covington, Ky.; Miss Edna M. Hoelscher representing French Brothers; Bauer Company; Miss Gladys Harvey representing the Central Trust Company. Standing: Miss May A. English representing the Edwards Manufacturing Company; Miss Henrietta McGrew representing the Ault & Wiborg Company; Miss Stella Jones representing the Proctor & Gamble Company; Mrs. John W. Chambers representing the Gold Star Mothers, Miss Elizabeth Callahan representing the Fenton Company; Mr. Squiggins is also shown. The delegation was chaperoned by Miss F. H. Matheson, passenger representative.

The party stopped over at Washington

for two days, where they met a number of delegates from other western cities arriving over the Baltimore and Ohio. The stop-over at Washington was for the purpose of permitting the delegates to become familiarized with the Capital and the functioning of its governmental institutions. At New York they were joined by delegates from other large cities throughout the country.

### The Special Good Will Train

ONE of the accompanying photos is of Engineer E. J. Dennis and Fireman Schaffer, who were in charge of engine 5212, handling the "Good Will" special carrying the 150 young ladies on their trip from Washington to New York, en route to France.

The train consisted of three dining cars in charge of Conductors Robinson, Boylan and Ackerman and Inspector Sherman, six parlor cars and one combine coach. The train was in charge of Conductor G. W. Charshee and Brakeman J. J. Krastel, and left Washington at 5.00 p. m. reaching Philadelphia at 7.50 p. m., where the parlor cars were attached to regular No. 6.

The train was handled carefully and promptly throughout the trip, and many favorable comments were made by the ladies regarding the pleasant ride given them by Engineer Dennis.

Among the officers of the Baltimore and Ohio who accompanied the special were J. S. Murray, assistant to president; F. H. B. Bullock, Office of President; J. B. Scott, general eastern passenger agent; Superintendent F. G. Hoskins, District Master Car Builder W. W. Calder, Trainmaster C. E. Owens and Assistant Road Foreman George D. Coleman.

### Overheard on the Good Will Train

*While taking flash light photos*

Girls: "Oh, Mr. Photographer make us all real good looking, won't you?"

Mr. Luckey: "How could I do anything else?"

While a few copies of magazines were being given out

"Isn't that fine. The Baltimore and Ohio is always thinking of something nice to do for their passengers!"

Wasn't that the finest dinner you ever ate? The fish and chicken and everything were just lovely.

"Has the Baltimore and Ohio any girls on this train?"

"Yes, three. One of them is known as Aunt Mary, she writes the ladies' and children's pages in their MAGAZINE."

"Ask that man coming through to point her out, I want to see her."

### Passing Mt. Royal

"Are we through Baltimore already? Isn't this a nice smooth run? We can hardly feel we are moving. That engineer must be a dandy, or else he is particularly careful because he has a lot of girls on board."

### A Quick Trip

*By Conductor Sam Grace*

TRAIN 12 left Union Station, Washington on the morning of March 1, at 2.59 a. m., arriving Camden 3.44 a. m. On this train there was a lady passenger who was anxious to make a connection leaving Baltimore Union Station at 3.50. Through the efforts of the trainmaster at Washington, station master at Camden, and the writer, she was successful.

A taxi was waiting and every assistance was given the lady to make a quick transfer from train to taxi at Camden. She arrived at the Union Station at 3.48 and at 3.50 was on her way on the train she desired to take.

This incident shows that even though the passenger desired to use a competing railroad, our employees did everything in their power to assist her.





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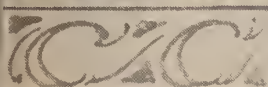
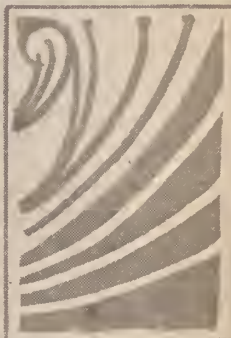


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# When the Goddess Was Forgotten

*Being the First Message of Our Good Will Girls from France*

By Margaret T. Stevens

Mailed from Paris, April 27, 1923

*Dear Everybody:*

Never in our lives did we ever imagine what it means to take a trip to a foreign country, to have a glorious send off, to come into contact with those who do not speak your language! When we were told that the journey would be thrilling, we understood it to mean that in the only sense that we knew anything about thrills—but we knew nothing about thrills—until yesterday when we arrived at the boat, and from that time on. Perhaps it was because we had the most glorious send off of anybody on the steamer that we feel as though there is no way to describe just how we feel. But I must not get ahead of my story.

On yesterday morning we were hustled into the Committees' rooms when we were given two silk American flags, one for our very own, the other to give to someone in France or to decorate some soldier's grave, then we were hustled off in busses to the boat. In a few moments, with being pulled and hauled around by photographers and reporters we scarcely had time to see any of our New York friends, we were only able to be with them for a few minutes. Mr. Voorhees, Mr. Hamner, Mr. Scott, Mr. Kelley, Mr. Newman, Mr. Goolic, and a crowd of the girls and boys from the offices were there. We were simply deluged with flowers, fruits and candies.

One of my New York relatives was there to introduce us to everybody of importance on the boat, and our meeting with the officers on Tuesday when Mr. Luckey took our pictures on the boat, made things just right for us wherever we went, but the most glorious and most thrilling thing that we ever experienced in our whole lives was leaving New York harbor.

Truly we were not ourselves. There, in the wake of the ship was our own Baltimore and Ohio tug with all our friends on it. It came so close that we could distinguish most of them, including the girls. We waved our flags and shouted, we took off our hats. Those on the tug signalled, yelled and called our names through the megaphone, wishing us "bon voyage." We forgot all else and thought we were in Heaven itself, nothing could be a nearer approach. We forgot France, we forgot the occasion, yes, we even forgot the statue of Liberty. Wasn't that disgraceful? But I am sure Uncle Sam will forgive us. We were simply wild.

The tug followed the boat—then encircled it. Nina, Magdalene and I ran from fore to aft and back again, breathless but supremely happy. We waved our flags and threw kisses to those on the tug. The other passengers joined in the spirit and

even held our arms while we waved the flags, for physical exhaustion was near. We had had no lunch, but we didn't know it. In the meantime letters and gifts were coming into our cabins. All these were wonderful, but our farewell to the Baltimore and Ohio meant more than all these. It was as though we were lifted from a plane of "commonplaceness" and carried on the wings of liberty to a place where all things else save a regard for what lies in the heart of those who love us is forgotten. Surely there was never such an honor.

Everybody on shipboard remarked about the magnificent send off that the Baltimore and Ohio girls had, and when at last the tug left us, it was only then that we realized that we had been the center of attention. Yet how could we help it?

## Mesdames et Messieurs.

Our first experiences after the glorious send-off by the tugboat and the gifts from our friends were in getting acquainted with the people and in getting ourselves properly located. First of all we found that our staterooms had been changed and that our assignments did not agree with the names on the doors of the cabins. So at first I decided to remain in the cabin with Nina and Magdalene. Soon, however, the cabin steward tapped on the door: Pardon, but would Mademoiselle Lauer move to room 355? Now, Mademoiselle Lauer was already unpacked, so after looking over 355 I decided that I would take that cabin with Miss Webster, the Pennsylvania Railroad girl from Wilmington.

Then all went well once more. I unpacked, changed my dress and we went to lunch. We were a bit confused with the menu, but the waiters all French were typically polite and willing to help us. It seems surprising however that they do not know English. And oh, you should hear the dinner bell! A big brass kettle-looking affair that the garcon beats with a baton. It makes cold chills run up and down our backs.

And oh, but we are learning French. As I now write, I am putting in mind, of course, the corresponding French words. At last, the realization of my dreams—to think in French! My grammar is terrible, but my vocabulary is increasing. The purser's son told us: "Count a day lost in which a new word or phrase is not learned." Magdalene and Nina have learned to say: "Il fait beau temps. Je suis une Americaine."

Luncheon over, it is now about four o'clock. We find steamer chairs and rugs already provided. The water is calm and we scarcely feel a tremor of the boat.

We pace the deck several times. Ah, here at the bridge is Mr. Le Second Captain Friant, the man from La Rochelle who had his picture taken with us on Wednesday. It is good to meet him. He recognized us.

"Ah, Mademoiselle will come into the salon, we must learn some French. Are we enjoying ourselves? Where are we seated at the table? Below? Ah, he will see that we have places at his table—that is, if we wish. Do we wish? We do, merci beaucoup."

"Now, there is plenty of wine, the garcon will bring it for mademoiselle."

"No, merci Monsieur, but we regret we do not drink wine."

"Then cigarettes? No? Oh, perhaps a little beer?"

We hardly know how to explain. Presently Magdalene solved the problem. She pointed to Nina and me and then to herself. "Dry," she said.

"Ah! oh! yes! I know!" laughed the Captain. "But nevaire in France you will not be dry."

He scratched his head, flicked imaginary dust from his sleeves, then his face lighted up: "Surely, zen, you will have a cup of tea with me. Yes we would with pleasure. He pushed the button. The garcon came and went. When he returned it was with enough tea and cakes for a regiment.

It was five o'clock when we finished our tea and French conversation. The Captain would translate French into English, then I translated it back into French. Nina barely survived the ordeal and poor Magdalene fell asleep in the Captain's big arm chair.

Alors, we must dress for dinner. There is a great deal of dressing for dinner and we "in Rome must do as the Romans do."

A tap came on our door "Here are ze cards pour Mademoiselle les places a la table." The number was 36. After having been assigned numbers 15 and 13, we were anxious to know just what 36 looked like. We entered the dining room and the chief steward came forward. "Yes, No. 36 was the Captain's table, upstairs (en haut). Would the mademoiselle please follow him and sign their names." Our names must be signed to everything. There are many papers to be signed for the rooms, for the table, for nothing at all—and horror of horrors—we must tell our ages at every turn.

As we are placed at the table, a tall, thin gentleman arose from the opposite side, extended his hand and said something like "Jesuiblagaustnspixstix!" We had to shake hands with him for the sake of courtesy, for evidently he was being most kind to us, extending to us a hearty welcome to the table. He is perhaps 65 or 70, a bit stooped in the shoulder, but quite polished, a picture of a capable old gentleman. I told him that I did not speak French very well, but that he perhaps spoke English. No, his vocabulary extended to about ten words in English and very little French,



good German, good Italian—that was all! The Captain was not there so we had to piece out the conversation. At last it developed that the old gentleman is the Commissioner of Immigration of Hungary. He is most peculiar, funny and fond of teasing. With his mixture of German and French we managed to puzzle out a conversation agreeable to all. He showed us several rings, then offered them to Magdalene, saying "How much will you

give me if I marry you and take you to Budapest? Two million dollars? I am not old, I am a young man." At this moment his wedding ring came off, Magdalene looked at the inscription—1907. "Ah no, zat is not mein weib—no-no- I mean zecs ring is my fazzer's ring marriage!! "Then you are a little boy?" "Ah! h- h- yes, I am very young."

(To be continued)

## "We Sail the Ocean Blue"

### Life Aboard Ship Fascinates Our Good Will Girls

By Margaret T. Stevens

THE girls from Baltimore are a fine lot, all different, yet each fine in her own way. Mrs. Blair is a most delightful woman; Miss Quarles is very lovely to look at; Miss Slee is most thoughtful of everybody. There are little things she does without even wishing to let you know that she is doing them. Miss Freeny is a sweet girl, but we regret to say she was ill the first three days out of New York. Miss Conway of the National Enameling & Stamping Company is capable and willing. Last night we saw her for the first time in evening dress and she surprised us beyond measure; she was actually gorgeous.

*Monsieur le Commandant Roch, Monsieur le Capitaine Friand, Monsieur le Purser Dantec, and Monsieur le Maitre d'Hotel* are delightful persons. And there is the purser's son, an attractive little fellow of about 20 years of age who thinks his father is most magnificent. His filial devotion is beautiful to see. When asked to do anything he invariably says: "I must to ask my papa. Oh, Pa-pa, Pa-pa!" Then papa will turn around and come back with a funny little strut and a most engaging smile. Last night someone asked me if Magdalene and the young man were brother and sister. Thinking this quite a joke, I told Monsieur Dantec, "Oh, it is funny!" he

said. "I must now adopt the little Made moiselle Lauer. Mademoiselle, will you have me for your papa?"

"Oh, yes, I should like that," declared Magdalene.

"Then I make room for you. I have two daughters already. You will make three. How nice. Good night, Mademoiselles."

"Good-night, my Pa-pa," sang Magdalene. And the Commandant, standing nearby, twisted his big black mustache and laughed heartily.

Miss Marguerite Stephenson, one of the members of the party and a captain in the "Good Will Army" is one of my buddies. Why? For many reasons but especially are we together because we have work in common. Perhaps I must tell you. I am now appointed lieutenant in charge of five girls. Perhaps I shall get decorated when I get to Paris. Who knows? My girls are: Nina and Magdalene, Miss Webster of the P. R. R., Wilmington; Misses Ward and Blackwell from Atlanta. My duties are to see that nobody is ill or lonesome, and to pass on the notices that come to us, and to make myself generally useful. Ah, it is a great favor to be a lieutenant!

"Mother" Buswell, one of our chaperones, is a gold star mother, with one son who died in a German prison. She will

decorate his grave. And yet, despite it all, she is a human dynamo of energy and fun. She will have fun at her own funeral.

The deck steward, with sandy hair and a nice smile, says he is happy today, will be happier tomorrow, and most happy the day after tomorrow, for he will be nearly home with his little family in Havre. How proud these French people are of their families! The officers have their salons decorated with pictures of their wives and children. Captain Friand has a magnificent photograph of his wife and many snapshots of his children, of whom he speaks with sparkling eyes. Yes, when there are no words, eyes may serve quite as well.

On the evening of the first day, I was moved again, by order of the chief steward, to another room—543—a much larger and nicer room. I slept there on that night.

#### La Salle de Luxe—and Bilge Water

It was eight o'clock this morning. I was about to go to breakfast when Tap, Tap, Tap! "Who is there?"

"It is I, mademoiselle, the steward. I have orders for you to move to Cabin 306."

"But, Monsieur, I have moved three times already."

"I know, but come with me and see 306."

I came. It was a fine outside stateroom with three berths, a double washstand, a bureau, three mirrors, and a wardrobe.

"All for me—by myself?"

"Oh, yes, mademoiselle. By order of the steward. He see you are what you call a litor of a magazine. He know your friends. He have hope, perhaps, you will like ze paquet boat 'France'."

Can you imagine such hospitality? Such service! Why, they even go so far as to turn down our covers, take our nighties from our bags, and spread them on our beds. Our clothes are hung up nicely, our shoes always placed together with stockings inside, our flags arranged artistically. Yesterday there was a bunch of grapes in my fruit basket. To my surprise, when entering my room last night I found them tied by a ribbon and suspended over my bed, hanging from the brass rods of the rack to resemble a grape



The Good Will Delegation from Cincinnati, which used our line to Washington, with George W. Squiggins, General Passenger Agent





THE FIRST PICTURES FROM THE OTHER SIDE, ON ARRIVAL AT HAVRE ON THE S. S. FRANCE

Top—the Baltimore group, left to right: Mrs. Joseph Blair, Jessie Slee, Margaret Freely, Mrs. Elsy Conway, Margaret Stevens, Anna M. Lauer, Nina Spengler, Cornelia Quarles. Lower: The Good Will Delegates in the stern of the France as she arrived at Havre

arbor. It was pretty indeed, but I have not discovered whether it was intended as a joke or whether I am supposed to lie in bed and pluck grapes from above my head.

This morning, Mr. Pichler, whom we have named "Mr. Pickler," took us on an expedition around the ship. First of all he showed us his handsome suite of rooms, the *salle de luxe*. He evidently is an important personage, and commands much respect on board. Then, in contradiction, so it seemed, we took a journey to the third class. How nice it was to see that among all these foreigners huddled together, many of whom were going back to visit their native countries, there was every semblance of perfect order and enjoyment. Certainly, at this time, for though they came from various nationalities, they were at this moment understanding each other. The great musicians on board, who played for the dances in the room of Louis XIV, were playing for these people. Music is the language that all speak. After hearing of the horrors of third-class passengers, we were surprised to find that, despite the nauseating odor of bilge water, the eating and sleeping quarters were practically as comfortable as our own. Not so elaborate, but in the same general layout. The dining tables were long, with benches on each side, but everything was clean, and according to

*les affiches*, the food reasonable and well cooked.

And when the great artists have departed, there is always the "Nickelodeon" where one may have automatic music for dancing for a nickel deposited in the slot.

The second-class is almost as good as ours, save the motion of the boat is a little more pronounced and there does not appear to be as much ventilation. However, these get almost the same service as the first class passengers. M. Caperiere, the purser of the second class, with M. Dantec, the first-class purser's son, invited us to the salon of the second-class in the afternoon, where they worked hard to teach us the intricacies of the French Tango. One does not dance in the afternoon in first-class, but there is a player piano in the second class that may be used at any time. At night only American dances in the room of Louis Quatorze.

On the afternoon of April 22, we again had tea with Capitaine Friand. This time Magdalene kept awake. There was another member of the party, Lieutenant Arigot. After tea we borrowed coats and hats from the captain and had some pictures taken. Every minute is filled. We have little time to write. When one eats from five to six times a day, and it is necessary to dress at least three times, to promenade a mile or

two around the deck, and to speak with acquaintances at every few steps, pray tell me where there can be found time for anything. We sleep wonderfully well and eat everything. The weather could not be better and the sea is almost calm at times. There has been no serious case of *mal de mer*, thank goodness. We three have never felt better in our lives.

There are two people whom I must not forget to mention: a musician and our waiter. The musician in question has big bushy grey locks. He plays the cello, and looks for all the world like the picture of Beethoven. But the music is exquisite. Our waiter pretends not to understand a word of English and makes us give our orders in French. It is very funny, for when one of us gets the pronunciation of some article of food correctly, the others invariably order "*le meme chose*" the same thing. The waiter is a big, tall, good-looking Frenchman, who laughs much. Indeed, we have never seen people like these French who seem to be happy at all times. Never have we seen one without a smile. There is nothing too much for them to do. The waiter, on hearing me praise the French *gateaux* (cakes) secured for me the recipe for a French dessert. You may be sure I am glad to have it for our women's department of the MAGAZINE.



### Remembering the Railroad

I must not forget to tell of the fine compliments which we have heard about the Baltimore and Ohio service. It was a great advertisement for our Railroad, the trip from Washington to New York. And the passengers, whenever they pass, say something to remind us of our glorious send-off. The members of the crew tell us that we should be very proud. There is no use to tell us this. We are.

We are very fond of the French cooking. Each time we go to the table we say, "We shall eat very little this time" but when we arise we have had a bit of most everything on the menu. It is wonderful that we have such fine containers.

### L'Eglise

Sunday, April 22. Last night there was a notice which said a mass would be said at 9.30. Only one of our group is a Catholic, but we decided that since it is the Sabbath we must have some semblance of religious services, so all three went to mass. To our surprise, the fine orchestra—the one which plays for the dances—played during the entire service. The Ave Maria is ever a beautiful thing. The violin, so like a human voice calling from the silence, the great white caps which could be seen from the windows, the dull roar of the ship's machinery, the clouds of smoke drifting by, with every now and then a porpoise and his mate leaping from the water; the low voice of old Father Conon from Port au Prince chanting the mass—it was something that could not be forgotten. We thought of home and our loved ones, of those to whom we are indebted for this wonderful experience, of Elysian Fields, of poetry, art, and music, of mother, father, God and Heaven, of prayer and solitude, anxiety and loneliness, of our own insignificance and shortcomings. What is it? Why? I cannot answer. It cannot be told in words. It is only the heart which speaks in times like these.

### La Dance

Monday, April 23. Another thing very surprising to us is that Sunday evening is the most popular evening for the dance—for those who dance on Sunday, and although we did not dance in the evening, we were duty bound to dress up in our best frocks for dinner and for the exquisite concert which followed. With Nina in green georgette and black velvet, Magdalene in American Beauty and silver, and I in pink and rose, we felt quite gorgeous indeed. Old Monsieur Pickles was dolled up in evening clothes, seated near the doorway. When we entered there were only two vacant chairs in the concert hall. The girls went ahead so when I entered Monsieur Pickles arose and extended his hand, bowed profoundly, kissed my hand, and led me to the seat which we had lately occupied. With an air of a duchess I swept grandly into it, much to the amusement and delight of the

American spectators. Make-believe Land it all seems, where Cinderella and Puss-in-Boots seem to step out of picture frames and some fairy godmother turns us into fairies ourselves. No, Queen Elizabeth has no charms for me, for, as the Chinaman said when a woman advertised for a ladies' maid "me she."

### Parley-Vooing

It is so easy to make a mistake in French. Mrs. Conway found herself saying "Thank you, dear heart" (*Merci, moncouer*) instead of "Thank you very much" (*Merci beaucoup*).

The deck steward asked one of the girls to tell him what book she was reading. She replied "Very well, Thank you" blushing readily, for she thought he was asking about her liver (*livre-book*).

One of our girls from Norfolk and a young man from Porto Rico were introduced. They danced together and sat together but poor souls! They could not converse save with their eyes; she speaks no French or Spanish, and he speaks no English. But their eyes are remarkable, and we feel sorry for the poor chap left behind in Virginia.

### The Morgue, Eggs and Potatoes

This morning we spent in writing letters. It passed before we realized it. Here one takes such a long time to eat that before one meal is over it is time to eat again. At 2.00 o'clock there was a lecture by Madame Clemont, who told of the customs among the girls of France. Then followed—for us three—a trip with Captain le Friand to other sections of the boat, including the hospital and—horror of horrors!—the mortuary. The Captain regretted exceedingly that he could not inform us the cost of transportation of a corpse.

From here we went to the gymnasium with its mechanical horses and camel, the racer bicycles, and the row-boats; pulleys and electric batteries. We had a wonderful time riding a bicycle and trying out the various pieces of apparatus until we were dripping wet with perspiration. Following this was our afternoon tea and Magdalene went to have her hair shampooed—oh, yes, one may have all conveniences on ship-board—while Nina and I joined the games which were being played on deck. A sack race came first. Halfway down the deck my sack slipped off, and my feet came out. So that ended that.

Then the garcon brought hard-boiled eggs, and it was well that they were boiled—and long spoons for the egg race. Of the first three who started, Nina was one. She made great headway. Passengers lined up on each side begun to cheer, and I watched the little green hat touch the line, turn, and come back, and once again over the home line in the lead of all. How proud I was when the prize was given her, a French flag. Then came my turn, and soon, to my delight, I found myself also in the lead.

"Mademoiselle, I decorate you with the flag of France," said M. Laferiere, purser of the second-class, pinning the flag on me.

Speaking of honors, we are certainly getting ours and more.

Dinner, a concert under the direction of M. Vandocuvre, and a dance kept us occupied until 11.30.

(To be continued)

### A Consistent "On Time" Performer

By C. W. Dixon, Car Distributor

THE accompanying photo shows engine 864, regularly assigned to Trains 37 and 38, running between Gassaway and Charleston, W. Va. in charge of Engineer A. Tierney (in gangway) and Fireman J. C. McTheney. The performance of these trains is about as near 100 per cent as we can hope to get it.

A few days ago engine 864 lost bottom gib liner out of cross head, but the engineer and fireman again proved themselves masters of the situation, as they have done many times before. These men found some plaster lath near by, and proceeded to take up vertical and horizontal lost motion by wiring lath securely to the guide. They brought their train to Gassaway "On Time."

"Tab" Tierney, as he is affectionately known to everyone on the Charleston Division, has many years service to his credit, and that his record is of the best goes without saying when it is known that the incident recorded is but one of many. "Mac," his fireman, is also well known and while his service is not so long as his engineer's, his record contains more than one "red" mark.



Consistent "On Time" performers. Engineer "Tab" Tierney (in gangway) and Fireman McTheney



## Death of W. R. D. Dent

**WILLIAM R. D. DENT**, counsel, Relief Department, Grafton, W. Va., died at his home, West Washington Street, Grafton, W. Va., on April 30.

Mr. Dent was in the service of the Baltimore and Ohio for many years, and had been instrumental in making the Savings Feature of the Relief Department a success in Grafton, and in assisting many of his fellow employees to own their homes.

Mr. Dent was 71 years of age, and through his death Grafton has lost one of its oldest and best known citizens. He had lived in this town since 1877, practicing law, and during his residence had become prominent in business, political and fraternal circles.

Besides being president of the Merchants and Mechanics Bank, he had a long record of public office. In 1877 he was internal revenue collector. He was a nominee of the Democratic party in 1894 for state senator, and was secretary of the congressional committee in the campaign of 1896. He was a delegate to the convention which nominated William Jennings Bryan for president, and in 1898 he was elected a member of the state legislature from Taylor County. He also served as city collector of Grafton and was Democratic nominee in the race against Judge Fortney of the circuit court bench.

Mr. Dent was a prominent member of Grafton lodge No. 15, A. F. and A. M., of which he was a past master. He was secretary of Copestone Chapter No. 12

and of Crusade Commandery No. 6 for many years.

Mr. Dent was not married. His surviving relatives are a sister, Mrs. Annie D. Woodmansee, Los Angeles; one half brother, A. B. Dent, New York; one half sister, Mrs. Jessie Smith, New York, and his nephew, Herbert Dent, who is assistant counsel at Grafton.

## L. F. Thompson, Oldest Ex-Employee of the Baltimore and Ohio, Passes Away

**L. F. THOMPSON**, oldest ex-employee of the Baltimore and Ohio, died on April 22 at the home of his daughter, Mrs. C. A. Swearingen, Parkersburg, W. Va.

Mr. Thompson was the oldest of eight children. He was born in Prince William County, Virginia on September 22, 1823. In his boyhood and early youth he looked after grist and saw mills and wool carding machines for his father. He attended public school, walking three miles daily to the school house. Built of logs, the school room had an earth floor smoothed over. The teacher made and mended the quill pens then in use. There was also a large log fireplace and the school boys were required to gather firewood.

After leaving school, Mr. Thompson attended an academy in Loudon County, known as the Lisbon Institute. Later he attended a classical school, studying ancient languages, literature and mathematics.

He taught school for some years, and in 1848 moved to West Virginia, then a part

of the State of Virginia. His first journey was on horseback over the mountains. He returned to Virginia, where he married and took his wife back to West Virginia by stage coach.

Finding the position of teacher unremunerative, and his health failing, Mr. Thompson sought employment with the Baltimore and Ohio as brakeman in 1857. He started his long railroad career on the North West Virginia Railroad, between Grafton and Parkersburg, which had just been completed. Later this road became a part of the Baltimore and Ohio. In 1860 he was promoted to freight conductor. He became a passenger conductor shortly before the Civil War broke out, and his train transported the regiment of Union soldiers to Webster, where it engaged in the first land battle of the war at Phillippi, W. Va., May 28, 1861.

In 1862 Mr. Thompson went to Parkersburg where he took a position in the Freight Office, remaining there the balance of his active railroad career.

Mr. Thompson's first run as a brakeman was on a cold day in March. In the early days cabooses were not furnished, and the brakemen were obliged to ride on the roofs of the cars. The day was bitterly cold and he had decided that he did not care to continue railroading as a career and that he would get off at the next station, but shortly after the sun came out and he decided to remain in the service.

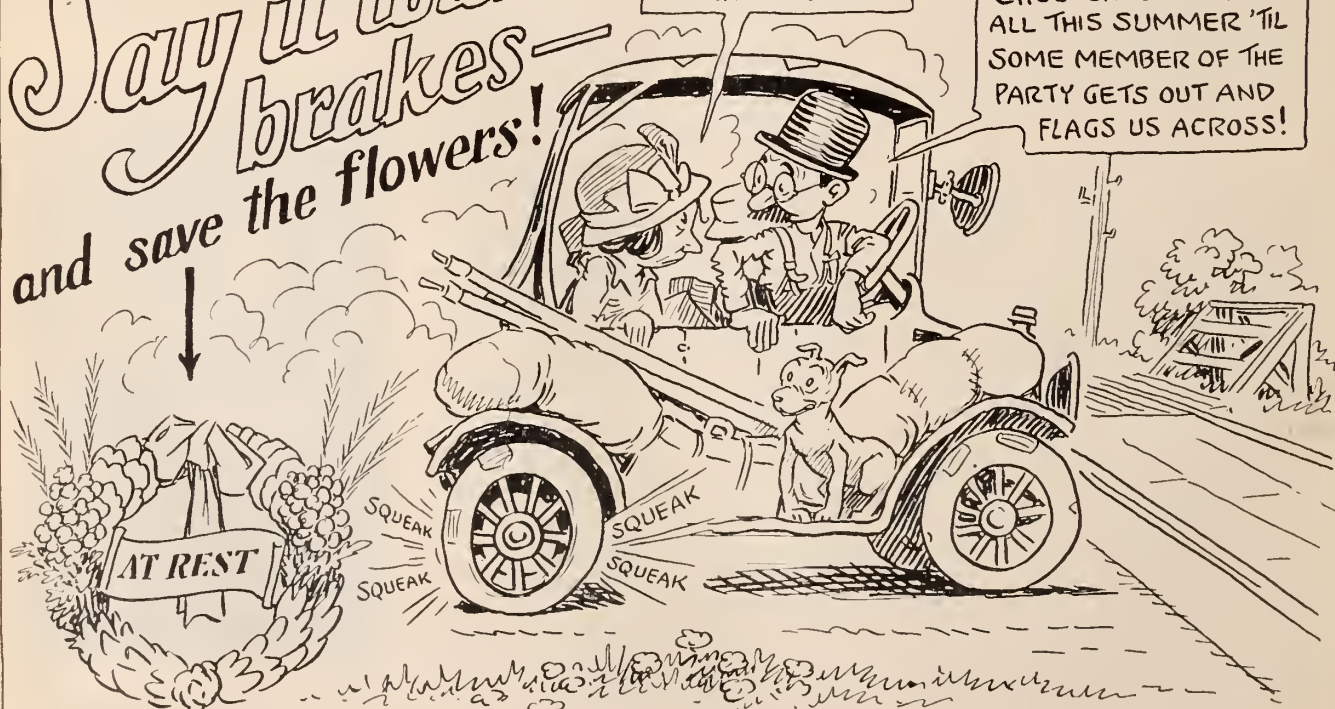
Mr. Thompson was placed on the retired list in 1900.

LET THIS BE OUR SLOGAN FOR THE COMING SEASON

*Say it with  
brakes—  
and save the flowers!*

NOW DON'T BE SILLY!  
WE CAN ALL SEE THAT  
NO TRAIN IS COMING!

MAKES NO DIFFERENCE!  
THIS FAMILY  
CROCK DON'T CROSS A  
CHOO-CHOO TRACK  
ALL THIS SUMMER 'TIL  
SOME MEMBER OF THE  
PARTY GETS OUT AND  
FLAGS US ACROSS!







## Safety Roll of Honor

### Staten Island Lines

**Captain Orlando Garner**, in charge of Tug BALTIMORE, at 2.15 a. m. March 23, found Float No. 153 at Pier 21, East River, in a sinking condition. He placed suction and syphon in float and asked Tug Dispatcher for assistance. Tugs NARRAGANSETT and UNDERWOOD dispatched to assist with result that float and cargo were saved. Float No. 153 at the time contained three cars of flour, one car of meal and one car of pipe, also three empty cars.

**Telephoner P. A. Lord**, while on duty at Arthur Kill, "A. K." Bridge, 9.20 a. m. March 11, observed fire under cars near office. Made investigation and found ties burning under cars. Extinguished fire, averting serious loss.

**Captain Irving W. Titus**, in charge of Tug BALTIMORE, while at Dock No. 6, St. George at 9.20 p. m. March 2, observed something floating near Municipal Ferry Rack. Investigation developed that it was Baltimore and Ohio Barge No. 121 which had broken adrift from Lighterage Piers. Towed barge back to Pier No. 2, St. George.

### Baltimore Division and Baltimore Terminal Division

**Conductor J. E. McFarland**. February 16, while on No. 698, noted hot journal box S. R. L. 17415, set car off and notified car inspector.

**Lineman W. R. Hatfield**, February 27 10.00 p. m. While at home near Gaither' Md., heard cars hitting hard as Extra West' engine 4402, passed. Upon investigation found broken rail. Flagged another train, notified dispatcher and arranged with trackmen to make repairs.

**Foreman W. Day**. While at home near Gaither, February 28, heard unusual noise when Extra West, Engine 4113, passed. On investigation found broken rail. Flagged No. 93, called trackmen to make repairs and notified dispatcher.

**Trackman Vernon R. Wolfe**, working at Hoods Mill, March 3, observed broken truck under load stock N. P. 90280. Stopped train and advised conductor.

**Trackman S. Duvall**. March 7, while Extra East, Engine 4466, was standing at Gaither, noted eight inches of flange broken out of wheel, Baltimore and Ohio 148061. Notified conductor, who set car off.

**Brakeman H. C. Cage**. On March 13 observed broken rail in the old West Bound Hopper Yard track. Advised trackmen.

**Engineer H. L. Frame**. While on Engine 4611, March 11, standing at Newark, observed defective arch bar under car in train No. 94. Reported condition to operator.

**Conductor A. H. Beard**. March 26. Observed car of pipe which appeared to be unsafe in passing extra. Notified operator, Monrovia. Investigation developed load had shifted.

**Hostler J. Bishop**. March 29. Observed swinging door on car in train No. 691, passing Aikin, Md. Train was stopped and door nailed up.

### Cumberland Division

**Foreman J. A. Ohaver**. Observed 24 inches of flange break off wheel, Extra East 7114, descending 17 mile Grade, April 7. Notified conductor, and train stopped before car derailed.

**Engineer W. Knotts**. April 3. Felt what he thought was broken rail near Flower Garden; reported to operator Blaser. On return trip to M. & K. Junction, stopped and located broken rail, and on arrival at M. and K. Junction, took track men back to make repairs.

**Conductor C. L. Dotson**, meeting Extra 2886 East at Caddell observed broken flange on L. S. X. 3419, March 22. Notified conductor and car set off.

**Conductor G. C. Nine**, March 10, while descending Newburg Grade, observed broken rail near Austen station. Reported condition.

**Operator A. C. Hardy**. Observed broken rail in Little Cacapon Cut, March 3, Condition reported.

**Trackwalker P. J. Kerns**. While patrolling track near Green Spring, April 2, observed truck derailed under C. B. & Q. 35291 in train of C. V. engine 4470. Advised conductor who stopped train. Prompt action saved serious derailment.

**Trackman D. H. Murphy**. March 20. Observed 14 inches of flange broken off car wheel in Extra East 4475. Reported to operator, West Cumbo; train stopped and car set out.

**Conductor B. S. Myerswith**. Brunswick Digger. April 6, observed bent axle under A. C. L. 41482 in train No. 29, passing

Weverton. Reported to operator, Martinsburg, and car set off.

**Messenger W. R. Kane**. Harpers Ferry. Discovered fire on bridge crossing Potomac River, March 28. Advised agent, who with assistance of other employees extinguished blaze with a slight damage. Prompt action of Messenger Kane averted serious fire and interruption to traffic.

### Connellsville Division

**Yard Brakeman F. H. Baxter**. March 25. Observed brake rigging down on car in train of Extra 7300. Stopped train and had brake rigging removed.

### Pittsburgh Division

**Operator J. P. Davidson**. Layton. April 9, observed brakes sticking on two cars in train of Extra 4538-4274. Bled air on these two cars and released brakes.

**Operator W. D. Drum**. Layton Tower. Observed hot box on car in Extra West, Engine 4565, April 8. Crew notified and car set off at Jacobs Creek.

**Leverman J. Tobles**. Dennmler, April 8. Observed brake beam down on car in train of No. 94. Notified crew and repairs made.

**Operator C. W. Potts**. Etna. Observed wheels sliding on car in train of First No. 94, April 7. Notified conductor and condition corrected.

**Telegraph Lineman M. C. Shank**. Observed broken wheel on car in train No. 81. Reported to operator, Gilkeson; crew advised and car set out for repairs.

### Charleston

**Conductor B. R. Bragg**, Flagman H. E. Bragg, Brakeman C. C. Coger. April 14. While doing local work at Shady Side, Conductor Bragg heard an unusual noise. Walking back he found a land slide about 5 poles south of his caboose, blocking main line. Left flagman to protect and proceeded to Gassaway reporting obstruction. Brake-man Coger, after being relieved volunteered to assist in clearing slide. While protecting slide Flagman Bailes walked south one and one half miles to section camp and called men to assist in clearing.

**Agent C. A. Orrahood**. Flatwood, W. Va. April 23. Forwarded to Stores Department two good shovels and one fire hook picked up near his station.

### Statement of Observances and Corrections by Operators, Cumberland Division

Date	Train	Engine	Employee	Occupation	Location	Brake Rig'n Do	Brakes Sticking	Hot Car Box	Right Front Pin Washer Lost	Broken Arch Bar	Broken Webber Joint	Broken Brake Hanger on Eng.	Total
1923													
March 12	Ex. W.	4468	O. P. Freshour	Operator.	Sleepy Creek	1							1
March 17	Ex. E.	4452	O. J. Rash...	Operator.	Hancock...		1						1
March 21	Ex. W.	4477	J. L. Schroder.	Operator.	Martinsburg..			1					1
March 26	10	5084	J. L. Schroder.	Operator.	Martinsburg..				1				1
March 29	Ex. E.	4429	F. A. Gates...	Operator.	Sir Johns Run					x			1
March 31	93	4440	J. L. Schroder.	Operator.	Martinsburg..	1							1
April 1	Ex. E.	4482	J. L. Schroder.	Operator.	Martinsburg..	1							1
April 9			A. E. Whitlock	Lineman.	Green Spring.						1		1
April 10	Ex. E.	7203	W. B. Durr.	Operator.	Blaser.....							1	1
Totals...						3	1	1	1	1	1	1	9

x Indicates car set off.



### Charleston Division

**Conductor B. R. Bragg, Engineer A. F. Vorholt, Fireman J. Buckner, Brakemen C. C. Cogar, R. Shelton and H. E. Bragg.** April 10, found slide on track at Mile Post 39 plus 4 poles. By voluntary service removed slide. Train delayed only thirty-five minutes.

**Mr. Guy Wooddell.** Gillespie, W. Va. March 20, found broken rail near Mile Post 66. Waited one hour and fifteen minutes to flag train No. 62, and notify crew of damage.

**Conductor D. Harmon, Flagman P. R. Davis, Brakeman P. H. Steele and E. L. Steele,** packed hot boxes on two cars, averting necessity of setting off and loss of CAR MILES.

**Conductor T. Smith, Engineer F. Kerrigan, Fireman J. E. Gum, Baggage-master G. V. Jeffries and Brakeman L. E. Stalnaker.** Train 53. March 16. Found tree on track, just east of Imperial. With assistance of Conductor H. E. Rowan, who was deadheading on train, secured tools from Mr. A. W. Sizemore, and removed obstruction. Delay only thirty-five minutes to train.

**Brakeman H. F. James.** March 23. While off duty, found rock fall on track near Gassaway. Cleared what he could handle, and remained to flag No. 58.

### Chicago Division

**Operator W. A. Rinehold.** Kimmell, Ind. Observed hot box, Train 94, April 11. Stopped train and advised crew.

**Agent B. G. Zimmerman.** Bascom, Ohio. Fire destroyed tile factory at Bascom, April 12. Through his prompt action two cars standing alongside factory, on siding, were immediately removed, averting probable destruction and heavy loss.

**Operator W. F. McCormick.** Observed car in bad condition on stock special, April 6. Flagged train by hand signals. Investigation developed brakes sticking and wheel red hot. Prompt action probably averted serious accident.

**Foreman D. H. Moomaw,** Willard, Ohio. April 5. Found broken rail three miles west of Attica. Advised operator, Attica, and left flagman to protect until new rail could be secured.

**Operator G. E. Baker.** St. Joe, Ind. April 10. Observed hot box in train Extra East 4018. Advised crew, train stopped and car set off.

**Ticket Agent Brown.** Fort Wayne and Interurban Company, Garrett, Ind. On April 2, at 6.30 p. m. called Baltimore and Ohio Dispatcher by telephone, advising him that motorman of an interurban car reported brake rigging dragging on car in Extra East 4291, when train passed Auburn Junction. A letter of appreciation has been written to General Manager Munton of the Interurban Company.

**Operator F. M. Thornton.** While on his way to work on April 23, found car door laid across eastbound main track. Removed obstruction just in time to clear train No. 34.

### Newark Division

**Operator H. G. Dunsen,** Mount Vernon, Ohio. Observed brake beam down on car in Train 47, on April 5. Condition reported to crew and corrected.

**Master Raymond Decker,** school boy. Lowell, Ohio. On March 2 observed

broken rail one and one half miles east of Lowell. Returned to Lowell and advised operator, and upon his request flagged train No. 181, which had already left Marietta. Prompt action averted possibility of accident.

On March 19 Conductor J. A. Mitchell was active in helping out a bad situation in connection with movement of Trains 78 and 89. Mr. Mitchell came to the yard and assisted in switching out a car of meat to avert stopping 78 when pulling around depot. This permitted his train to move more promptly than would have been the case had 78 waited and picked up car after going to west side.

### Akron Division

**Brakeman G. W. Harris,** Train 31, April 12. While flagging observed car on house track with brake beam down and brake shoes off wheels. Condition reported.

**Car Repairman S. T. Johnson.** Sterling. Observed something wrong with train as Extra East Engine 4041 passed him. Stopped train and investigation developed hopper door connection loose on S. V. & E. 228540, which had derailed front wheels of rear truck.

**Conductor L. L. (Mont.) Wagner.** In charge of stock train, March 14, while passing interlocking plant, Warwick, observed brake shoe stuck in No. 5 switch point. Stopped train and assisted in removing obstruction.

**Operator G. A. McBride.** Sterling, Ohio. Observed wheels sliding on car in train of Extra East 4004. Advised Conductor, who stopped train and found brakes sticking.

**Conductor E. G. Manson.** On April 1 found broken rail near Beach City. Advised Dispatcher to arrange for protection of trains until repairs could be made.

**Brakeman E. E. Brown.** New Castle Junction. April 8 observed brake beam down under car in train of Extra 4286. Condition reported.

**Car Inspector L. L. Leslie.** Warwick. Observed two springs working out of truck of car in passing train on April 17. Crew advised and car set out for repairs.

**Trackman Fred Repp.** Lodi. Standing in front of his home, observed plank across rail, at public crossing near "OD" Tower. Removed obstruction.

### Death of Joseph Schoenberger

**JOSEPH P. SCHOENBERGER**, one of the oldest and best known railroad men in Cincinnati, died suddenly on December 6, 1922, at his home in that city, at the age of 75.

Mr. Schoenberger commenced his railroad career when 14 years of age, before the Civil War, as an engine wiper in Storrs Yard, Cincinnati. In 1864 he was promoted to fireman in the yards, and shortly after was given a run between Cincinnati and Louisville, on the old O. and M. road. In 1871 he was promoted to be an engineer between these two cities, running in both freight and passenger service for many years, after which he was again assigned to Storrs Yard. He retired in 1916.

Mr. Schoenberger's record was an exceptional one, few men being privileged to spend sixty years in a service fraught with so much danger. It was a clean record, not marred with even one reprimand. His was faithful service, representing the highest kind of loyalty to duty.

When Mr. Schoenberger retired, he wore the gold honor button, but better than this was his consciousness of having performed his duty in a loyal and honorable manner, and that the Baltimore and Ohio recognized and appreciated this. He was popular among his fellow employees; always interested in movements tending to promote the welfare of railroad men, and particularly active in their behalf as president and member of the advisory board of Local No. 604 of the Brotherhood of Locomotive Engineers. He also enjoyed the distinction of honorary membership in the Baltimore and Ohio Veterans' Association.

Funeral services were held on December 9 at St. Martin's Church, of which Mr. Schoenberger had been a lifelong member. Many members of railroad and fraternal organizations were present at the services and followed his body to the grave. Masonic services were conducted at the cemetery by the Worshipful Master of the Lodge in which Mr. Schoenberger had been initiated more than thirty years ago.

### He Got His Lost Grip!

TORONTO, ONT.,  
April 4, 1923

Mr. John P. Dugan,  
Baltimore and Ohio R. R.,  
Baltimore, Md.

Dear Sir:

I received my grip today in good condition, and I want to say that I did appreciate the efforts you put forth in securing it for me. I don't know that I will ever be able to repay you for your trouble, but if you ever come to Toronto I want you to call me up on the telephone at least.

I expect to be going through Baltimore on my way to Florida next winter and will certainly try and see you.

Thanking you again for what you have done for me, I am

Yours truly,  
(Signed) H. Buchanan



Guy Wooddell, who walked two miles to report a broken rail





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

In my eightieth year I have had a new experience. I have been an inmate of St. Joseph's Hospital, a grand institution, and I have been inducted into the operating room. Under the care of Dr. Fechtig I have been a visitor to the operating table. Dr. Fechtig's part was the removal of a cataract from my right eye.

While a patient, I met a gentleman named Kirbey, whose shoulder was shattered in an automobile accident; the surgeon had wired that part of his anatomy—a wonderful and successful operation. When Mr. Kirbey came into my room he was all smiles and I was won over from the start.

Our young ladies and gentlemen in the Law Department are given to smiling and their visits, flowers and cheering words were fully appreciated.

This is not intended as a sermon. It is merely a recital of an event where everybody seemed interested in doing something for someone else.

"Mr. Kirbey," I said to my new friend, "is the owner of the machine who caused this woeful mishap paying your expense here?" Mr. Kirbey responded that "he never even stopped his car." I laid back on my pillow and sought to change the subject.

I have had flowers in profusion, one fine display coming from the boys and girls of the Savings Feature of the Baltimore and Ohio, and I want to impress upon the readers of this column that we are not thankful enough for our mercies. In the room next to me there was a patient worse off than I. In the room immediately opposite, a similar situation. I told one of the nurses that I did not feel that I was thankful enough and she gave me this beautiful reply; "I feel thankful that I am able to work for those unable to help themselves."

I had planned, in making my exit, to return thanks to the chaplain for his courtesy; to the sisters for their words of encouragement; to the superintendent for his excellent management and to those who had rendered every aid possible, but I did not get an opportunity, and so here is my offering.

#### Office of General Manager, Eastern Lines

Correspondent, H. E. WEIFENBACH

Once again the opportunity for exchanging notes with our fellow workers, presents

itself, and the thought occurs "What shall it be this time?" What would the "folks" be interested in hearing about?" Of course the scope of a correspondent's article is limited to a certain extent to the narrating of events occurring in his territory or his department, although our editor is very free with his requests for suggestions for "Stopping the Leaks," improving the service, etc. and very generous in allowing space for our sometimes good and other times poor suggestions. However there is a tendency with nearly all of us to soon tire of the subject of economy, although we do not necessarily discontinue the practice of it.

There are many ways of viewing a subject, and one way of approaching that of economy has always interested me. It may be said that true economy is not the result of withholding but of giving. Possibly this seems to be a contradiction, but by this I mean just exactly what the Baltimore and Ohio and its employees are now doing. The Company's employees are giving, as a rule, good, conscientious, whole hearted service, and thereby making it possible for the Baltimore and Ohio to give splendid, unexcelled service to the public, and in proportion to the amount of the splendid service which we give, will be the satisfying reward of patronage which will fall to our lot.

Personally, I am enthusiastic over our service. I think it is wonderful, and I never fail to tell my friends about it whenever I can. In this way, just as many others have done, I have been able to secure for the Baltimore and Ohio, the patronage of a number of persons who previously knew little about us. So when we are asked to economize I know of no better way (while of course admitting that there are other ways) than for everyone to give more service.

Talking about service, that's what our chief clerk is getting acquainted with, and paying for, too, only you get the kind he wants at a "Service" station or a garage. No more fish stories this year, for Mr. Herman has been converted to an automobile mechanic, which, however, is not as bad as a radio "bug." We have four of the latter in the office now, and the force is gradually growing. George Seeds is senior vice president of the Radio Society, and Mr. Hamilton is the latest convert. "Jack" Johnson is also quite learned on the subject and is frequently called in for consultation when advice is needed, that is, in the event our "Sparky" can't tell you all about it.

You know, we all belong to the Lion Tamer's Club, and recently, one of our members, "Pimento," alias Albert Wieber,

outgrew our club and joined the S. D., V. P. O., Baltimore and Ohio Railroad, and in his place we admitted "Sparky" to the Club. In other words, our Albert has left us to go to the Safety Department of the Vice-President's Office, and in his place we have Leon Utter as our new office boy. We are sorry indeed to have lost Albert, but we are glad to see him progress and wish him success.

Spring is here, which of course we all know, but what I was about to say was that with it come memories of golf and the champion of last year, namely Mr. Herman. Since he has deserted the ranks for automobiling, however, we will have to rely upon Clarence to carry off the honors, which we feel sure he can do. He is our authority now on this subject.

What we want to know is this: what does George Zimmerman mean when he says over the telephone each morning, very sweetly, "How's your Rambler?" Also, where did Hawkshaw get his tip when he followed Hillary to the Rivoli one night not long ago?

There are only a few of us who are such "sports" that we can go to Atlantic City at Easter. "Fourth of July" is about all we can stand. Mrs. Craig seemed to enjoy her trip immensely, however, and didn't appear to mind the cold weather one bit.

#### Engineering Department

Correspondent, OSWALD K. EDEN

The joke is now on the other fellows. G. C. H. has "AT LAST" built his dream house, and is now preparing for a housewarming!

A vote for Daylight Saving is a vote for an hour of sunlight. If you are a sportsman or sports-woman, an extra hour in the afternoon in which to enjoy your particular hobby will be greatly appreciated. If you are not fond of sports, well—you don't know what you are missing. Vote for Daylight Saving!

"Al" Weston is now a "Relayer." His smiling face is no longer seen on the York Road cars, but is among those on the platform when the 7.40 (?) pulls in. "Twinkle, twinkle, little star."

The accompanying photo is of the "Newlyweds," E. W. Otto and his bride.

Mr. Otto is one of our official photographers, and many of the photos of interest appearing in our MAGAZINE have been secured through his assistance. He was married on April 9, to Mrs. Catherine F. Kohlhuber, the ceremony being performed by Rev. John Matieson, at the home of the bride 615 E. 35th Street, Baltimore, Md.

Press of business has made it impossible for friend Otto to take his "honeymoon"



Jean Otto, photographer, and the new Mrs. Otto





Jesse Bernard Norris, who recently died, and his brother Harry. The father, Harry L. Norris, is traveling baggage and milk agent

as yet, but he says he is going to do so later. Our hearty congratulations are extended to the bride and groom.

Baseball is once more occupying the limelight. As you all know, we are represented in the Baltimore and Ohio League. At this writing, April 16, we have not had much opportunity to practice on account of the inclement weater, but we expect by the time this appears in print to have played and won (?) several games. In order to produce a better team, sectional teams have been organized, namely, engineers (clerks), Drafting Room, Bridge Draftsmen, and Buildings Department. It is proposed that these four teams play among themselves and so promote the game.

And speaking of baseball puts me in mind of the tennis season which will soon commence. Last year we organized a team and scheduled one or two matches. Why can't we do it again this year, only with better success? We believe we have some talent in our department, and extend a challenge to any or all departments for a match.

We extend our sympathy to you, Miss Lansdowne, upon the death of your mother.

#### Engineering Department, Pittsburgh

Correspondent, J. M. WHEALAN

Your correspondent regrets to announce that the sister of W. C. Leasure of this department, who has been seriously ill for some time, has shown no improvement and doubts are entertained for her recovery. Mr. and Mrs. Leasure and "Bill" have our deepest sympathy and it is hereby tendered. The saddest thing in this world of ours is the knowledge that we can no longer help those whom we love.

Our office floors are being varnished and consequently the place bears a much improved appearance. We understand that further improvements are in prospect and when completed it will be a case of wiping your feet on the outside.

We are glad to announce that the matter of the house has been definitely settled and "P. J." is showing the way to the rest of us who have been doing a lot of talking and nothing else. Another party has been promised upon completion of the building operations and we are all looking forward to it.

The gradual improvement in business is a matter of gratification and we hope that the improvement in the case of the railroads will prove to be permanent.

We are pleased to see the occasional advertisements telling of the advantages to be gained and the interesting things to be seen through travel on the Baltimore and Ohio. This railroad, so rich in sentiment, tradition and service, has never been sold so well to the public as now. Now that the start has been made let's keep up the good work. (In connection with these comments, we wonder if any real attempt has been made to get the MAGAZINE into the hands of a selected few of the general public. The writer sent out a few last month and intends to keep up the practice as he feels that the paper presents a most excellent opportunity to advertise the railroad and the class of service which the railroad has to offer.) It is to be hoped that the determination of the editor to have the MAGAZINE out on time will be realized, inasmuch as its usefulness will be practically ruined unless the delay is corrected.

Being interested in the improvement of the tone of the MAGAZINE, we wish to congratulate O. K. E. on his contribution to the March issue. It seems to us that the correspondents are improving in the class of stuff offered and that is what makes the MAGAZINE.

#### General Baggage and Milk Department

Correspondent, MABEL L. MENGES

Since the last issue of the MAGAZINE we have had an unusual combination of events occurring on our fourth floor, which is occupied entirely by the Baggage and Milk, and Police Departments, and for this reason we are including mention of our neighbors across the hall, the Police Department.

This department extends its sympathy to F. X. Molloy, chief clerk, Police Department, whose wife died, March 16. Mrs. Molloy left three small children, one only a few days old.

H. L. Denton's mother, who was taken ill and underwent treatment at the hospital, is much improved.

The dignified title of "father" has been conferred upon Joseph Murphy, special agent, the conferrer being John Leo Murphy, who arrived March 25. Congratulations.

The same title has been conferred upon Robert J. Doyle, supervisor of police, by a little son who arrived April 14. However, this is the fifth time this title has been conferred upon Mr. Doyle, but he looks just as proud as if it were the first. He also has the congratulations of his neighbors.

We are sorry to announce the death of Jesse Bernard Norris, son of Harry L. Norris, traveling baggage and milk agent. He had been ill for some weeks with heart trouble, when pneumonia developed and caused his death. He was the third of four children, one brother being employed in the Telegraph Department. Jesse was an unusually bright and interesting boy, and had a host of little friends who will miss him. Mr. Norris and his family have the sincere sympathy of this office.

In the accompanying picture Jesse is on the left and his brother, Harry L. Jr., is on the right.

John P. Dugan has just returned from a trip to Wisconsin in the interest of transportation of milk-cream from that section of the country. The prospects for a heavy movement of this product from that territory for the summer season are encouraging.

We have been getting some splendid cooperation in the handling of lost articles and as a result we have received some complimentary letters from passengers who really appreciate this consideration.

Another one of our efficient and dependable baggage agents has left us. S. U. Gregg, Frederick, Md., left the service April 1 to accept the superintendency of the Montevue Hospital, Frederick. However, our loss is someone else's gain.

"Brad" Worthington, who has been sick for two months, paid us a surprise visit the other day. We were delighted to see him as we missed his frequent calls at the office. "Brad" hopes to be back on the job soon.

A certain confirmed bachelor, as we thought, who is a near neighbor of ours, has been acting unusually of late. He seems to have assumed that far away pensive expression, and has been noticed standing for long periods gazing into the jewelry windows, especially on days when certain gems are on display. He has also been seen gazing into the stationery windows where engraved cards, invitations and announcements are being shown.

Of course we can't always believe in signs, but it looks mighty suspicious.

Won't you 'fess up and tell us all about it Capt. Mc.—O! Excuse us, we almost mentioned your name.

Several passengers have commended the Baltimore & Ohio service in general, and one made particular mention of the excellent dining car service which he always enjoys and recommends to his friends.

In the last two months we have lost two office boys, which reminds us "Train them up in the way they should go, and away they go." William Rogers was transferred to the Passenger Department, and Edward Barbour, our latest acquisition, to the Transportation Department. Our best wishes go with them.

#### Mail and Express Traffic Department

Correspondent, T. E. REESE

It will be interesting to every employee of this department and to all others who know him to learn that on May first, thirty years ago, a young man of nineteen years entered the service of our Company as clerk and stenographer in the Motive Power Department, Baltimore.

By diligent application combined with persistence, all noted on his service record, it can be seen that John Calvin McCahan allowed no grass to grow under his feet while progressing upward to his present position as manager, Mail and Express Traffic Department.

During the sojourn of the writer in this department, it has come to his ears on good authority, that our manager is rated as one of the best mail and express traffic men in this country. We are naturally pleased to have as our leader such a man.

Throughout Mr. McCahan's thirty years of continuous service, he has never missed coming to the office on the first day of every year. He believes that if you work on that day, you will have work on every day of the year. Evidence has proved this theory true.

It is also interesting to know that on April 12, this year, Mr. McCahan celebrated his twenty-fifth wedding anniversary and I know that every one will join me in wishing our "Boss" thirty more years of his present good health and active service, and the same number of years of happy wedded life.

On the fifth of April Miss Virginia L. Kennerly, our speed stenographer from "Eastern Sho", went home sick about 2.00 p. m. Naturally, we were all interested in her early recovery, especially as her illness developed to be a case that might be termed contagious. Inquiry by 'phone from time to time produced satisfactory



results until April 9, at which time we all had a setback, (not the patient). This is the 'phone report: "patient improving and doing fine, is now lying in bed singing!—sends a message that none of you need fear the disease as only **Children** can catch it."

It's funny how some girls, from childhood will grow to the old age of? (I know but can't tell) and have perfect control of their right hand through all of those years, and then all of a sudden start doing all their work left handed.

When the question of why was put to the Misses Mabel H. Cross and Lillian Persch in a casual way, the answer was one that to date is unsolved by medical science, i. e., on account of "sparkle-itis," contracted on the third finger from the thumb on the left hand; blood circulation became poor, and it is now necessary that we use that hand as much as possible to create proper circulation through the arteries, besides some day we will be "kneeding the dough" with that hand.

Congratulation, girls, give us the dates far enough in advance so that we can start saving our pennies.

#### Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN  
Baltimore, Md.,  
April, 10, 1923.

To My Friends and Co-Workers of the Baltimore & Ohio Railroad:

Please let me express, if I can find the proper words, my unbounded appreciation of your kind support in the election for second Good Will candidate, just closed with the odds against us. While it was a losing battle from the start, account our Department being greatly outnumbered by the various other departments, it surely is gratifying to know that I have the friendship and good will of so many of my fellow workers, not forgetting for one moment the kindness of my superiors.

Rest assured, that had I been fortunate enough to be the second Baltimore & Ohio representative, I would have done all in my power to make you proud of your choice; however, as the Fates willed differently, allow me to say that I will do my "bestest" here at home and strive in every way to hold your valued friendship.

Again thanking you, I am

Sincerely yours,

(Signed) Dorothy Rubenstein.

Office of the General Freight Claim Agent  
Correspondent, NORMA H. APPLEGARHE  
The Bachelor's Club

We thought that certain bachelors of this office, members of the above club, had taken their degree and were confirmed members, but the vicissitudes of life are many, and now two more members have, or will in the near future, resign their membership from the club to become "Benedicts." There is still an opportunity for the supervisor of desk No. 67, likewise our grain claim expert, and a few other members of the club.

Our sympathy is extended to G. W. Shepard, Perishable Suspense Division, who has been in the University Hospital for the past month, seriously ill. From the reports of those who have visited him, he is still cheerful and optimistic, and we sincerely trust he will soon regain his health and be with us once more.

Miss Marie McAllister, who is now in the Mercy Hospital as a result of an automobile accident, is slowly recuperating. Our sincere sympathy and best wishes for an early recovery are extended her with the hope that she will soon be on the job again.

**WARNING**—When Charles and Alice come speeding along in their new car (which Alice believed would be a "Star," but turned out to be an "Auburn Beauty Six" much to her satisfaction), pedestrians had better scamper for the sidewalks, 'cause "In the Spring a young man's fancy lightly turns to love."

James D. Gill has about decided to take a vacation this year, so you had better keep your over-coats out of hock a while longer; we are liable to have a snowstorm.

The Misses E. L. McGinnis, G. L. Lambert and M. C. Lambert are the new members of this department.

#### Relief Department

Correspondent, H. IRVING MARTIN

Your correspondent was greatly pleased during a recent extensive trip over a large part of the System to hear a unanimous chorus of praise of the Dining Car Department. All employees, cooks, waiters, stewards alike, seemed to be doing their best to please the traveling public, and they surely were satisfying and pleasing all with whom the writer came in contact. Mr. Baugh has evidently adopted the slogan of the times: "Every day—better and better in every way," and he's not stopping there, but putting his standards up another notch all the time. And then that finishing touch—the package of mints. They make satisfied and pleased patrons by toning up the digestion. A judicious mixture of psychology and good advertising.

T. Parkin Scott, the debonair chief clerk of the Savings Feature, was remembered by his associates on his birthday, April 13. A bunch of fifty roses of unusual beauty adorned his desk, and you couldn't pry T. Parkin loose from his section on any pretext. He says that birthdays do not worry him. Just think of the candles that burned on Methusaleh's cake. He's off for the second lap in the race of life. We are told that the postmaster at Relay put on an extra carrier to handle the congestion of birthday postal cards.

Meet and get acquainted with our latest arrivals in the Savings Feature:

Jason Warren Stockbridge, fresh from Baltimore City College, who is now occupying a seat at the Mail Desk. Jason has started his career in the business world in the proper way. He has a smile for every-

one and his duties are performed in a cheerful manner. Who was that chap who wrote "When you smile, another smiles, and soon there's miles and miles of smiles, and life's worth while, because you smile?"

Leo R. Fox lately employed as bookkeeper for the National Enameling & Stamping Company. Leo gets around like an "Old Timer." He has picked up the details of his duties so quickly that we can hardly realize he is a newcomer.

And four new energetic ones in the Relief Feature:

On February 16, came Richard Frank Deane, as messenger and chief buzz watcher. Richard was formerly in the big building of the American Wholesale Corporation.

John K. Miller, claim clerk, dates from March 16. He is a Studebaker model from the United Auto Sales Company. Seems to be hitting on all cylinders.

Raymond Lee Krebs registered on March 20. He's from the Fidelity and Deposit Company and we believe is going to make a record here.

Last, but high up in ability, is Ralph Roland Tressel, new application clerk, from Ottenheimer Brothers.

All of these boys are going to make good. We'll take bets that all will be crackerjacks.

The baseball season is about to open and the management of the department team has assured us that they will do their best to place our team at the top.

It was gratifying to the management, when donations were asked for the support of the team, that the whole department gave freely and a substantial sum is now at their disposal to meet all current expenses.

Manager Brooks has all the players under his wing, and if the smiles that light up his countenance mean anything, the boys are going strong. He has been putting his team mates through their paces and no doubt will get the best out of every man.

He has gotten waivers from the big league teams on all the boys, and his team will not lose any members by the draft.

In the past his team has lacked moral support, and it needs just that to bring out all that is best in the players. Nothing like a corps of good loyal department rooters to keep the boys keyed up. We feel sure that every man in the department, not on the team, will give as many of his Saturday afternoons as possible to the pleasant work of cheering our team on to victory.



The roses tell the tale of 50, but T. Parkin Scott seems to be enjoying the reminder of it from his associates



Some days last year, when the team played exceptionally good ball, they were the only witnesses of their own deeds, and then the team is going to play better ball than it did last year because it is a year older as a working organization.

Every man on the team, with the exception of Pfeiffer, who is a trifle overweight, is in good form and physically fit. Pfeiffer has assured us that he is undergoing strenuous training and will be down to weight, without the loss of any of his usual PEP, before the season opens.

Judging from the stick that our young giant Desverreaux has for his personal use, the pitchers on the opposing teams will find lots of trouble awaiting them this season. Norris, in a practice game a few days ago, using his "Big Stick," knocked the ball for a home run. He claims he did not hit the ball square so that now we are wondering how far it really would go and how many balls will be lost when he hits them on the trade mark.

### Printing Department

Correspondent, H. R. FOGLE

On March 10 a seven pound baby girl was born to Mrs. Charles Adler; "Daddy" is a compositor in our department. Congratulations!

Our old friend Harry Reay has moved out on the farm. Says he will have a house warming party as soon as the sun shines warm enough "to make the house warm." He lives out beyond Pimlico and has to get up before breakfast so as to get to the shop on time.

Another of our boys has gone into the millionaire class. A. L. Handley, proof-reader, has bought a Willys-Knight auto. We hope he does not have any of the sad experiences of Bill Haigis, he of the "hole in the bottom of the gas can" fame.

Among those leaving during the past month were H. J. Griffith, and Proofreader Shackelford. George Meyers is now holding down the proof desk.

We are pleased to see Miss Ruth Jennings stenographer, back at work, entirely recovered from her illness.

### Telegraph Department

Correspondent, C. J. OWINGS

The other day we had a short but pleasant visit from C. F. Schroeder, manager, relay office, Grafton. We tried to get Mr. Schroeder to pose for a photo to be printed in the MAGAZINE, but in vain. Perhaps we will be more successful next time he comes to Baltimore.

I have a question to ask all of you who are familiar with the Baltimore and Ohio Building. Where is the "front part alley side front?" For answers see "Uncle Benny," as I heard him tell a gentleman on the phone yesterday to meet him at such a location.

We congratulate Lineman D. F. Nethers and Telephone Maintainer W. R. Ambrose. Both received special mention in the "Safety Roll of Honor" of the March MAGAZINE.

"Stop That Leak." Save our telegraph wires whenever possible. One way to do this is: if you have a message late in the afternoon, which is not URGENT, instead of sending it in the form of a telegram, use a "Mailgram" envelope, which will reach the party addressed first thing in the morning and serve its purpose. See Telegraph Department Circular No. 8-A, Paragraphs 27, 28 and 29.

Along in the late afternoon of March 31, a shiny new Jewett, driven by "Our Uncle Al," blocked traffic on North Eutaw Street, account of engine trouble, or was it the fault of the driver? Above the blare of delayed motorists' horns rose the voice of "Uncle Al" threatening the defenseless Jewett in accents cold and cruel. Finally, with the assistance of several pedestrians the car, with its occupants (Mr. Stevens and Mr. Plumly) was pushed to the curb. Time passed, during which the illfated Jewett suffered grievously from harsh remarks. At length there appeared a good Samaritan, who adjusted the carburetor, and "Uncle Al" jubilantly drove away.

We offer our prayers for better luck on the next demonstration trip, if accompanied by the "Boss," and even though "Al" contends that "Jewetts" beat "Hudsons," we feel sure it will take more than one such demonstration to convince Mr. Plumly.

We extend our sympathy to the parents of James S. Chaney, former messenger in "GO" Telegraph Office, who died March 29, after a short illness. Chaney was employed in the Telegraph Office two years, during which time he rendered faithful and efficient service.

### Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

To prove that politeness is a good asset, the late Henry Ward Beecher is reported to have said in a conversation with John Wanamaker during the latter's life-time: "Politeness is like an air cushion. It helps to smooth out the bumps and rough spots in life more than anything else probably can do." In reviewing long years of endeavor in railroad work it can be recalled that practically all men reaching higher positions were those who regarded politeness as one of the best attributes any railroad man can possess.

"IS YOUR goal in life such that the reaching of it would win you a place in the hearts, the affection, the esteem of others? Or would it please only yourself? If so, it wouldn't do even that."—*Forbes Magazine*.

Many co-workers are familiar with the anecdote of the speech-maker who, after the usual introduction, in an endeavor to please his audience, faced them with the query: "What shall I talk about?" Instantaneously, a listener from the gallery shouted: "About two minutes." So also as an embryo correspondent, I will try to write, in an unobtrusive manner, about two minutes. The question of time being the point of this story perhaps it would be well to consider the worth of fitting moments. Therefore, use time well and waste not any of the Company's time.

A constructive remark was lately delivered by Mr. W. G. Lee, president of the Brotherhood of Railway Trainmen, as follows:

"Government ownership is a fallacy. I don't believe in such control. There's too much regulation of the railroads now. What we need to run the railroads into a period of success for all concerned, is *less law and less restriction*."

Miss Margaret Mehl, this office, surprised her friends by announcing her marriage to Mr. Clarence Simms on Easter Monday. A reception was held April 12, at the bride's home, Joppa Road, Towson, Md. Our congratulations and best wishes for a happy future.

Don't use large envelopes when  
small will do

### Auditor of Freight Claims

Correspondent, NELLIE F. COLLISON

Broadway, Fifth Avenue and other busy thoroughfares of Old Gotham are often the scene of many strange and curious incidents, and every phase of human character may be seen hurrying along its busy marts unmindful of the critical eye that may be cast in their direction. But recently there may have been seen among the cosmopolitan throng that usually form this heterogeneous mass of humanity, one solitary figure of a somewhat lonesome and pathetic appearance, grip in hand and with umbrella waving frantically in a fruitless attempt to attract a traffic cop. She rushes hither and thither dismayed and terrified by the roar and racket of traffic until she finally collapses on the side-walk and exclaims,

"So this is New York?"

"Yes, Nellie, this is New York."

"How are things down on the farm?"

(NOTE:—The above makes a fine story but the editor cannot let it go without comment. It happens that he reached the big city on the same train with Miss Collison and saw her as she reached the station concourse in the terminal. Behind her was a "Red Cap" carrying a smart-looking suit case and a few moments later saw her stepping lightly into a Yellow Taxi in the most approved metropolitan style. If the "farm"—or Baltimore—was worrying her at that particular moment there wasn't any sign of it.

Too bad, Messrs. Ireland and Bowden, to break in on your imaginations in this rude way, and I hope I will be pardoned for rushing to the defense of our able correspondent.—Editor.)

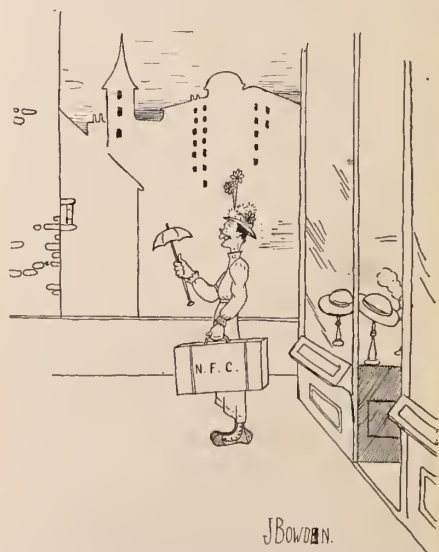
### Auditor Passenger Receipts

Correspondent, FRANK O. CLARKE

Little Willie Aler thinks he will spend his vacation this year on a honeymoon, for, alas! the dear boy is engaged. Congratulations Willie, but have you told "Mama" yet?

Won't be long now before our annual picnic! Remember how we have enjoyed ourselves in the past years? It's going to be just twice as fine this year. Keep open the date, August 11, and help the committee to put it over big!

April 19 was Miss "Kitty" Leacy's birthday and the girls gave her a fine party during lunch time. Many more happy birthdays "Kitty!"



The A. C. F. office cartoonist is having some fun with the correspondent, Miss Nellie



I'd like to have some vacation photographs taken while you are away. Let's have a regular pictorial supplement each month with our notes!

**Auditor Coal and Coke Receipts**  
Correspondent, JOHN LIMPET

**The Death of A. B. Seidenstricker**

A victim of the dreaded Hotchkiss Disease, Mr. Seidenstricker took the radium treatment in an endeavor to check its effect, and at the end of the prescribed time was pronounced cured by his doctors. Apparently the strain was too great for his constitution, as he did not appear to be able to regain his strength, and for the past six or eight months had been failing, until the latter part of February when he was compelled to give up entirely and was confined to bed, where he remained until the end came at 11.30 p. m., April 10.

Mr. Seidenstricker entered the service of the Company as clerk in the Agent's Office at Camden Station during May, 1883. On September 8, 1891 he became attached to the Accounting Department as clerk in Office of Auditor of Revenue, and was transferred to Office of Auditor Coal and Coke Receipts, June 1, 1902 and was in this office since that date. A service record of close to forty years, something few can boast of!

Mr. Seidenstricker was assistant chief clerk for a number of years and until the recent reorganization, and on March 1, 1920 was made accountant.

We will miss his presence in the office, because he was of a lively disposition and well liked.

Our heartfelt sympathy is extended the bereaved family in the loss of husband and father.

By taking two games, on April 13, while the Royal Blues lost two, the Head Lights clinched the 1922-1923 office bowling league championship. Only one night remains to finish the schedule, but no change can be made in the standing, which is—

	WON	LOST	PER CENT.
Head Lights.....	53	34	609
Royal Blues.....	49	38	563
Pull Men.....	45	42	517
Bumpers.....	27	60	311

It won't be long now before the boy's don their bibs and tuckers for the big feed.

With the departure of Mr. Spedden, who resigned April 7, this office loses one of its good clerks and a prince of good fellows. During the past twelve years, through which it has been our pleasure to know "Pat," we can truthfully state he has never been found wanting.

For the past several years, Mr. Spedden has been largely responsible for at least one day's pleasure for as many of the clerks of the office, and their friends, as cared to avail themselves of the opportunity of a day's outing at the Maryland Ball Grounds, where everything to eat and drink was to be had for the asking or taking.

Mr. Spedden leaves us to accept the position of business manager of the newly organized professional colored baseball league, which includes the cities of New York, Philadelphia, Baltimore, Atlantic City and Camden, which, in addition to the management of the Black Sox, will no doubt keep him pretty much on the jump.

As a token of the good will in which Mr. Spedden was held, a fine leather hand bag was presented him as a parting remembrance.

We are sorry to see our old friend leave us, but the prospects are such that it would be the height of folly for him to refuse so our best wishes for unbounded success follow him in his new venture.



C. P. Spedden

**Office of Auditor Disbursements**

Correspondent, LILLIAN E. SCHUELER

The business section of our city received a severe set-back several days ago. Bosses, clerks and all were late that particular morning. Why? Our amiable Pfeif has just begun driving a new Nash. Now Pfeif lives in Elkrige and has been used to driving horses, so when someone yelled "Whoa" he set the brakes hard. Result—traffic blocked five minutes, for Pfeif was looking for the reins instead of starting lever. They do say its hard to teach an old dog new tricks.

Our office is one of "Nashes" and we hear that Mr. Mettle can now turn his around a ten cent piece.

C. N. McDevitt is at his desk again after an operation and long illness. Glad to see you back again, "Mac."

E. Frank Thomas, head clerk, Payroll Bureau, was waiting for a car at Baltimore and Liberty Streets the other day when suddenly he found himself sitting on the bumper of an automobile. We cannot imagine what was so interesting—the skirts are longer now. However, he is back again and, although a little stiff, his good disposition is still evident.

"Bill" Gahan (who became a benedict recently) has been making his 1916 "flivver" presentable. He gave it seven coats of paint, remodeled the engine, bought new lights, seats and windshield; in fact the repairs set him back about \$100.00. After paying the bill he asked the salesman what it was worth. The salesman said because he was a friend of "Bill's" he'd be liberal and give him \$75.00!

We extend our sympathy to F. A. Merrill, car repair accountant, on the death of his father.

The Misses Chalk and Chambers will attend all the county fairs again this summer. We wonder who or what they are trying to win.

After 16 weeks of practice the Bowling Team of this office (at last) won three consecutive games on March 29, from the Relief Department—this due to the earnest effort of J. H. Pinkerton, who won each game in the tenth box. Let's hope that the team picked for next season will accomplish this feat more often.

The evening papers have nothing on our MAGAZINE for we too have a "Mike and Ike." Now I can't say whether "they look

alike" but they do think alike—here's proving:

**Mirrors of the A. D.**  
**Reflection No. 1**  
by  
**"Mike and Ike"**

"Females, hear ye!!—the Sheik is on a rampage—ye "beautiful" descendants of Mother Eve, have caution—or this Valentinian disciple of "Stacomb" (and other embellishments to straighten one's crowning "wavelets") will endeavor with all the wiles of Napoleon and the mannerisms of a Chesterfield (Lord C.—not the popular cigarette), to lead some coy damsel of the P. R. or the V. E. Bureaus from the cozy hearth of her fond mater to an orchestra seat at Ford's, or the Auditorium, for such shows as "Bombo" or "The Music Box."

The "Sheik" stepped out sometime ago with a popular young "Miss," and shortly afterward, she was married with great pomp and circumstance, and if present indications run true to form, we are led to believe that there will be another fair damsel united in wedlock—and the "Sheik" will weep and gnash his teeth in anguish over his loss.

So, as we say in Egypt, "A rolling stone grows monotonous."

A few days ago it was thought that several of our efficient statisticians were going to attend a formal affair, or that they were disguising as the old-fashioned "tin-type" model at a masked ball, because of the fact that they introduced, in this office, the rejuvenated style of wearing the "Winged Collar." One of the fashion models in particular resembled a Gay Street clothes dummy so much, that an "Old Town" merchant came to our office to investigate whether or not it was the one he had had stolen from him.

The Statistical Bureau's loss is the Bill Register Bureau's gain in Miss Cora Kerr's promotion to the position formerly held by Mr. Gray. Our best wishes for her success!

The Voucher Bureau believes in sociability. On March 15, they gave Miss Ethel Porter a surprise birthday luncheon, nearly causing the poor girl to die of heart failure (or indigestion). The guests were the Misses Marie Bohlman, Ethel Fifer, Gertrude Kimball, Irene Hulse, Virgin Mitchell, Dorothy Robinson and Aubrey Silance.

We won't mention any names but warn the Welfare that they may prepare for a double wedding present in the near future. You guess and we'll whistle.

"Captain" Charlie Osborne, Transportation Bureau, will soon take up his summer residence on the Magothy River. He is in the market for a second hand "Henry" to take him to and from his daily duties. Some "Captain," that boy!

Father Time has at last conquered "Atlas" Shipley's laurels for he has decided not to play on the office baseball team this season.

"Tommy" Campbell, "Sheik of Overlea," is taking part in a play at Taneytown. The play is not the only attraction for "Tommy"—his mind runs thus: How much a man is like his shoes, For instance, both a soul may lose, Both need a mate to be complete, And both were made to go on feet.

George A. Taylor and George Shamer have returned from their trip to Florida and Havana. They report that John Barleycorn is very prominent there, but of course it made no difference to them??? There is some mystery as to whether they were captivated by the "Senoritas."



Girls, did you notice that splendid picture of the Champion Baltimore and Ohio Girls Basketball Team, Garrett, Indiana. It was on the last (t pays to read every page of the MAGAZINE, clean through to the last) page of the March issue. They are not only good looking but from the write-up of their scores they are entitled to their name of "Baltimore and Ohio Wonders." But now this is the point—why can't we have an A. D. Team. Of course, we couldn't expect to accept Garrett's challenge for a while, but it would be an incentive to work. Think it over girls, and let's get busy.

## New York Properties

### Pier 22, North River

Correspondent, JOHN NEWMAN

The latest neophyte initiated into the Ancient and Honorable Order of Captives of Cupid is reticent Miss Margaret Gleason. The correspondent, yours truly, had actually to seize her left hand (which, by the way, is her right hand, the hand that now holds the pencil and later will manipulate the coffee pot and rolling pin and rock the cradle), in order to verify the rumor that she had surrendered to the blandishments of her hero, whoever he may be. It was as rumor had it. The token was orthodox and brilliant. Miss Gleason is a mighty fine girl. May good fortune attend her!

Oh, for the joys of twenty-three and thereabouts! (That is a sigh of regret.) One day recently when returning from lunch my eyes "lit" on a coterie of happy girls gathered around a desk that was decked with pink and in the center of which flamed 23 pink candles stuck into a pink cake. In my official capacity of reporter for the MAGAZINE I butted in to inquire about the what and why, and was informed that it was Miss Anna Marshall's birthday; also served a piece of cake. The affair was a surprise to Miss Marshall and throws light on the popularity she enjoys in the office. I might mention that I took occasion to announce to the party the date of my birthday, and expect to see a cake with 62 candles on my desk when the day comes around. I hereby promise that I will be surprised.

In the C. T. Department the figures that are of greatest interest, because they always tell the general situation off hand, like the vane on a steeple tells the direction of the wind, are the tonnage figures; they furnish a basis for off hand estimates, and

are the nucleus from which by devious computations all sorts of comparative tables are worked out. As a general proposition in freight transportation, tonnage and prosperity are synonymous.

Agent J. J. Bayer at Pier 22 "points with pride" to the accomplishment of one of his ambitions, the running up of tonnage handled at his station to 25,000 tons in a month, which was achieved for the first time in the history of this pier in March, this year. 25,852 tons handled, says the blue print. J. J. B. coolly announces that now he has set the mark at 30,000 tons. As I have said before, forward and upward is the right direction to look. Atta boy, Joe, go to it! (I'll follow you up with the payroll figures so keep your eye on the "cost per ton" column, too).

## Staten Island Lines

Correspondent, G. J. GOOLIC

An engagement ring has made its appearance in the Division Accountant's Office once more, adorning the third finger of Miss Abon Hendrickson's left hand. The lucky fellow is Mr. Carl Anderson, formerly of the Division Accountant's Office. Congratulations.

The accompanying photograph is of Maintenance of Way Carpenter Joseph Polomene, with his cousin Catharine. You would think they were real "sweethearts!" "Joe," as he is known, entered the service on June 18, 1920.

"Tough Luck." A joke is a joke, but when a man chops wood for a few days and piles it up, then, when the last piece is chopped it flies up and hits him in the face, bounces over the pile of wood and knocks it over on you, that's no joke. How about it George S? We were wondering how you got the two cuts on your face, but the mystery is solved.

Miss Marie Peroni, stenographer to car accountant, has been transferred to the Lighterage Department, Pier 6, St. George.

Miss Helen Decker, stenographer, Superintendent's Office, has returned to her regular duties after being away account of illness for seven weeks. We are all glad to see her back on the job.

Look out, boys. Trainmaster J. D. Gibb has an additional pair of eyes and can see twice as much as he did before. He now wears a pair of glasses. His eyes were going bad on him, for reasons unknown. How come John?

The photo accompanying our notes shows train crew on run "N," Perth Amboy Division, reading left to right, William Holder, trainman; John Nichols, conductor; "Joe" Pecoraro, trainman; J. Follett, fireman and J. McVeigh, engineer.

Hot Dogs! We went by the A. S. P. C. A. Shelter building, located at Stapleton and a butcher in uniform was conversing with the attendant. Looks "doggone" funny!

"Tony" Antico believes in doing his own sewing. Recently he pulled out a needle, thread and everything that went with sewing and busied himself sewing a pocket, on the train—Imagine!

## Fermentation

From the Yeast Cake Club—D. E. Office

Not counting the crooks or the fakes,  
Every day we eat yeast cakes,  
"Al" eats three, "Pat" eats five,  
"George" says that's what keeps him alive.

### —2nd worse—

"Fred's" the pres-i-dent, you know  
That's because he's full o' dough.  
He eats four—"Al" eats six,  
"Pat" says, "George, now we're in a fix."

### —3rd even worse—

"Petty" says—"stop eating yeast,"  
For every day we have a feast.  
Now you see we all eat three,  
"Al"—pays for one—and gets the others free.

### —4th verse—worse—

When "George" eats his, he makes a face  
like a pup—  
"Oh! "Patsy" look, I'm blowing up."  
Two months ago we were very slim,  
Now we're full o-Vi-to-min.

### —5th verse—

We are four—of a kind,  
Often very hard to find,  
When "Pat" brings the yeast cakes, six or nine,  
We all pop-up and step in line.  
Now they tell us, it's hard to feed us,  
And call us a bunch of YEAST CAKE EATERS.

## Baltimore Division

Correspondent, W. H. TARR

Passenger Conductor Henry Constantine died at his home in Baltimore, March 18, after an interesting life spent in the service of the Baltimore and Ohio Railroad.

Mr. Constantine was born on November 18, 1857. Records show he became a passenger brakeman April 15, 1881, and



Not "Newlyweds." Cousins only. Joseph Polomene and Katharine

"CREW OF RUN N." Trainman W. Holder Conductor J. Nichols, Trainman J. E. Pecoraro, Fireman J. Follett and Engineer J. McVeigh





The late Henry Constantine

later a train baggageman. He was promoted to passenger conductor on March 3, 1889. He also served in the Paymaster's Department.

Conductor Constantine was one of the men who were in the service when Ellicott City was the terminus for local trains; and we are told the walls of the old turn table pit are still standing at that point.

When the railroad was extended to Parkersburg and Wheeling, Mr. Constantine was one of those running to these points and operating under single track rules. This was previous to the year 1892 when the last trip was made to Wheeling. His earlier railroad experience was before the days of the automatic brake, when hand brakes, and later, straight air was used. A small type six and seven hundred class engine was used; and the termini for the runs were Martinsburg, Keyser, Parkersburg or Wheeling.

This was also before Pullman cars made their appearance, Mr. Constantine having operated one of the first vestibule trains built by the Pullman Company. The cars were of wooden construction with straight vestibules instead of the present square ones.

Mr. Constantine was an ardent fisherman; and whenever opportunity presented itself, as in the days previous to 1900 when Shepherds on the Alexandria Branch was the terminus on the Potomac River, and when cars were floated across, he could be found with his rod; and those with him in the crew would be treated to a fish dinner.

During the last two years of his life, while incapacitated, he spent his time on the Magothy River, Anne Arundel County, Maryland. He is survived by his wife, five daughters and one son, Henry N. Constantine, who is also with the Railroad in the Division Accountant's Office, Camden.

Following is the standing of the Duck Pin Teams of the Division Accountant's Office as last reported:

	Won	Lost
No. 2—Orioles.....	45	24
No. 4—Woodpeckers.....	39	27
No. 1—Sparrows.....	30	36
No. 3—Buzzards.....	21	48

The standing of these teams as first announced was Sparrows, Orioles, Woodpeckers and Buzzards. The high team score for three games is held by No. 4; the high team score for one game is held by No. 1; and the individual high score for one game is held by M. C. Swein with a score of 127.

Allen North has become a member of our "Owl Radio" Club. He is being coached by Harten.

D. B. Cex, E. L. McConkey and M. H. Bowers, Division Accountant's Office, were members of a party making a recent trip to New York.

Train Dispatcher H. Hambleton has purchased a Ford. He states he became "google-eyed" in learning to drive the thing around the lake in Druid Hill Park; and we are told that if it had not been for the instructor, there would have been a couple of panels of the fence missing. Mr. Hambleton is now away from the wire account of illness. We hope to see him back soon.

Dispatcher W. S. Eccleston has purchased a bungalow at Manhattan Station near Jones Station, Washington, Baltimore & Annapolis Railroad, and is going to enjoy himself on the water.

We have good news from Dispatcher Rowe, and expect him to be again on duty within a short time.

John Flanigan has been made general foreman in the Maintenance of Way Department, Baltimore Terminals. D. L. Fry has been made foreman at Washington, D. C., in charge of repair work in that territory.

Bridge Inspector, E. G. Decker, who has been off account illness, since May, 1922, has returned to duty and is looking fine.

We are indebted to our "Family Artist," H. R. Lincoln, for enlivening the space allotted to us in the MAGAZINE. His art is highly creditable; and anyone who desires to beautify his family album by a likeness should consult Mr. Lincoln before going elsewhere. Who next?

### Brunswick

Correspondent, R. L. MUCH

The Baltimore and Ohio Veterans Association is making great preparations for their annual meet this summer. It is hoped that this event will be greater than ever. Engineer Jesse Mann, who was grand marshal last year, is mentioned to head the parade this year. "Jesse" can ride a horse as well as an engine.

Messrs J. P. Karn and Co., contractors, are making arrangements to build a number of homes for our railroad men here.

The business men of Brunswick have just distributed a number of handsome books under the auspices of the Volunteer Fire Company. The front page shows a fine photograph with a dedication to Vice President Galloway, also a detailed account of the interest Mr. Galloway has shown in Brunswick and its people.

The accompanying photo is of William Eugene Lynn, age 9 years, son of Mr. and Mrs. H. E. Lynn. Mr. Lynn is an employe at the transfer shed.

Baggagemaster Frank Otto, trains 33 and 34, has returned after trip to Cuba. Frank says everything is fine down that way. Says he went over on a steamer because the "planes" were too high for him.

A number of furloughed men have been returned to duty. We are glad to see them back. "The Best and Only" is doing its bit, you bet!

A committee of men, all employes of our system, representing the various organizations in Brunswick, are contemplating a trip to Baltimore in the near

future. Your correspondent is making arrangements for a business and social visits to our Magazine staff, our officers and for a sight seeing tour.

### Mount Clare

Superintendent of Shops Office

Correspondent, WILLIAM H. ZELL

Johnnie Winters, foreman, Electrical Plant, has taken unto himself a machine. He calls it "Johnnie's Mixture," because it consists of so many parts of other machines. Anyway it runs. John says he does not believe in horns, so he has a bell on it. He must use it to lead the cows home or else they think he is the milkman when he comes along.

Charlie Gibbs, foreman, Paint Shop, traded his Ford for an Overland. Guess he figured he would rather be Overland than at sea in a Ford.

Marion, our curlyhead blonde, assistant telephone operator, has discontinued his trips to Highlandtown—he says it's too mild down there. He now visits Gwynn's Falls Park for recreation.

Now that the girls' contest has closed, it might be well to start one for the men. Poole says he will challenge anyone in an eating contest. We all will accept, Henry, if somebody else pays for the eats.

### Stores Department

Oh, girls, have you noticed the tie Mr. City is wearing here of late? Blessed be the tie that binds.

No need of Mr. Stettes ever oversleeping himself now, for there's a new baby in the house.

Miss Six is contemplating a trip to New York. Better take your glasses along, Alma, so you don't miss anything. One of those collars, cut low in the back and high in the front, would be essential also.

YOUNG LADIES—If looking for a husband, apply to F. Boteler.

We are glad to welcome M. J. Burch back after his long illness and hope that the fresh air he is getting will soon bring rosinness to his cheeks.

Kluge says that the reason they call a FORD a poor mans car, is that it keeps one poor to maintain it.



William Eugene Lynn, son of Transfer Shed Employe H. E. Lynn, Brunswick



### Accounting Department

We fear we are going to have to take up a collection pretty soon for another wedding present. This time it is for one of our shop order clerks; that is all he thinks and talks about all day long. Watch your step, Louie!

We welcome our new clerk, Albert Spies, and hope he will feel perfectly at home among us. No doubt after he gets better acquainted he won't consider us such a bad bunch to work with. Here's luck to you, Mr. Spies.

### Freight Track

Baseball seems to be the subject in this department now, and from the looks of things we ought to have "some" ball team on the freight track considering some of the big league players we have signed up.

On March 30, a little boy was born to Mrs. W. L. Lloyd, wife of W. L. Lloyd, work checker. May the best of luck and happiness follow Mr. Lloyd and his family.

This department has the honor of being called the "Safety First Shop" and "Our Boss" is the man responsible for it. Every employe in this department should put forth every effort to keep the department up to 100% in the way of Safety. Several men have been appointed to look after Safety matters, and every man is on the job to see that all men wear their goggles at all times.

### Locomotive Department

Judge Duffy, "Kuhl of the Flue Plant," went down to Bowie Easter Monday, to

look over the ponies. I think the Judge got rid of a few berries. He don't seem to be much of a judge, when it comes to horses.

We understand that M. H. East, layer-out in the Boiler Shop, has become a benedict. Old Pal, accept our condolences; we have been traveling the straight and narrow 18 years, and we still remember the sympathy we received at that time. We haven't received any since.

So far "Dan Fitzgibbons" has escaped the clutches of Judge Staylor. Keep your eyes open, Dan, as the constable will get you even if you do "Dodge."

April 7 was a great day in the home of L. J. Lukas, boilermaker, Steel Car Shop. A 7 $\frac{3}{4}$  pound boy arrived at 11.25 a. m. Mother and son are doing fine and Papa Lukas—Well he is tickled to death.

H. A. Wilkins No. 3 Machine Shop, has been off account of illness for over four months. He is now at the Phipps Clinic Johns Hopkins Hospital, and he would appreciate any of the boys coming to see him. Entrance is on Wolfe Street. Pay him a call, fellows, and cheer him up.

Dan McConnell, Blacksmith Shop lost his watch and offered a reward of \$1.00. The watch was found and the reward put in the "Easter Egg" fund, which was enjoyed by the office force. Better keep your watch secure, or the next time it may cost you a pawn ticket to get it back.

### Freight Car Department

On April 10, the Mt. Clare Freight Car Department Baseball Club held a ball at

Moose Hall, Fayette Street. It was in the honor of Daniel Tatum, known to all the employes at Mt. Clare as "Uncle Dan." The affair was a great success. The jazz music which was furnished by Bob Iula, sort of made a fellow dance, even if he didn't know how—it was SOME music. An interesting speech was made by our general car foreman, Harry A. Beaumont, in honor of Mr. Tatum. He was followed by John F. Ford, who presented Mr. Tatum with a beautiful bouquet of roses. Too much credit cannot be given to the committee who were responsible for making the ball a success. The committee was composed of the following: Wm. F. Mahaney, chairman of beremonies; M. V. Pascal, chairman, J. Handle, C. J. Mosmiller, C. C. Boland, E. Williams, W. G. Broseker, J. T. Moran, H. A. Smith, R. D. Zuik, R. Cocoran, H. Hickman, B. J. Doniecki, Jasper Wolf.

Daniel Tatum, the honored guest, is a retired shop foreman of the Freight Car Department, and before being retired, was the oldest employe at Mt. Clare, and probably next to the oldest on the System. He has been in the service of the Baltimore and Ohio for about 56 years. He is also a veteran who fought in the Civil War at the age of 17. On April 8, he and his wife celebrated their birthdays together, at which time many of the supervisors from the Car Department were present, and a large bouquet of flowers was presented to the couple by J. F. Ford.

The accompanying photograph of William J. Bowers, who is in his sixty-fifth year and still going strong at his trade of sheet iron worker and boilermaker. He finds after rounding out fifty years of service that working conditions have improved since he entered the service in 1873. He was apprentice under Moses Corpall, who was foreman at that time. Mr. Bowers' father was working for the Baltimore and Ohio over 70 years ago, as gang leader on sheet iron work. At the time Mr. Bowers entered the service as apprentice boy, he received as his wages 70 cents per day and now he earns that much per hour.

The accompanying photograph is of the wife and seven months old son of M. S. Gosnell, secretary to assistant superintendent.

The other photograph is of Beverly Francis Ford, age 3, daughter of Elmer W. Ford, Jr., clerk in the Storehouse.

### East Side, Philadelphia, Pa.

Correspondent, CHARLES H. MINNICH

We have a new messenger in the Master Mechanic's Office in the person of Wilbur Harten, son of "Lew" Harten, our official photographer.

Another recent arrival in Agent C. W. Wilson's Office is little George West, otherwise known at East Side as "Georges Carpentier." Ask him to take off his glasses and then be prepared to fight. George has great ambitions as a pugilist, but if he will take our advice he will modify them somewhat.

Night Crew Dispatcher "Sam" Orr, 4 to 12 p. m., has some fertile scheme in his great brain, and likewise announces his intention of leaving us in the near future. Sam will be succeeded by Charles Hickey.

A male quartet has been formed at East Side consisting of Bill MacMullen, first tenor; "Jack" Ehrig, second tenor; Charles Wynkoop, first bass and Charles H. Minnich second bass. Rehearsals are being held each week and we expect to give a "Radio Concert" soon from Gimbel's Broadcasting Station. Keep you ears tuned for the harmony.



Upper left, Beverly Francis Ford, daughter of Store Clerk E. E. Ford, Jr. Upper right, William J. Bowers. Below, Mrs. M. S. Gosnell and seven months old son, family of secretary to assistant superintendent, Moun, Clare





1. In window, left to right; "Rebel," C. C. Jackson, "Eddy" Reddington. Standing; C. H. Minnich, D. Stackhouse, Benjamin Titelman, "Little Toby" McKeown. 2. Left to right; A. Needham, R. McKeown, B. Titelman, C. H. Minnich, D. Stackhouse. 3. In window, left to right; "Reb" Orrell, C. C. (Jakee) Jackson. Standing; Delbert Stackhouse, Arthur Needham, "Bobby" McKeown, B. J. Titelman. 4. In window, left to right; "Rebel" and C. C. Jackson. Top to bottom; John Fearon, Arthur Needham, B. Titelman, "Bobby" McKeown. 5. "Jim" Donnelly, I. C. C. inspector (left), and "Joe" Hart, supplyman (left), standing in front of engine 4444 at East Side

Anything you don't know, just ask FARREN.

The "Three Musketeers," FARREN, PATRICK GALLAGHER AND JAKEE JACKSON.

### Cumberland Division

Correspondent, JOHN J. SELL

General Car Foreman G. P. Hoffman has been promoted to similar position with headquarters in Baltimore. Car Foreman E. Davis, has been promoted to General Car Foreman at Cumberland, vice Mr. Hoffman.

Chief Clerk to Division Storekeeper V. B. Coyle has been promoted to assistant storekeeper at the Reclamation Plant. Good luck, Vince! C. R. Potter, formerly of Glenwood, has succeeded him.

Stock Clerk J. A. Frederick has been transferred to a similar position at the Reclamation Plant. Although we will all miss "Joe" we wish him success in his new field.

Walter Holtzman has returned after vacationing several weeks in Florida. "Shorty" reports a wonderful time.

We understand that Assistant Storekeeper W. E. Wall, has finally succeeded in selling his little red Packard and has purchased a complete radio set in order that he can keep in touch with the office while at home.

The entire neighborhood surrounding Park Street was suddenly awakened about 1.00 a. m. several nights ago. Upon investigation a small boy was noticed running up Park Street carrying a torch and shouting "Clear the way." Not far behind him came Master Mechanic A. H. Hodges, more affectionally known as "King Tut," in his new Nash. Mr. Hodges has promised to take us out for a ride after he gets his

license and we are waiting patiently until he learns to drive.

Ralph "Bubbles" Baird, clerk in Storekeeper's Office, recently made his first trip in his big Buick, and had to walk home. It was Sunday night. How about it, Queenie?

We have been making a good showing on *Car Miles* and every employe is right behind it to see that every car is moved without delay, thereby increasing our car mileage. Consignees are solicited to unload shipments promptly. Company material is being followed to insure prompt unloading, and every car set out on local sidings for any reason is being given close attention so that it can be moved without delay. With every employe doing his bit, we can beat our own high record of 94.1 miles per car per day, which was made early this year.

An engineer who formerly ran "Camel" Engine 175, is anxious to obtain a photograph of this engine. Such a picture was in existence, and in possession of some one in the vicinity of Oakland, Md. sometime ago. Any employe knowing where it can be located will kindly correspond with J. W. McMakin, Decatur Street, Cumberland, Md.

We look for some breezy items of interest from Cumberland Shops now that they have a local correspondent on the staff in the person of Miss Vada Drumm, stenographer, Master Mechanic's Office. Do your bit, "Vada."

A good way to help the "Stop the Leak Campaign" is "Keep the cars Moving."

The Cumberland Division Baseball team shows up well in spring practice. We are looking for some strong challenges from other teams on the system who think they can play ball.

The Kelly-Springfield Tire Company has a trade mark for their tire "Lotta Miles." We should borrow this name for every car on the system and make them

live up to it every day. "More Miles per car per day," should be our slogan.

James H. Wright, retired car and locomotive carpenter, was presented with a fifty-year gold medal by the Cumberland Veterans at their meeting, April 3. The presentation speech was made by one of the Cumberland Division's oldest veterans in length of service, John Ketzner, who has seen more than 54 years of active service. Mr. Wright entered the service as laborer in the rolling mill at Cumberland in 1872 and has worked in the various departments at Cumberland until January of this year when he was placed on the retired list. His many friends wish him many more years of restful life after his long term of service with the Company.

It is with regret that we record the passing of James Elwood Hamilton, aged 73, retired employe at Cumberland.

Mr. Hamilton died at his home in Cumberland, April 16, having been in failing health for some time. He was a widower and is survived by four sons, James E. Hamilton, employed with our Company at Baltimore; Edward L. Hamilton, formerly assistant to vice president, now with the Philadelphia Company at Pittsburgh, Robert and William Hamilton, Company employes at Cumberland, and one daughter, Mrs. Rose Hastings, Cincinnati, Ohio, wife of the late J. Symc Hastings, well known newspaper man who wrote under the name of "Luke McLuke."

For more than twenty years before retiring Mr. Hamilton was station baggage-master at Cumberland, having a wide acquaintance. He was held in high esteem by patrons and fellow employes.

The accompanying photo shows Malcolm C. Crosser, secretary to the division accountant. "Malc" is a lover of Nature and spends considerable time "Out Among Them." Think it was the other half of the bargain that snapped the picture but we promised not to give her away.





"Our Mechanical Department Correspondent," Vada Pearl Drumm, left, Blanche Clarke on engine, and Lucille Hanifin. Right, Malcomb C. Crosser

The latest and best story of the day is Gus Hodges presenting Jake Miller with the "Prize" Dog supposed to have been won at a local fair. "Some Pup."

G. A. McGinn is again banging out billiards and was well on the way to challenge "Willie Hoppe" for the World's Championship, but Mac's favorite pool room lately installed a Radio set and now he receives Hoppe's averages while knocking off the local sharks. Just as soon as he can get properly tuned in, look out, Champ!

Since our hero, Pass Clerk, R. W. Melinger, has built his new home out in the Dingle, he has not had so much opportunity to patrol the tracks, but "Bob" always was a safety man and we look for some thrilling rescues any day.

E. A. Connell has been promoted to car foreman at Cumberland. G. W. Howdyshe takes Mr. Connell's place as assistant car foreman, while W. V. Farrell moves up to foreman and Paul Hollen fills Mr. Farrell's old position.

We wonder why our night baggage agent rattles these heavy trunks before loading. What's the idea, Jimmie?

Our old friend P. M. Pennington, crossing watchman, Polk Street, Cumberland, still maintains his record of having one of the cleanest crossings on the division. "P. M." is always on the alert, and has a large number of school children using his crossing. To them he gives special attention. He has the proud record of no accidents.

Now is the time for a trip through the peach and apple belt on the Romney and Petersburg Branch. All the trees are in blossom and it is equal to a trip through southern California. We don't believe the cherry blossoms of Japan have anything to equal it. (See America First via Baltimore and Ohio.)

Blueprint showing tonnage performance still shows the Cumberland Division heading the list. Save fuel and keep cars moving and they can't catch us.

R. L. Schramm, lately of the Assistant Division Engineers Corps has been transferred to the Pittsburgh Division. Luck to you, "Ralph, old Boy!"

Practically every employe on the Cumberland Division has been doing his bit during the STOP THAT LEAK campaign and there is no question that good results have been achieved. However, there are always little things cropping up that need fixing and if any employe knows of conditions which should be rectified, write it up and we'll do the rest.

### Mechanical Department

Correspondent, VADA PEARL DRUMM

Secretary to Master Mechanic

The Baltimore and Ohio Shops baseball team opened its 1923 campaign on the Rolling Mill diamond, April 8, in a clash with the Lonaconing Giants, and was victorious by a score of 5 to 4.

The batteries were—Baltimore and Ohio; King, Brooks and Drumm; Coney; Miller and Wilson. King pitched five innings, during which time he struck out eight men and allowed one hit. Brooks took up the pitching burden in the sixth and sailed along nicely during the final four innings.

Score by Innings... 1 2 3 4 5 6 7 8 9—R  
Lonaconing..... 1 0 0 1 0 1 1 0 0—4  
Baltimore and Ohio 0 0 1 0 1 0 1 0 2—5

Cold weather has hindered practice somewhat, but the recent change serves to bring hope for warm weather. Our team is composed of practically the same employes as the 1922 team and it is hoped they will improve on their 1922 record of 16 victories, three defeats and one tie game. Cumberland has the best assortment of ball tossers on the System. Try us and be convinced!

John M. Morris, age 39, yard brakeman, was fatally injured at Virginia Avenue Grade Crossing about 6.20 p. m., April 6, when he stepped out of the way of a yard engine in front of passenger engine 5067 which was running to the shops light. He was taken to the Allegheny Hospital, where he died. Our deepest sympathy is extended to his family.

Recently two highly esteemed clerks in the Master Mechanic's Office, J. J. Carney Jr., and J. R. Laffey, accepted positions, in the Transportation Department—Two more yard masters!

J. S. Cheshire, clerk, Storekeeper's Office, takes the place made vacant by Mr. Laffey's promotion. May his stay with us be long and happy.

Boiler Shop Foreman L. W. Steeves, has resigned to accept a position as General Boiler Shop Foreman, Chicago and Alton Railroad, Bloomington, Ill. He has been succeeded by G. W. Nutz, formerly of Mt. Clare. Mr. Steeves has been at Cumberland for about two years, coming to us from the Michigan Central at St. Thomas, Canada. His resignation is regretted by all.

Tender Foreman O. M. Rankin was transferred April 1 to the Chicago Division as general tender foreman. We know that "Rank" is glad to get back to his old home in Garrett.

**Boost Car Miles!**

Sabraton, W. Va.

Correspondent, L. M. GUMP

Agent George Hansel, Sabraton, has left us at least temporarily, to enter business for himself at Westernport, Md. We wish him every success in his new work. L. A. Mause is taking his place. Mr. Mause is a veteran employe, having had 22 years service and being well known in railroad circles in this part of the country.

Electrician O. B. (Jas.) Ware has been in Baltimore for the past few weeks, apparently on business. No, don't jump at conclusions, he has been married for some time.

A question of some interest about the shops at the present time is why did Machinist Lewis buy a new Jewett instead of fixing up his old Maxwell as he had intended? Sammy refuses to discuss the matter.

Machinist Paul Haskins is in the Monongalia County Hospital at Morgantown; Hostler P. F. Johns is in the Western Maryland Hospital at Cumberland, both having undergone operations recently. Latest reports indicate that both are improving.

Conductor Carney Fortney and wife have just returned from a trip to southern Florida. Carney denies having been in Cuba or any of the West India Islands, as he says there was no attraction there!

Boilermaker B. B. Frost is on the sick list—diphtheria—and Agent Harry Hawkins Manown, has been off duty for some time on account of an attack of influenza.

Recently a discussion took place in the machine shop. The subject was Boilermaker W. C. Johns' hair—or to be more exact, the noticeable lack of it. Mr. Johns said there was excellent proof that hair and brains would not mix, and Machinist Lewis remarked that he had never seen any hair growing on a crown bearing either, after which the meeting adjourned.

### Keyser

Correspondent, H. B. KIGHT

Ticket Clerk

A wedding of interest to employes of the West End of the Cumberland Division was solemnized in the historic old Chapel of St. Mary's, at Ridge, Maryland on April 3, when Miss Alice Hopkins, the accomplished daughter of Mr. and Mrs. James Hall of Cornfield Harbor, became the bride of Assistant Division Engineer Captain John Edwards.

The ceremony was preceded by a dinner at the home of the bride and was followed by an informal reception at the Chapel parlors, which were beautifully decorated with wild flowers. The bride is a graduate of St. Mary's Seminary and has spent much time in Washington and at Newport. Captain Edwards is a high school and university graduate and also a veteran of the World War, having served as Captain of Engineers, U. S. A. He is post commander of the American Legion. Captain and Mrs. Edwards have returned to Keyser after a honeymoon trip to Florida. "Cap." is back on the job now and is all smiles as he receives the congratulations of his many friends.

John Ambrose Blackiston, formerly of Piedmont, died at his home in San de Fuca, Washington, March 27, after a week's illness of myocarditis.

Mr. Blackiston was born in Cumberland, August 7, 1852. He was an engineer of the Baltimore and Ohio, having been retired in 1917 after fifty years service. He was a member of the Masonic fraternity.





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HAMILTON WATCH COMPANY  
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# Hamilton Watch

"The Railroad Timekeeper of America"





The late J. A. Blackiston, Keyser

We regret to report the death of Mrs. K. H. Stover, wife of our agent, who passed away on the afternoon of April 24.

Mrs. Stover had been in poor health for some years and recently underwent an operation at the Hoffman Hospital, from which she was apparently recovering.

About 10.00 a. m. on the morning of April 24, Mr. Stover was called home and found his wife had suffered from a paralytic stroke, from which she never recovered.

The funeral took place from her late home on St. Cloud Street, services being conducted by Rev. W. A. Wilt, United Brethren Church. Interment was in Queens Point Cemetery, Keyser.

Many beautiful floral tributes, including one from the personal office force of Mr. Stover, testified to the esteem in which Mrs. Stover was held in our community.

Our sincere sympathy is extended to the bereaved family.

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 Keyser, W. Va.

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 Interest paid every six months  
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**WATCHES CHAINS**  
**FRANK P. GREENWADE, KEYSER**  
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**CHARMS REPAIRS**  
 Easy Terms to Baltimore and Ohio Employees

### Shop Notes

Our congratulations are extended to General Car Foreman G. P. Huffman, on his appointment as General Car Foreman, Baltimore Terminals. We wish him the best of luck in his new position.

Two more of our old employees, J. H. Deffibaugh and G. W. Stewart, have been rewarded for their long and faithful services by being placed on the retired list. We trust that they will be able to reap the benefits of a prolonged rest after their many years of service.

The accompanying photo is of Elinor Louise, age four, only child of Mr. and Mrs. W. B. Kesner. "Teddy" is proud of the many accomplishments of his little one.

Our efficient boiler clerk states that she is not replenishing her wardrobe for the purpose of getting married; as when she wants to get married, any old costume will do. We believe you, Mary, and know that you will make good in a short time.

Ed Sirbaugh's pet slogan is "Do it with safety" and your friends afterwards will not have to "Say it with Flowers!"



Elinor Louise Kesner, age 4, Keyser

D. V. Ault, machinist apprentice at this station, while chipping a brass bearing, had his goggles struck by a brass chip, breaking them. The precautions that employees at this station are taking by using goggles, when chipping, cutting rivets, etc., have been the means of saving a number of them from injury, or loss of sight, on many occasions. Their attention to this factor of safety cannot be brought to their attention more forcibly than the frequent exhibits of broken goggles that were worn by workmen when broken, and which are displayed on the various bulletin boards from time to time.

### Timber Treating Plant, Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

Speaking of women running things, they are running most everything now so why



Cold and Hungry—Winter and Summer—at Green Spring



not let them run the engines? Suggested by cover of April Magazine! Our hat is off to Miss Spengler, Baltimore and Ohio Engineeress.

Trackman Emery Twigg has moved into his new bungalow. "Jerry" Setor says he is next.

Trackman Clarence Seeders and Miss Lillian G. Stewart, daughter of Tieman G. R. Stewart, were married in Cumberland, March 1.

Albert Holland has taken position vacated by A. F. Leonard, who recently resigned to accept a more remunerative position at Detroit.

Engineer George Taylor has quit Henery Ford. He's driving a "23" Chev. now.

Will Grove was appointed retortman recently to succeed B. F. Twigg, assigned other duties.

Tieman C. E. Blizzard found a house. He has moved into one of the dwellings on Springdale Farm.

Craneman C. M. Lewis is able to be at work again after an absence of over a month, account of serious illness. Glad you are able to be back, boy.

The surviving members of the old "Cross-Tie-gers" of "21" have heavy hearts these days. Their diamond was recently plowed up. However, the spark of life has not entirely died down and the boys are hoping to secure a diamond and blaze forth again. As an old fan we wish them success.

Smack your lips again, boy, over those delicious waffles served by the Ladies of the M. E. S. at the commissary dining room, April 3. When it comes to chicken and waffles, these ladies are "there."

Fish are bitin'. A list of the gang getting the old boats fixed up and the catches all ready made, includes several well known divisionites. Believe Engineer A. B. Taylor holds the belt at present. "A. B." is some fisherman.

Extra Gang Foreman and Mrs. I. N. Saville were recently presented with a nice rocker by plant employees.

Track Foreman A. W. and Craneman, C. M. Lewis have the sympathy of all our employees here in the loss of their father William Lewis, who completed his earthly existence and crossed to the Great Unknown on March 25.

From the requests that still come in for houses, sometimes we wish we could find a philanthropist who would build a dozen nice cottages or bungalows to sell or rent.



The little son of Mr. and Mrs. O. M. Forney, Somerset, Pa.

The releasing and piling of 77 car loads of cross ties by Plant employees on March 16 is a record worthy of mention. It was a herculean effort. Treatment was suspended, and engineers, retortmen, loaders, laborers and others joined in an effort to release an accumulation of loads. (NOTE: A carload of cross ties is not as easily unloaded as some things we know of.)

Our requests for the MAGAZINE continues to grow. In addition to station, tower and maintenance forces in this vicinity, we are supplying several train crews, in addition to the men it has been necessary to employ to handle the increasing tie receipts without delay to cars.

Our photograph this month we entitle "Cold and Hungry." (They are local winter and summer scenes.) To look at the one makes you shiver, while one glance at the other gives you an appetite, makes you hungry, doesn't it? No names are listed in the group, but those smiling faces will be quite familiar to many Cumberland Division and Romney Branch employees. To some who read at more distant points it may bring pleasant memories, and of interest to all.

Our congratulations to the winners of the Good Will Election! Our best wishes accompany them for a safe journey and success in their mission.

### Connellsville Division

Correspondent, C. E. REYNOLDS

The accompanying photo is of the ten months old son of Mr. and Mrs. O. M. Forney; the father is employed as storeroom helper at Somerset, Pa.


We regret to report the death of Charles E. Randall, who was 65 years old on February 24. He died at the home of his daughter, Mrs. Jesse Fleming, Sharon, Pa., April 13. Mr. Randall was a veteran Baltimore and Ohio engineer and had resided in South Pittsburgh Street, Connellsville, until recently when he and Mrs. Randall moved to Sharon. His widow and one daughter survive. Mr. Randall had a wide circle of friends on the Connellsville Division, and our deepest sympathy is extended to his family.

The second annual banquet of the board of directors of our Railroad Y. M. C. A., Connellsville, was held at the Pleasant Valley Country Club April 12, covers for 42 being laid. Members of the board, the city council, their wives and a few invited guests were present. A turkey dinner was served. Superintendent Brown was toastmaster.

Following the dinner, a talk was given by Chief of the Bureau of Welfare W. W. Wood. He spoke on "Good Fellowship Between the City of Connellsville and the Y. M. C. A." Mayor C. C. Mitchell and Attorney J. Kirk Renner, assistant city solicitor, were other speakers.

H. L. Cordrey, former division accountant, and Mrs. Cordrey, were in Connellsville to attend the Y. M. C. A. directors meeting. While here Harry visited the boys in the offices, greeting them with his hearty hand-shake. We were glad to see you Harry, wish you well, and hope you enjoyed your short sojourn in our city.

Employees of our division and their families, numbering in all about three hundred and fifty couples, were entertained on the night of April 11 at the State Armory, Connellsville, by Superintendent Brown and his staff. The affair was perfect in its appointments, not the slightest



**THE  
SOUTHERN  
BALTIMORE'S  
NEWEST AND  
MOST MODERN  
HOTEL**

detail being overlooked in arranging for the comfort and enjoyment of the employees and their families. Old and young entered into the entertainments of the evening and a good time was had by all. The hall was effectively decorated for the occasion, a color scheme of pink and white prevailing; crepe paper was artistically draped about the room. Standing out prominently was a large banner, on which was inscribed "The Baltimore and Ohio Railroad, Connellsville Division Official Family Welcomes You." Music was furnished by Kiferle's orchestra.

The grand march, led by Superintendent and Mrs. Brown, took place at 8.30 p. m., after which dancing continued until shortly before midnight. An outstanding feature of the affair was a special dance for children only, the entire floor being turned over to the small guests. The dance was in charge of Superintendent Brown and about twenty children participated.

Guests from all parts of the division, including Rockwood, Meyersdale, Smithfield, Morgantown, Fairmont, Johnstown, Somerset and Cumberland were present. Included among the guests were members of the Baltimore and Ohio Veterans' Association.

Assistant Train Master Lowney, who has been ill for the past few weeks, is now able to be out. We are glad to see you "Jerry," and hope you will soon be feeling better than 100 per cent.

We are glad to report that Miss Sara Belle Anderson, stenographer to Freight Agent Whip, was able to return to her duties on April 12, after being absent for several months on account of illness.

Passenger Conductor Charles Boyd is now spending a few weeks in Jacksonville, Fla. Those were fine oranges he sent us!

We are sorry to report that Passenger Conductor J. W. Dixon is laid up with rheumatism. His many friends hope for his speedy recovery, and that he will soon be on the job with that kind salute "tickets, please."

We regret to report the recent death of Mrs. Mary Niland Kerrigan, 76 years old, at her home, 512 East Patterson Avenue, Connellsville, following a six weeks' illness. Mrs. Kerrigan is survived by the following children: Michael J., chief train dispatcher; Thomas H., Sacramento, Cal.; Joseph, Oakland City, Ind.; Edward, telegraph



operator, Sand Patch; Matthew, engineer, Connellsville Division; and Miss Anna Kerrigan, at home. To the bereaved family, we extend our deepest sympathies.

Conductor T. R. Christy is now able to be about after being laid up several weeks account of illness. His many friends are glad to see him again.

The following announcement was made on March 26, Mrs. E. E. Coleman of Morrell Avenue, Greenwood, announces the marriage of her daughter, Miss Jeanette Ruth Coleman, to Charles V. Payne, chief clerk to Superintendent Brown. The ceremony was quietly solemnized, August 7, 1922, in the First Baptist Church, Youngstown, Ohio. Rev. Archibald, pastor, officiated. The wedding is one of much interest, Mr. and Mrs. Payne being one of the most widely and favorably known young couples of Connellsville. The bride attended Connellsville High School, and until recently was employed in a clerical position in the local Storekeeper's Office. The bridegroom is a son of Mr. and Mrs. W. F. Payne, Meyersdale, Pa. **CONGRATULATIONS!**

Just a minute! The success of any undertaking is the result of cooperation on the part of all; so it is with the Baltimore and Ohio; therefore, through these lines, we ask your cooperation and we'll make this Railroad better. Be a booster.

Everyone is pleased with the continued increase in car mileage on the Connellsville Division; let's keep it going higher. **STOP THAT LEAK!**

### Pittsburgh Division

Correspondents, EARL FAIRGRIEVE AND MARY BREEN

A number of changes have taken place recently in the Engineering Department. Assistant Engineer W. O. Nelson has left our service to accept a position with Jones & Laughlin Steel Company. He is succeeded by J. H. Mahr, Connellsville Division. Mr. Clopton has been transferred to Philadelphia and J. V. Daniels to Weston, W. Va. We wish each of them success in his new position.

The many friends of Teresa Kenney,

formerly of the Car Record Office, extend her their sympathy in the recent loss of mother.

Miss Elinor O'Donnell, telephone operator, Pittsburgh, was taken from our midst on April 10. Elinor was a charming young lady and had made many friends during her service with the Baltimore and Ohio. Though she had been ill a long time, her death was a shock to all of us and we offer sincere sympathy to the members of the O'Donnell family.

Here are two gentlemen working in the "Stop That Leak" Campaign—they are Engineer C. E. Beltz and Fireman Van Buren. Trip report of Train No. 8, March 25, Pittsburgh to Cumberland, shows an "On Time" performance, arriving at Cumberland, with a fire similar to the blue print model, neither rake nor grate shaker having been used on the trip. Cleanliness was prevalent on this engine—5081—and performance as noted was that of a model engine crew.

April 13 marked the last day of Rose Gribbin Lindquist's service with this Company. Rose had been with us seventeen years and her daily good humor was a pleasant encounter, as she was one who reached us all with her merry "Hello" or "Baltimore and Ohio." She has resigned to take up the arduous task of keeping house—oh, how the rest of us envy her—and we can only wish her every happiness that goes with the job.

Supervisor Lalley and Dispatcher Dwyer have been on the sick list but here's hoping they will soon be back on the job.

Now that Springtime, with its lingering days of balmy sunshine, is about to come into its own, after a long and dreary winter, our thoughts turn to the awakening of Nature, garbed in her new Spring creation, and to the warbling of the birds as they bill and coo in their happiness, upon this scene, there appears that impish little cutie, Dan Cupid, whose prowess with the bow is known the world over. This little cut-up, who appears in our midst every once in a while, has apparently been active around Hazelwood Exchange, and it is rumored that one of our exchange operators has been badly wounded by one of his darts. We are told that she has a nice diamond ring which she wears on a certain finger, and

that she is interested in love stories, hints on housekeeping, bargain sales, duplex apartments, and various other subjects which are usually the symptoms of one of Cupid's victims. Can you guess who it is if not, maybe we will let you in on the secret in our next issue.

It has been rumored about the Car Distributor's Office that Pittsburgh has three employees who are striving diligently to become aquatic stars. We are told their first attempt recently produced quite a tired feeling, which was natural, but girls, conscientious effort and devotion to the sport will soon produce results. We are not inclined to expose these bathing beauties at this time, but you can find them most every day indexing. Keep it up girls, and maybe some day you will make Annette Kellerman jealous of your "rep."

A carpenter foreman employed on Pittsburgh Division recently received two envelopes through the mail which were empty. Upon receipt of same, being of curious turn of mind, he wrote back to the division engineer inquiring what was in them, and the division engineer, being of an obliging nature, told him—"nothing." Much ado about nothing! Shades of Shakespeare!

Two things of vital interest to the good old Baltimore and Ohio—"Increased Car Mileage and "Stop That Leak." Your cooperation is solicited and your effort along this line will be a pleasing devotion to duty.

### Glenwood Roundhouse

Correspondent, JANE P. PASSMORE

We are glad to see our messenger, Frank Elliott, better known as "RED," back on the job. He was injured in a coasting accident in December—Watch your step next time "RED," and watch where you coast.

Terminal General Foreman S. A. Irwin feels important these days, having purchased a new Ford coupe, and I know that there will be no excuse for his not being on the job on time in future. What did you do with that old relic of yours, Sam?

Master Mechanic C. E. McGann's brother, T. E. McGann, Jenkins, Kentucky, paid him a visit recently.

We feel that a recent ruling put out "Smoking Prohibited" in and around Company property is a good rule, but we do feel sorry for our Chief Clerk Bob Stock, for we don't know who enjoys a pipe any more than "Bob." We feel for you, "Bob" but we can't help you.

What are we doing to "STOP THAT LEAK?" All our employees should feel that every little saved is a little earned and there are many small leaks that can be stopped, which in time, would develop into something big. Feel that when you stop a leak for the Company, you are stopping it for yourself, and I am confident that if you go into it with this feeling, many a leak will be stopped. "STOP THAT LEAK."

### Glenwood Back Shop

Correspondent, FRANCES E. LEEPER

At last Glenwood is in the "Social World." The supervisory and clerical forces have united in forming the Glenwood Social Club and everything is ready for the initial dance of the season, April 19. Shop Superintendent C. M. Newman, was elected president and we feel sure that the organization will be a big success.

Miss Rhoda C. Winn, secretary to the shop superintendent, has resigned, after seven years of faithful service, to become

## PUGH BROS. JEWELRY COMPANY

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the bride of Dr. Raymond D. Grissinger, of Bedford, Pa. Miss Winn was presented with a beautiful glass set by the office force and the best wishes of all are extended to the bride and groom.

W. E. Matthews, secretary to district master mechanic, has been promoted to shop clerk at Connellsville, Pa. Congratulations, "Matt!"

E. A. Greaves, formerly of Cumberland, has taken the position left vacant by Mr. Matthews. He seems to like Glenwood, especially the girls in the office.

Dan Cupid has claimed another victim in the person of Jos. Hannaway, machinist in the Back Shop. Congratulations, "Joe!"

Margaret U. Cunningham, Yard Master's Office has joined the Superintendent of Shops force in the position of bill writer. We all wish you success in your new position Margaret.

Nellie Sliger, Connellsville, has accepted the position of chief bill clerk at Glenwood.

We all miss the smiling face of Elizabeth Passmore, who has taken a position as stenographer in the Freight Agent's Office. Good luck, "Beth!"

### Monongah Division

Correspondent, ANNA MARY UNKS

The "Boss" wants to know who locked Marie Deegan and Lelia Ware in the attic.

"Judy" Shroyer has started a hope chest—she bought a player piano.

We believe the reason for "Dick" Manning's overtime at the office to be this—his girl hasn't a telephone in her office—it's at home.

"Mike" Murray told me to give a big HELL-o to every one for him.

"Jack," the car distributor, is a lucky man. Ask him what he won.

Henry Bradford spent a few days in Baltimore. The girls back home are itching to find out what the attraction is down there.

Ask "Jim" McClung if he is guilty of telling any stories.

Graham Begley, division engineer's office, Grafton, W. Va., has been transferred to Wheeling, much to the regret of his friends. During his work here Mr. Begley showed both ability and ambition. We wish him success in his new position.

We extend our sympathy to A. N. Peters, whose mother died recently.

H. R. Wickham, ticket agent, Grafton, has been ill. We miss him and wish him a speedy recovery.

B. Skinner is rejoicing over the arrival of a bouncing baby boy.

Harry Fisher is the proud father of a baby girl.

### Charleston Division

Correspondent, C. W. DIXON  
Car Distributor

"Frank" in Sense

"Fulfill thy ministry."

"According as each hath received a gift."

"Worked great wonders."

Just three simple phrases from the Book of Books, but should each one of us take them to heart and "fulfill," or to use the word in another form, "fillful" our ministry in our various capacities according to the talent or gift given us, what wonders we could perform! I am just now thinking of the above in connection with the "STOP THAT LEAK" campaign, and also in connection with the movement to

increase CAR MILES; the former should evolve itself into a "NEVERLEAK" policy and CAR MILES would become as plentiful as German Marks. Are we big enough? Ask yourself!

See our "ad" in former issue of this MAGAZINE—applications received to date—  
Major Brooke.....76  
John Workmeister.....76  
H. A. Lynch.....76  
Victor Houghton.....1  
John Carpenter.....1  
"Si" Seymour.....76

Asked someone the other day if he had seen "Carolina in the Morning?" He said he had not, but that he had seen some of the girls from the Superintendent's Office out about that time. It has been reported that early morning walks aid in making one beautiful. Ask some of them.

What's become of Jones? Did you not know that he had been named assistant editor of YOUR MAGAZINE and is now located in Baltimore? I want all the readers



Charles C., son of Operator C. C. Smith,  
Grafton, W. Va.

to know that Mr. Jones has asked the correspondent to express his regrets to those of his friends whom he was unable to see personally before he left; also to remember him again to all his friends and to be sure and let them know that the "latch-string" will always be out for them at Halethorpe. That's where he hangs his hat when not at the office.

It was the good fortune of your correspondent to attend a meeting of the staff officers of the West Virginia District, which was held in the banquet hall of the Waldo Hotel at Clarksburg during the month of March. We had some excellent talks from our general manager, general superintendent and general superintendent transportation. The key note of all the talks, and in fact of all phases of railroad work, is that of Mr. Scheer when he stated that every man on the railroad could be worth FIVE CENTS MORE PER DAY than he is now worth. Mr. Curran laid special stress on the matter of increasing CAR MILES, while Mr. Scott dealt more particularly with matters pertaining to the West Virginia District.

Baltimore and Ohio officials and employees join in extending their heartfelt sympathy to M. J. Harrington, veteran supervisor, whose wife died April 11, after a short illness, following a stroke of apoplexy from which she never regained consciousness. Funeral services were held in St. Patrick's Catholic Church, Weston, after which her body was



## "There's One Man We're Going to Keep"

"Ed Wilson, there, is one of the most ambitious men in the plant. I notice that he never fools away his spare time. He studies his International Correspondence Schools course every chance he gets.

"It's been the making of him, too. He hasn't been here nearly so long as Tom Downey, who was laid off yesterday, but he knows ten times as much about this business.

"I'm going to give him Tom's job at a raise in salary. He's the kind of man we want around here."

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| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFIC MANAGER           |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
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| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
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| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

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taken to Parkersburg, and laid to rest on April 14. Mrs. Harrington's quiet and unassuming manner endeared her to all with whom she came in contact, and her death occasions much sorrow.

Answers to last month's "Puzzlers." (See March MAGAZINE.)

Mr. Brooke: The correspondent lied.

Mr. Severns: Not half of what I could have said.

Mr. Schide: Can't get near the office with the boat. Might get there too often with the Flivver.

Mr. Pickens: Can't answer because the question failed to specify the kind.



Miss Justus: Question out of order.

Miss Peg: What more can I do?

Mr. Kelly: Either way—It satisfies.

Miss Feagans: Oh I don't know.

Miss Tivey: Not very much, but I'm learning.

Mr. McOsker: Alright—Brig Young was more a father than I am, though.

Mr. Lynch: Why not ask the girls why they paint around their "window's".

Mr. Staples: The job don't matter, but I would like to be there.

Mr. Marsh: Unprintable.

Miss Hayden: I can't without recalling unpleasant memories.

Expressions of regret are heard all over the division on account of the sad accident to Brakeman F. O. Goodwin, who was killed while switching at Buckhannon on the night of April 12. His family has the sympathy of everyone.

On April 3, a Safety rally and entertainment under the auspices of our Y. M. C. A. and Shops, was held at Gassaway in the High School auditorium. The attendance was good; about five hundred employes, members of their families and friends being present. Mr. E. H. Goelz, secretary, Y. M. C. A. Gassaway, was chairman of the meeting, and he is to be commended for the successful manner in which the affair was conducted. Superintendent Trapnell was present and gave an excellent talk. Safety Agent Allison was on the program and talked on the subject of Safety. Following the meeting, a dance was held at a local hall in Gassaway, this being also well attended.

H. E. Brown, genial ticket agent at Weston, who entered suit against the County Court sometime back to have the Polk Creek Bridge made wider, has dismissed his suit. He, himself, is unable to state just why this unusual action was taken but claims his car will clear both sides of bridge nicely this Spring.

Conductor P. J. Condry spent a well deserved vacation at Hot Springs, Ark. We are glad to note that Mrs. J. P. Reid, wife of yard conductor, is improving after her recent illness.

Engineer W. B. Amos and Fireman B. T. Boyd, who have been ill for sometime, are again at work.

We often become confused by the concentrated gaze of Orville Crawford, clerk in Car Distributor's Office. He seems to have a spot located on the wall that is in direct line with his desk and a certain point

in "Old Virginia." We no longer wonder at the mysterious attractions the North Pole holds for the Magnet, nor the Flame for the Moth.

We are glad to see Miss Madeline Hayden at her desk in Superintendent's Office, after an absence of several days. She claims to have left the back door open, and in flew "Enza."

At the time of this writing, our superintendent is confined to his home account of an attack of influenza, having been absent from his office several days. We are hoping he will have a speedy recovery.

Sorry to learn of the death of Mrs. O. L. Matthew, wife of fireman. We extend our sympathy to him.

Engineer A. C. Whitecotton and family have returned after spending some time in Plant City, Florida.

Fireman J. N. McQueen and a young lady at Richwood, West Virginia, were recently married. Congratulations!

Brakeman M. A. Payne, who was injured in a derailment last June, is improving and expects to be at work within a month or two.

Brakeman E. B. McCord was recently operated on for appendicitis.

## Wheeling Division

Correspondent, MARIE SLATTERICK

Cupid has again been busy in our midst. This time the victim is H. L. Blackwell, dispatcher on the Short Line, who on February 14, was wedded to Miss Daisy DeMichele of Wheeling. Congratulations, "Blackie" and Mrs. "Blackie."

Our affable rodmen on the Engineering Corps have both been transferred; J. H. Lindsay to Connellsville and John Wise to Baltimore. While we wish them both the best of luck, doggone it, we'll surely miss 'em. Such is life in a big city like Wheeling!!

Talking about a big city, here's a good one: Anthony (Red) Heimiller, clerk in the Motive Power Department at Wheeling, escorted a young lady home from a dance the other evening. All through the evening he had been gathering up enough nerve to ask her permission to do so, for you see he "fell" for her strong. She certainly was a wonderful girl. But imagine his surprise when taking her home to discover she lived right next door to his abode!! So the joke is not so much on "Red" as it is on those who call Wheeling a small "town." When we don't even know our next door neighbors especially those of the opposite sex, you might even call such a city a metropolis!!

Leo Fordyce, yard clerk, Benwood Shop, possesses wonderful powers of description. On being asked to advise the size of coke dust in a car he was consigning, he said it was "big enough to get in your eye."

Another promotion is that of Carl Knoke, better known as "Gus" who has been promoted to Mr. Gill's office, Baltimore. Best wishes!

One whose face is familiar to us and whom we have missed for a long, long time, is with us again. It is none other than Miss Helen Havercamp, who was furloughed some time ago but is back at the Freight House at Wheeling. Helen is popular with all of us and we make haste to welcome her.

J. O. McBride, formerly of the Storeroom at Benwood, has accepted a position as shop material clerk in the Division Accountant's Office at Wheeling.

We regret to report the death of the mother of A. N. Peters, division operator.



Miss Elsie Manion

Mr. Peters was called to Virginia account of her illness and while he was there on April 5, the Angel of Death paid his visit. Our sincerest sympathies are extended.

Due to the illness of our correspondent at Benwood, J. L. Cusack, we have no notes for this issue from that quarter. John says he has a bad cold, but we think he got too much "fresh country air" when he and Bill Daugherty, Benwood Shop, visited friends at Glen Easton, W. Va., some time ago.

Accompanying is photograph of the late Henry Pflug, who died on March 10 at Benwood, after an illness of one year. Mr. Pflug was an employe of the Baltimore and Ohio Railroad Company at Benwood Shop, for over twenty-five years and for some time past has been on a pension. He was a private in the German armies in the Franco-Prussian War in 1871 and was one of three survivors of an entire company at the Battle of Gravelette, near Paris.

The accompanying picture is a good likeness of Miss Elsie Manion, stenographer in the Division Engineer's Office at Wheeling. Elsie's sunny disposition and willing manner has gained her many friends. She was formerly employed in the Division Storekeeper's Office at Benwood, W. Va., where she likewise gained many admirers.

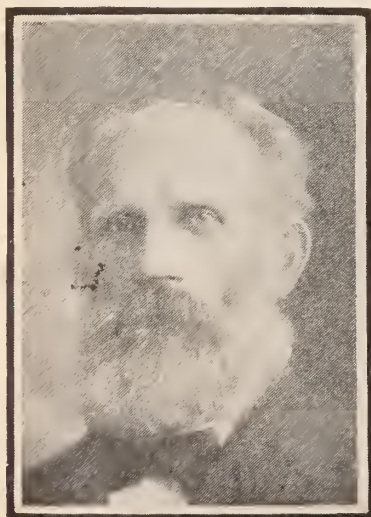
## Ohio River Sub-Division

Correspondent, CHARLOTTE MARLOWE

At the regular meeting of Sharon Lodge, I. O. O. F., held April 6, our accommodating time and tonnage clerk, T. J. Ball, was presented with a beautiful Veteran's pin, signifying 35 years membership and loyalty. The presentation was made by Past Grand Master William T. Stephenson, who said in part, "The night was never too dark or stormy, nor the way too rough, for Mr. Ball to visit the sick, or lend a helping hand." A beautiful tribute, and one well merited. We are proud of you, Tom.

Mr. and Mrs. F. B. Stocking have returned from Ogdensburg, N. Y., where they were called by the critical illness of the former's brother.

The accompanying photograph is of Conductor C. H. Murray and his Train Baggage Master A. E. Anderson, the handsome gentleman on the left. Con-



The late Henry Pflug



ductor Murray entered the service in 1892 as a brakeman, was promoted to conductor in 1900, having 31 years continuous service. Train Baggage Master Anderson rounded out 29 years continuous service on March 13. These two are pals, having worked together for twelve years on the accommodation between Parkersburg and Spencer, W. Va. Between trains they can be seen any day in Parkersburg strolling about the city arm in arm, as though they had'n't seen each other for years. Baggage Master Anderson proudly proclaims that he is the father of twelve children, while Conductor Murray confesses to three. Not a bad record any way you take it.

On May 1, the office employees of the Freight House, honored Miss "Margie" Lasure, whose marriage to Mr. Charles Matheney will occur on June 6. Miss Lasure was presented with a handsome gift from the employees, through Agent F. A. Carpenter, and gracefully voiced her thanks. A varied and delightful lunch was served as follows:

F. A. Carpenter—Sunkist Frog Fur.  
J. K. Cromley—King Tut's Adenoids, Calthead Sauce.

Charlotte Marlowe—Pickled Canary Hoofs.

F. B. Stocking—Alligator Eyelids, toasted.  
W. M. Duff—School Bonds Smothered with Belpre Sentiment.

MARGIE LASURE—DOVE'S COOS WITH QUARRELS ON THE SIDE.

Adam Loebig—Roast Leg of Owl, Hoot Gravy.

Gardner Duncan—Giraffe Neck with High Dumplings.

Jas. Durkin—Young Mouse Ears on Holy Smoke.

C. C. Phillips—Sharks' Ankles Parboiled in Near Beer.

Bud Beck—Rats' Breast en Casserole.

Mary Keenan—Young Duck's eyes in Crystal Springs Water.

T. J. Ball—Snakes Hips with Oyster Shells.

Donald Robertson—Mellon's Baby Food, Heated.

Walker Hamilton—Mules Ears Stuffed with Cowslips.

Jno. Maloney—Planked Fish Feet.

Grandpa Whittier—Young Goat's Milk on Icicles.

George McDiffitt—Snake Gizzards Scrambled with Lobster Brains.

Janice Thorn—Old Honey Comb Stuffed with Bees' Knees.

E. W. Miller—Cat's Knuckles Smothered with Insect Powder.

Virginia Tredway—Broiled young Tree Toad, Mashed Potatoes.

Bud Wiggins—Blackberry Briers with Chigger Freckles.

The stork has been gracious to Freight House employees, leaving a tiny girl at the home of Transfer Clerk and Mrs. H. L. Andrews, April 3, who has been named Rae Morrison Andrews, and a young

trucker at the home of Trucker and Mrs. C. F. Snider, on April 9, name Harry Virgil.

We congratulate the parents, and hope these two youngsters grow up to be worthy children of their illustrious forebears.

Death has invaded two of the homes of Freight House employees. After several months of suffering Mrs. Catherine Tredway age 72, grandmother of Miss Virginia Tredway, waybill clerk passed away at her home on Tenth Street, April 9. On April 15, Thomas B. Bush, father of E. H. Bush, loader, died at his home at Belpre. Our sympathies are extended to the bereaved families.

\* The Low Yard force looks a little different now. H. L. Hickman is calling in the High Yards, Steve Johnson is working the 8.00 a. m. yard turn, while "Dink" Burris is shifting them on the 11.00 p. m. turn. G. A. Barnett has been assigned to the scale office position and Jerry Hamilton will go to the High Yards.

J. J. Murphy who has been off duty with an injured arm, is improving.

"Everett True" Johnson, our benevolent yard master, has returned to duty after a few days absence caused by a sore foot.

It has been estimated that if all the language which "Coon-dog" and "Pete" threw at each other across the partition in the Caller's Office was printed in one book, it would make a big one.

If anyone knows where to find "Flip" after midnight, will he please communicate with the Caller's Office?

"Vic" Springer, better known as the "Railroad Romeo" or "Sheik of the Scales," is thinking of retiring from railroad work to become a gentleman farmer. 'Sno use, girls—he's married.

"Joe" Ross, our hard working air inspector, has at last admitted that there is too much work for one man, and is thinking of requesting an assistant. (That distant howl comes from Frank Taylor.)

If a certain well built gentleman in the Low Yards does not cease his purloining of newspapers, one of our younger set has voiced his intention of jarring him loose from the rest of his hair.

Following a custom which seems to be more or less of a necessity to every well-developed correspondent, we are giving a list of the

#### Things We Would Like To See

Swartz going after a man.  
Steve Radford or Brad Southworth taking a few days off.

"Dutch" Wiesheit talking.

"Winnie Taylor" ditto.

"Gus" McCarty smoking a pipe.

Bell or Barnett with a coal report that balanced.

"Joker" Joyce not worrying.

John Matheney on a passenger run.

Fireman Thompson with a grouch.

Swain over at the "Big Rock."

Geo. McDiffitt drinking grape juice.

Billy Duff without a telephone.

Chief Clerk Cromley with some pencils.

C. C. Phillips without a package of Red Horse.

C. M. Whittier reciting one of his famous poems.

Breathes there a man with pep so dead,  
Who never to himself has said,  
!!!!!!) (\*\*\*\*!!) C -! Pete McCabe!

Boost Car Miles!

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#### Western Lines

Office of General Manager

Correspondent, THOMAS J. MURPHY

Effective April 15, J. B. Carothers returns to the Ohio Division as Superintendent, succeeding A. A. Iams, transferred.

minently successful in various operating positions, Mr. Carothers carries to the division an assurance of retaining the high standard it has established on the Western Lines.

Walter K. Nee is a radio enthusiast but has not achieved all the results so ably set forth in the advertisements. As the set was purchased from a dealer who also handles Ford accessories, Walter is suspicious that some of his trouble may be due to a substitution of parts.

If the salesmen knew their stuff the assertion is ventured that H. A. Iuler knows more about the different makes of automobiles than anyone else in the building. It is rumored that a co-worker, accused of owning a cheap machine, tipped off Henry as a prospective purchaser to every vendor of machines in the city. Finally, in desperation, Henry had to buy in order to shake them off.

Our attention has been called to the blissful look that adorns the fair features of one of our female clerks, particularly on Monday and Thursday mornings. If the correspondent were a female it might be possible to secure the rest of the story.

With an attendance taxing the capacity of the hall, the Cincinnati Veterans' Association held their quarterly meeting at the Grand Hotel, April 12. After the transaction of routine business and report by Delegate H. S. Howden, the meeting was enjoyably entertained by an address from Chief of Welfare W. W. Wood. The keen interest displayed in the workings of the organization indicates that it will only be a short time until monthly meetings will be a necessity.

The R. N. Begien Branch, Ladies' Auxiliary, continues to thrive and bids fair to outrank in numbers the male organization.



Conductor Murray and Paggageman Anderson



### Office of Superintendent of Transportation

G. F. Kriedler, the latest addition to our stenographic force, comes with the highest recommendations from our Tariff Department. His entry to our ranks is made possible by the resignation of Robert P. Burns, who retires from railroad life to engage in the coal business.

A recent photograph of Marvin Wilhelm, son of Chief Car Distributor G. M. Wilhelm, is reproduced in this issue. That he is the pride and joy of his "Dad" is putting it mildly. As is the case with every proud father, George keeps the office, and particularly the chief clerk, posted on the "boy's" progress. If Marvin displays the same energy and ability as his father a successful future is predicted.

This office has some stars of a peculiar type—they shine when it rains—extra umbrellas held at office to escort young ladies to lunch or home makes them shine with the fair sex.

It is said on good authority that Margaret Von Blon, whose picture appears in this issue, has already shown signs of marked histrionic ability. "Peggy" is the daughter of Chief Statistician Oscar H. Von Blon and is just as proud of her "Dad" as he is of his talented daughter.

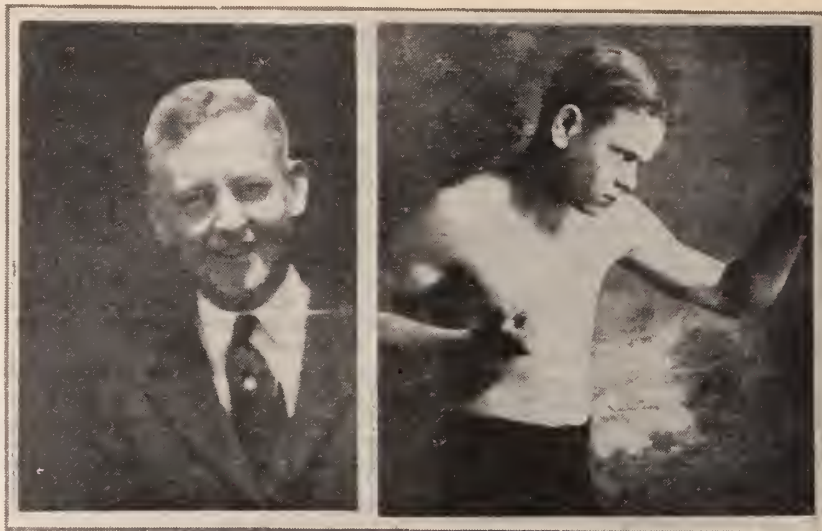
The correspondent feels aggrieved that the conspirators who wrote the article accompanying his picture in the April issue did not take him into their confidence; he would have been glad to have put them next to a lot of good things they might have said and didn't. If the editor ever decides to restrict the entire MAGAZINE to one article said correspondent will mention a few of the best of his good points. (Just name the time, Mr. Murphy—we would enjoy a month's vacation! Ed.)

### Office of General Superintendent

The reason Gertrude Wehage was not elected as the second "Good Will" representative was because all those voting did not have the pleasure of her acquaintance.

### Office of Superintendent Motive Power

Chief Clerk H. E. Duncan, in his long service, has accumulated a host of friends



Freight Representative Chester C. Troy (left) and Messenger Irvin G. Marz, Cincinnati Terminals

among his co-workers. The few changes occurring in his office force attest his fair dealing and the respondent loyalty of satisfied employees. The universal verdict is that Harry is a prince.

By showing the boys how to shoot pool, Dewey Smoot manages to pick up his lunch money and enough on the side for cigarettes and candy. As some of the pupils show no aptitude Dewey seems to gave a pretty good thing of it.

### Telephone Exchange

Occasional dealings with other private branch exchanges supply any proof that may be needed to defend the boast that the Baltimore and Ohio conducts the most efficient and courteous exchange of any in the city. The untiring efforts of "Tiny" and her crew to satisfy the public as well as the employees, and the pleasant manner in which it is done, deserve the highest commendation.

### Office of Engineer Maintenance of Way

Cost Accountant W. J. Spaul, submits the following biography of Frank A. Sinnott,

assistant chief clerk, who, on April 1, resigned to accept an executive position with the Kroger Grocery & Baking Co., Cincinnati. Mr. Sinnott was born in 1883, and spent the first twenty-two years of his life on a farm. On Nov. 6, 1905, when "farm life became too quiet and simple" he sought other fields of endeavor and entered service of the Baltimore and Ohio as a laborer in Shops yard; within a few weeks he was promoted to machinist helper, which position he retained for nearly a year.

Feeling the need of a commercial education, he resigned and entered business college; after mastering stenography he re-entered Baltimore and Ohio service as stenographer in the Stores Department and within a year was transferred to the Office of Division Engineer; in 1908 he was transferred to the office of Chief Engineer at Cincinnati and within a year was promoted to secretary to Mr. Stimson, which position he retained under H. B. Dick; in 1913 he was advanced to assistant chief clerk and when the reorganization took place in July of that year he was appointed chief clerk. In a further reorganization in 1918 he was transferred to Cleveland as chief clerk to district engineer Maintenance of Way of the Northwest District; when this office was discontinued he returned to Cincinnati as chief accountant in the Office of the Chief Engineer, and was later appointed assistant chief clerk which position he retained until his resignation.

Frank, as he was affectionately known to all of his associates, was a tireless worker; always good natured, ready at all times to lend his assistance to any one, loyal to the Baltimore and Ohio and to his friends.

As a token of esteem his fellow employees presented him with a handsome walrus brief case, the presentation speech being made by John J. Kolker, who conveyed the best wishes of his friends and associates. While we regret to lose Frank, we rejoice in his selection for such an important position as that he is just entering. Mr. Sinnott has a charming family, consisting of a wife and two daughters. Good luck to you, Frank!

Incident to the resignation of F. A. Sinnott promotions of C. O. Medert, E. C. Yokum and F. G. Dickman to the positions of assistant chief clerk, accountant and File clerk, have been announced.



PRIDES OF THE RAILROAD AT CINCINNATI

Margaret, daughter of O. H. Von Blou, chief statistician

Marvin, son of Chief Car Distributor G. M. Wilhelm

**Western Lines Ahead!  
Keep Cars Moving!**



### Freight Traffic Department Southwest Region Cincinnati

Correspondent, E. H. GARDNER

The following stenographers have resigned their positions recently:

William B. Jones, District Freight Office, to accept similar employment in General Superintendent Mitchell's Office.

Edward A. Knauber, Freight Tariff Bureau, to go to the Big Four.

Giles F. Kridler, Freight Tariff Bureau, to accept similar position in Superintendent Transportation Brooke's Office.

F. U. Schwarte, District Freight Office.

Charles Iler, General Freight Office, to accept position of associate editor of a Sunday School Magazine.

Best wishes for the success of these former employes!

J. W. Rieger and C. W. Miller, are new employes in the District Freight Office and Freight Tariff Bureau, respectively.

#### Congratulations

Born to Mr. and Mrs. C. C. Troy, a girl.

Born to Mr. and Mrs. C. H. Ashar, a boy.

Born to Mr. and Mrs. D. W. Wayman, a boy.

The boys still have it on the girls about three to one in the race-perpetuating contest.

"Cliff" Brenner has been promoted to succeed Charles Iler as stenographer, General Freight Office.

Ash Tullis had a big day on April 1—a combination of wedding anniversary, birthday anniversary, Easter and All-Fools day.

**LEST WE FORGET—STOP THAT LEAK!!** (And make the stop, PERMANENT, too!)

Have you, Walt and Tommy?

An old friend and ex-fellow-employee, Arthur Perry, brother of the famous George, called to see us the other day. Arthur resigned recently at the end of a six-months' leave of absence on account of ill health, but reports he has now fully regained his health, which will be good news to everyone of his acquaintances and friends.

#### The Moon Shines Bright

Charley Terhune does not use Hair Groom on his hair. Do you know why?

Here are two photos, one being that of Chester C. Troy, freight representative, District Freight Office, the other that of Irvin G. Marz, messenger, Freight Tariff Bureau. "Ches" is a "go-gettem" solicitor, always on the job, and makes friends where he goes. The photo of Irvin Marz, who boxes quite regularly at the exhibitions put on by the soldiers at Fort Thomas, shows him in his fighting pose. "Irv." is some mauler, has an imposing string of



## Hotel Sheridan-Plaza

CHICAGO

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MOST FAVORED HOTEL

For greater comfort on your next visit to Chicago, stop at the beautiful new Hotel Sheridan-Plaza. Eighteen minutes from downtown; elevated express and surface lines; motor busses to and from downtown, through Lincoln Park, stop at the door. Music and dancing.

500 Rooms, Each with  
Private Bath.

Exceptional garage accommodations.

victories to his credit, and claims the bantamweight championship of the entire Baltimore and Ohio System. Any disputants?

"Ed" Henken, former chief clerk, District Freight Office, was here recently and imparted the information that he has accepted a position as chief clerk to the general agent of the M. K. & T. here. "Ed" says he is glad to get back into the railroad game after having been out of it for two years.

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

Mr. Galloway's Ivorydale shops are showing some speed these days. Their record for March is one than can be shown proudly to all concerned. Seventeen engines, including five class 2 repairs, were turned out for March. A record with which no shop can compare on Western Lines. All records were smashed when Engine 2915 was placed in shop on March 7 and made mileage on March 10; this engine received class 4 repairs, all flues, tires turned, new shoes and wedges, etc. Some speed! Due credit is given A. E. McMillan, master mechanic, E. T. Haas, superintendent shops, F. E. Liebetau, general foreman and J. R. Zureick, general boiler freman and their assistants for the efficient handling of the above number of engines.

The accompanying photograph is of Joseph Casserly, recently promoted to erecting shop foreman. Mr. Casserly has been in the employe of the Baltimore and Ohio at Ivorydale shops for several years and for efficiency in handling his work, has earned this promotion. Mr. Casserly was one of the foremen who was instrumental in breaking Ivorydale's out-put record for the month of March. "More power to you, 'Joe!'"

We also present photograph of Machine Shop Foreman George Donnelly, Erecting Shop Foreman N. Green and newly promoted Erecting Foreman Joseph Casserly. When these three men get together, real team work is the result.

A third photograph is that of Machinist and Electric Welder D. Scully and R. Haggerty; in the center is their assistant J. Weisenberger, Ivorydale shops.

The wife of Electrician Foreman A. R. Buchner presented him with a baby girl and he is all smiles and was so happy he forgot all about passing the cigars.

Ivorydale shop employes extend their sympathy to J. McKenna, machinist, who recently lost his father, H. McKenna, who was employed at Ivorydale for several years. Also to the family of Thomas Doran, painter, who died suddenly.



OLD EMPLOYEES AT CINCINNATI—IN SOME NEW JOBS  
Left to right: Erecting Foreman Joseph Casserly, Machine Foreman George Donnelly, Erecting Shop Foreman N. Green, Erecting Foreman Joseph Casserly, Machinist D. Scully, Assistant J. Weisenberger and Welder R. Haggerty

Please mention our magazine when writing advertisers



Spring has come. But, instead of the thoughts of the young men at Ivorydale turning lightly to love, their thoughts are concentrated on Ford and Chevrolet coupes and sedans.

One of our young machinists, A. Budde, has decided to set forth on the sea of matrimony. We hope that he will escape all the rocks and rough places and that he and his wife will spend many happy years together.

We also welcome E. F. Bucher, newly appointed blacksmith foreman at Ivorydale.

We understand that a certain young lady at Northside is sporting a sparkler on her left hand. We will hear the "gimme, let me have, have you got," for some time to come, eh, Everly.

#### Pullmanitis

By H. H. Supt's Office

Forth we fare quite bright and gay,  
To St. Louis, far away,  
Board the train, we, one and all,  
Then into a scrape do fall.

Lowers had we, eight, nine, ten,  
But who could then foresee that when,  
Down the aisle we came with vim,  
Our glad spirits would soon be dim.

For in Number seven, lo,  
Is a lady full of woe,  
Or should we just call it wrath,  
Or bad temper which she hath?

For when the young ladies gay,  
Down the aisle trip our light way,  
This old Miss in number seven,  
Forthwith wished us all in heaven.

So into our berths we sneak,  
But now and then look out and peek;  
And though noise we must not make,  
Glimpses of our pals we take.

Homeward, tired, now we start,  
All of us with a heavy heart,  
For though on this morn we're glad,  
Now we feel a little sad.

Lowers have we, one, two and three,  
And no old girl do we see,  
But our conductor, (it is sad)  
"Pulled a bone" that make us mad.

For to a man, why, he did sell,  
One of these berths, which one we'll tell,  
It was, indeed, our number two,  
And 'foresaid man was vamped by Sue.

So to another car he did take,  
Himself, and in his wake,  
Did leave a maiden filled with dreams,  
Of him. Or so to us, it seems.

Now home are we again, O, dear!  
We're late for work, we sure do fear,  
Down goes our breakfast quick as wink,  
Back to the office do we slink.

Open our desks, begin our work,  
Which never we've been known to shirk,  
And while this story we do tell,  
Our thoughts on St. Louis do dwell.

#### The "Railroad Game"

By J. F. Auberger

Let me give you my "slant" on the "Railroad Game."

It has proved to many the road to fame,  
The training you get, if taken to mind,  
Will help you accomplish the tasks that  
you find.

You cannot deny if you give it your best  
That it certainly gives to a man a real test;  
So why "pass the buck" when there's so  
much to gain

In making your way in the "Railroad Game?"

The game is like building a monstrous wheel,  
One spoke is just you. So please try to feel,  
The need of your work, so give it attention

To keep the whole wheel in good running condition.

Remember you're one of the spokes in this wheel

Do not slight your work in order to steal,  
A few moments time for your pleasures and fun.

If all should do this, how could the wheel run?

Combining our efforts, our whole aggregation,

Will make of our road the BEST one in the nation,

And when your time comes to give up your tasks,

You can say "It's my WHEEL," regardless who asks.

Car Record Clerk Mabel Schatz, is confined to her home, account of illness. She is, however, improving, and we hope will soon be able to be with us again.

Miss Lorraine McNally was transferred from Local Car Record Office to Superintendent's Office temporarily, account Miss Helene Herron on leave. Glad to have you with us, Lorraine.



#### OUR AKRON CORRESPONDENT SENDS US—

1. An old wood burner still in commission at Gainesville, Florida. 2. William, Junior, the 17 months son of Operator and Mrs. William R. Haney. 3. Curtis Milton and Dorothy Lou, children of Train Dispatcher and Mrs. G. H. Sarff. 4. Only one second difference between the three: left to right, Watch Examiner J. B. Lentsch, Engineer "Bill" Bingham and Trainmaster C. P. Angell



Robert J. Jennings, car distributor, was presented with a bouncing baby boy on April 2. His name is Thomas, after his "Uncle Tom" and he weighed 12 pounds. Everything is lovely.

We extend to Assistant Train Master J. P. Fallon our deepest sympathy on the death of his son, James.

## Akron Division

Correspondent, J. A. JACKSON

Don't forget that the "STOP THAT LEAK CAMPAIGN" is still on in full blast, and will continue every day in 1923. Have YOU done anything yet to plug up a leak in your department?

There was much rejoicing on the Akron Division, when announcement was made of the promotion of Superintendent D. F. Stevens to be General Superintendent, Northwest District on April 15. During his four years of service as superintendent of the old New Castle, and later the Consolidated Akron Division, Mr. Stevens has endeared himself to every employe under his jurisdiction, and won co-operation in all departments.

The good wishes of our seven thousand employes go with him to his new post.

R. B. Mann, formerly superintendent, Toledo Division, succeeds D. F. Stevens as superintendent, Akron Division. Mr. Mann is not a stranger to our employes, as he is personally known to many of the staff officers, and they, with the employes, wish him good luck, good health and success in his new duties.

Car Distributor George Miles and wife are rejoicing over the arrival of a son who has been named Richard George. Real "El Versos" were passed out in honor of the new arrival.

George R. Coon, chief clerk to master mechanic, has taken up his new duties as work checker at Lorain, Ohio, and is succeeded by Thomas Wagoner as chief clerk. Our best wishes go with them in their new positions.

"Tommy" Williams, clerk in Division Accountant's Office, has at last realized the ambition of his young life. He saw his first "Big League" base ball game. He went to Cleveland recently and saw the TIGERS getting mauled by the INDIANS. He took his old side kick "Jimmie" Geddis along with him, and "Jimmie" tells us he did not see much of the game, as "Tommy" kept him busy asking questions, and wondering when the real Tigers and Indians would show up. There were lots of real Indians but no TIGERS.

Relief Agent, A. F. Alexander has completely recovered from a severe illness, which confined him to his bed for four weeks. His many friends are glad to see his smiling face again.

Miss Bertha Hall has accepted the position of stenographer in the Master Mechanic's Office, and is getting along well in her new position. The nice part of it is, she buys our favorite eandy.

### Our Pictures

The accompanying picture shows from left to right, J. B. Lentsch, watch examiner, Akron, Ohio., Engineer "Bill" Bingham and Trainmaster C. P. Angell, comparing their TICKERS on the arrival of Train No. 16 at Akron, recently. There was one second difference in their watches, which shows that the time pieces on the Akron Division are well taken care of.

William Russell, Jr., age 17 months, son of Operator and Mrs. William R. Haney, Akron, Ohio, smiles a welcome from his nearby picture.

Curtis Milton, age 4, and Dorothy Lou, age 2, who make the home of Train Dispatcher G. H. (Judd) Sarff happy in Akron, O., are seen in the accompanying "snap."

The accompanying picture shows an old time wood burner locomotive at Gainesville, Florida, which is still doing duty on the J. & T. R. R. Engineer F. H. Willard, our division, is seen standing alongside. Picture was taken while he was visiting in Florida recently. The train and engine crew consisted of a white engineer and conductor, while the fireman and two brakemen were colored men. Engineer Willard enjoyed the visit to the sunny clime much, and has returned to his duties again.

## Lorain, Ohio

Stores Department, Time Clerk H. B. Mackey has taken up permanent quarters in the Division Accountant's Office as motive power timekeeper. Sorry to see you leave, Harry.

The Stores Department at Lorain are not quite as efficient in their work here of late. They used to own a victrola but Storekeeper Rothgery was ordered to ship it to Mt. Clare. Now "Tony" and "Thelma" cannot keep time with the music and they run out of "pep" before the day is over.

We now have a new general round house foreman. General Foreman J. A. Subjeck has entered the grocery business in Lorain and has left the service of the Company. K. E. Floeter, Willard, Ohio, has been appointed as his successor. Welcome, Mr. Floeter.

Everything is lined up at Lorain for the Lake season. General Yard Master McDermott has his crews lined up and Dock Foreman Tayler has his men ready to make a great drive for supremacy and leadership in number of cars dumped on the Great Lakes.

Crew Dispatcher P. Virtue is going to purchase a new Willys-Knight car. Some class to Paul. Girls, he is single and good looking.

Miss Anna Bohoric, formerly of the Agent's Office is at the present stenographer, Car Department, reporting to car Foreman Hott. Glad to see you back, Anna.

The Yard Department is again on duty. Chief Clerk Wallace has returned from Philadelphia where he spent a week and Stenographer Miss B. Lechner has returned from a visit to Chicago. Both report having had a good time.

## Youngstown, Ohio

Correspondent, PEARL C. SCHMUTZ

The Ladies Auxiliary of the Akron Division held a card party in the Baltimore and Ohio Freight Office, on March 10, having as their guests the members of the Veterans Employes Association. There was a large attendance as the Veterans know what kind of a time they can expect when the ladies entertain. Refreshments were served and every one had a delightful time.

All Veterans' wives who are not members of the Auxiliary should at once enroll as the present organization is composed of ladies who are putting the right spirit into the order and have made a purely social organization of it. By their entertainments they are getting better acquainted and their meetings are looked forward to with pleasure. Mail or hand your name to Mrs.

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devoting full time can make \$6 to \$9 a day. Big money for spare time. Largest concern of its kind in the world. Over two million dollars' worth of orders taken last year by our Representatives for Zanol Pure Food Products, Toilet Preparations, Soaps, Laundry and Cleaning Specialties and Household Supplies. Every article guaranteed. Write for Sample Outfit and Money Making Proposition.

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M. Dempsey, president, 331 W. Delason Ave., Youngstown, O., or Mrs. George Kitchen, secretary, 417 E. South Street, Akron, O.

Claim Clerk, E. E. Hart, has returned from Marietta, Ohio., where he was called account of illness and death of his brother.

Chief Delivery Clerk E. Bricker, has returned after three months leave of absence, account of sickness.

Terminal Train Master R. E. Pyle, Youngstown, O., has been granted a three months furlough, account of sickness. He is now enjoying a visit with his brother in Iowa. J. C. Kline is acting terminal train master during Mr. Pyle's absence.

A. R. E. Club, composed of girls from the Local Freight Office and Haselton Yard, were entertained at the home of Mildred Konker, April 9. As usual Mildred proved to be a good hostess.

Regular meeting of the Veterans Association was held in the Division Accountant's Office, Hermes Building, Akron, O., on Sunday, April 8. About thirty brothers turned out and they had a very enthusiastic meeting. The membership at present is 423 and they are endeavoring to increase the number to 500. All Veterans should appoint themselves committees of one to get new members. The membership dues are \$1.00 per year. Either hand your dues to your nearest agent or send direct to Secretary-Treasurer, J. K. Jolly, 113 St. Louis Ave., Youngstown, Ohio.

General Yard Master, C. D. Updegraff, Haselton, is organizing a baseball team for Youngstown. A dance was given by the Club on Friday, April 20, at the Ohio Hotel. Miss Viola Walker and Margaret Hodge of the local freight office have been appointed aides.

## New Castle

Correspondent, AGNES BARNES

**Baltimore and Ohio Defeats Pennsylvania and Wins City League Championship**

The Baltimore and Ohio Basketball Team of New Castle won the championship of the City League on April 2, on the Y. M. C. A. floor, by defeating the Pennsylvania Railroad team and winning the Silver Loving Cup, in a game that was featured by the sensational field goal shooting of the "champeens," especially in the first half, when thirteen goals were dropped through the hoops.

The guarding of the "Bandos" was a stone wall to the Pennsy Quintet. Only four field goals were eaged during forty minutes of play by Coen's Basketeers.

Andrews and Suber were the stars for the Bandos, the former eaging 6 and the latter 5. It was the field goal shooting of these players that brought VICTORY to the Bandos, 38 to 25. Colalucia, Dennison and Coen were the best players for the losers.



## Summary of the Game:

BANDOS	PENN R. R.
Burnett	F Colaluca
Andrew	F Stritmater
Suber	C Coen (Captain)
Buckingham (Captain)	G Pence
Weiss	G Dennison

Subs: Jerry for Coen. Coen for Pence.  
Field goals: Andrews 6, Suber 5, Burnett 1, Weiss 2, Buckingham 1, Colacula 1, Stritmater 1, Pence 1, Jerry 1.

Fouls: Buckingham 8 out of 19, Coen 17 out of 25.

Referee: Ziggy Kahn, Pittsburgh.

Timer: Horner, Yale.

Scorer: Hartman, N. C. H. S.

Yardmaster O. L. Murphy passed out cigars on April 3, in honor of an 8 pound boy, who has been named Paul Louis.

Murphy is also the proud possessor of a "Buick Four Sedan" and has had the young son out enjoying himself already.

Terminal Train Master Yeager has returned to duty after a month's vacation account of illness.

Cecil R. Gordon, former clerk in Agent Viehdorfer's office at Girard, has accepted position of chief clerk to terminal train master, vice Henry A. Huckaba, who has joined the ranks of the American Railway Association.

Miss Julia V. Quinn has accepted position as secretary to Train Master Dorsey and Road Foreman of Engines Sample, vice Ralph Mc Williams, who is now with the Grasselli Chemical Company, Hillsville. Miss Agnes L. Barnes has returned from Chicago to take position vacated by Miss Quinn. Miss Barnes held the position she is now occupying two years ago, when she resigned to go to Chicago.

Yard Master Harry L. Evans has been promoted to day general yard master, and Ray S. Muder to night general yard master. Harry had quite a time for the first few days, not being able to see in daylight as he would send the crews in for "supper" every few minutes.

Interchange Clerk Frank Stevenson, is now running Jitney service (Ford Sedan) between New Castle and New Castle Junction, and Yardmaster Jimmie Kane is trying to see how soon he can ruin his brand new "Chevy Coupe" by fast driving.

Daily at 12.05 p. m., the bell on the 'phone 1674 sounds very faintly for our car tracer and then the hard look turns into one of smiles. What are the prospects, John? (Ring on, little wedding bells.)

## Massillon, Ohio

Correspondent, W. E. BRUGH, Brakeman

The air car made its annual trip to Massillon recently, and many of our employes were given some pointers in the art of handling air. Needless to say, some of them did not need many pointers, while others found out that they did not know much about it.

Clerk to Train Master and Mrs. Jesse Lewis spent two weeks at their former home, near Winchester, Va.

Improvements are being made on the track on the C. L. & W. New rail is being laid and gravel ballast is being unloaded, making a good road bed for the heavy coal trains.

We are a little late in reporting that Conductor John W. Veitch has been a victim of "Cupid's arrow." A young lady from Canton, Ohio, was the bride. They are making their home in Massillon. Congratulations, John!

Brakeman W. E. Brugh has returned to work, after being confined to his home for two weeks, with a sprained ankle. "Watch your step, 'Bill.'"

Engineer "Little Dutch" Himmel, made his first trip as a passenger engineer recently, running the second engine on No. 48, from Massillon to Cleveland. Money couldn't buy "Herbie" that morning.

Agent W. P. Burrell, Freeport, has returned to duty after being off for several weeks.

## Newark Division

Correspondent, B. A. OATMAN

## Newark, Ohio Station

Assistant Foundry Foreman J. H. Fuller, Newark, is the proud possessor of a copy of time table No. 11 of the Baltimore and Ohio Railroad, issued May 25, 1873. This is a canvass covered book showing the usual time of all trains on the Main Stem and Parkersburg Branch and also carries instructions on Safety in handling trains; the instructions over the name of Thomas R. Sharp, Master of Transportation.

IDLE CARS BRING IN NO REVENUE  
—KEEP THEM MOVING

PER DIEM CHARGES ACCUMULATE  
ON FOREIGN EQUIPMENT

WHILE ON OUR LINE—RELEASE  
FOREIGN CARS PROMPTLY

LET'S ALL JOIN IN HELPING INCREASE OUR CAR MILES PER DAY. WE CAN MAKE IT 40 PER DAY IF WE TRY.

WHAT SUGGESTIONS HAVE YOU TO OFFER IN CONNECTION WITH THE—STOP THAT LEAK CAMPAIGN—LET'S HAVE THEM, OTHERS MAY BE ABLE TO MAKE GOOD USE OF THEM.

Thomas Walters, well known conductor, passed away on April 12, after a lingering illness. Mr. Walters has been employed by the Baltimore and Ohio for thirty-two years, most of that period being spent in the service as a freight conductor. We extend to the widow, brothers and sisters, our sympathy.

The electing of a second candidate to accompany Miss Spengler to France created some excitement on our division because of the fact that we had Miss Eva Winters as our candidate in the field of 49. It was natural for the division to stand by its candidate, which they did nobly.

Miss. Winters received an overwhelming majority; no other candidate had any chance on the division.

Konrad Klaus, born April 12, 1864 passed away March 31, after an illness of several months. Mr. Klaus entered the service of the Baltimore and Ohio March 29, 1887 as helper; was made passenger car inspector on January 13, 1908, and held that position until a few months before his death. He was a reliable man, well liked by all who came in contact with him daily around the passenger station at Newark, and he will be missed by his fellow workmen as well as a host of freinds. We extend to those who survive, our heartfelt sympathy.

David Laughery, passenger engineer, retired, who has been on the pension since May 15, 1917, passed away April 1. Mr. Laughery entered the service at Sonora, Ohio, as section hand on July 6, 1869, was made locomotive fireman on December 23, 1873, and promoted to locomotive engineer in November 1875. Brother Laughery was a familiar figure among locomotive engineers both at Newark and at Benwood, as he was assigned to passenger turn between these stations. We extend our sympathy to his survivors.

The accompanying photograph is of Miss Shirley Dawn Folger, age 1 year grand daughter of Andy Witz steam crane engineer, Newark Ohio. Andy thinks a



HOMEMAKERS ON THE NEWARK DIVISION

Loudine, Sheldon and Dorothy, children of Car Inspector W. H. Bayse, Columbus, Ohio

Sarah and Katie Parker

Shirley Dawn Folger, age one year, granddaughter of Engineer Andy Witz



great deal of his grand daughter, who in turn loves to be carried around by Grandpa Witz.

### Accounting Department

Correspondent R. T. GEORGE

Tommie Faulds, Maintenance of Way Department has returned to work after a three weeks illness.

Charley Budd, the smiling secretary to division accountant, recently sent his beloved wife to Cincinnati. After Mrs. Budd had been gone for a week, Charley weakened, and packing his grip with 10 packages of "Honeymoon" tobacco, took the first train to Cincinnati. Don't know why Charley took the "Honeymoon" tobacco, unless he has forgotten just how long he has been married. Chief Clerk Rupp seems to have more endurance, as he has been batching for three weeks, and says that he still enjoys his own cooking.

"Jack Lloyd," or as he is better known, John Hiskey, has returned after being away two months account of illness. John spent most of his time in Chicago, taking in the sights, which, in all probability, were too much for him, as he is now wearing a pair of Harold Lloyd glasses.

Division Accountant, James Johnston, is becoming particular whom he associates with, as a few days ago, we noticed that he and Division Engineer Carver had a confidential conversation in low tone. Maybe it's because Jim has the long sought for private office!

Through an unavoidable oversight we forgot to mention the fact that Bernard Wells is the proud daddy of a baby girl, who now boasts the age of about 2 months. It keeps the boys busy smoking cigars on the proud daddies, but we are still hoping for more smokes.

Clarence Marple has been transferred from the Wheeling offices to the Motive Power Department at Newark. He seems to know something of bowling (?).

The employees of the entire division, as well as the citizens of Newark, are proud of the new coaches of the fifty two hundred series that have been sent here for passenger service. Quite an account of them was printed in the daily papers recently.

Although we regret that the Newark Division candidate, Miss Eva Winters, was not the winner of the proposed trip to France, we give our full support to the lucky winners, and wish them "bon voyage".

### Columbus, Ohio

Correspondent, R. KENNETT

Assistant Correspondent, EDITH ROACH

Dispatcher H. S. Conley has resumed duty after being absent two weeks account of illness.

Yard Clerk McCormick has bid in a clerical job at the freight house. Sorry to see you leave us "Mac," but we wish you success in your new position.

Train Master Broughton and Agent Baldwin recently spent two days at Baltimore attending a special meeting.

Conductor H. Thomas surely has a Ford "4" with a kick in it. In trying to crank "Henry" Yard Clerk Wurdaek was kicked, breaking his arm. Wurdaek says Henry surely has some wallop.

With regret we announce the death of Miss Campbell, sister of Operator Charles Strope, who died at her home near Washington C. H. on March 10. Our sympathy is extended to the family.



PROFESSOR: Nobody ever heard of a sentence without a predicate.

RASTUS: I has, Perffessor.

PROFESSOR: What is it?

RASTUS: Thirty days.

Glad to see our old friend John Murphy, assistant yard master back on the job after being absent seven weeks account of illness.

Clerk Van Tilburg, freight house, is now with us filling temporary vacancy as yard clerk.

The Baltimore and Ohio Bowling team has closed its season finishing in third, place in the City Railroad League. Out of 84 games bowled our team won 50, finishing only six games from first place. It was quite a race.

Night Round House Foreman Jenkins tried to induce Night Yard Master Smith to enter the contest recently held by the Knickerbocker Theater. The prize was a \$10.00 pair of shoes for the person attending their show with the largest feet. Jenkins claims Smith would win the prize "in a walk."

We understand our employees are organizing a ball team for the season and are contemplating entering the City Railroad League, composed of railroad teams of the city. Any employee on the division who wishes to join the team can do so by getting in touch with H. C. Burton, clerk, round house, or P. V. Cook, car inspector.

Car Inspector, W. H. Bayse has a car for sale. He states that for a quick cash sale he will sell it for \$50.00, or on 12 months time at the rate of \$2.00 down and \$5.00 monthly payments.

Why is it our telephone line between the yard office and the H. V. exchange is so busy each day? Ask Yard Master Hukill, he knows. Bill says "that's what I like about her."

Had you noticed Brakeman "Puss" Rytenton's new boy scout hat. He resembles Major Hoople greatly.

Operator Floyd has bid in third trick at Outville, Operator Moos having taken the second trick.

Every man in the C.T. department can keep cars moving by putting his shoulder to the wheel—we can make 40 miles per car per day on the System if we will just determine to do so!

The increase in business has enabled two positions to be reinstated, collection clerk

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and stenographer. Haden McCormick, formerly yard clerk, received the position as collection clerk and Mr. Vantillburg, utility clerk, is temporary yard clerk. Tom Yeager, E. Columbus yard clerk, is temporary utility clerk. Walter Cartmell is temporary E. Columbus yard clerk.

Kenneth Romosier is our new stenographer and Ralph Gohlke takes the assistant ballot position through resignation of Howard McBee. Good luck to these boys who have joined the Baltimore and Ohio family.

Dad Mattox is back on the job after a short illness, we missed him, for he keeps us "shining."

The wife of William Davis, who has been ill some time, we are glad to report, is improving.

Mrs. "Tim" Payne entertained the sewing club at the April meeting, one of the main features being a demonstration of eating "lolly-pops" by Kathryn Jones and Marie Brink.

### Want To Know

When Edith and Mary are ever on time,  
When Fred uses his noodle,  
When Hazel is to be married,  
When it's Barleys turn to treat,  
When Tom is truthful,  
When Rufus quits talking,  
When Dike quits visiting,  
When Jessie is ever warm,  
When Bess is ever cold,  
When Uncle Al. ever smiles,  
When Glenn ever has enough sleep.

The Columbus Base-Ball Team is being made up of boys from the Freight House and Yard Office. We would like to have games with all the teams on the Newark Division.

Following are the names of the players: Boham (Steve); Amoline (Crooked Foot); Bachman (Jake); Burgoise (Joe); Burton (Shorty); Cook (Pete); Cashner (Cash); Cook (Fish); Mason (Frank); Radcliff (Bradley); Forder (Pipe); Kenneth (Russ) Manager; Kenny (Rufus); Romasier (Ken); Whalen (Fred); Yeager (Tom).

The accompanying picture is of Loudine, Sheldon and Dorothy; children of W. H. Basy, car inspector Columbus.

Sarah and Katie Parker, children of Brakeman T. J. Parker, are in the nearby group.

### Mansfield, Ohio

Correspondent, C. R. STONE

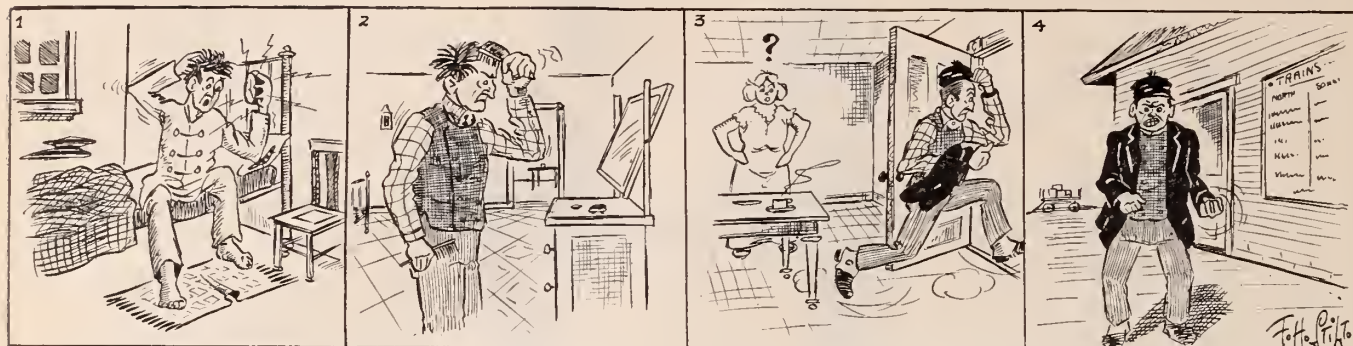
Harry Kale, our popular Freight House foreman, is having a time trying to get rid of the freight that seems to accumulate no matter how many cars he has loaded. Harry says he unloads and loads more freight than any one on the Newark Division.

H. F. Wyatt is having trouble getting us enough empties to supply the demands of the shippers. However he is doing wonderful work along this line and I am sure that all agents who are helped out are grateful.

There seems to be a run on cars to load at Alta, Ohio, and Spring Mills, Ohio, the commodities being hay, straw and lumber. We could send cars out there every day if



## DID IT EVER HAPPEN TO YOU?



"YOU OVERSLEEP YOURSELF—  
AND HAVE ABOUT FIFTEEN  
MINUTES TO BE UP AND GONE—"

AND YOU REALIZE YOU MUST  
SACRIFICE YOUR BREAKFAST  
IN ORDER TO CATCH TRAIN ———

THEN YOU GRAB YOUR HAT AND  
COAT, AND HAVEN'T EVEN TIME TO  
KISS FREIND WIFE GOOD-BYE--

AND YOU DO A "DAN O'LEARY" ALL THE  
WAY TO THE STATION, WHERE YOU  
LEARN THAT TRAIN IS ONE HOUR LATE."

we had them but they are still scarce and we are doing the best we can to supply every one. Maybe the time will come when we will have a reserve supply to fall back on, but at present the outlook is not very promising. Keep the cars moving, boys!

A. R. Bird is somewhat of a joker, the other day he came in and said the rain during the last few days had made the ground somewhat muddy along the tracks and if a car ever left the rails it would sink up to the light weight of the car. Now, we believe the car would sink in the mud a little way but as to sinking to the light weight, well, ask Bird.

George B. Turner, third trick conductor, says that the steel plant is growing larger. George says the amount of cars they handle out there is enough to make up a train without drawing on the yard for help. We are glad to report a nice business from the steel plant and trust that it will continue.

Charley Richards, second trick operator at North Siding tower, says if it ever quits raining he will take the car out for a spin.

George Sellers, ticket agent, Mansfield, reports that the passenger business is brisk as ever and that with the summer months coming, the excursions will soon be at hand and a material increase will be noticeable.

### Stop That Leak!

A good deal has been said pro and con regarding the Stop That Leak campaign. We suggest that in every office, clerks who have anything to do with the handling of envelopes and other office supplies be careful in using them in order to avoid waste, and wherever possible save paper, envelopes, pencils, etc. Waste is often caused by using good paper for figuring extensions and totaling reports, that could be handled on scrap paper. It seems to me that if every employe would handle his work as if he were part owner of the Railroad, millions of dollars could and would be saved each year. Let's put our shoulder to the wheel and strive to Stop The Leak whenever we have a chance to do so.

"Eddie" Fisher, yard check clerk is still on the job and says that whatever is needed to check cars he has it. We remind him of the time he checked a gondola loaded with apples for the Central Fruit Co. Of course it was an error but "Eddie" says it was a put up job. How about it, "Eddie?"

H. F. Wentz, train rider, Newark Division, has been ill with the old fashioned Grippe. Harry says it leaves you "all in" for several weeks. The writer can agree with him as he had it.

The Radio bugs at Mansfield are still listening in and getting all they can from the surrounding cities. The writer often wonders if the time will come when each office will have one installed and whenever the superintendent wants an order issued to various station along his division all he will have to do is to send out the call for that particular station and give instructions personally. However we are always glad to hear a good speaker and some nice music and we appreciate the opportunity to "listen in."

A. R. Bird, who has installed a radio in his home, says he could hear California if the "doggone" thing would not get so noisy. He says it sounds like an automobile accident sometimes.

Robert Kauffman, report clerk, has resigned his position with the Baltimore and Ohio and has taken up his new duties at the Mansfield Sheet and Tin Plate Co. We were sorry to see "Bob" go but wish him success in his new position.

S. P. Kennedy fills the position made vacant by the resignation of Mr. Kauffman. Mr. Kennedy is an old railroad man and is quite at home.

H. C. Deyarmon, a new tallyman at Mansfield freight house, is a good man on the job and is watching the inbound and outbound freight closely.

A. L. Hachten, new receiving clerk, is taking care of all inbound freight and is checking the unloading closely.

Owing to increasing business we have with us once again the Shasky Bros., one being a trucker and the other delivery clerk. They make things hum in the freight house.

### Marietta, Ohio

Correspondent, G. R. STEEN

J. E. Jackson, operator-agent, West Marietta, demonstrated to a few spectators the other day, what effect kindness has on dumb animals. Mr. Jackson was sitting in his office listening to the rattle and bang of the instruments when he heard an awful racket coming up the street, whereupon he rushed to the door and saw a runaway team. "J. E." ran out and held up his hand like a traffic cop and called out, "Whoa Boy," "Whoa Boy," just like he used to do on the farm, and the team stopped dead in their mad rush and was soon eating sugar from his hand. We think Mr. Jackson should be presented with a leather medal.

Our Report Clerk, J. M. Reed, can't quite decide whether to spend his vacation skiing in Alaska, fishing in Canada or the Cumberland Mountains, bear or deer hunt-

ing in Pennsylvania, Atlantic City or New York. Just rest easy, "J. M." Maggie will settle everything for you.

Boys! it has arrived—Rate Clerk Mellor's new Dodge. Be careful, Mellor, we don't want to see your name up before the Mayor. We are all looking forward to a ride whenever you are ready.

Jiggs told us this a. m., the following, "Boys you will see some wild party at my house the next time Maggie goes away." Take our advice, Maggie, and stay at home.

### Baltimore and Ohio Chicago Terminal

Correspondent, J. L. NICHOLS

We are pleased to note the return to duty of Night Operator J. C. Manion, in the Baltimore and Ohio telegraph office, after two weeks in the hospital.

The many friends of Boiler Foreman Clayton La Flare, Lincoln Street, will be pleased to learn of his recovery from a recent dangerous operation. New clothes are in order with Clayton, as the old ones will no longer contain him comfortably.

President Henry E. Hansen, Baltimore and Ohio Chicago Terminal Base Ball Club, announces the organization of the Baltimore and Ohio Chicago Terminal Welfare Association, which will be introduced through the medium of a Grand Ball to be given Friday evening, April 27. The success of the Association seems already assured, if a lively interest in the ball can be taken as an indication.

The host of friends of Assistant Train-Master Harry Anderson and his estimable wife will be pleased to learn that a ten pound son was born to them April 2. Close call, Eh Harry?

### Chicago Division

Correspondent, F. N. SHULTZ

Chief Dispatcher H. S. Carroll resumed duty, April 2 after a long siege of illness. Mr. Carroll is much improved in health and his many friends on the System wish him the best of luck.

Passenger Conductor M. W. Hollinger, who was taken ill on No. 9, was taken off the train at Garrett and rushed to the hospital, where an operation was immediately performed. Mr. Hollinger is somewhat improved but is still in a serious condition.

F. M. Galloway is temporarily acting as assistant roundhouse foreman in the Garrett Shops, in place of S. W. Sickler, who is visiting Iowa.



Assistant Night Roundhouse Foreman W. H. Witherspoon is ill and O. P. Miller is acting as foreman in his place.

The sudden death of Conductor David C. Criegier, April 7, at the Mayo Hospital, Rochester, Minn., was a shock to this community. Mr. Criegier had not been well for some months, but none of his friends thought he was in a serious condition. However, he decided to go to Mayo Brothers for an examination, and an operation was decided upon. He died suddenly the second day after the operation. Mr. Criegier had been a conductor on Chicago Division for the past 19 years. The remains will be brought to Garrett and it is understood will be buried at Bascom, Ohio, his former home.

James T. Young has been assigned to the position of telephone maintainer, Chicago Division, succeeding J. R. Mills, who has been transferred to the Akron Division in same capacity. Mr. Young's home is in Baltimore and he expects to bring his wife and baby to Garrett soon as he can find suitable accommodations.

Do you remember "way back when"—coke train specials were "Highball" runs on the division, and many a speed record was smashed with a 2000 compound engine and 40 cars of coke? We are forcefully reminded of these days now as we observe solid coke trains again moving over the Chicago Division. Judging by the time scheduled between Curtis Yard and Connelville, we will be called upon to make new records, which we can easily do.

B. G. Zimmerman, agent Bascom, Ohio, by quick action saved the Company some money at 2.00 a. m., April 12. The tile factory was destroyed by fire and, when aroused from sleep by the fire alarm, it occurred to Mr. Zimmerman that two Baltimore and Ohio cars were on the factory track. One had been unloaded and the other a load of coal, was to be unloaded that morning. Mr. Zimmerman hastened to the fire, secured a pinch bar and with the aid of some of those standing near, succeeded in moving the cars out of reach of the fire.

The cars would have been destroyed, or badly damaged, but for the prompt action of Agent Zimmerman.

## ATTENTION ! RAILROAD MEN INCLUDING ALL BALTIMORE AND OHIO EMPLOYES

DO YOU KNOW that we have the privilege of taking your orders for WATCHES, CHAINS AND CHARMS, on the payment plan?

Any of your purchases can be taken care of in this manner.

### HENN & HAYNES

BALTIMORE AND OHIO  
WATCH INSPECTORS

38 North Paint Street  
CHILLICOTHE, OHIO

## The Banner Restaurant

E. Main St. - CHILLICOTHE, O.  
THE RAILROAD MAN'S RESTAURANT  
• Good "Eats" our Specialty  
OPEN DAY AND NIGHT

### Ohio Division

Correspondent, A. E. ERICH  
Secretary to Superintendent

Day by day, week by week,  
You'll make the Baltimore and Ohio Better  
and Better,  
If you'll "STOP A LEAK."

Effective April 15, A. A. Iams, for the past year and a half Superintendent of our division, was promoted to Superintendent of the Toledo Division. It is with regret that we lose him, but we join his many friends in extending to him our heartiest congratulations and best wishes for his continued success.

## 25 Song Parodies 25c



Be a parlor entertainer. Make a hit with the crowd. 25 parodies including "Georgette," "Hot Lips," "The Sheik," "Three O'clock in the Morning," "Tomorrow," and all the big hits mailed on receipt of 25c in stamps—special get-acquainted price.

TRUMAN BROWN, 6263 Delmar, St. Louis, Mo.

As a token of esteem the members of Mr. Iams' staff, just before he left for his new territory, presented to him a solid walrus traveling bag and brief case, together with several cartons of his favorite smokes. Division Engineer Herth, made the presentation speech in his usual pleasing manner.

Mr. Iams was completely surprised and expressed his appreciation of the gifts, stating they could not have been more appropriate as he was just thinking of "stealing" a brief case. He also thanked all members of the staff for their cooperation while he has been Superintendent.

J. B. Carothers, assistant to General Manager R. N. Begien, has been appointed to succeed Mr. Iams, as superintendent of the Ohio Division. Mr. Carothers is well known on this division and we welcome him to our midst.

The stork has been making several visits to Chillicothe shops. Born to "Ed." Reeves, machinist, a son. To A. Gallaher, a son; Earl Drury, machinist, a daughter and "Tom" Hobensack, sheet metal worker, a daughter. Congratulations to all!

You are hereby authorized to call Miss Eva Eberle, stenographer, Superintendent's Office, "Aunt Eva," and she is proud of the title. On March 30, a son was born to Mr. and Mrs. Myron D. Sollars. Mrs. Sollars was formerly Ligouri Eberle, employed in the Division Accountant's Office. Best wishes, "Dode."

R. R. Kibler, former agent at Washington Court House, Ohio, has been transferred to Johnstown, Pa., as agent. E. E. Johnson, agent, Athens, has been appointed in Mr. Kibler's place. We wish both success in their new locations.

John Race, assistant signal maintainer, is "daddy." He has a seven pound daughter at his home. "John" had expected a boy so he could follow in his foot steps and be a signal man, but fate fooled him, so no doubt when the girl grows up she will be a clerk in some Baltimore and Ohio office. The cigars are due us John, so let's have them.

Norman M. Perry, clerk in Storekeeper's Office, is the proud father of a boy, who has been named Norman Jr.

H. Shea, fireman, who has been absent from duty on account of pneumonia, is back on the job again.

Arthur England, stationary engineer, is slowly recovering from injuries received while at work recently.

Passenger Conductor C. G. Cox has taken unto himself a wife. Congratulations and best wishes!

A warm friend made for the Baltimore and Ohio by crew on No. 83, engine 2525, April 4. Just east of Canaanville, they noticed a shed and garage on a farm near by on fire, the blaze having gained considerable headway and threatened other buildings. They stopped their train and all except flagman, who protected train, assisted, and through their help the fire was extinguished. Members of the crew were H. Thacker, engineer; H. Wheeland, conductor; C. C. Watkins, fireman; J. Potter and H.



Crew of Ohio Division Train No. 83. Left to right; Brakeman Howard McGraner, Conductor Harley Wheeland, Engineer H. D. Thacker, Flagman Howard Young, Brakeman John Potter and Fireman C. C. Watkins

Please mention our magazine when writing advertisers





OHIO DIVISION CELEBRITIES

Nelle Elizabeth, little daughter of Conductor and Mrs. Frank S. Braley

Betsy Ross, daughter of Chief Clerk to Storekeeper G. H. Flagg

McGainer, brakemen. The farmer and his wife were loud in their praise of the work done by this crew and the courtesy shown by Baltimore and Ohio employees.

Our division baseball team, recently organized for the coming season, desires to thank the merchants of Chillicothe and all employees, who so generously donated money to enable them to secure first class uniforms and equipment, and making a team possible on this division. The line up is as follows:

H. Curry, catcher; J. Potter, H. Walker, C. Moon and H. Pendergrast, pitchers; George Targie, first base; R. Hunter, second base; M. Carson, short stop; D. Branscomb, third base; C. E. Rutherford, H. McGainer, R. Garrett and W. Butts, outfield. G. O. Harrison, manager. Thomas Wilson, business manager.

At this writing they are getting into shape to play and win all season.

A. L. Turnipseed has been transferred from St. Louis to position of assistant night round house foreman at Chillicothe. We wish him success in his new work.

We understand that Earl Schweitzer, clerk in Car Distributor's Office has the "love nest" just about completed, and IT is to take place in the very near future, in fact perhaps before this is published.

It is with regret that we learn of the death of William Hockenberry, coach cleaner. He has been in the service a number of years and made many friends among the employees of the Ohio Division, who extend their sympathies to his family.

Our sympathies are extended to "Fred" Darding, general clerk in Master Mechanic's Office, in the death of his father.

A recent addition to the master mechanic's force, is a new Ford sedan, which is owned and operated by Miss "Lillie" Flynn, stenographer. The only reason we mention this, is that she stated most emphatically that she did not want her name in the MAGAZINE again.

E. R. McKee, assistant engineer on corps, has been transferred to Washington, Ind. He is succeeded by E. H. McDargh. We wish both success in their new positions.

INCREASE CAR MILES PER DAY.  
GREATER CAR MILES MEAN  
GREATER SERVICE, GREATER SERVICE,  
MORE BUSINESS, WHICH IN  
TURN MEANS MORE EMPLOYMENT,  
BETTER TIMES AND HELP "STOP  
THAT LEAK!"

## Toledo Division

Correspondent, C. E. THRASHER

Supervising Agent, Dayton, Ohio

On April 15, Superintendent R. B. Mann was transferred to the Akron Division. Mr. Mann has been superintendent of our division for the past five and one half years and has made many friends during his leadership.

Mr. Mann before leaving, sent out General Notice reading as follows:

Dayton, Ohio,

April 13, 1923.

### To All Officers and Employees:

Since it is not possible for me to see each of you personally, I want to take this opportunity to thank all of you for the efficient work and the loyal support given me during the past five and one-half years, which has made the successful operation of the Toledo Division possible.

(Signed) R. B. MANN,  
Superintendent.

A. A. Iams, Ohio Division, succeeds Mr. Mann as superintendent and I know each employee will give him the same efficient and loyal support.

The accompanying photograph is the Bridge and Building Department at Rossford. They all take their hats off when the cook says "come and get your beans." If it is building a bridge or station you can't go wrong with this gang on the job. Looks like the boys just finished dinner. Notice that million dollar smile. Reading from left to right they are: First row—



Bridge and Building Department Carpenter Gang at Rossford, Ohio. Foreman Downing, standing on ground at left, is well known to all old timers

John Tyler, J. S. Downey, foreman; Kendon Barnhizer, John C. Dubaugh, John Benchler. Second row—Frank Perkey, Turley Patrick and Charley Epperson.

We hear a number of inquiries about the Baltimore and Ohio second annual picnic to be held sometime in June, and by the time this news reaches you arrangements will be under way. The committee is planning on having a big time, and understand we will have a fat men's race. From all indications Mr. Stoecklein will be in that class. What's the "Mrs." feeding you George, "Eagle Brand, or Home Brew?" Mr. Hoban, Mr. Kilgore, Mr. Spencer and Mr. Ledger have entered their names as participants in the three legged race, and the winners will receive a handsome "Kiddy Kar."

Don't forget the base ball game between the married and single men, and that it takes at least eight and half innings to decide the winning team. Mr. Fortman says he would like to give a handsome prize to the most beautiful girl, but is afraid to tackle it, 'cause they are all beautiful.

We want to make the second annual picnic a grand success and want all employees and their families to be out on the grounds early and stay until "Home Sweet Home" is played.

We expect big business this summer and now is the time to prepare to handle the traffic that is sure to come. The automobile industry reports that 1923 will be by far the greatest year that was ever known. The steel industry is behind in its orders. On April 1, the Hamilton furnace resumed operations after two and one-half years idleness. We understand the coke ovens at Coke Otto, Hamilton, will soon be illuminating the skies, making coke for the steel mills and foundries throughout the state. Indications are that The Baltimore and Ohio will handle 75 per cent. of this traffic, provided we give efficient service. It is the duty of each employee to see that service and transportation are maintained at the highest point of efficiency. Load cars to full capacity and keep them moving. Cars lying on side tracks, around stations and in yards do not earn any revenue. The quicker cars are moved over the rails of the Baltimore and Ohio the greater the revenue earned and the greater our prosperity as a Company and as individuals!

It has been the custom in the past for officers to make a trip over the division searching for a lot of rubbish and forget me nots around stations, section houses, yard offices and round houses and as a rule, there





AGENT H. N. SCHOENBERGER, TOLEDO, O.  
"Sitting in" on a little pinochle game

is lot of stuff found. Now is the time to clean house, and then when the inspection party arrives, everything will be in a neat and orderly condition.

#### Agents Office Dayton, Ohio

A. J. Kauflin, formerly cash clerk, Dayton, has been assigned to the duties of interchange clerk. Best of luck, "Gus."

William Bowen, formerly messenger, has been assigned to the duties of assistant demurrage clerk. Watch your step "BUS," the girls have their eyes on you.

Robert Neidert, O. S. & D. clerk, announces the recent arrival of an eight pound boy. Good Luck "Bob;" maybe some day he will make a good railroad man.

#### Dayton, Ohio

Correspondent, JOHN HANKAMMER

The Baltimore and Ohio Railroad publishes a MAGAZINE monthly for the benefit of all employees and their families. In this MAGAZINE is a column devoted to our division, and it is the desire of the management that employees give expression to their views and ideas or give information which may be of interest or benefit to the readers. In other words, the MAGAZINE is a clearing house for the thoughts of Baltimore and Ohio employees. Let's show that the Toledo Division does things and makes it known when we do them through these columns. Every fellow does something different in his daily work, and if he will pass his observations along to the rest of the family, we're going to have a better MAGAZINE. Remember, this is "Our Magazine."

Miss Luella Clayton, Division Accountant's Office, desires to again thank Toledo Division employees for their hearty support during the Good Will Campaign election. While Miss Clayton was not the winner, the ballots showed that there was good support from the Toledo Division for her. (On the side, Miss Clayton told me that since she couldn't send each one a present, she wanted to take this means to again thank everyone.)

There was a bad crossing accident and derailment near Columbus recently, and we regret to learn that the daughter and two grandchildren of Section Foreman J. R. Hemminger of Weston were involved. Our deepest sympathy is extended!

The Division Accountant's Office, as well as other departments, were agreeably surprised a short time ago when they noticed a bundle on the corner of the chief clerk's

desk, which looked like cigars and candy. It was. Thanks to Mr. Dryden, who is the proud father of an eight pound baby boy. Wonder if young Dryden will say "Daddy," "Pop," "The Old Man," or whether he will address the Senior Dryden by the dignified and respectful name of "Father."

We recently had a furious windstorm all over the division and although it took the roofs off of cars and buildings and a few signals, there were fortunately no accidents or personal injuries of consequence. They ought to have better supervision over these breezes.

Did you ever see "Sam" Payne sneak out in the evening when he's through work and pick up a basketful (large size) of articles of household consumption in one hand and another bundle or two under the other arm? It's funny, with such feeding, that "Sam" can't support even a few hairs.

#### Lima, Ohio

Correspondent, O. L. WALLBURG

By the time the Baltimore and Ohio family receives this MAGAZINE lake coal will have commenced to move from the coal fields to lake ports for shipment by boat to the Northwest and as the Toledo Division is a large feeder of fuel from mine to furnace, we will soon be in the midst of the lake coal season.

This will mean a lot to everyone employed on our Division. In the offices, on the engines, on the cars, in the cabooses, on the tracks, at the crossings, in the towers, at the turn tables, at the switches, and in the shops, this additional business will mean that every one should put forth more effort and energy to successfully handle the large volume of coal moving.

While we are thus engaged, each at our respective task, let us never forget the words of our president, "Safety above all things." Never forget that however slight an accident or injury, we not only retard transportation that much, but also bring sorrow into our homes, when we should bring nothing but happiness and good cheer. Who wants sorrow? Who wants death to enter their home? Not you nor I. Yet we do not think of these things when we are wilfully disregarding every rule of common sense as laid down in the "Safety Rules" of our Company.

A number of us are still children when it comes to the practice of safety. As long as the boss is around, we are careful, but left to

# PATENTS

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Send drawing or model for examination and report as to patentability.

WATSON E. COLEMAN  
PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

ourselves, we do the very things which we know we should not do and why? Either in a spirit of misguided bravado or a cowardly shrinking from another's sneers.

Human nature seldom places the proper valuation on the things that are really worth while and so it is with our work. Why can we not be master of ourselves and judge calmly of the things that pass through our lives and only take that which will be of good to us?

Switchman T. J. Gagin is still unable to resume duty after undergoing an operation sometime ago in Cincinnati. But he is up and around, and we hope he will soon return to help Jack Harboldt on the shop track crew put 'em over again.

John Shea, engineer employed at the power plant died suddenly April 6th. John was an employe for many years and will be missed by his associates.

We express our sympathy to J. W. Tilly, employed in Mr. Britt's office, in the loss of his little one. More precious and beautiful than jewels and how full and complete they make our lives. But He said, "Suffer the little ones to come unto Me and forbid them not, for of such is the Kingdom of Heaven."

Our sympathy is extended to Mr. and Mrs. Martin Dibling in the loss of their daughter, Clara. She was beloved by all who came in contact with her. Death is no respecter of persons and sooner or later we must all face Him. How we do this depends on us.

Our deepest sympathy also is extended to Yard Conductor A. L. Stratton, who lost his wife recently. It is to be regretted that she could not travel with Andy to the end. But so it is. In the midst of life, we are in death. We know not what the morrow brings. Those who knew her valued her beautiful Christian character and will miss her.

(Continued on page 77.)



Home of Operator O. A. Martz, Lima, Ohio, purchased through the Relief Department  
Please mention our magazine when writing advertisers



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains to Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, February, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

## EASTERN LINES

## NEW YORK TERMINAL LINES

West 26th Street, N. Y. . . . . \$9.07

## BALTIMORE DIVISION

Aberdeen, Md. . . . . \$1.45  
 Brunswick, Md. . . . . 4.77  
 Brunswick Transfer, Md. . . . . 638.51  
 Childs, Md. . . . . 1.76  
 Charles Town, W. Va. . . . . 3.49  
 Georgetown, D. C. . . . . 5.11  
 Hagerstown, Md. . . . . 3.93  
 Harrisonburg, Va. . . . . 19.34  
 Laurel, Md. . . . . 2.50  
 Monrovia, Md. . . . . 1.29  
 Mt. Airy, Md. . . . . 1.73  
 Riverdale, Md. . . . . 1.14  
 Rockville, Md. . . . . 6.15  
 Staunton, Va. . . . . 7.63  
 Stephens City, Va. . . . . 1.18  
 Summit Point, W. Va. . . . . 1.28  
 Uniontown, D. C. . . . . 1.45  
 Washington, D. C. . . . . 29.50  
 Wilmington, Del. . . . . 11.85  
 Miscellaneous . . . . . 3.34  
 TOTAL . . . . . \$747.40

## BALTIMORE TERMINAL DIVISION

Camden Station, Md. . . . . \$31.06

## CUMBERLAND DIVISION

Cumberland, Md. . . . . \$54.66  
 Harpers Ferry, W. Va. . . . . 1.10  
 Independence, W. Va. . . . . 1.09  
 Keyser, W. Va. . . . . 9.10  
 Martinsburg, W. Va. . . . . 11.41  
 Moorefield, W. Va. . . . . 4.43  
 M. & K. Junction, W. Va. . . . . 8.35  
 Piedmont, W. Va. . . . . 13.66  
 Romney, W. Va. . . . . 4.73  
 Miscellaneous . . . . . 1.37  
 TOTAL . . . . . \$110.00

## CONNELLSVILLE DIVISION

Boswell, Pa. . . . . \$8.73  
 Cheat Haven, Pa. . . . . 8.06  
 Confluence, Pa. . . . . 3.55  
 Connellsville, Pa. . . . . 19.97  
 Fairchance, Pa. . . . . 1.64  
 Friendsville, Md. . . . . 5.28  
 Hooversville, Pa. . . . . 2.70  
 Myersdale, Pa. . . . . 3.93  
 Morgantown, W. Va. . . . . 13.73  
 Mt. Pleasant, Pa. . . . . 2.24  
 Ohio Pyle, Pa. . . . . 1.18  
 Rockwood, Pa. . . . . 2.47  
 Smithfield, Pa. . . . . 5.26  
 Somerset, Pa. . . . . 22.67  
 Uniontown, Pa. . . . . 2.61  
 Ursina, Pa. . . . . 1.24  
 West Salisbury, Pa. . . . . 6.01  
 Miscellaneous . . . . . 3.34  
 TOTAL . . . . . \$114.61

## PITTSBURGH DIVISION

Butler, Pa. . . . . \$1.96  
 Claysville, Pa. . . . . 1.45  
 Ellwood City, Pa. . . . . 2.04  
 Kane, Pa. . . . . 2.81

## EASTERN LINES—Con.

## PITTSBURGH DIVISION—Con.

Washington, Pa. . . . . 3.49  
 Miscellaneous . . . . . .52  
 TOTAL . . . . . \$12.27

## PITTSBURGH TERMINAL DIVISION

Allegheny, Pa. . . . . \$127.70  
 Pittsburgh, Pa. . . . . 249.00  
 TOTAL . . . . . \$376.70

## MONONGAH DIVISION

Belington, W. Va. . . . . \$76.15  
 Bridgeport, W. Va. . . . . 1.52  
 Clarksburg, W. Va. . . . . 67.01  
 Ellenboro, W. Va. . . . . 4.10  
 Fairmont, W. Va. . . . . 62.53  
 Grafton, W. Va. . . . . 34.67  
 Jane Lew, W. Va. . . . . 3.96  
 Lost Creek, W. Va. . . . . 12.16  
 Moatsville, W. Va. . . . . 2.39  
 Pennsboro, W. Va. . . . . 2.75  
 Philippi, W. Va. . . . . 7.66  
 Wallace, W. Va. . . . . 7.86  
 West Union, W. Va. . . . . 6.28  
 Wilsonburg, W. Va. . . . . 7.39  
 Miscellaneous . . . . . 1.91  
 TOTAL . . . . . \$298.34

## CHARLESTON DIVISION

Adrian, W. Va. . . . . \$1.62  
 Bower, W. Va. . . . . 3.13  
 Buckhannon, W. Va. . . . . 22.96  
 Burnsville, W. Va. . . . . 10.19  
 Charleston, W. Va. . . . . 19.53  
 Clendennin, W. Va. . . . . 1.59  
 Cowen, W. Va. . . . . 12.08  
 Elkins, W. Va. . . . . 21.77  
 Erbacon, W. Va. . . . . 2.13  
 Frenchton, W. Va. . . . . 1.00  
 Gassaway, W. Va. . . . . 8.20  
 Gilmer, W. Va. . . . . 2.39  
 Heaters, W. Va. . . . . 9.39  
 Weston, W. Va. . . . . 93.61  
 West Sutton, W. Va. . . . . 2.25  
 Miscellaneous . . . . . 4.12  
 TOTAL . . . . . \$215.96

## WHEELING DIVISION

Bellaire, Ohio. . . . . \$22.18  
 Belleville, W. Va. . . . . 2.96  
 Cameron, W. Va. . . . . 3.41  
 Hundred, W. Va. . . . . 4.51  
 Huntington, W. Va. . . . . 104.92  
 Jacksonburg, W. Va. . . . . 4.52  
 Maynard, Ohio. . . . . 2.05  
 Moundsville, W. Va. . . . . 13.54  
 Parkersburg, W. Va. . . . . 261.07  
 Ravenswood, W. Va. . . . . 15.23  
 Sistersville, W. Va. . . . . 5.64  
 Spencer, W. Va. . . . . 32.06  
 Wheeling, W. Va. . . . . 275.92  
 Miscellaneous . . . . . 2.77  
 TOTAL . . . . . \$750.78

Eastern Lines . . . . . \$2,666.19  
 Western Lines . . . . . 2,165.15

Grand Total . . . . . \$4,831.34

## WESTERN LINES

## OHIO DIVISION

Chillicothe, Ohio. . . . . \$11.48  
 Greenfield, Ohio. . . . . 6.74  
 Portsmouth, Ohio. . . . . 6.65  
 Washington C. H., Ohio. . . . . 24.66

TOTAL . . . . . \$49.53

## ST. LOUIS DIVISION

Aurora, Ind. . . . . \$6.58  
 East St. Louis, Ill. . . . . 231.78  
 Louisville, Ky. . . . . 177.79  
 Mitchell, Ind. . . . . 1.26  
 North Vernon, Ind. . . . . 10.47  
 Osgood, Ind. . . . . 2.11  
 Miscellaneous . . . . . 1.31

TOTAL . . . . . \$431.30

## CINCINNATI TERMINAL DIVISION

Brighton, Ohio. . . . . \$23.97  
 Kenyon Avenue, Ohio. . . . . 74.91  
 Norwood, Ohio. . . . . 11.45  
 Smith Street, Ohio. . . . . 264.40

TOTAL . . . . . \$374.73

## TOLEDO DIVISION

Dayton, Ohio. . . . . \$62.37  
 Hamilton, Ohio. . . . . 9.90  
 Lima, Ohio. . . . . 46.12  
 Toledo, Ohio. . . . . 13.85

TOTAL . . . . . \$102.24

## AKRON DIVISION

Akron, Ohio. . . . . \$29.19  
 Barberton, Ohio. . . . . 4.55  
 Canton, Ohio. . . . . 6.34  
 Cleveland, Ohio. . . . . 126.96  
 Elyria, Ohio. . . . . 70.51  
 Lorain, Ohio. . . . . 4.41  
 Massillon, Ohio. . . . . 1.11  
 New Castle, Pa. . . . . 76.62  
 New Philadelphia, Ohio. . . . . 10.50  
 Youngstown, Ohio. . . . . 51.49  
 Miscellaneous . . . . . .94

TOTAL . . . . . \$382.62

## NEWARK DIVISION

Columbus, Ohio. . . . . \$147.01  
 Mt. Vernon, Ohio. . . . . 4.08  
 Newark, Ohio. . . . . 9.40  
 Zanesville, Ohio. . . . . 28.07

TOTAL . . . . . \$188.56

## CHICAGO DIVISION

Chicago, Ill. . . . . \$537.29  
 Defiance, Ohio. . . . . 1.10  
 Garrett, Ind. . . . . 2.48  
 Willard Transfer, Ohio. . . . . 57.33  
 Miscellaneous . . . . . .30

TOTAL . . . . . \$598.50

## KENTUCKY LINES

Martin, Ky. . . . . \$37.67

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.

A. E. DAY,  
 Chief of Weighing Bureau,  
 Transportation Department.



## Toledo Division

(Continued from page 75)

## Wellston, Ohio

Correspondent, L. M. MASON

The wheels of industry will start to turn for Wellston April 16 when the Wellston Iron Furnace Company turns on the blast for the first time in over three years. This furnace has an output of about three hundred tons of iron daily and furnishes work for more than two hundred men. It is located on the Baltimore and Ohio tracks and we are looking forward to the best business we have had for years as it receives all its stock and ships its output via Baltimore and Ohio.

Although we have had this business before we feel that we are getting something new as it has been so long since we have received any revenue from the big plant. If it takes only work and cooperation from the Baltimore and Ohio to keep this big plant working, we will give them one hundred per cent.

Agent J. F. Toumine, after being in the Lizzie class for the last three years, has gone one notch higher and is now sporting a new Dodge.

Joseph Utz, one of our popular clerks, was taken sick recently and we have just learned that we have all been exposed to small pox. We hope his smiling little face won't be any the worse when he recovers.

Some people can sneak into town and get out without being seen, but A. R. Lanker, one of our popular dispatchers from Dayton, was seen on the streets of Wellston recently.

We have often wondered if George Reel went to School could Grace study.

Homer Fink, freight trucker, decided that two could live as cheaply as one and has taken unto himself a wife. Miss Californie Braley of Wellston. We extend our congratulations.

If anybody has a hog pen to rent, please get in touch with A. O. Wood, Xenia; he has a hog and no pen.

Yard Conductor William Summers recently was called to Dayton account of death of his little grandson. Sympathy!

We would like to see Walter Augspurger and J. J. Fitzmartin in a chewing match, to see how Fitz would come out after having them pulled.

We regret to hear of the serious illness of Conductor F. E. Tharp, who has been running into Wellston for the past twenty-five years. "Sweedie," as he is known all over the Toledo Division, is in the hospital at Dayton, suffering from Brights Disease.

The happy thing in life is to know when you start anywhere that you are going to get there. Train Master Dick Mallen, Ohio Division, a few days ago was on No. 53 headed for Portsmouth. Arriving at Wellston, Dick got off the train and went into the register room to talk to the operator. Pulling the door closed, it locked itself and Dick spent the night in Wellston, as the train pulled out while he was trying to get the door open.

**Western Lines Ahead  
—Keep Cars Moving**

## Small Stations Setting the Pace in Check Weighing

THE accompanying statement shows amounts gained through check weighing and revising classification of inbound and transfer L. C. L. freight for the month of February, the total being \$4,831.34.

The general result shown is somewhat disappointing, particularly on the larger divisions as well as some of the smaller towns on others.

That legitimate revenue in larger amounts can be secured if all will give this matter the attention it deserves, is shown by the following figures. Considering the limited tonnage handled at the stations mentioned, the results shown are encouraging and the agents and their forces are to be commended:

J. A. Fisher . . . .	Weston, W. Va. . . .	\$93.61
J. L. Ernest . . . .	Belington, W. Va. . .	76.15
C. E. Barry . . . .	Elyria, O. . . . .	70.51
M. C. Johnson . . .	Martin, Ky. . . . .	37.67
G. A. Ferguson . . .	Spencer, W. Va. . . .	32.06

## Death of H. M. Quackenbos

"MELONE'S COLT'S," as the attaches of Assistant General Freight Agent John W. Melone, Chicago, are known, suffered the first permanent break in their ranks when on January 29, Hugh Maxwell Quackenbos, freight representative in charge of import, passed away, after an illness of three days.

Mr. Quackenbos was beloved by his associates and many friends for his hospitality and loyal friendship. He had a wonderful disposition and was, in all respects, a type of the "old school gentleman."

Mr. Quackenbos was born August 16, 1862 in Nyack, N. Y. and early in life came west. From 1885 to 1890 he was soliciting freight agent for the Old Merchants Dispatch Transportation Company at Milwaukee from which position he was promoted to be agent of the same company at Omaha, where he remained until 1894. Entering Baltimore and Ohio service at Chicago April 25, 1895, he had nearly



The late H. M. Quackenbos

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\$5.75  
Per Month

Illinois

Send No Money

This 21-jewel Illinois Watch—the Bunn Special sent on trial. Do not send us a penny. The Bunn Special, made to be "the watch for railroad men" is adjusted to 6 positions, extreme heat, extreme cold and isochronism. 21-jewel movement, Montgomery Dial, handsome guaranteed 20-year gold-filled case. Guaranteed to pass inspection on any railroad.

After Trial a Few Cents a Day

The watch comes express prepaid to your home. Examine it first. Only if pleased send \$11.50 as first payment. Wear the watch. If after 10 days you decide to return it we refund deposit immediately. If you buy, send only \$5.75 a month until \$57.00 is paid.

ORDER TODAY

Just send us your name and address. No red tape. Just say, "Send me the Bunn Special." Do not enclose a penny. Don't delay. Write today.

Our 128-page catalog, No. A-401 shows more than 2,000 bargains in diamonds, watches and jewelry. Write for it NOW.

J.M. LYON & Co.

Dept. 2, 2 Maiden Lane  
A-401, New York City

rounded out 28 years of honored service when he passed away, deeply mourned and by none so much as his wife, who was in every sense his "pal".

## "Melone's Colts"

By J. W. Melone, Assistant General Freight Agent

"MELONE'S COLT'S" set April 9, and May 7 as their last two dinner dates before the summer season, and will not meet again after the latter date until October 8.

The ranks of the "Colt's" have been added to by the election of General Freight Agent E. B. Tullis, Assistant General Freight Agent J. C. Miller of the Baltimore and Ohio, and General Freight Agent H. M. Jouver and J. C. Miller of the Baltimore and Ohio Chicago Terminal.

The policy of inviting outside officers of both Operating and Traffic Departments to address the club has proved valuable from both an official and educational standpoint, and will be continued.

Of especial interest was the address recently made to the "Colt's" by Superintendent of Transportation G. D. Brooke of Cincinnati.

## All Readers—Please Note

There were many articles submitted which we fully expected to publish in this issue of the MAGAZINE—baseball, obituaries, special merit performances, etc. Lack of space prevents. They will appear in the next issue and we regret the delay.—Ed.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during March, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bradford, Napoleon B.....	Crossing Watchman.....	Conducting Transportation...	Toledo.....	26
Burner, Thomas W.....	Foreman.....	Maintenance of Way.....	Monongah.....	30
Carl, William.....	Trackman.....	Maintenance of Way.....	Cumberland.....	50
Duncan, William F.....	Painter.....	Motive Power.....	Pittsburgh.....	38
Gasser, Jacob.....	Blacksmith Helper.....	Motive Power.....	Monongah.....	34
Hull, John.....	Laborer.....	Maintenance of Way.....	Chicago.....	32
Karch, Andrew.....	Crossing Watchman.....	Maintenance of Way.....	Toledo.....	32
Kohlenberg, George T.....	Agent.....	Conducting Transportation...	Baltimore.....	53
Minard, George.....	Crossing Watchman.....	Conducting Transportation...	Chicago.....	41
Oliver, John S.....	Engineer.....	Grain Elevator.....	Baltimore.....	43
Platte, J. Stiles.....	Car Inspector.....	Motive Power.....	Chicago.....	26
Roeding, Julius.....	Carman.....	Motive Power.....	Baltimore.....	32
Sparenberg, John B.....	Tallyman.....	Conducting Transportation...	Baltimore.....	29
Swack, Joseph.....	Laborer.....	Motive Power.....	Cumberland.....	39
Vernon, Richard L.....	Conductor.....	Conducting Transportation...	Newark.....	25
Wilson, William W.....	Carpenter.....	Maintenance of Way.....	Akron.....	21

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1st, 1884 to January 31st, 1923, amount to \$5,066,387.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Boggs, William F.....	Truckman.....	Conducting Transportation	Baltimore.....	March 22, 1923...	29
Constantine, Henry.....	Conductor.....	Conducting Transportation	Baltimore.....	March 18, 1923...	40
Glynn, Martin (B. & O. C. T.).....	Crossing Watchman	Conducting Transportation	Chicago.....	March 12, 1923...	11
Hair, John.....	Spec. Engineer.....	Maintenance of Equipment	All.....	March 4, 1923...	43
Harris, Robert T.....	Boilermaker.....	Motive Power.....	Baltimore.....	March 12, 1923...	39
Kocpka, Henry.....	Janitor.....	Conducting Transportation	Chicago.....	March 22, 1923...	27
Littig, William N.....	Clerk.....	Freight Claim.....	All.....	March 15, 1923...	18
Marshall, John T.....	Material Dis- tributor.....	Stores.....	Baltimore.....	March 8, 1923...	49
Pflug, Henry.....	Laborer.....	Motive Power.....	Wheeling.....	March 10, 1923...	22
Randolph, David.....	Engineman.....	Conducting Transportation	Connellsville..	March 13, 1923...	26
Tuttle, Michael.....	Laborer.....	Maintenance of Way.....	Baltimore.....	March 2, 1923...	53



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## John L. Grow

John L. Grow was born near Clarksburg, W. Va., on October 29, 1856. His first railroad experience was with the Pittsburgh and Connellsville Railroad Co., by whom he was employed as section laborer in 1872. He left this company to enter the employ of the Baltimore and Ohio when the grading of second track between Grafton and Cumberland was being done, working all along this section between Grafton and Oakland bridge.

In 1876 Mr. Grow commenced work on house carpentering, and continued until 1881, when he was employed as bridge carpenter on the Benwood and Bellaire bridges, under "Billy" Brown, during which time he also assisted in building the first bridge over the Three Fork Creek at Grafton.

After the completion of this work, Mr. Grow returned to house carpentering until March 1, 1887, when he was employed as a carpenter in Grafton shop, remaining there until his retirement April 1, 1922, and having a continuous record in the Grafton shop of 35 years service.

## Frederick J. Dowler

Frederick J. Dowler was born in 1856. He entered the service on February 14, 1907, as a moulder in Chillicothe Shop. He held this position until 1915, when, on account of becoming lame he was unable to continue work. He was transferred to Portsmouth as crossing watchman, which position he held at the time of his retirement, November 30, 1921. Mr. Dowler resides at Huntington, W. Va.

## C. B. Loughman

Retired Turntable Operator C. B. Loughman was born in 1858. He entered the Baltimore and Ohio service March 4, 1874 as section laborer; in 1883 he was transferred to position of lineman and in September 1888 again returned to the section between Toboso and Clay Lick; in 1893 he was transferred to Newark yard and on August 17, 1919, to the Motive Power Department as machinist's helper. On September 20, 1919 he again returned to his former position of section laborer in Newark Yard. In 1920 Mr. Loughman was transferred to the Motive Power Department as turntable operator, which position he held until his recent retirement.

## Wilber P. Belt

Retired Machine Shop Hand Wilber P. Belt was born in 1852. He entered Baltimore and Ohio service on June 9, 1872 as brakeman in Cumberland Yard. He moved to Baltimore in 1880, and entered the Hopper Shop, under Foreman John Marshall.

Mr. Belt remained in the Hopper Shop from 1880 until his recent retirement.

## George Minard

George Minard, Flagman, South Orange St. Crossing, Albion, Ind., completed his forty-second year of service with the Com-

**\$25 A DAY**  
**Selling Shirts**

Large shirt manufacturer wants agents to sell complete line of shirts, pajamas, and nightshirts direct to wearers. Advertised brand—exclusive patterns—easy to sell. No experience or capital required. Entirely new proposition. Write for free samples.

Madison Shirt Co., 503 Broadway, N.Y.C.

pany March 1, 1923 and was placed on the pension roll.

Mr. Minard was born on the North Sea, 24 miles east of Heligoland, Germany, July 15, 1849. He received a common school education in Germany; came to the United States in 1872, entered the service of the Baltimore and Ohio at Republic, O., July 3, 1873, remained until 1876, when he resigned. He reentered the service May 1, 1881 at Bairdstown, Ohio. He was promoted to section foreman August 16, 1889; was transferred to interlocking tower, Galathea, March 4, 1895; transferred to extra track foreman in 1898. On September 1, 1900, he went to Albion Ind., as crossing watchman and has served in that capacity since that time.

Mr. and Mrs. Minard will remain at their home in Albion, where they have many friends.



1. George Minard. 2. W. P. Belt. 3. F. J. Dowler. 4. John L. Grow.  
5. Casper B. Loughman

Please mention our magazine when writing advertisers



## Why is an Inspection Trip?

(Continued from page 23)

found respect for the importance of our interests on Staten Island to the Baltimore and Ohio property that the Shriver finally put in at St. George and the party went to the special train.

The run from St. George to Tottenville was made special. At Tottenville the Charles W. Galloway, newest ferry boat owned by the Company, was boarded, and the short run made over to the South Amboy and back again.

This short ferry trip is a necessary link in one of the most traveled routes in the Metropolitan area, on the great Lincoln Highway, it being the shortest way to get into Manhattan Island from the west, a pleasant way because it avoids the densely populated areas of New Jersey in the

Newark, Jersey City, Hoboken section. Our ferry boats handle an enormous number of motor vehicles, besides passengers, and the officers discussed from many angles the possibility of improving our facilities at this ferry. The rest of the trip on the Staten Island Lines was without particular incident, but the conversation among our officers concerning the general railway development on Staten Island, was most interesting. As is generally known, a tunnel under the East River is projected between Staten Island and Brooklyn, which will make Staten Island or Richmond Borough, as it is officially known in respect to greater New York, a great feeder of suburban population for Manhattan Island.

How shall we develop our lines to best fit in with this probable large increase in population? This and other questions connected

with the tremendous plan for port development in New York were discussed from different angles.

At the conclusion of the run back to St. George the party took one of the municipal ferry boats to the Battery and there dispersed.

There were splendid opportunities for making good pictures on this trip, especially the one attempted of the special train crew consisting of Engineer D. J. Buckley, Fireman A. J. Paul, Conductor W. J. Reeves and Trainmen H. J. Harrington and Francis J. Duffy on the Staten Island Lines, with President Willard and the operating officers of the Company with them. Unfortunately the writer did not make a success of many of these pictures, apologizes for the failure and promises better work next time.



ON THE NEW YORK INSPECTION TRIP

Superintendent Hamner and Superintendent Floating Equipment Clarke. 2. Division Freight Agent Pumphrey and Terminal Agent Biggs. 3. The crew of the Tug Shriver: in center, Captain "Andy" Bohlen, left; Captain John Burtis, right



# Stifel's Indigo Cloth

Standard for over 75 years

*"The white won't weaken"*



**R**AILROAD men and Stifel's Indigo Cloth have been "pals" for over 75 years. The cloth is *strong*, wears everlastingly and *keeps* its looks. The leading Shirts, Overalls, One-Piece Garments and Women's Dresses are made out of it. Look for the boot-shaped trade-mark on the cuff.

*Garments sold by Dealers everywhere. We are Makers of the Cloth only.*

**J. L. STIFEL & SONS**

*Indigo Dyers and Printers*

Wheeling, W. Va.

New York, 260 Church Street

Chicago, 223 W. Jackson Boulevard

St. Paul, 724 Merchants Nat. Bank Building

St. Louis, 604 Star Building

Baltimore, Market Pl. & Pratt St., 117 W. Balto St.

St. Joseph, 201 Saxton Bank Building

Winnipeg, 430 Hammond Building

San Francisco, 508 Postal Telegraph Building

REG. U.S. PAT. OFF.



This boot-shaped trade mark on the work clothes you buy means long wear.





*It is our intention to illustrate in a series of advertisements in this magazine the 6 positions in which the Bunn Special and the Sangamo Special are adjusted and demonstrate why YOUR watch should be so adjusted.*



*Dial  
Up*

**"DIAL UP"**  
*The usual position when  
determining time*



*Dial  
Down*



*12  
Up*



*3 Up*



*9  
Up*



*6  
Up*

# THE BUNN SPECIAL

*The Perfected Railroad Watch*

**ADJUSTED TO SIX POSITIONS**  
**TEMPERATURE AND ISOCHRONISM**  
**23 or 21 JEWELS**

*Ask Your Inspector or Write for Circular*

**ILLINOIS WATCH COMPANY**  
**SPRINGFIELD, ILLINOIS**



# Baltimore and Ohio Magazine

I am anxious that  
Baltimore and Ohio employees  
should at all times be  
cautious in their relations  
with the Public and with  
each other, and that they  
should make every reasonable  
effort to operate the trains  
safely and on time.

I would like also to have  
their constant and helpful  
cooperation towards improv-  
ing the operation of the  
property in such ways  
as may be possible. Not  
however because they feel  
obliged to do so, but just  
because they want to do so.

David Wilson

June 1923





### Neat English Last—Oxford

Its beauty is in its neat, plain lines and medium narrow toe which many men prefer. Wide across the ball and tapering to the English last toe. Probably the most standard, universal popular last made. Cordovan shade soft uppers which take a most beautiful polish. Heavy single oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels on every pair. This oxford also comes in big sizes at no extra charge. Send pencil outline of foot as per directions below. No. 8215 Sizes 6 to 12.....

**\$5.45**

**We have only the  
Finer Grades, the  
Kind Every Man  
Knows It Pays to  
Buy.**

6215



**Our Idea  
— "One  
Good Pair  
Is Better  
Than Two  
'Cheap'  
Pairs and  
Less Costly  
in the  
Long Run"**



### Full Brogue

A very handsome full Brogue pattern with full Brogue perforation, pinked tip and vamp in a beautiful dark brown shade of fine quality calf skin. An oxford generally retailing at \$8.00. Single heavy oak soles Goodyear Welt sewed. Goodyear "Wingfoot" rubber heels, fine leather trimmings — a shoe to please the man who demands quality footwear.

Sizes from 6 to 11.

No. 8415 **\$6.45**  
Price - - -

### Square Toe Brogue

For comfort and dress the new square toe lasts are most popular. Above pattern in the Semi-Brogue with the full wing tip and very delicate perforations comes in a handsome dark cordovan shade that is most in demand. Finest workmanship, single heavy oak soles Goodyear Welt sewed and Goodyear Wingfoot rubber heels. Full leather trimmings. \$1 to \$2 below your dealer's prices.

Sizes 6 to 12.

No. 8315 **\$5.95**  
Price . . .



### Square French Toe Oxford

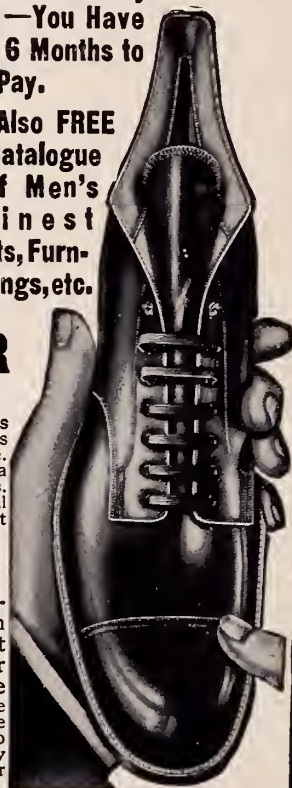
Most popular of latest square toe models, both for comfort and dress, 4 rows of stitching and neatly pinked vamp and tip. Cordovan shade soft uppers and single oak sole Goodyear Welt sewed. A shoe to be proud of. "Wingfoot" rubber heels. **\$5.45** Sizes 6 to 11, No. 8115 ... No. 5615 — Same Style High Shoe \$5.85.

**We are the only  
Losers if we Fail  
to Please You.**

**Don't Delay.  
Send Today  
— You Have  
6 Months to  
Pay.**

**Also FREE  
Catalogue  
of Men's  
Finest  
Suits, Furnishings, etc.**

6415



## Genuine Australian KANGAROO LEATHER Finest Upper Leather Tanned

Not many men have had the pleasure of wearing these wonderful Kangaroo leather shoes for they generally sell in exclusive Boot Shops for \$12 to \$18 a pair. Many men wrote us who could hardly believe that we were selling the genuine kangaroo at this popular price. The many thousands of men to whom we have sent them, many of whom have bought a second and third pair, will testify to the exceptional quality and genuineness of these shoes. You know that we could not advertise them as genuine kangaroo if they were not the real article. So, do not delay, but just order on approval at once and examine them right in your own home.

### The Banker Last

to the left you'll say is rightly named, for it is the famous straight last of bankers and business men. Plain fine stitching with absolutely no perforation or fanciness. Dignified. Extremely dressy looking. Finest single oak sole Goodyear welt sewed. Goodyear "Wingfoot" rubber heels. Genuine leather trimmings and finest shoe construction throughout. Sizes 6 to 11.

No. 8215—Banker. Only \$1 with order. **\$7.45**  
Balance \$1.25 a month.

### Admiral Last

We consider this the very finest foot-fitting last ever built for the man with the medium wide or wide foot. Cut wide across the ball in the blucher style which gives the fullness for the high instep. Rounded to a semi-round toe to conform perfectly with the lines of the proper shape foot and we guarantee it to give perfect foot comfort. It will absolutely help correct foot trouble caused by improper shoe fitting.

### "Softer than Kid" "Tough as Hickory"

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We believe that every man understands the economy of good quality, and we only ask the privilege of sending you a pair of our shoes on approval for you to be the judge. If thoroughly pleased spread the cost over six full months. **\$7.45**

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Name.....

Address.....

Employer's Name.....

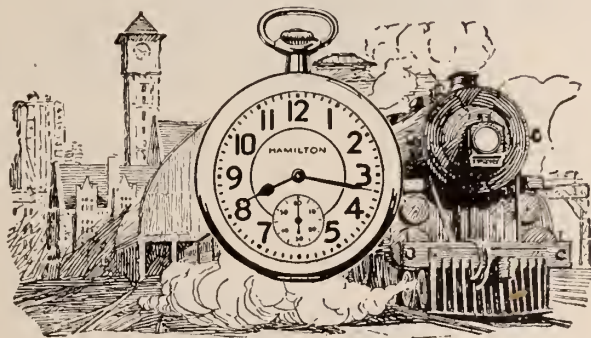
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Send us exact size if you know it. If not, send an outline of your foot on a piece of paper by tracing a pencil around the stocking foot. This assures you of a perfect fit.



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(Guaranteed to Pass Inspection)  
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Send this  
Coupon for  
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Name.....


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Are You Employed  
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Division.....

Occupation.....





# Baltimore and Ohio Magazine

Volume 11                      Baltimore, June, 1923                      Number 2

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

### THE READER AND ADVERTISING

Circulation of [the Baltimore and Ohio Magazine is 48,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



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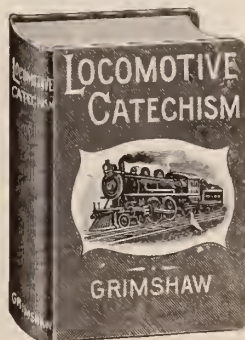
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**BALTIMORE AND OHIO MAGAZINE**

MT. ROYAL STATION

BALTIMORE, MD.



*Prides of The Baltimore and Ohio—No. 5*

Oh, I'm the Ticket Agent and I never  
drive away

A good prospective patron by some  
word that I might say.

"How do I keep my temper sweet?"  
I turn my thoughts about—

Imagine that I'm looking in instead of  
looking out.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME 11

BALTIMORE, JUNE, 1923

NUMBER 2

## "Not Because They Feel Obligated to Do So, but Just Because They Want to Do So"

### How the Cover of This Issue of the Magazine Happened to be Written

SEVERAL MONTHS ago President Willard was outlining to the writer some of his ideas concerning the business of the Baltimore and Ohio. He spoke of the physical improvements made in our property during the last year, improvements that are still being pushed intensively and which are putting our Railroad plant in better shape than it has ever been, and he expressed the hope that with this well equipped and maintained property the officers and employes would be able to make a substantial improvement in our service and our operating records.

He called special attention to several of the standards which he was anxious that the employes of the Road would help raise, and then added the words at the top of this article:

*"Not, however, because they feel obliged to do so, but just because they want to do so."*

The phrase struck the writer as being especially significant—it seemed to express so exactly and cogently the friendly relationship which the Baltimore and Ohio Management would like to have with its employes.

And the importance of getting this thought before our employes in the most forceful way was so apparent that President Willard was asked if he would not write it out in long hand for reproduction on the cover of this issue of the MAGAZINE.

Several weeks later he said: "Here is the 'copy.' I have given your request careful consideration and have decided that as my statement *does* represent *exactly* the way I feel, it should, perhaps, be placed where as many of the employes as possible may see it."

THE OUTSTANDING deeds of all history have been accomplished by men who "wanted to do it." The safety of nations and whole civilizations has depended on such men—from Thermopylae in 480 B. C., where a small band of Spartans held back massed hordes of barbarians, to Cantigny in 1918, where our leathernecks and dough-boys began the demoralization of the powerful German war machine.

The great books that have been written, the epoch-making public

documents penned, the master intentions perfected, the outstanding war victories won, the notable commercial enterprises brought into being—all that is memorable in art, science, politics and industry has been achieved because the men responsible have "wanted to do it."

They were not easy tasks, either, that these men set out to do. And some of the things that we have been asked to do on the Baltimore and Ohio are not easy. They require the best thought and effort of officers and men.

BUT OUR PRESIDENT has struck the key note of their accomplishment when he rightly assumes that we face these tasks together, that there is such a sympathetic and helpful spirit among us that we will handle them in an understanding way, and that we consider the Baltimore and Ohio's prosperity so much our own prosperity that we will bring that prosperity about—*not* because we feel obliged to do so, but just because we *want* to do so.



## Baltimore and Ohio 'Way Ahead of Seasonal Program Laid Down by American Railway Association

At a Member Meeting of the American Railway Association and a Member Meeting of the Association of Railway Executives, both held in New York City on April 5, 1923, announcement was made of the extensive purchases of new equipment already made by the roads.

Recommendations were also adopted defining a policy for the railroads to follow to the end that the transportation facilities of the country will be able to handle the large amount of business that is expected to be offered this autumn.

These recommendations included a number of factors which enter into the operating efficiency of the roads. The most important of these are given below, and show what splendid progress the Baltimore and Ohio has made towards reaching the standards set:

ITEMS	MONTH	NUMBER	PERCENT	Standard Adopted by A. R. A. Apr. 5, 1923
Number of Bad Order Freight Cars and percent to total cars on line first day of month.....	April.....	9,074	9.7	Five percent by October 1, 1923
	May.....	6,486	6.8	
	June.....	5,408	5.1	

	MONTH	CLASS		RUNNING		TOTAL		Standard Adopted by A. R. A. April 5, 1923
		No.	Prct.	No.	Prct.	No.	Prct.	
Number of locomotives requiring repairs and percent to ownership, first day of month....	April.....	416	15.4	135	5.0	551	20.4	Fifteen percent awaiting heavy (Classified) repairs by October 1, 1923
	May.....	352	13.4	140	5.3	492	18.7	
	June.....	262	10.3	154	6.0	416	16.3	

On June 1, 1427 or 56 percent of the locomotives owned by the Baltimore and Ohio were each good for six months or more service, which was the best situation since September 1917 and was exceeded in only six separate months, all told, since January 1912

	MONTH	TONS	Standard Adopted by A. R. A. April 5, 1923
Average loading per car, tons.....	April.....	30.8	30 tons
	May.....	32.3	

	MONTH	EASTERN LINES	WESTERN LINES	SYSTEM	Standard Adopted by A. R. A. April 5, 1923
Average miles per car per day, including bad order cars.....	April.....	30.2	30.1	30.2	30 miles
	May.....	32.2	30.6	31.4	

On orders for new freight car equipment deliveries as follows have been made since April 1, 1923:

KIND OF CARS ORDERED	NUMBER	DELIVERED TO JUNE 15
Steel Hopper Cars.....	5,000	2,990
Steel Gondola Cars.....	1,000	49
Steel Coke Cars.....	1,000	202
Steel Underframe Box Cars.....	2,000	.....
	9,000	3,241

Delivery of 50 heavy Mikado locomotives has been completed and delivery of the 75 Santa Fe type locomotives will begin in the early fall.



# "Take Pride in Doing the Hard Things and the Easy Ones Will Take Care of Themselves!"

*Says the Newly Appointed General Manager of Our  
New York Lines*

*By Margaret Talbott Stevens*

**R.** B. WHITE, the new general manager of New York Lines, has his own ideas about success, and he has a right to them. He works on the theory that no matter how large a star you fix your eyes upon, if you will keep looking at it hard enough and keep working hard enough to keep one foot before the other, you are bound to move in the right direction. And certainly Mr. White ought to know, for ever since he started to work—and his whole life, practically, has been spent on the railroad, he has been doing a considerable bit of moving. Sometimes the going was hard, but he has kept his feet on the ground and his head above water, so that he now holds a position of great responsibility. But that's getting ahead of my story.

Mr. White was born in the little town of Metcalf, Illinois, on August 8, 1883. His father was in the train service of the Clover Leaf Railroad. When Mr. White was three years old, the family moved to Indianapolis, where the father was chief clerk to the master car builder of the Pennsylvania Railroad.

As far back as the new general manager can remember, he has been fond of railroading, and he does not think it strange that his lot is still cast along the line of the iron rail. Railroad shops in those days were not as large as they are today. There were fewer men employed, so that when the little fellow would wander around the shops the workmen often made quite a fuss over him, lifting him upon their shoulders, putting him into the firebox of an engine, taking him with them for rides around the yards. There was little wonder therefore, that before long his big ambition was to be a railroad man, particularly a train dispatcher.

When he was nine years old Mr. White's family moved to Dana, Indiana, where the father engaged in business for himself, and the boy went to school.

"I had a hankering for the railroad," says Mr. White, so in my spare time I studied telegraphy with the agent. I learned the job in return for the work that I performed; in other words, I was what they call a "ham." I have always regretted

that I did not finish high school; I thought that I was 'too smart' to graduate, and by the time I reached my senior year had gotten a job as extra operator on the I. D. & W. Railroad, in the Master Mechanic's Office at Indianapolis, and felt further schooling unnecessary. The I. D. & W., as you know, was absorbed by the old C. H. & D., and the C. H. & D. by the Baltimore and Ohio. I still wanted to become a train dispatcher, and did.

"If an organization will take pride in doing hard things, the easy ones will take care of themselves. This has been the case on the Maryland

District. We have a wonderful organization here, and I regret that I must leave it. Our slogan has been that of the 'Go-Getter,'—'It shall be done.'"

It was a cold, rainy day when Mr. White gave me this interview, but the minute I stepped into his office I found the sun shining inside—Mr. White's big sunshiny smile that he carries around with him. There was a visitor ahead of me and he was smiling too. It's contagious. This was in the forenoon, and yet they say a man is happy only after he has had a big dinner. Right away I began with the questions—regular reporter stuff.

"Mr. White, what are your hobbies?"

"I haven't any, unless it is my home."

"Don't you even play golf?"

"No. I don't play golf, I don't swim, I don't row, I don't shoot, and I don't dance—although I have danced about considerably on the

(Concluded on page 14)





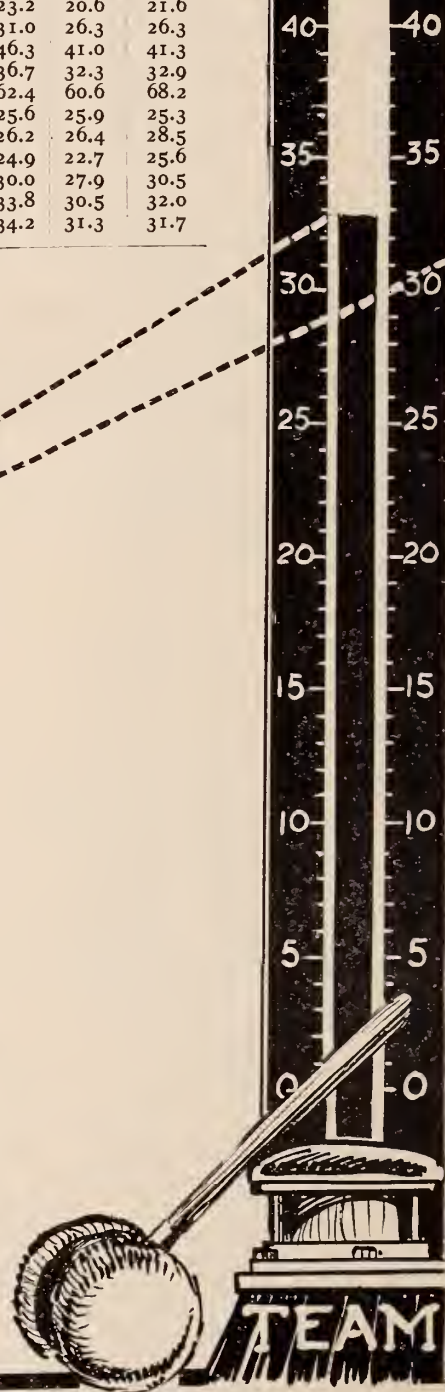
# For May General Manager Scheer Went into Lead—But the Man from

Actual Record, May, Excluding Bad Order Cars

Eastern Lines	-	-	-	-	-	33.6 Miles per Car per Day
Western Lines	-	-	-	-	-	32.9 Miles per Car per Day
System	-	-	-	-	-	33.3 Miles per Car per Day

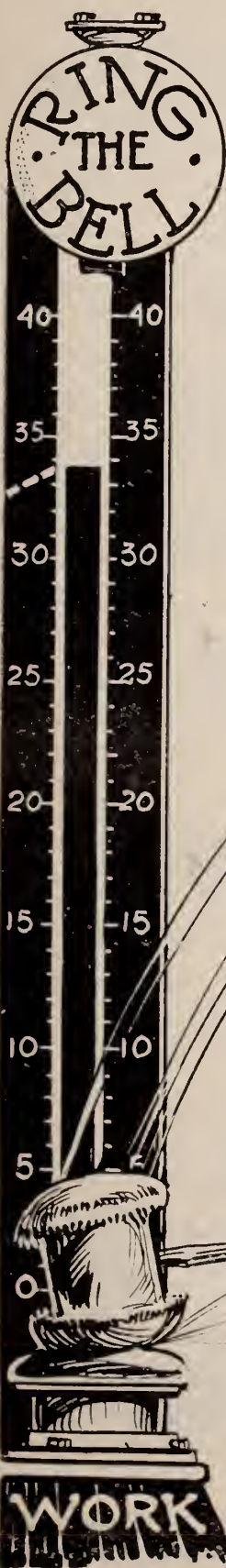


WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			May 1923				June 1923	
			1-7	8-14	15-21	22-31	1-7	8-14
New Castle	46.8	4-21-23	46.0	46.7	41.0	40.5	36.4	36.9
Cleveland	35.1	10-14-20	21.7	20.2	20.4	23.2	20.6	21.6
Newark	47.0	4-30-12	27.8	25.8	29.2	31.0	26.3	26.3
Chicago	51.4	4-14-23	47.8	39.4	47.1	46.3	41.0	41.3
N. W. District	39.0	4-14-23	36.9	34.0	35.3	36.7	32.3	32.9
Ohio	81.2	4-21-16	64.9	56.5	66.0	62.4	60.6	68.2
Indiana	33.6	2-21-20	27.4	26.0	27.6	25.6	25.9	25.3
Illinois	34.0	9-7-16	30.1	28.8	28.7	26.2	26.4	28.5
Toledo	31.9	12-7-20	28.1	25.2	24.9	24.9	22.7	25.6
S. W. District	33.0	10-21-20	32.6	29.9	30.4	30.0	27.9	30.5
Western Lines	35.3	5-7-23	35.3	32.4	33.3	33.8	30.5	32.0
System	34.7	4-21-23	34.6	33.7	33.9	34.2	31.3	31.7





# Took His Collar Off and Eastern Lines New York Has His Eye on the Ball!



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			May 1923				June 1923	
			1-7	8-14	15-21	22-31	1-7	8-14
Philadelphia .....	80.2	6-30-15	49.9	49.2	58.7	51.6	45.5	50.8
Baltimore .....	19.2	11-21-13	14.2	15.8	15.0	15.0	12.9	15.3
Shenandoah .....	29.8	1-21-14	21.9	21.8	20.8	18.8	20.0	11.8
Cumberland—East .....	103.3	5-14-23	89.4	103.3	96.3	103.1	73.7	87.0
Cumberland—West .....	85.1	11-14-21	74.1	82.6	69.8	71.4	67.0	85.9
M & K Branch .....	18.7	11-7-22	17.1	17.6	17.8	15.3	12.7	13.0
Cumberland—Total .....	91.4	5-14-23	80.5	91.4	82.4	86.0	68.6	82.2
Maryland District .....	43.1	5-14-23	38.7	43.1	42.4	41.0	34.9	40.4
Monongah .....	21.5	5-7-23	21.5	21.1	19.9	20.3	19.6	17.3
Wheeling .....	20.3	8-7-20	18.6	16.4	17.4	17.2	17.5	14.7
Ohio River .....	44.7	6-7-16	33.9	33.1	40.2	39.6	37.9	39.9
Charleston .....	21.7	6-7-23	17.8	16.1	19.3	19.0	21.7	13.5
West Virginia District .....	21.0	5-7-23	21.0	19.7	20.4	20.4	20.4	17.2
Connellsville .....	44.4	4-7-23	36.0	39.4	35.7	37.3	36.3	32.2
Pittsburgh .....	48.5	4-7-23	40.9	37.1	39.3	41.2	41.7	36.9
Pennsylvania District .....	46.3	4-7-23	38.5	38.1	37.5	39.2	38.9	34.5
Eastern Lines .....	34.9	5-14-23	34.1	34.9	34.6	34.6	32.3	31.7

EASTERN LINES





## STEPPING UP!

1. H. B. Voorhees, general manager, Western Lines. 2. R. N. Begien, recently elected Operating Vice President, Chesapeake and Ohio Railway. 3. R. B. White, general manager, New York Terminal Lines. 4. C. W. Van Horn, general superintendent, Maryland District. 5. R. W. Brown, superintendent, Cumberland Division. 6. G. W. Martin, superintendent, Connellsville Division. 7. W. F. Booth, superintendent, Pittsburgh Terminal Division.



## Senior Vice President Shriver Believes Railroad Outlook Favorable

Addresses Charles W. Galloway Ladies' Auxiliary No. 1  
at Luncheon Given in His Honor

THE Charles W. Galloway Ladies' Auxiliary gave a luncheon at the New Howard Hotel, Baltimore, on May 23, to Senior Vice President Shriver. Covers were laid for 82 (78 ladies and four of the "weaker" sex).

After the luncheon, which was delicious and served on tastefully decorated tables placed in the form of a square, the president, Mrs. Charles W. Lewis, introduced Miss Ide, daughter of Rev. E. E. Ide, minister in the Lutheran Church, who sang three selections. Miss Ide has a sweet voice and her singing was enjoyed by everyone present. Mrs. Lewis then introduced Vice President George M. Shriver as "The man who looks after the finances of the Baltimore and Ohio, who will tell us something of the railroad's financial and other problems."

After expressing his pleasure and thanks for the hearty reception given him, Mr. Shriver delivered a most interesting address. He said that he found himself in a somewhat difficult position, which reminded him of a meeting he attended some time ago, where, as now, the "chairman" was a lady, and he did not know whether he should say Mistress Chairwoman or Chairman. Dr. Welch, who was present, insisted later that Mr. Shriver had said Mistress "Charwoman."

"Your president has introduced me as the man who looks after the financial affairs of the railroad," said Mr. Shriver, "and if this be true, I should find little difficulty in addressing the ladies of the Auxiliary, as the old saying is 'money talks,' and therefore I would not have to."

Mr. Shriver laid emphasis on the wider activities of the women under the enlarged franchise, noting the number of organizations being created by the women. He referred particularly to the agitation now being carried on by certain organizations with respect to the price of sugar, and the possibility of reducing it through organization, and called attention to the desirability of the Women's Auxiliary making a careful investigation to secure all facts obtainable before taking a position on public questions of that kind. Mr. Shriver said that he was satisfied that the decision reached by the

women would be on the right side after they had secured all the facts available.

He called attention to the gathering of the so-called radical leaders at Chicago, organized to aid the Interstate Commerce Commission in developing the facts with respect to railroad valuation. Mr. Shriver ventured the prediction that, if all the facts on the valuation of the railroads were secured and given due weight, the railroads had nothing to fear from the most radical.

"The greatest difficulty about the railroad question," he said, "is that when considered from a national standpoint the figures are so large that most intelligent persons find it difficult to grasp their full significance. To the average person an earning of \$760,000,000 net by the railroads of the country seems a large and ample sum and it is difficult for them to relate it to a property with a value of approximately \$20,000,000,000, and doing a gross business of \$5,559,000,000. When so related, however, it is found that the net return on the investment in the railroad properties for the year 1922 was but 3.82% as against the 5.75% which the Interstate Commerce Commission found was, under all the circumstances, a reasonable basis of return.

"You, or at least most of you, are depositors in the Savings Feature of the Baltimore and Ohio Relief Department and for a number of years have received a return of five per cent. on your money. Would you be satisfied with 3.82%, or \$3.82 on each \$100 you saved? I think not! Yet that is the rate of return realized by the railroads last year.

"Now put this in a more simple way: Suppose, instead of the 260,000 miles of railroads of the country, you think of just one mile of railroad in which there is invested \$100,000, and suppose that small railroad did a gross business of \$28,000 a year, and after paying all operating expenses had left but \$3,800 as a return on the investment! You can see that that is not sufficient to justify the building of another railroad.

"You can make the case even more simple, perhaps, by supposing that you have invested \$10,000 in a

grocery store or some other similar undertaking; that during the year you do a gross business of \$2,800 and that after paying your operating expenses you find you have a net profit for the year of \$380. This, in simple language, is the railroad situation in 1922.

"Take our own Baltimore and Ohio Railroad property, in which there is invested over \$720,000,000. In 1922 it did a gross business of approximately \$200,000,000 and after paying operating expenses there was left \$23,000,000. That sounds like a lot of money, you say. And it is. But out of that \$23,000,000, fixed charges, including interest, rents, etc. and amounting to more than \$25,000,000, had to be paid. Fortunately the Company had other investments which brought in about \$6,000,000, so that after paying all expenses, including taxes, interest on bonds, and preferred stock, there was just \$3,000,000 left, or only two per cent. on the common stock of the Company. And this money was put back into the property in improvements instead of being paid out in dividends.

### Railroad Outlook is Good

"However, it is my opinion that the outlook today in the railroad field is better than it has been for a number of years. In fact I think it is more hopeful than at any time during my years of railroad service. My confidence is based primarily on the present Transportation Act which, while it does not change the right of the railroads under the common law to receive a fair return upon their property, has given a direct expression of the people that the railroads should receive such fair return. I am optimistic also because the present law places upon the Interstate Commerce Commission jointly with the Railroad Management the responsibility of maintaining an effective transportation machine.

### Employees Are Helping the Baltimore and Ohio

"So far as our own Company is concerned, however, I feel that the degree of success with which the Baltimore and Ohio is now meeting in its operations is due to the more general interest displayed by each and every man and woman in the organization. I believe firmly in the spreading out of responsibility. I feel that this spreading out helps the individual, giving each a greater sense of personal responsibility and that the results obtained by the Baltimore and Ohio have been due to an individual sense of greater responsibility. And no little measure



of the success is due to the support of the women, both organized and unorganized. The women's support cannot fail to be of the greatest possible benefit. Women instinctively see clearly and their influence with their husbands, fathers, brothers, sweethearts and others, in the right direction, must be productive of the greatest good.

"There is no limit to what organ-

ized effort can accomplish. Imagine, if you can, all of the 65,000 employes of the Baltimore and Ohio PULLING TOGETHER on a rope. Something would move. What could they not accomplish? There would be no limit. Therefore, let us all PULL TOGETHER, and the additional force, the guiding force behind the lines will be—the ladies.

#### The Relief Department

"Before concluding, I would like to mention our Relief Department, which does not seem to be fully appreciated by all our employes, although out of about 65,000 employes 48,000 are members. It is conducted with the cooperation of the employes, for the employes. It is headed by an Executive Board on which are employes elected by you



*Cut kindly loaned by R. P. Studley and Co.*

#### THE WORLD'S MOST REMARKABLE RAILROAD SIGNAL STATION—AN ANT HILL

Along the Cape to Cairo Railroad, stretching 2600 miles from the Cape of Good Hope to the heart of Africa, this curious lookout and signal station is to be found. When building the road the engineers came across a huge deserted ant hill directly in the line of the track, which they resourcefully used as a signal tower





## BEAUTY SPOTS ALONG OUR LINE IN THE ALLEGHENIES

1. Looking up the Potomac River. 2. Orleans Road, West Virginia. 3. Doe Gully at the Beginning of Magnolia Cut-Off. 4. Near Sir John's Run. 5. Magnolia Cut-Off and Main Line. 6. East End of Magnolia Cut-Off, Paw Paw, W. Va. 7. The Bridge at Harper's Ferry.

Photographs by William R. Hicks, Valuation Department

all. It is true that the Baltimore and Ohio furnishes office room, clerical force, etc., but in cases of dispute the decisions as to claims rest with your Board.

"Probably it will interest you to know that the Savings Feature now has on deposit more than \$12,000,000, of which \$7,403,000 is loaned out to employes who are purchasing or improving their homes. Of the balance, about \$4,000,000 is invested in first-class securities. The remainder, on which the Baltimore and Ohio guarantees four per cent., is in the Treasury. Since the inauguration of this feature, the employes have acquired more than \$35,000,000

worth of property through loans.

"The Pension Feature is supported entirely by the Railroad Company, and through it more than \$400,000 was paid out last year to employes who have been voluntarily retired from the Company's service. I realize that the average yearly pension of \$331.23 is not large, and perhaps not sufficient to support one after retirement, but I know in many cases that it is of very substantial assistance, and it is some evidence of the desire of our Railroad Company to recognize those employes who have given long and faithful service."

## The Oscar G. Murray Fund

In concluding Mr. Shriver called

attention to the fund left by a former president of the Company, Mr. Oscar G. Murray, "for the relief and assistance of needy widows and orphans of employes of The Baltimore and Ohio Railroad Company who have died in the service of the Company." "Through this fund," said Mr. Shriver, "a number of widows and children are now being aided, and the Trustees will be glad to have your cooperation in bringing to their attention any cases where under the terms of the will the fund can be made of service."

Mr. Shriver stated that railroad employes are proud people, and that it is sometimes difficult to have



cases of need disclosed. He asked, however, that anyone knowing of such cases communicate either with Geo. H. Campbell, assistant to the president of the Baltimore and Ohio Railroad Company, and vice president of The Oscar G. Murray Railroad Employees Benefit Fund, or with C. W. Woolford, secretary of the Company, and also secretary of the Oscar G. Murray Fund. Both these gentlemen are located in the Baltimore and Ohio General Office Building at Baltimore, Md.

Mrs. Lewis expressed to Mr. Shriver the appreciation of the auxiliary for his interesting talk, and urged that the members follow his advice, making a thorough inquiry in connection with all public questions and then taking a stand on the right side. She further urged the importance of members doing everything possible to influence business to the Baltimore and Ohio, calling attention to the fact that, next to the Municipality of Baltimore, our railroad is the largest employer of labor in the city. "Bringing here," she said, "as it does, so much money, and counting so much in the progress of the city, it is our duty to make it clear to Baltimoreans that they should support us."

Mrs. Gaither, president of the Housewives League, had promised to speak, but on account of an accident was unable to be present.

The Charles W. Galloway Auxiliary will hold a picnic on July 6, at Tolchester Beach, steamer leaving Pier 16, Baltimore, at 8.45 a. m. Full details and tickets may be secured from officers of the Auxiliary.

### A "Little" Man Doing a Big Thing

WHILE No. 9 was waiting for change of engines at our Philadelphia Station on the night of June 9 the writer had the opportunity of watching Brakeman J. J. Forrester handling his job.

Mr. Forrester is one of those energetic "little" fellows on the Road who knows how to get the best out of his work—for it, for himself, and for the Company. He took heavy bags from the passengers as they approached the car steps and placed them up on the platform for easy carriage into the coach.

It is such employes as Mr. Forrester who are closely following the Management's wish that the greatest courtesy be extended to our passengers and who are therefore helping increase our business substantially.

## "Galloway and Scheer" Now Batting for "Gallagher and Shean"

*And Knocking Home "Runs" Every Day with "The Capitol Limited"*

SHORTLY after the first trip of "The Capitol Limited," one of our officers received from an anonymous writer the following verse, a parody on "Mr. Gallagher and Mr. Shean," written, it is thought, by an officer or employe of a road competing for Washington—Chicago business with the Baltimore and Ohio:

O, Mr. Galloway,  
O, Mr. Galloway,  
Did you see the Capitol Limited  
leave here?  
Were the Pullmans spick and span,  
Which showed up to beat the band—  
Tell me i—f they were empty, or if  
jammed.  
O, Mr. Scheer,  
O, Mr. Scheer,  
I was right there at Mt. Royal,  
never fear,  
And it made me feel so proud  
When I saw there was some crowd.  
In the Pullmans, Mr. Galloway?  
No, the station, Mr. Scheer.

A rather clever parody, you'll admit, but unfortunately for the writer it does not line up with the facts. For, on the initial trips of "The Capitol Limited," which the writer of the verse had in mind, westbound there were 116 passengers out of Washington, and eastbound there were 125 passengers out of Chicago.

Since the initial trips of "The Capitol Limited" there have been extra cars in both directions almost every day, and on several occasions, extra sections.

Which seems to put the joke on "the other fellow," as suggested in the following reply, written by Miss Stevens, associate editor, and sung by the Baltimore and Ohio Glee Club at the dinner given on June 11 in honor of R. B. White, general manager, New York Properties:

O, Mr. Galloway,  
O, Mr. Galloway,  
I've a letter here that I want you  
to see,  
From a man who's been misled  
'Bout our CAPITOL LIM-I-TED  
'Tis as funny, just as funny as can  
be.  
O, Mr. Scheer,  
O, Mr. Scheer,  
Now I pray you do not think this  
mortal queer—  
'Tis his eyesight, I am sure,  
And I think I know the cure.  
Do you think so, Mr. Galloway?  
Positively, Mr. Scheer!

O, Mr. Galloway,  
O, Mr. Galloway,  
Has he seen those extra sections ever  
since?  
And the patrons pouring in?  
She's a bird that's bound to win,  
Our poor friend is blind and thus  
hard to convince.

O, Mr. Scheer,  
O, Mr. Scheer,  
Let him ride her to Chicago; never  
fear,  
For we'll heap upon his head  
Coals of fire for what he said.  
For his knocking, Mr. Galloway?  
Advertisement, Mr. Scheer!

## "Take Pride in Doing the Hard Things and the Easy Ones Will Take Care of Themselves"

(Continued from page 7)

railroad since I have been connected with it. I worked at practically every station on the I. D. & W. and I have stepped about in a lively manner ever since. All my promotions have come in the early summer months. Whenever we get through the months of May, June and July, Mrs. White says, 'Well, I suppose we're good for another year here.' No, I haven't any hobbies."

And right then and there I discovered one. He began by telling me about how a certain millionaire merchant in Indianapolis got his start in a little shop on the Circle; he told of how this man's keen eye for business, plus ambition and initiative, had won

for him a big place in the world's work; he emphasized the necessity for liking your job if you would make a success of it. It did not take long to find out that Mr. White's hobby is hard work and plenty of it, with an interest in what you are aiming at.

"But, Mr. White, a man like you must have had some good offers in work outside that of the railroad. Do you mind telling me why you have stuck to the Baltimore and Ohio?"

"Because I love the work," he answered promptly, "and I have grown fond of the people with whom I work. These are the reasons I stay. I didn't like Baltimore when I first came here, but I learned to love



it and I like its people. Railroading demands hard work, but there's nothing like it. As to my new position in New York, I am anxious to get at it. I am looking forward to it with great interest."

Mr. White's railroad record is as follows: April 17, 1900, extra agent-operator, Indianapolis, Indiana; April 14, 1902, operator, Indianapolis; September 19, 1902, dispatcher, Indianapolis; January 15, 1908, chief dispatcher, Indianapolis; October 20, 1909, chief clerk to general superintendent, Cincinnati; March 14, 1910, superintendent, Indianapolis; May 1, 1915, superintendent, Flora, Ill.; July 10, 1916, superintendent, Seymour, Indiana; June 20, 1917, superintendent, Philadelphia, Pa.; May 1, 1919, superintendent, Baltimore; April 15, 1921, general superinten-

dent, Baltimore; June 1, 1923; general manager, New York Lines.

### Making Tools Out of Old Rails

**I**N his testimony at the hearing on the proposed consolidation of railroads in the office of the Interstate Commerce Commission, Washington, on May 17, President Willard made some interesting references to the early history of the Baltimore and Ohio.

Among other things he said that the first all steel rail used on the Baltimore and Ohio, so far as he could find out, was purchased in England and called "John Brown Rail." The section weighed less than 50 pounds per yard. Pieces of this rail are found occasionally in scrap piles and in uncovering old road beds

on the Baltimore and Ohio today, and the steel in this old rail is so good that it is reworked and made into tools of splendid quality.

Another interesting point developed was the fact that under the original charter of the Baltimore and Ohio it was contemplated that people wishing to travel or ship goods over our Road could supply their own conveyances, paying for the privilege of using the tracks and right-of-way. Mr. Willard said, however, that so far as he knew, even in the very earliest days when horses were used to pull the cars, the Road had actually never been used in this way, because railroad travel required a special kind of conveyance which it was impracticable for the ordinary passenger or shipper to supply.

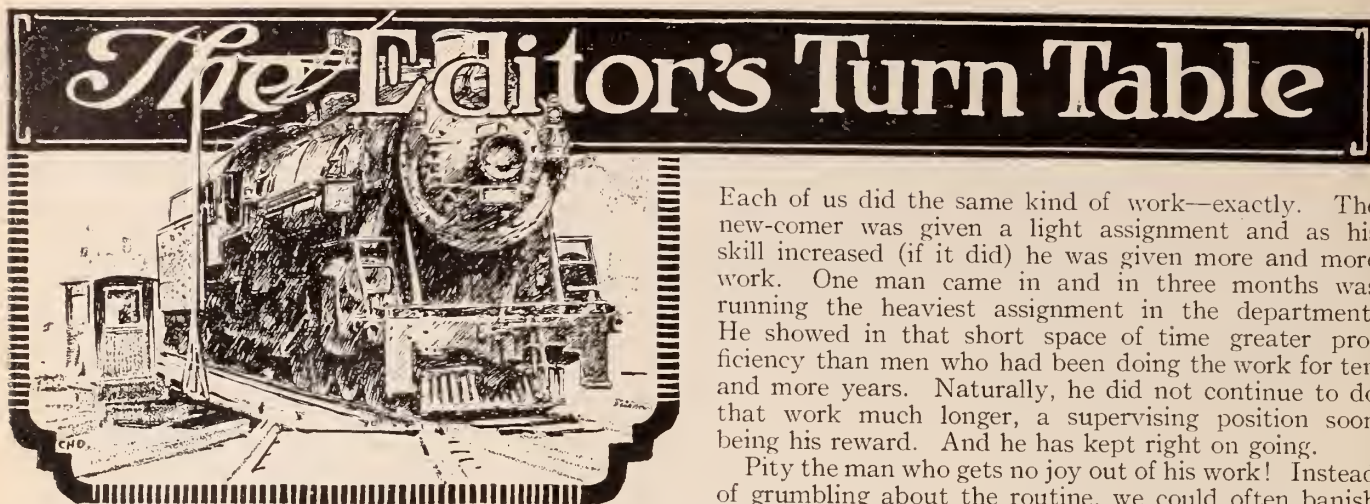


WHEN THE CAPITOL LIMITED WENT BY

Two "snaps" of "The Capitol Limited" and some of the men who are helping make record-breaking performances

1. Operator Vincent D. Twigg, Green Spring Tower, watching the Capitol Limited passing his tower at 50 miles per hour. 2. Emergency box placed in baggage end of club car on Capitol Limited to take care of any defects developed in transit on train or engine. 3. Inside of equipment box, showing stencilling on lid and all material intact. 4. Equipment placed in emergency box. 5. Engineer C. R. White and Fireman J. W. Blacklin in charge of helper engine 5061, Capitol Limited. 6. Capitol Limited leaving Garrett, Indiana, photo furnished by Superintendent S. U. Hooper. 7. Passenger station handling force, who inspect, water and ice the Capitol Limited. Left to right: Front, Acting Day Passenger Car Foreman W. P. Hollen, Night Passenger Car Foreman J. H. Raupach. First row; F. E. Constable, W. D. Shea, J. E. Stemple, W. L. Cook, H. W. McIntosh, J. E. Lookabaugh, C. D. Dively. Second row; E. J. Weber, W. J. Borgman, E. Randall, F. G. Hicks, R. L. Paul, W. E. Shuck, L. L. Robinett. Third row; D. E. Wolfe, C. C. Dean, J. E. Smith, L. W. Metz, H. H. Keith. Fourth row; J. T. Cope, V. W. Bell, J. P. Mellon, J. E. Sherry, H. S. Jenkins. Fifth row; J. E. Lashley, W. A. Hennakemp, H. Neff, D. E. Hewett, G. E. Troll, F. V. Woltz





## BALTIMORE AND OHIO MAGAZINE

ROBERT M. VAN SANT, *Editor*MARGARET TALBOTT STEVENS, *Associate Editor*M. W. JONES, *Assistant Editor*CHARLES H. DICKSON, *Art Editor*

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HERBERT D. STITT, *Staff Artist*GEORGE B. LUCKEY, *Staff Photographer*

## New Job Every Day

*It Was In This Spirit Great Critic Did His Work*

It was under the above caption that F.P.A., one of the best known newspaper men in the country, paid his tribute in the *New York Tribune* to the late Henry E. Krehbiel, the dean of American music critics. F.P.A., said:

"A great newspaper man was Henry E. Krehbiel. To the last his was the great curiosity; he came to a new job every day. For the eight years we were on the same staff with him he never, so far as we know, had a desk of his own. So he used to come in and write on ours or the adjacent one. He used to come in from a recital or a concert and write his story as though his job and reputation depended entirely on the honesty and excellence of that assignment. He had a fervid anxiety about his work, rare in a beginner and rarer in a veteran. He would come in with (I just heard the worst singer that ever tried to get a New York notice), or (I never heard anybody play so magically as he did.) He was the most unbores newspaper man we ever knew.

"Yesterday morning a woman reporter said. (Think of Krehbiel doing the same job for 43 years! I get tired of mine in 43 hours.) Krehbiel didn't do the same job 43 years. He had a new job every day. And that way lie high success and greatness."

\* \* \* \*

Unquestionably there are many jobs on the Railroad where it is extremely difficult to bring any variety or freshness into the daily routine. And yet, to the man handling such a job and who enjoys the thrill of accomplishment; even this routine can be made to afford great satisfaction.

"Is there some slight rearrangement of my work, which will enable me to do it more quickly and hence accomplish more?"

Such self asked questions as this, applied conscientiously to the most routine job, will often bring pleasure and profit.

I remember working with about thirty other men in an accounting department in a large insurance company.

Each of us did the same kind of work—exactly. The new-comer was given a light assignment and as his skill increased (if it did) he was given more and more work. One man came in and in three months was running the heaviest assignment in the department. He showed in that short space of time greater proficiency than men who had been doing the work for ten and more years. Naturally, he did not continue to do that work much longer, a supervising position soon being his reward. And he has kept right on going.

Pity the man who gets no joy out of his work! Instead of grumbling about the routine, we could often banish the sameness and the dreariness of it if we would look at the job each morning as a challenge to better endeavor—to greater accomplishment.

## Helping Men

It has been the privilege of the Magazine to point out to its readers as often as space would permit the advantages to be derived from a good education; also that there are innumerable educational agencies which can be availed of by men of good health, energy and aspiration, who are putting in a full day's work on the Railroad. The I.C.S. the schools fathered by the Y.M.C.A., university extension courses and technical instruction afforded by public night schools—just the mention of these suggests the wide choice which the willing man may make use of to suit his own need.

While doing our bit in this way to get the young men on the Road interested in securing a better education, we have often had in mind a friend who works for the Company in Baltimore. His is not a showy job, but it is an important one and he has his hands full with his Railroad assignment.

But for years he has devoted an hour or more a day to the study of profitable subjects, outside his Railroad work, and although he has not risen high in the Railroad world, he nevertheless has absorbed learning in his few chosen subjects to the extent that he is now an unusually cultured man—and shows it.

Best of all he is not selfish with his learning, for it has been his special pleasure to introduce to the delights of education many of the young men who have come into his department. His reward? Well, just read this excerpt from a letter which he got several days ago from a former clerk in his office and which he passed on to the writer:

"I have been successful in passing the C.P.A. exams. I am indebted to you for your part in paving the way."

## Stopping the Leak

Evidence that employes of all classes are giving careful thought to the matter of "Stopping That Leak" comes to us daily.

On the St. Louis Division, Brakemen H. P. Clark and E. Gordon picked up two burst air hose out of a scrap bin; they cut out the damaged parts and made the hose into what are known as "short connections" which are useful while on line when, for various reasons, the air hoses on two cars are a little short. A short connection prevents air leaks, which in turn prevent brakes sticking and waste of fuel. In addition to this a short connection is worth about \$1.50; therefore the thoughtfulness of these men saved this amount, in material alone.



# Homilies of the Hudson

## Relativity

Since Einstein of the fourth dimension began to confound the world with his theories, the word "relativity" has become familiar by its frequency in print. It is not a new word nor a difficult word to understand in its ordinary sense, but I was once listening to a disquisition on Einsteinian relativity that was as clear to me as Mark Twain's definition of specific gravity, which he says, "is the weight of a body compared with the weight of an equal volume that makes a body go just as far in the first second as the body will go plus the force of gravity that equals twice what the body will go."

Everything is relative to something else. If someone speaks of a "big man" the mind immediately conceives a man bigger than the average. If in speaking of distance we are told of some place "far away," the mind responds to a suggestion of a locality beyond our ordinary horizon, which varies with the individual; it may be as far as we have travelled or as far as we can imagine. When I was a boy at home in the north country of Sweden, I was once telling a peasant woman about a journey to Stockholm, the capital city, and explaining to her in terms of miles and hours how "far" it was. She, with an horizon extending as far as the nearest village and the church, exclaimed with awe: "Didn't God make this a big world."

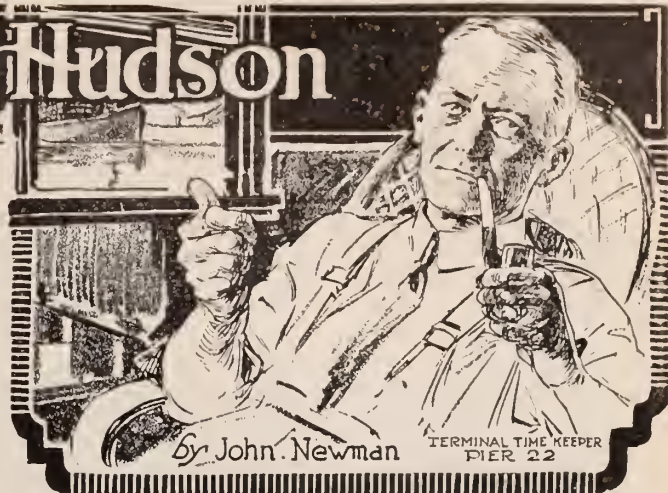
This reminiscence was recalled by my reading an account in a current paper of the star Beta Ceti "burning up." Those who make it their business to weigh and measure the very small and the very big (relatively) say that this star is 460,577,088 million miles away and that light that speeds at the rate of eleven million miles in one minute would take about 80 years to span the distance between the star and the earth. That is a long way off (relatively), and yet in its relation to what lies "beyond," the Beta Ceti is nearer to us than is Stockholm to the hamlet in the northcountry.

After reading the story and while in a state of reverie and meditation, I was brought back to the commonplace by the practical person who shares my joys and sorrows. She reminded me that to keep the home-fires burning it was needful that I bring up some coal from the cellar.

And after all, to each of us personally our daily duties—our chores—be they clipping coupons or washing dishes, are of more importance than the burning of Beta Ceti, to which business a greater intelligence than ours is attending.

## A New "Loaded" Cigar

Since the prohibition sleuths began playfully to pat people on the hip in their hunt for contraband, many camouflage devices, doing credit to the ingenuity, if not to the moral sense of their inventors, have appeared on the "wet" market, all designed with the purpose of deceiving "the enemy." Loaded candy, a pound of which will furnish a comfortable load for milady to carry in the secrecy of the boudoir; hollow canes for the monocled la-de-dahs who have the habit of sucking their cane knobs on roof gardens and in hotel lobbies; flask-lined books and double-crowned derbies, etc., for all sorts and conditions of anti-prohibitionists, are procurable by those who want them.



The very latest is the dollar cigar, sold over cafe-counters and at cabaret tables. It is a full size "perfecto," made of shade grown Connecticut cabbage leaf for wrapper, and for filler one cylindrical glass tube containing "fine old Scotch," probably distilled among the crags and braes on the Grampian hills of Bonnie Staten Island or in the catacombs of New York City. The "smoker" does not smoke, it is non-combustible, but it has a (sniff) fullbodied (sniff-sniff) bouquet.

## The Wisdom of Age

Assuming that if we observe, listen and profit by experiences, we *learn*, and that the longer we live the more we learn, then we should follow that the older we grow the more we should know. But we don't. We only know *better*, not *more*. We discard about as much as we receive, reject about as much as we accept; old impressions give way to new ones.

At the mature age of twenty-one we "know it all." We have learned the multiplication table and that the world is round; we have placed our Q. E. D. after proving the solidity of the pons asinorum; we have had our first love affair; so what else is there to learn! *Quantum sufficit*—enough is plenty. We are chuck full of wisdom and don't care who knows it. Cock-sure, that's us.

But then, as we proceed, speeding along, with motor humming and eyes ahead, creation widens to our view, and in the wake of years is left, farther and farther behind, our cockiness and surciness, knocked into a cocked hat and out of the perspective, and we learn that the older we grow the more distinctly we realize how little we know. Using as comparates the present and the future instead of the present and the past we feel that individually we know nothing and collectively just as much.

Someone trying to improve on Dr. Voronoff claims that he can cure baldness with glands from dogs, using poodles for kinky hair and terriers for straight. It has the advantage over a wig that it won't blow off or stick in the hat.—*Exchange*.

In a campfire discourse on charity hobo number one commented on the hard hearts of the rich and, referring to himself, observed:—"I would give my shirt to any one who needed it."—"And who do you think would want to wear it?" questioned hobo number two.

—*Exchange*.



# The Christening of the "Martha Washington" and "Mount Vernon"

New Dining Cars Are Beautiful Expression of Colonial Style

A UNIQUE ceremony attended the placing into service of the two new dining cars, the Martha Washington and the Mount Vernon, at Mount Royal Station on the afternoon of May 24. Following the age old custom at the launch-

ing of ships, the Baltimore and Ohio held a most attractive christening ceremony, the idea being that of Miss Mabel T. Gessner, passenger representative.

The north end of Mount Royal Station was attractively decorated for the reception

incident to the ceremony. Comfortable chairs were arranged in informal groups, and several large tables covered with immaculate dining car linen and decorated with flowers, held punch bowls, glasses and cake trays, provided with light refreshments for the visitors. A small orchestra, consisting of violins and harp, and half hidden by rows of palms, played throughout the reception.

For a week or two preceding the christening, Miss Gessner, to whom was entrusted



THE CHRISTENING OF THE "MARTHA WASHINGTON" AND "MOUNT VERNON"

Upper, rear row, left: Mrs. William A. Dickey, Jr., sponsor for the "Mt. Vernon;" right, Miss Elizabeth Shriver, sponsor for the "Martha Washington." In front are Esther Jane Van Sant and William A. Dickey, III. Below, left: Miss Mabel T. Gessner passenger representative; right, Miss Olive Dennis, inspector of passenger service



the entire planning of the event, and her assistant, Miss Farley, had been busy sending invitations to many of the representative women of Baltimore, most of them prominent in social, political, business and club activities. Over six hundred written acceptances were received, in addition to a

large number of acceptances telephoned to our Passenger Department, and it was estimated by a representative of the Baltimore Police Department, who was on hand, that at least 1,800 persons in all visited the new dining cars on their "baptismal" day.

The ceremony itself was simple. The

accompanying picture shows the setting, with Miss Elizabeth Shriver, daughter of Senior Vice President George M. Shriver, on the right, holding the christening bottle for the Martha Washington. Mrs. William A. Dickey, Jr., daughter of Operating Vice President C. W. Galloway, is on



THE PHOTOGRAPH SUGGESTS THE BEAUTIFUL SIMPLICITY OF THE INTERIOR OF THE TWO NEW DINING CARS  
Below, right: Steward J. M. Templeman, of the "Mt. Vernon"; left: Steward J. S. Holzouser, of the "Martha Washington"



the left, acting as sponsor for the Mount Vernon. Esther Jane Van Sant, daughter of the editor of the MAGAZINE, who passed the bottles from a flower trimmed basket to the two sponsors, is in the foreground, and on her left is William A. Dickey III, grandson of Vice President Galloway.

Promptly at 3.20, while photographers and motion picture operators were getting pictures of the group, Miss Shriver, with a lusty blow, smashed the bottle on the steel side of the Martha Washington, at the same time saying: "I Christen Thee 'Martha Washington'."

Mrs. Dickey then named the Mount Vernon in similar fashion.

#### The Inspection

The two new dining cars were coupled together as seen in the picture. On the end of each was a chair car, and the guests entered by the south platform of the chair car at the south end of the station. They proceeded through this car into the next car, the Mount Vernon, which was arranged in exactly the same way that it is for serving a meal in actual service. The tables were set and representatives of the Dining Car Department, including Steward J. M. Templeman, were present to show the guests the especially interesting features. Among these were the kitchen and pantry, both finished in spotless white enamel. The colonial atmosphere suggested by the names of the cars is carried out in most attractive detail, even to the utensils in the kitchen, which are made of copper, such pots, pans and kettles as may be seen today at historic Mount Vernon, in the kitchen where the food for the first President of the United States and his wife was prepared.

The panelling in the new cars is done in a dull, lustrous, Mahogany finish, the lighting fixtures being simple in design. In place of the large sideboard ordinarily used by the steward at one end of the car is a small table in colonial design, above which is hung a mirror, also of the colonial period. The silverware is of charming colonial pattern, and the chairs are of Heppelwhite design.

In the next car, the Martha Washington, presided over by Steward J. S. Holshouser, the guests found the chairs and most of the tables removed, and refreshing fruit punch, tea and cakes being served by the waiters. Proceeding through this car the guests then went on into the chair car in the north end of the station whence they alighted on the platform.

#### The Fruition of an Idea

The new dining cars illustrate the value of an idea, an idea which has been under consideration by our Management for the last few years. Remembering the advantage which the Baltimore and Ohio has in traversing a territory rich in historical interest and, with its associations, extending back well into colonial times, and the fact that the capital of the United

States, with its own patriotic shrines, is by far the most interesting spot on our lines, they felt that it would be especially advantageous to bring this atmosphere to the fore in our passenger service in every practicable way.

The new dining cars are the fruition of this idea. They were constructed by the Pullman Company, but a great deal of thought was given to their building by our own officers and also by recognized authorities in colonial architecture, furniture and decorations, called in by the Management.

#### They Cost No More

It is interesting to note that despite the exquisite beauty embodied in the cars—that charming simplicity which has resulted in compliments in large numbers from discriminating passengers, the new dining cars did not cost more than would dining cars of purely conventional type.

#### It Was the Ladies' Day!

Miss Gessner was the first woman passenger representative appointed by any railroad in the United States, and the christening, also establishing a precedent, is doubly significant because of its young lady managers. Miss Olive Dennis, inspector of passenger service; Miss Gladys Farley, assistant to Miss Gessner; Miss Elizabeth Hofstetter, stenographer, Passenger Department; and Miss Emma McClayton, secretary to assistant to operating vice president, were the principal assistants to Miss Gessner at the ceremony. How appropriate it was that

these women employes and the sponsors, worthy descendants of the original first lady of the land, should have dedicated to the public service these cars, embodying as they do so attractively, much of the colonial tradition!

It has been the special work of our women passenger representatives to see that travel for women on the Baltimore and Ohio is made as comfortable and satisfactory as possible. Since they have been so employed they have given the Management many helpful suggestions which have been put into practice, this being especially true of Miss Dennis, who has done a great deal of traveling on our trains and looked into the service particularly from the viewpoint of the woman passenger.

It was appropriate also to have Mrs. Shriver, Mrs. Galloway and Mrs. Fries, wives of our vice presidents, as the hostesses at the christening ceremony, and to have also as one of the guests, Mrs. Willard, wife of our president.

The two new cars have now been running for upwards of a month in our passenger service, evoking the finest kind of appreciation from passengers using them. Stewards Templeman and Holshouser and their crews are giving a superlatively fine service, even for the Baltimore and Ohio, and there is no question but that the service of Baltimore and Ohio trains between Washington and New York, where the new cars run, will be splendidly advertised by the Martha Washington and the Mount Vernon.

## Passenger Suggests New Slogan

*The following interesting letter was written by a prominent Baltimore business man*

Baltimore, Md.

March 15, 1923

Mr. Daniel Willard  
President, Baltimore and Ohio Railroad  
Baltimore, Md.

My dear Mr. Willard:

Please allow me to write you just a few lines about the wonderful service that you are giving your patrons at the present time. Mr. Willard, your slogan has always been, and I hope always will be, "Our passengers are our guests." It seems to me, though, that you could easily adopt another slogan—"We try to make our riders feel at home."

It is not only my own opinion but that of others, that the minute you put your foot aboard a Baltimore and Ohio train, there is a refined, homelike atmosphere immediately felt. It is made this way by your wonderful set of conductors, brakemen, porters, dining car stewards and their waiters. This homelike atmosphere is certainly lacking on a great many other lines.

It is very hard to specialize on a particular train, but Numbers 5, 6, 11 and 16 seem to be exceptionally courteous and accommodating. Indeed, Mr. Willard, your men go their limit and leave nothing unturned to make your riders feel just at home.

It will always give me great pleasure to boost the Baltimore and Ohio service whenever it is possible to do so. I am,

Very sincerely yours, etc.



# Don't Let Your Friends Get Killed or Maimed at Crossings!

*Railroad Men Can Save Lives and Accidents by Timely Warnings*

**C**ROSS CROSSINGS CAUTIOUSLY is the slogan echoing and re-echoing throughout the territory in which the Baltimore and Ohio operates.

Once again the Careful Crossing Campaign is under way, it having started officially June 1, to continue to September 30 next.

As last year, the Baltimore and Ohio is at the forefront in doing its part, through its officers and employees, to effectively reduce the number of careless and thoughtless drivers and pedestrians who have occasion to pass over our tracks at highways.

The American Railway Association is fostering this drive for the preservation of human life and limb. As our railroad is a member of this association, it is our aim to stand at the forefront in the percentage of reduction of crossing accidents by the time the drive ends. Last year we were among the few railroads of the nation which cut down the number of personal injuries, in comparison with the previous year, and we are aiming to reach an even higher average of reduction this year, compared to last.

In his appeal for support for the campaign by all employees, Mr. Galloway points out that if every employe will say something about it, in a short time thousands of automobile drivers will have been put on their guard against risking their lives at highway crossings by carelessly going over the tracks.

And there is an opportunity for everyone to do something; perhaps in a large way; perhaps in a small way. A vast number of posters, letterhead stickers, post cards, etc., have been issued. Practically every minister of the gospel along the System has received a letter asking his cooperation and that he address his congregation on the aims and objects of the campaign.

The Safety Department has enlisted the support of clubs, automobile associations and automobile owners in many cities; of schools, municipal and state departments and other agencies. All are welded into a cohesive force that is striving to instruct the drivers of vehicles of all kinds and pedestrians that "Stop, Look and Listen" is not merely a catch-phrase, but is the panacea for all highway crossing mishaps.

Reports submitted by all the railroads last year indicated that the greater number of accidents at crossings happened in the early part of the campaign. There were more casualties for June than for any of the other three months. This proved that once the campaign got under way, there was a marked decrease in the number of casualties. Profiting by this experience,

the railroads are urging their employees this year to jump into the movement from the very start so that telling blows can be delivered and prevent the repetition of last June's high accident list.

That there is need for a campaign to educate automobile drivers especially concerning the necessity of care at highway grade crossings is evident from a recent analysis of accidents on our System.

Forty-eight per cent. of all crossing accidents in a year involving automobiles on the System were caused by the fact that the automobilist could not wait a moment of two to allow the train to proceed. This failure caused the deaths of 35 persons in these machines and injury to 95 others.

There is no record, of course, of the number of drivers who succeeded in getting across the tracks just before the train reached the highway, but of the 384 accidents in the year, 183 were caused by this kind of carelessness. In many of these cases the attempt to "beat" the train was caused by the failure of the driver to realize that a fast train and a swiftly moving automobile approach each other with unusual speed. In some cases, of course, the desire to boast of ability to "beat" an express impelled the drivers to take a chance.

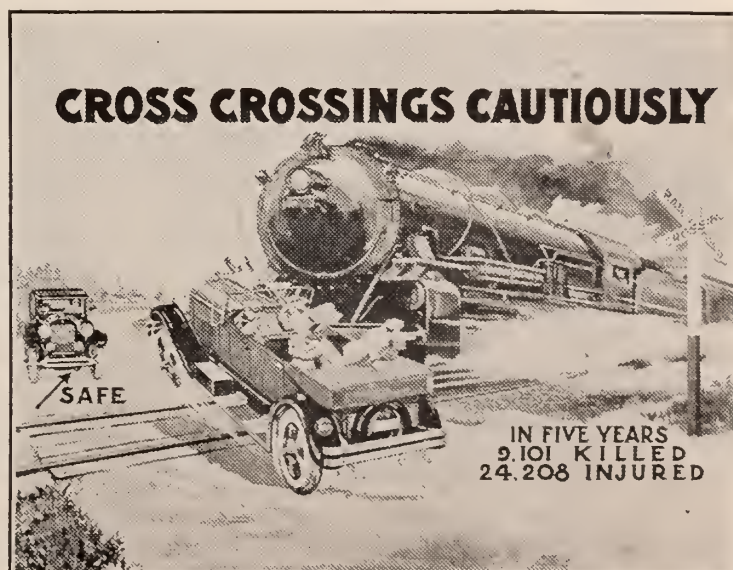
The second leading cause for accident was "stalling of motor on tracks." The majority of these cases resulted from the fact that the driver either came up on the tracks slowly and then attempted to change gears or pressed down on the brake instead of the accelerator. There were eight persons killed and 20 injured in stalled motor cars

on railroad crossings. Eighteen per cent. of all accidents happened because of stalled motors. This is a sharp decline from the leading cause of trying to "beat" the train.

Crossing gates are usually regarded as the best protection possible over highways that are traveled with frequency. Yet there were just 50 instances where automobile drivers failed to note the presence of gates and drove into them. Only one person was injured in these half hundred accidents, but many had narrow escapes from fatalities. There has been scarcely a week in recent months when a gate is not reported destroyed or broken by some careless motorist. The gates are all painted alternate white and black stripes, regarded as the best colors for long visibility, and at night there are red lights hung upon them. Thirteen per cent. of the year's accidents resulted from this cause, which stands third on the list.

The fourth leading cause which caused ten per cent. of the total accidents, was "running into side of trains." There were 40 such accidents, with a casualty list of four persons killed and five injured in the year. Some of these accidents happened while the train was at a standstill, proving that some drivers seem absolutely oblivious to what is ahead of them. It seems unbelievable that a motorist would drive into the engine or cars, but records show that there were 40 such cases on the Baltimore and Ohio in a year.

Three per cent. of the total accidents happened because of defective brakes on the automobile involved in the accident, and another three per cent. because automobiles came to a stop too close to the track and were struck by parts of the locomotive or cars. Eight persons were injured in the cars with defective brakes and five persons were killed and five injured in cars which stood too close to the rails.



Thousands of these posters, lithographed in full colors, are posted at strategic points as a warning to careless motor car drivers





#### THE BALTIMORE AND OHIO IS ENCOURAGING IMPROVED AGRICULTURAL METHODS

1. 1922 Purdue Potato Show, showing exhibits from boys in counties traversed by the Baltimore and Ohio. 2. Members of Potato Club meeting at Valparaiso, Ind., March 26. All from Porter County. 3. Meeting of Potato Club, Washington, Ind., March 9; Martin and Daviess Counties represented. 4. John Shutt, Garrett, Ind., champion potato club member and winner of Baltimore and Ohio scholarship. 5. John Shutt's championship tray of potatoes at 1922 Purdue Potato Show. 6. Left to right; George Zacharias, Meredith Tatlock, Jerald Foster; three boys who walked seven miles to get to Porter County Potato Club meeting. 7. Members of Potato Club meeting held at Warsaw, Ind., March 28; Kosciusco and Marshall Counties represented. 8. Potatoes grown by John Shutt, 1922, Garrett, Ind.; yield 227.6 bushels per acre. 9. Potatoes grown from "no variety" seed by John Shutt's father; yield 75 bushels per acre



# Baltimore and Ohio Potato Clubs Prove That Certified Seeds Mean Guaranteed Yields

By O. K. Quivey, General Agricultural Agent,  
Commercial Development Department

"POTATO growing in Indiana has a black eye because of the poor yields that are so commonly obtained," states Dr. Gregory, a leading authority on potato culture.

The average Indiana farmer will carefully explain to you that the Indiana summers are too hot and dry, that the plants become blighted and stunted and that most of them die before many tubers are formed or set.

The weather is hot and dry—there is no argument about that. However, Indiana can compete with any other state in potato production both as to quality and quantity per acre. There is *equally* no argument about that.

## Start with Certified Seed!

To get this quality and quantity yield, certified potato seed must be used in place of common variety. Now, what are certified seed? They are potatoes that are entirely free from the diseases common to potatoes, such as leaf roll and blight, and which cause the young plants to die before tubers are formed. But plants grown from seed certified as disease free are strong and vigorous, and they withstand the hot dry summer weather and form many uniform smooth tubers.

What proof have we to offer? Why, one of the young farmers in Northern Indiana proved it himself last season, and by so doing won one of the Baltimore and Ohio scholarships of \$100.00. He was also selected by Purdue University as the Champion Potato Club Boy in Indiana. This boy is John Shutt and he lives on a farm near Garrett, Indiana.

John's father had been getting on an average of only seventy-five bushels of potatoes per acre, in which he claimed there was little or no profit, counting cost of 15 bushels of seed per acre, and time and cost required to plant, cultivate, harvest and ship to market. Hence, Mr. Shutt, Senior, decided to plant only enough to supply the family needs. John decided to plant an acre of his own where he might experiment with certified seed as compared with the common seed such as his father used. But let us have John tell the story of how he became the Potato Club Champion of Indiana:

"Picture number eight shows the plot that won for me the trip to Washington, D. C. I could not have won it with the plot shown in picture nine.

"In the plot grown by me—certified seed was used, green sprouted, and planted on a clover sod, with 17 loads of manure applied and 475 pounds of fertilizer (4-8-6). They were planted on the 15th day of June. Cul-

tivated, sprayed and kept clean. This yield was 227.6 bushels per acre, and cost \$80.40 to produce.

"The other plot was grown by my father—common seed was used, planted on a clover sod, with 17 loads of manure applied and no fertilizer. They were planted on the 15th day of June, cultivated, sprayed and kept clean. This yield was 75 bushels per acre, and cost \$84.43 to produce."

Besides the results obtained by this boy, we have the records of W. W. Stauffer, Fulton County, who produced on muck soil 325 bushels per acre; H. F. Wickard, Hancock County, 298 bushels per acre; O. F. Pattie, Perry County, 340 bushels on one and three-quarters acres, and numerous others who produced from 125 to 150 bushels per acre.

These men are from widely scattered parts of the state, but their weather conditions are the same everywhere. Then how did they get such good yields? They used only certified seed!

## Company Supplying Best Seed to Boys

Encouraged by the results of John Shutt, the Baltimore and Ohio desired to help other Indiana boys, and, hence, this spring we purchased in Minnesota two carloads of the finest certified seed potatoes, transported them to Indiana and divided them equally among 230 farm boys, who comprise the Baltimore and Ohio Potato Clubs, each of whom has, as one boy stated: "a potato patch all my own planted to certified—watch my dust!"

Next fall the Agricultural Bureau will hold a Baltimore and Ohio Potato Show in each of the 23 Indiana Counties, at which each club member will have an opportunity of showing a peck of potatoes grown from his allotment of Baltimore and Ohio certified seed. The winners in each County will then enter the Fourth Annual Purdue Potato Show, which will be held at the University in January. To the Club member showing the championship peck of potatoes at the Purdue Potato Show, will be awarded a Baltimore and Ohio scholarship. The winner may elect to use this award for scholastic purposes at Purdue University or in defraying the expense of an educational trip to Washington, D. C.

The Baltimore and Ohio Certified Potato Seed project is being carried on in close co-operation with the Agricultural Extension Service of Purdue University, our representatives being accompanied by Mr. F. C. Gaylord, Purdue horticulturist, a national authority on potato production, and Mr. E. L. Austin, assistant state club leader,

who had active charge of organizing the Baltimore and Ohio Potato Clubs.

Increased yields, improved quality, decreased cost of production, more marketable potatoes—mean more satisfied farmers and more freight for the railroad. The matter of bringing production from 75 to 227 bushels of potatoes per acre, can be accomplished by any farmer in Indiana just as it was by John Shutt, a seventeen year old boy.

## Booster Rewarded with Honest Service

GEORGE RICHARDS & COMPANY  
Electrical Materials  
Chicago

New York, March 30, 1923

Baltimore and Ohio Railroad Co.,  
General Baggage & Milk Dept.,  
Baltimore, Md.

ATTENTION MR. JOHN P. DUGAN

Gentlemen:

I have a letter of March 29 advising that my Health Pad sample was turned in to you on March 24, the day that I carelessly left same there. I also note that you have forwarded same by parcel post, and wish to express my appreciation for the prompt service that you have rendered in this case. You make no mention, however, of the expense that you have been put to, and I would be particularly pleased if you would advise me, so that a remittance covering same can be made to you.

No doubt you will be interested to know that the writer has always been, in the last fifteen years, a booster for the Baltimore and Ohio Railroad, between New York and Washington, and although there is no way of recording the number of instances, still I have had the pleasure of directing many people over your line in preference to competitors, and in all my trips between New York, Baltimore and Washington I use the Baltimore and Ohio because of the comfort in avoiding overcrowding, the cleanliness of your coaches, and your *unexcelled dining car service*, and as above stated, am unable to tell you the number of instances that I have advised travelers to participate in the same enjoyable railway travel.

Yours very truly,  
(Signed) A. R. MACY.

## Courteous Baggage Service

LAW OFFICES OF WM. WALLACE, Jr.  
Helena, Mont.

J. P. DUGAN, G. B. A.—  
Baltimore and Ohio Railroad Co.,  
Baltimore, Md.

Dear Sir: I appreciate the courtesies shown me by your employes at Chicago, who enabled me to reclaim my trunk without missing train connections.

Also, I appreciated the good service on your train from Washington to Chicago.

Truly yours,  
(Signed) T. B. Weir



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

J. W. GEIDENBERGER	Pipefitter	Newark, Ohio.
W. E. HODEL	Material Man	Grafton, W. Va.
P. J. HARRIGAN	Mechanical Examiner	Connellsville, Pa.
H. W. OLDENBURG	Car Inspector	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS	Section Foreman	Louis, Ill.
M. D. CAROTHERS	Assistant Engineer	Chicago, Ill.
F. A. TAYLOR	Master Carpenter	Cumberland, Md.
HENRY F. EGGERT	Track Foreman	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during April, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Belt, Wilber P.	Machine Operator	Motive Power	Baltimore	39
Dolan, Henry M.	Conductor	Conducting Transportation	Cumberland	30
Dowler, Frederick J.	Crossing Watchman	Maintenance of Way	Ohio	16
Francis, Charles T.	Clerk	Motive Power	Pittsburgh	28
Gollery, Edward F.	Pipefitter	Motive Power	Baltimore	24
Harrison, Walter G.	Scale Inspector	Conducting Transportation	Ohio	53
Heimal, John	Cleaner	Conducting Transportation	Baltimore	28
Kuhn, Louis	Machinist	Motive Power	Wheeling	11
Lane, Charles S.	Laborer	Maintenance of Way	Newark	35
Lapp, Charles B.	Material Man	Motive Power	Baltimore	34
Laughman, Casper B.	Turntable Operator	Motive Power	Newark	23
Stump, William A.	Assistant Signalman	Maintenance of Way	Newark	23
Zuelch, Friedrich L.	Wreckmaster	Motive Power	Chicago	37
Lynn, Frank	Car Repairman	Motive Power	Toledo	40

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1st, 1884 to February 28th, 1923, amount to \$5,098,886.45.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Moore, Phillip	Crossing Watchman	Conducting Transportation	Baltimore	March 29, 1923	45
Abrams, Cornelius	Fireman	Conducting Transportation	Chicago	March 21, 1923	34
Blackiston, John	Engineman	Conducting Transportation	Cumberland	March 28, 1923	50
Fields, William	Fireman	Conducting Transportation	Ohio	April 9, 1923	16
Gaw, John, Jr.	Machinist	Motive Power	Baltimore	March 13, 1923	41
Hamilton, James E.	Crossing Watchman	Conducting Transportation	Cumberland	April 16, 1923	44
Kemp, Lorain M.	Carpenter Foreman	Maintenance of Way	Cumberland	April 21, 1923	50
Lester, Thomas	Foreman	Motive Power	Ohio	April 9, 1923	48
Loughery, David	Engineer	Conducting Transportation	Newark	April 1, 1923	47
McGrath, Michael	Crossing Watchman	Conducting Transportation	Indiana	April 1, 1923	39
Morrison, Joseph R.	Groundman	Telegraph	All	March 20, 1923	18
Ottman, John	Shop Hand	Motive Power	Baltimore	April 2, 1923	40
Quinn, Martin	Machinist Helper	Motive Power	Connellsville	April 28, 1923	48
Richter, Henry H.	Passenger Brakeman	Conducting Transportation	Toledo	April 16, 1923	27
Sullivan, Jeremiah	Laborer	Maintenance of Way	Baltimore	April 13, 1923	34
Thompson, L. F.	Manifest Clerk	Conducting Transportation	Monongah	April 22, 1923	32
Webb, John H.	Gang Foreman	Motive Power	Baltimore	April 10, 1923	29



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## Henry M. Dolan

Henry M. Dolan was born near Winchester, Va., on a farm, April 3, 1857. In 1877 he went to the Blue Ridge Mountains to take charge of a team in lumber camp. In January, 1893 he entered the service of the Baltimore and Ohio, being promoted to conductor in July, 1905. He held this position until December 1, 1920 when on account of illness he was placed on relief. He was pensioned on April 1, 1923.

## Oscar W. Waltz

Oscar W. Waltz was born on April 22, 1853 in Frederick County, Maryland. He entered the service of the Baltimore and Ohio in 1870 as laborer and in 1901 was appointed pumper at Frederick Junction, which position he held at the time of his retirement. Mr. Waltz had twelve children, eleven of whom are still living. Of the six boys, five are employed on the Baltimore and Ohio, two engineers, one fireman, one conductor and one brakeman.

One of his pleasant recollections is that while struggling with a draw head one day, Charles W. Galloway, then holding an official position, saw him and came to his assistance.

## Julius Roeding

Julius Roeding was born in 1851. He entered the Baltimore and Ohio service as car repairer at Mount Clare on November 14, 1890, in which position he remained until his recent retirement.

## Thomas H. McAllister

Thomas H. McAllister, who retired on pension, May 8, 1923, was born at Lykens, Pa., in 1857. He commenced work on the Summit Branch Railroad, now a part of the Pennsylvania, on January 1, 1870, at the rate of twelve cents per hour. He was employed for six years as blacksmith, machinist's helper and brakeman and was then transferred to the Pennsylvania Shops at Kenova where he worked as car inspector

and gang foreman for three years. He was then transferred to Williamsport, Pa. as car inspector and later to the planing mill at Harrisburg, Pa.

Mr. McAllister commenced work on the Baltimore and Ohio on May 4, 1888 as car inspector and joint inspector. He remained at Philadelphia until his recent retirement, holding positions as car and tender paint foreman, special employment agent, car foreman, labor foreman, air brake inspector and car repairman.

Mr. McAllister is known all over as the "Irish Dutchman." He speaks several languages and on several occasions has been used as interpreter. He was the first to introduce German labor in Philadelphia, securing eighty men and distributing them throughout the system. He will make his home in Baltimore.

## B. F. Stouffer

B. F. Stouffer was born in 1856. He entered the service in 1872 as a laborer and was employed under James Collins in the construction of the Metropolitan Branch. In 1873 he was employed as trackman under his father, Supervisor P. B. Stouffer, on the same branch. In 1874 he was appointed pumper at Washington Junction where he remained until his recent retirement.

## Charles F. Wilhelm

Charles F. Wilhelm was born in Chillicothe, Ohio, on March 26, 1858. He attended school until he was 16 years of age. (Continued on page 88)



RETIRED AFTER YEARS OF FAITHFUL SERVICE

Upper row; left to right; Henry M. Dolan, Oscar W. Waltz, Julius Roeding, T. H. McAllister, B. F. Stouffer.  
Lower row; Charles F. Wilhelm, Charles S. Colgate, John Heimal, James B. Liggett



# A Scoop a Mile Saved Would Have Saved 17 Trainloads of Coal in April!

During April the locomotives on the Baltimore and Ohio System made 5,804,498 miles.

If, as is believed to be reasonable, we had been able to save a scoop of coal for every one of these miles, we would have saved, at 15 pounds a scoop, 87,067,470 pounds of coal, or

43,533 tons of coal, or (with 51 cars in a train) 17 trains of coal.

And if this coal had been loaded into cars of fifty ton capacity, it would have made a string of cars eight and a quarter miles long; long enough to reach continuously from Camden Station in Baltimore to within one-half mile of our station at Relay.

Throwing on the fire that extra "scoop a mile" not only means a needless waste of coal for the Railroad, but it also means that the fireman has to work harder.

Save a scoop a mile and save unnecessary work!

A scoop a mile saved during April would have meant the saving of 17 trainloads, 43,533 tons of coal.





# Following the Good Will Girls Through France

By Margaret Talbott Stevens

## Part III—When the French Flag Was Torn

I DON'T know just where I left off on the last chapter, but it was, I am sure, somewhere on the Atlantic. Our first sight of land came as a glad surprise when we saw the shores of England at five o'clock on the evening of April 26. Then the sea gulls began to follow the boat in great flocks. We were told that at eleven o'clock we would anchor off the shores of Plymouth, England for a half hour or more.

This afternoon there was much to do. We had to make ready for the entertainment and concert tonight. There was a lottery held for the benefit of sailors' orphans. Passengers contributed the "gifts" and then bought tickets at two and a half francs each. When the time came, Magdalen held up each gift, Dr. Willard called out the numbers as she drew them, and Jean Le Dantec repeated each number in French. The lucky persons then stepped forward and received

whatever gift Magdalene held. It was so exciting to me, particularly because I held two of the lucky ones. I drew a powder box and a bottle of perfume; the latter I gave to Mlle. Clement who admired it so much. Mlle. Clement is the French woman who came over on the boat with us and who has given us a delightful lecture each day about the people and customs of France. She is a teacher in a girls' school in France. She has invited us to her home in Versailles and you may be sure we accepted.

### I Became "Sambo"

Yesterday afternoon we were rehearsing for the concert which was given tonight. Mlle. wanted someone to do a dance of the American negro. Just to be sociable I did a jig or two to please her, and then to my surprise, she announced that I was to do that dance at the concert tonight. So

today Jean le Dantec and his friend Quefelean got me some burnt cork, a jumper sent from the engineer's room, and—for a red handkerchief—a piece of red which they declared was a section of a French flag. At least it was of the same material for it nearly scratched the skin off my neck.

Nine o'clock came and "Sambo" was in his glory. However, with the mask of burnt cork and overalls, nobody knew me save the few who knew I had dressed so I thought if I made a mistake it would not make so much difference. Thank goodness, it went along much better than I had anticipated.

At eleven o'clock we made our stop off the coast of Plymouth, England. The sea was calm and the moonlight wonderful. It was twelve midnight (Imagine it) when we began to pack our baggage. Somewhere between one and two a. m. we turned in. At 6.30 we were up and breakfasting. Everything was a-hurry. The "pour-boire" (tips) took up much time; there were lots of last minute things to be done



Santoro, cartoonist of our Staten Island Lines, pictures the departure of the Baltimore and Ohio Good Will Delegates



and the camera men and reporters came aboard and gave us lots to do. And the boat which brought them also brought a delegation from Paris and Havre to greet us. The excitement became more intense. We were entering Havre. The gang plank was being put out. We could see the crowd gathered at the station with armfuls of roses and smiling faces. I never saw such smiling faces as these French have. Always ready to joke or sing or dance. Soon we gathered in the salon at the center of the upper deck where we were met by Madame Lausanne, Captain Berdanan, and a number of other people who came to meet us and to travel with us.

#### In Which the Mayor Forgets His Speech

Then came the thrill of that slow crossing of the gang plank. How slowly they moved before us! Ah, at last we were

### Good Will Jazz

(Tune: Yankee Doodle)

Here's to our captain and the crew

And to our brave Commander  
And now three cheers for Good Ship France,  
We trust that they will land her.

O, soon we'll learn to "parley-voo"

And come back quite elated,  
To say "Monsieur, merci beaucoup!"

For French wives some are slated.

across! And Commander Roch stood there to say good-bye to us. Up at the fore part of the ship (what do you call it?) stood Lieut. Angot with sad eyes. Now came Captain Le Friand across the gang-plank to say good-bye to the three of us. Wasn't that fine? And he was so anxious to get back home to his little family. He showed us the pictures of his wife and children. His wife is beautiful and his children, like all the French children I have seen, are just adorable.

Ah, we were to come inside the waiting room and have tea. Tea, did I say? Well you may call it that, but I know if I should mention the other things set before us, there'd be more than one envious person in the United States. Oh well, this is France, and a reception is a reception, and as Angot says, "that's that."



#### WITH THE FRENCH PEOPLE

1. This woman guides the tourist through the cave dwellings of the city of Les Baux. 2. A French washerwoman gives the photographer "a piece of her mind" in respect to photographing people who object to being photographed; Miss Spengler and Miss Lauer are amused at her threats. 3. Miss Stevens exchanged costumes with a little French "Mary Pickford" for a picture at Trimont. 4. Miss Lauer and Miss Spengler standing by the wall of the Mediterranean at Menton. 5. Miss Stevens brings her laundry to the river in the accustomed manner. 6. Miss Lauer—the "baby of the delegation" and one of her little French friends at Nimes



Listen! The Mayor and the Prefect are here and the interpreter tells us they wish to speak to us. They spoke in French. The Prefect is all dolled up in the blue of the French poilu, with rows and rows of silver braid on his cap and cuffs. The Mayor is in black but is very distinguished. The former made his little speech which was heartily applauded. Then came M. le Mayor. Bravely he began with a delightful voice to welcome the Good Will delegates to France. Then, after a few sentences, the blushes spread over his face; he hesitated, then stuttered, as you or I would do, and reached in his pocket for his papers. He read the rest. Ah, we smiled but we did so in sympathy. We have worn his shoes.

Miss Jay, one of our leaders on the ocean trip, was presented with a lovely bouquet of roses and she replied delightfully in French which the newspapers said was "charming, pure French." Mrs. Chambers of Cincinnati, and Mrs. Buswell of Boston, our Gold Star Mothers, also were presented with bouquets which, after our arrival in Paris, were placed on the grave of the Unknown Soldier of France under the Arc de Triumphant.

### Normandy

I can tell you how we left the station of Havre and climbed aboard the funny trains into the first class compartments; I can tell you of how we made mistakes at the table, but I cannot tell you about Normandy. The magnificent, yet simple country we passed through on our way to Paris on April 27; I have no words to describe it adequately; it is the most delightful place I have ever seen and if anybody would ask me at this moment the greatest wish of my heart, I should say to live in Normandy in the Springtime. Thousands upon thousands of glorious apple trees—all in blossom; thatched roofed and tile roofed houses, goats and cows, peasants and ox-carts; and more baskets than you could ever imagine. Everybody seems to carry some kind of a quaint basket. Goats nibbling at little patches of grass along the way; old men and women in the gardens; little children in black aprons—helping to gather cress and wild mustard. Further on there were the great patches of cultivated mustard of which there are two kinds—the light, which is extremely hot, and the dark, which we import a great deal.

All of Normandy is a delightful picture with everything in its own setting. No spot in the landscape is inartistic; nothing is out of harmony. If a pear tree grows close to the house and shades it more than it should, its branches are cut and the pear tree trained to grow against the house so it resembles an enormous climbing rose.

### The Seine

Every spot is cultivated. There are no bare places. The trees and grass are

all of the eight green hues of springtime. Further on we come to the Seine, where many house boats are to be seen, each with its flowers in all the windows. It seems that nothing is French without flowers. Here are the goats being milked at the kitchen doors; simple, primitive after a manner, but certainly charming are these French peasants. Oh, for a little home in Normandy, with a little garden, some flowers, and a nanny-goat!

What are these huge nests we see in every tree? Crow's nests? No, they can not be for the sun seems to shine straight through them. Ah, well, it is—what do you suppose? Mistletoe! Yes, it grows on almost any kind of a tree here.

Today is wash-day! In the National Geographic I have often seen the pictures of women washing their clothes in the stream, but when you see such pictures you are apt to imagine these are in some inaccessible place. But here they are. There are no washboards save the stones. And the poor women rub and rub, many without soap. Someone told me that the French save up their clothes for weeks, waiting for a good day on which to wash them. I do not know if this is true, but at least they seemed to be making a merry game of washing. Seldom did a woman have her eyes on her work; she must talk to her neighbor who is using the next flat rock. They sit or kneel on the ground.

I almost forgot to mention the lilac trees. There are hundreds of them on the way to Paris; indeed everything in the way of flowers seems to grow more profusely in France than in our own country. Is it that the climate is more conducive or is it because the French women work so hard to keep such lovely gardens. I say "women," for I believe it is the women who make France. Everywhere you see them toiling. The men work, yes, but the women toil. A French woman seems never to be idle. If she sits down for a rest, there are laces to be made and embroideries to be done. One old woman stood by the roadside with a hoe in her hand, somewhat in the attitude of the woman of that magnificent painting, "The Angelus." As our train went by she clasped her hands in the same manner that I think she must have done when our own boys came to aid France in the war. She had read the signs, "Good Will Delegates" on the sides of the railway cars and she understood. Her wrinkled face lighted up with joy. "Ah, les Americaines!" and we shouted back "Viva la France!"

### A Glimpse of Paris

About 2.30 p. m. on April 27 we arrived in Paris. Here at the station all was hurry and bustle, the same as in New York. Outside there were more pictures to be taken; in fact, pictures of the Delegation were made everywhere, for we have a photographer with us at all times.

The funny little toot-toots of the horns on the autos—and even on the horse carts

there are horns—you can hear them far into the night, not the whistle of the American locomotive, but the too-ee-le-oot of a child's tin horn at Christmas time. The omnibus driver asked for my flag and placed it at the front of the bus. Whether this entitled him to a traffic pass or not, we certainly were carried with speed to the Hotel Moderne.

The first thing that seemed so peculiar to us was to see the people sitting out in chairs on the pavements before the hotels and restaurants. On the little tables were wines, beers, tea and coffee, making a perfect rendezvous for the citizens. It is said that if one sits before the cafe at Rue de la Paix he is sure to see someone he knows—if he sits long enough. Our only trouble lies in the fact that we never have any time to sit anywhere. Every minute there is something different and we can't afford to miss anything.

The Hotel Moderne stands at 9 Rue de la Madeleine, where one may see the imposing statue of the Republic. But have a care when you stop to look up at it, for with no traffic laws in force, you are risking your life unless safely planted on the sidewalk. At the Hotel we were met by Mrs. Dike, in charge of the American Committee for Devastated France on this side of the ocean. We also had our pictures taken with the daughter of M. Clemenceau, war premier and called "the Tiger of France." We were glad to have a bit of rest after being assigned to our rooms. Oh, these French beds! They are wonderful. Soft and high, like rolling into a pile of whipped cream, with a downy covering over us!

Magdalen and Nina had a fine room together and Miss Webster of the P. R. R. and I had communicating rooms. The telephones were very curious, the transmitter and receiver being in one piece. Of course I was delighted to find that the operator spoke English; however, after ten minutes of giving me wrong numbers I gave up in despair. Magdalen went further than that and started to take the sections apart to find out where the sound ought to enter as it was impossible to get an answer. After an experience with a French telephone I shall not get out of patience with any of our Americans.

### Centimes and Sous

That afternoon we had a couple of hours, so with Mrs. Conway we three started out to get some postcards, kodak films, and ink. Poor me, the only one in the crowd who knew a word of French, and nothing whatever about French money! We got some money changed at the hotel. They gave us 13 francs 75 centimes for every dollar, which is about one franc 25 below the market rate, but we had to have it and the banks were closed. After counting it over—what for I don't know, as we had centimes, sous, and francs and had not learned their exact value, therefore didn't know whether we were cheated or not.



Then we sallied forth. We walked for about 10 or 12 blocks, then started back down the other side of the street. Into a Kodak shop we went. There, without any trouble whatever, we made our purchases, although nobody spoke English in the shop. What I couldn't say we just pointed at, and the old man was very patient when we were counting our moneys.

The next stop was a stationery store where the woman did her best to cheat us,

but luck was with us and we came up smiling. She evidently was not a French woman herself for she was not at all polite as all the others we have met have been, and her French was not distinct.

The next stop was for post cards at a little shop where the man and his wife and baby sat out front, while in the doorway stood the son practicing on the violin. We each bought ten cards for a franc. I asked the man if he spoke English. He

said, "Non, Mademoiselle, mais beef stek et plum pudding."

After walking past the hotel several times we finally found it and went in to a simple supper of soup, fish, meat, cake, and coffee. Always there is fish for dinner. We decided we would go to bed early. We were on our way to the desk for postage stamps where we met Mrs. Blair. "Come, girls, let's go for a ride around Paris." Alas for our hopes of going to bed early!



#### WITH THE GLOBE TROTTERS IN FRANCE

1. Ancient and Modern History—Miss Lauer stops for repairs in the old Roman Arena at Nimes. 2. "Aunt Mary" in the same setting, taking notes for the Magazine. 3. Miss Spengler, viewing the landscape from the Tower of Justice in the citadel of Carcassonne. 4. On the way to gay "Paree." 5. The delegates being addressed by the Sous-prefet of the city of Nimes. Note the whiskers. 6. The American Nurses Memorial near Bordeaux, where the girls were entertained at tea. 7. A French Poilu teaches Miss Lauer the art of opening a bottle of—grape juice



A taxi took us around for more than an hour, visiting the Arc de Triumphe where France's Unknown Soldier is buried. We crossed the Seine where the

lights made everything beautiful, and came back from a delightful ride which cost us, including everything 32 cents each!

## Part IV—Avignon

ON the morning of April 28 we arose at five o'clock to get the train for Avignon. We saw many strange sights on the streets; particularly strange, it seemed, to have comfort stations in the streets and on prominent squares, although we must admit it is a sensible idea. We saw old men in frocks that resembled smocks, carrying canes and baskets.

### Railroad Customs

At the railroad station we were photographed again. This time they put me up on a truck with a French truck driver. How funny it seemed! And most interesting was the fact that invariably we found that horses are used to do the switching of cars. Big, heavy Flanders horses they are, with large feet and fetlocks. The engineer's name is lettered on the outside of the car window, along with the number of the engine.

The compartments of the first-class coaches are amusing although they are extremely comfortable, even more so than the chairs in our Pullmans. For the most part we travelled on the Paris, Lyons and Mediterranean Railway. Each compartment has two long seats with luxurious cushions, on each of which one may lie very comfortably, or three persons may sit, six in all, in each compartment. We traveled most comfortably since it was necessary for us to have but four in each. Sometimes all four of us would lie down for a nap at once. Magdalen always slept, Nina often, Miss Webster often, and I occasionally. The scenery was too lovely to miss and I want to see all there is to be seen.

The Temple Tours are certainly delightful although these "late to bed and early to rise" days would not appeal to me for any length of time. When a day is done we are expected to keep a diary for ourselves, an account for the Delegation's record, besides various other assignments. It is next to impossible to find time to write letters, even post cards. And when we go to our rooms we are ready to drop our clothes in a heap and tumble into bed.

From Paris to Avignon is a whole day's ride. We found that the ride was so rough we could scarcely write at all. I went in to talk to Dr. Willard and some Indianapolis girls. The doctor gave us a splendid talk which we enjoyed very much. Then we had lunch in the funny diners, where they serve ice cream and cheese so nearly alike that you almost have to smell them to tell them apart. The waiter comes along with a big mound of ice cream which he slices with a knife, and of which you may generally have two helpings. Tea, coffee, wines,

etc., are charged extra. Tea is served in the diners in mid-afternoon. The cheeses are certainly delicious; we have a choice of two or three for each meal, except for breakfast, of course, which only consists of rolls and coffee. Yes, it's hard to eat rolls and coffee, and think of ham and eggs at home, but the dinners pay up for the loss of breakfast.

### The Alps

It was late in the afternoon when we caught our first glimpse of the foothills of the Alps. With their snow-covered tops, they presented a lovely picture. At one place where the train stopped we saw close by the track a row of little peasant children with bouquets of wild flowers; just behind them in the lane, a girl of about 15 years, barefoot and brown, driving a cow. On the hill above her a peasant cottage before which a woman milked a goat. On the hillside beyond the orchard of olive trees were the vineyards, and in the distance the snow-covered mountains.

It was about 8.00 p. m. when we arrived in Avignon. We went at once to the hotels. One could not accommodate all of us so we split up and our group went to the Grand Hotel d'Avignon. After dinner we went out into the town. A fair was in progress and the "natives" were in gold attire. In the shops there were many fine embroideries, dresses for first communion which they wear every day for a week or two afterwards. There were many articles of stamped leather from Italy. On the top of a high hill was the Palace of the Popes, all of stone, with a magnificent crucifix set before it. Around the town is a big wall, and when we left on Sunday morning we passed through the city gates.

The women of the town dress much like Americans but more carelessly. They do not appear to take much care of their hair nor of their feet. The men wear trousers that come up high, almost to the chest, and many of them wear the broad red and yellow belts which we sometimes see in the Italian and Spanish costumes, in our

theatres. In every street are the little donkey carts, loaded with everything. After a most beautiful drive out of Avignon, around old stone castles, fields of poppies and daisies, we came to a bridge known as the Pont du Gard, built in 19 B. C. by Agrippa as an aqueduct to carry water from the mountains to the baths at Nimes.

Passing through Tarasconne we noticed the peculiar head dress of the women—a black band of ribbon out of which stuck a point of lace. Many school children came out calling "*Vive l'Amerique!*" and we, of course, replied "*Vive la France!*"

### Tarasconne to Nice

Leaving Tarasconne we pass up the rocky hillsides on a winding road, through fields of heather and rosemary, to one of the most exquisite spots we have yet seen—a real town of cliff-dwellers' houses, and churches cut right out of the natural rocks. The life of these people at Les Baux is rather primitive. The streets are very narrow. We got to the little Catholic Church in time for the end of the service. Inside it was the same—all of hewn stone, with a couple of windows. The chancel was very pretty and the peasants in their quaint costumes kneeling there and chanting, made an exquisite picture. After service we came back through another little crooked street, with high walls on either side. We found a dainty little garden with some chairs and a table. At the little flower bower at the entrance there was a little sign that read "Tea."

We entered. Madame came out smiling. What would the little Mademoiselles like? Wine? Beer? No? Then there was lovely whiskey, oh, very excellent. No? Then—oh, yes, certainly, tea, ver' good tea. Yes, mademoiselles should have all the tea they wanted. So we had tea, and the outrageous price was 60 centimes or about four and one fifth cents each.

This picturesque section was the scene of the struggle between the Romans and the Gauls when France was called Gaul.

Leaving Les Baux we came down to a lower level of grass and olive trees, shepherds with their flocks, and always there is the brown dog with the shepherd. At a little town called Arles we had lunch. After walking through the narrow streets, where they have the wooden shoes and red ashes for sale, we took the train for Nice.

## Part V—Nice, on the First Day

### France

*A fairy book from which I learn new tales each day;  
The people of her charming land are fairies gay.  
And though our words they may not speak—we clasp their hands—  
The language of a grateful heart each understands.*

ARRIVING at Nice, tired and hungry, dirty and sleepy, we were delighted to be met by a delegation of girls, dressed in the old Niceoise costumes which are revived for festal occasions. They presented us with handsome bouquets of

roses and little painted gourds tied with red, white, and blue ribbons. Then there were addresses of welcome by the Mayor and the Prefect, and we were taken to the lovely Hotel des Palmiers. By the time we had finished dinner and unpacked our





#### PLEASURE AND EDUCATION

1. Taking lessons in balancing a clothes basket, Miss Stevens finally learns the art from a Carcassonne washerwoman. 2. At Bleirancourt the school children entertained the delegates by singing the Star Spangled Banner, in French. 3. Who's Who in France? It was hard to tell when our girls dressed themselves in the old Niceois costumes which are revived only for festal occasions. 4. The "Good Willers" learned something of how the American Committee takes care of the French babies. 5. Pausing in reverence at Belleau Wood Cemetery before the graves of some of our own boys who were lost in the battles around Chateau Thierry. 6. Railroad girls riding in a French "side-door Pullman" which still carries the sign: "40 HOMMES, 8 CHEVAUX." Standing in the doorway is Miss Lauer; the others, left to right are: Miss Stevens, Miss Laferriere (of the Southern Pacific Railway), and Miss Spengler. 7. Delegates viewing the ruins of the Cathedral at Soissons. 8. Enjoying a Sunday afternoon promenade through the historic old streets of St. Emilion.



bags it was midnight so we could do nothing more than crawl into our high, feather beds. These French beds are most delightful and most restful. My own little bed at home is mighty comfortable, but if I had one like this in which I am now lying as I write this, I know I should have my breakfast in bed as the French people do.

Every day has been bright and beautiful with the skies bluer than I ever saw them, not even a white cloud, only the snow caps of the high peaks that seemed to extend upward into the heavens. It was on such a glorious morning, this first day in Nice, that we piled into the buses and started forth, our road leading along the shores of the beautiful Mediterranean Sea. We had to pinch ourselves to make sure we were there in the flesh as well as in the spirit, for truly it was a dream. Up the hills we went, stopping every few minutes to look back and make snap-shots of Nice. We could see also the dome of the Nice Observatory looking like a great silver globe reflecting the light of the morning sun. For many kilometers we drive with the Alpines at our left, the Mediterranean on our right, passed ruined castles and on to the little town of La Turbie. Here we got our first glimpse of Italy. Oh, what a longing came over me to go on and on; into Italy, Switzerland, across the Mediterranean into Egypt! So near all of them—and yet so far! But we should be so grateful to have seen so much! It seems like a wondrous dream—this trip to France.

Leaving La Turbie we were held up for a few minutes by Captain Berdanau who had—what do you think? Mail from home! Oh, what joy, what shouting as each heard her name called. I expected nothing, so you may be sure that when I received an official looking envelope I nearly jumped out of my skin! A cablegram from President Willard wishing us a fine time and sending all good wishes to France! How delightful—just adding another bit to our already filled cup of joy.

Down, down, down we went to Menton, quite delightful and save for the appearances of the people, quite like a town in Florida. On the road which was built by the Romans and is still in a wonderful state of preservation, we passed a number of the Alpine Soldiers, the famous "Blue Devils" of the War, wearing their queer little tam-o'-shanters with red knobs on the top. Old castles loomed up in almost every direction. Huge cactus plants and millions of rose bushes were everywhere. All the roses in Southern France must have come down to the Mediterranean to celebrate on that day. Nowhere have I ever seen such beauty in flowers. The cars stopped at the entrance of a lovely garden. Out came dozens of comely women with gifts of roses, carnations, branches from the lemon tree filled with ripe lemons, and little booklets of stamps showing pictures of Menton. We descended and went over to the city wall, the break-

water of the sea. There were bathers on the beach; there were tons of flowers everywhere; there were lovely gowns and charming girls who greeted us, and hundreds of adorable French children. After an hour's rest, we entered the buses, once more waved farewell to the Menton folk and set out for a picnic in a grove of eucalyptus and olive trees. Lunch had been provided and we spent a most delightful hour or two in eating.

### Monte Carlo

The next interesting spot was the Principality of Monaco where we were to be met by the Prince of Monaco. Miles after miles of roses, and we were at the lane leading to the palace at 2.00 p. m. To our disappointment however, the Prince was unable to keep his appointment and sent one of his ambassadors instead. He was very nice, wanting to show us everything in Monaco but time allowed us only to see the museum and the aquarium, a collection of things from the deep sea, gathered by the present prince's father. Monte Carlo came next. Here was the Casino itself, and yet, I was not particularly impressed. Perhaps it was because I was tired and a bit depressed because of the heat of the early afternoon; perhaps it was because everything seemed so quiet within and altogether different from the magnificence I had expected; perhaps it was because I put no money into the games; but I can say this; after I had looked upon the faces of those who sat around the tables, winning and losing, I thought "Oh, if all this money were only sent up to the devastated sections of this beautiful country, how much nobler it would be than to gamble it away in this manner!" And to save my conscience, I couldn't bring myself to chance a single five franc note, the price for the lowest check! Perhaps you are disappointed. If so, I am sorry, but my five franc note will go to someone in need, some old grandmother, or some little child as a little help in some good cause, when we get to the devastated regions.

Do you think we had enough excitement for one day? We had—but there was more to come. We returned to town by the Lower Corniche Road, a shorter way but quite charming for it, too, lies along the sea.

By the way, there was a sign at every other corner that might sound strange to those in U. S. A. It was an advertisement, the picture of a jolly fellow in red and yellow and the signboard bore this inscription: JOHNNY WALKER WHISKEY. Now, are you thirsty? If you are, I'll let you see the cork of a champagne bottle that I picked up in the garden of Diana at Nîmes. But that is another story.

### The Opera

On this evening we returned to the hotel, dressed in our formal evening dresses, and after dinner went to the opera house to hear "Tales of Hoffman" all in French.

It is quite a strain to understand French when one is not quite accustomed to hearing it, and particularly in music. So, whether it was the long day, the fatigue of driving, or the length of the production, eleven o'clock found Nina, Magdalene, Miss Webster and me nodding—and longing for our beds. It was midnight when the production was finished, and a walk by the seashore in the moonlight on our way to the hotel completed our delightful day. Do you wonder we had no time to write letters or send cards?

### Nice, Another Lovely Day

Early on Tuesday morning we started out again. On one bus I found waiting for us the group of girls who had welcomed us to Nice, all dressed in their fancy costumes, and when I went to get a picture of them I found them so delightful I asked permission of Captain Berdanau to ride in the car with them. This was one of the best things I could have done. I learned more French that morning than I had gotten in a week anywhere else. There came a long ride up in the mountains above Nice where we came to Tremont where the school children came out to sing for us. The French girls insisted on dressing me in one of their own costumes for a photograph and the disguise was so complete that our advisor, Mr. Peck, began speaking French to me, thinking I was one of the pleasant girls. Then one of the schoolboys came up with a lovely bouquet of sweet peas and gilly flowers for me. I can't imagine what son of grand personage they supposed me to be. Flowers grew in wildest profusion and there in contrast with the snow on the tops of the distant mountains, made a picture I shall always remember.

After lunch there were many photographs and we set out once more for the Gorges de Loup and Grasse. When I visited Yellowstone Park last year I thought surely I had seen all the glory that is on earth, but I had not seen the Gorges de Loup. Glorious and magnificent beyond description; catacaets and bridges, tunnels cut through overhanging rocks, veritable canyons, wonderful depths—oh, I just can't describe it. I can only say as I heard a minister say of something else, that if all of the rainbows that have been since the beginning were mingled together, the result would make no more impression on me than this. A thousand feet down the cliff below, it seemed, and a thousand more to the peak's overhead. Everything in France has its beauty, its own particular beauty, for nothing seems just like what has gone before; every minute brings something new and beautiful. It is hard to tell which is best, for anyone of the things I have seen would make me weep. I am simply overcome, and my only salvation is that there are always some who speak of things earthly in the presence of this glorious handiwork of God Himself—words that thwart the tears and remind us that we



are still on earth. Leaving the Gorges de Loup we were driven around the zig-zag roads, up, up, and up, passing a village of old stone houses called the Turret de Loup, several shepherds with their flocks, and we could not but be reminded of the words of the 23rd Psalm:

"Thou anointest my head with oil, my cup runneth over." For truly my cup of happiness had long been filled before we reached the little town of Grasse, the home of the perfume factories of the world. Here we had a charming reception by the Mayor of Grasse, with whom we had tea. He told us the city had been named for Count de Grasse, who had been a great worker for independence. He hurried for the Good Will Delegation and for the U. S. A. We called our "*Vive la France*" and Miss Jones graciously replied to the Mayor's speech. After other addresses and tea we left for the perfumeries.

### The Perfumeries

Here we were told that the flowers were plucked and placed in glass frames in lard, which is the foundation of all perfumery. The flowers are changed every second day. After two weeks the lard is mixed by machinery with alcohol, until the perfumes have been absorbed by the alcohol. In one pile on the floor there must have been 25 bushels of rose leaves. The flowers used as the bases of perfumes are roses, tube-roses, orange blossoms, hyacinth, jasmine, violets, mignonettes and jonquils. Most interesting was the room where the perfumes could be purchased. How eagerly the girls crowded into the salesroom. It was a pretty sight, this bevy of girls dicker-ing for bottles of perfume, scented soaps and cream—and delightfully feminine. Some of my little French friends were quite excited for this also was their first visit to Grasse. Oh, well, there are places of interest near our own towns which we have never seen, so we need not wonder, for I think Nice is but 35 miles from Grasse. We had a jolly time returning to Nice, being showered with roses from the children by the wayside. I must not forget to say that I was kissed on both cheeks by each of the little French girls.

### Moonlight on the Chateau D'If

We were not at all anxious to leave Nice; for it was so like our own towns in Florida. However, if one would travel with the Temple Tours, he must be "ready to go when the wagon comes."

We were taken to the station where we boarded the train for a long ride along the sea to Marseilles, where the band came out to meet us—a fife and drum corps—the mayor who wore a red, white, and blue sash across his chest. He gave us a real reception with gifts of armbands bearing the crest of the city, flowers, post cards, and later in the afternoon another gift of which I shall speak later. I fear we shall have to have special portmanteaux in which to carry home our souvenirs.

Our first job was to eat, as you may know. The next to see the sights of the town. The first place of interest in Marseilles is the Palais Longchamps with its bears and lions of stone at its entrance and its lovely fountains. I was interested in seeing the amount of regalia which the horses of Marseilles must wear; great collars with high-pointed peaks on top or a broad expanse of leather placed horizontally across; the top of the collar studded with brass rivets and other metals to make a big showing. The donkeys are used to do much of the work in all of the French towns which we have visited. Sometimes we see Papa, Mama and the three children riding behind one of these funny little animals.

The streets are extremely narrow; in one place a merchant had to remove his little stock of tinware from the street (on which there was no sidewalk) in order that our bus might pass by. And how excited these people get when there is something to be done immediately! They get to yelling at each other, pushing, and spluttering. It is too funny for words.

Our way ran along the seashore. Everything was different from what we had seen before. At the ship's dock we ran across a funeral. The black and white hearse drawn by black horses, all covered to their eyes and down to their knees with a regular black dress, piped in white and cut to fit each horse. The white rings around the horses' eyes certainly gave them peculiar expressions. On the four corners of the hearse were immense plumes. This evidently was an expensive funeral for there were hundreds of mourners who walked behind.

### An Interesting Church

Leaving the harbor we ascended a hill known as the Hill of Notre Dame de la Garde, on the crest of which stands the chapel by that name. The building was made by the Greeks who came to Marseilles in 904 B. C. After traveling in our buses for some distance up the hill, we came to an "ascenseur" (elevator) which carried us, I think, about 350 feet farther. Then there must have been a thousand steps to climb before we reached the chapel which is known as the guardian of the mariners, for it overlooks the harbors. Inside the chapel and suspended from the ceiling are various gifts donated by marines who felt their lives had been saved by the guardianship of Notre Dame. There are pictures, relics of the war, and even a miniature aeroplane which had been presented by an aviator who had barely escaped death. This and the little ships lacked no detail.

Leaving the chapel with a feeling of reverence, although with empty stomachs (if one can be reverent with an empty stomach) we learned we were to have a reception at the home of Madame Opperman. Since a reception often means "eats" this was welcome news; our throats were

dry with much riding in the dust, so you may be sure when our way led, first through a lovely park filled with flowers and then through a long avenue of trees, a winding forest-like road, we were delighted.

At Madame Opperman's chateau we had a fine reception. There was the Assistant to the American Consul, a Marquis or two, and many fine French women who welcomed us cordially. Madame Opperman is President of the Bienvenu Society of France and she had left no stone unturned to show us the meaning of the hospitality of her country. Then, too, there were the eats, no wines, but honest-to-goodness American ice water, orangeade, iced coffee, and delicious French pastries. Don't tell anybody, but I ate some of each and then went on a second round. Nobody but those who were with me knows how good it all tasted.

After refreshments the representative of the Government of Marseilles handed each of us a little white box, inside of which was a little silver pin, a locust, the emblem of the town. We have been wearing them ever since. Dinner at the hotel seemed to hang heavily on our hands after the food at Mme. Opperman's, but we managed it. While going through with our soup, Mr. Hinds, a newspaper publicity man from Paris and an American, invited us to go with him and the movie man to see the narrow streets of Marseilles, the streets that were too narrow for a cart to drive through. Our chaperon said it was a nice opportunity so we set out. Magdalene and I with the publicity man in the lead, a half dozen other girls, and Mrs. Blair with the movie man—who spoke only French, bringing up the rear. It was quite funny and we enjoyed it a lot.

The women and children sat in the doorways and in the streets; the men were drinking in the bars; everywhere there were sailors from almost every country in the world. Among them a number of Chinese and of course, Algerians. Mr. Hinds had an interesting conversation with an English sailor who carried a parrot under his coat. He wished to sell the parrot for money to buy drink and was willing to take anything for it. It developed that he had stolen the parrot from a Lascar sailor who, being drunk, had fallen asleep. Some of the streets were so narrow that by stretching out both arms I could touch the walls of the houses on both sides at once.

Down near the harbor we saw a sign which said "Chateau D'If." We wondered if we could get a motorboat to go to the isle, but the offices seemed to be closed. The movie man set out to see if he could find a boat. In the meantime we heard a shout, "Hey, you Americans!" and looking up we spied Miss Quarles, Miss Freney and Mr. Hise, the photographer, in an auto. "Come," they called, "we have a boat for the Chateau D'If." So we set out for Chateau D'If in a lovely motor boat. This Chateau, made famous by



Dumas in "The Count of Monte Cristo" was used during the French Revolution as a prison; also as a German prison during the late war. The moonlight on the Mediterranean! I leave the rest to your imagination. Out of the inner harbor into the outer, past the chapel of Notre Dame de la Garde; I think the moon tonight was far more lovely than I have ever seen it. Around the shadows of the Isle it was perfect, the loveliest picture I ever have seen. Not a word was spoken by one of the twenty, nothing whatever to mar the beauty of it all. Magnificent! Returning to Marseilles we felt this had been the most beautiful evening of all.

Shall we go from the sublime to the ridiculous? Then I shall tell you. The trip cost each of us one franc—seven cents. What a price for ecstasy!

#### In the Old Roman Garden at Nimes

On the morning of May 3 we left the railroad station at Marseilles for Nimes, each wearing a lovely red rose, the gift of the marquis we had met in the gardens of Mme. Opperman. At Nimes we boarded trolley cars, were presented with roses again, and left for the Jardins de la Fontaine, in the center of which is an old Temple of Diana. Here a fine band played the Star

Spangled Banner and we were given champagne. What a contrast! The water in the gardens is piped from the River Rhone, carried through aqueducts of Pont du Gard, and brought here originally for the old Roman baths. An address from the Mayor concluded with a "Hip, Hip, Hooray for America!" made us welcome. Today for the first time we used our umbrellas—to protect us from the sun. The famous Arena, built by the Romans centuries ago, is still used for bullfights. This arena and the coliseum which are in Nimes are reproductions of those in Rome. It did not seem in keeping with history for us to be climbing up the crumbling stone steps. And yet, when Magdalene sat on a high point to powder her nose, the photographer seemed to consider it good fun to snap her picture. Here was a building that I had never dreamed of seeing in all my life.

Indeed this trip with the Good Will Delegation has been the greatest bit of education that has ever come to me. After a visit to the museum in which was an interesting collection of reproductions of temples and arenas at Rome and Athens, we had a treat of real chocolate ice cream, followed by a shopping expedition.

## Part VI—Carcassonne

#### The Citadel and Wash Day

AT Carcassonne we were met also by a delegation which presented us with flowers and postcards. We were very warm and our throats were parched; most of us were sleepy. But what kind angel watched over me and told me to wash my face, powder my nose, put on the Marquis' rose and brush my jacket before we left the train? I do not know, but certain it is that at other times I have missed one or two of these details. But on this occasion of being met and greeted by the Mayor and the Prefect who wore the inevitable red, white and blue sashes, Mme. De Lauzanne called upon me to reply to the Mayor.

With knees quaking under me and my heart sounding to my ears like the boy beating the tin pan on board the France when dinner was ready, I began. As yet I do not know what I said, but I suppose it passed muster as the girls said it was O. K. It is a great moment when one's words are being translated into French for the benefit of a Mayor, even if it is the Mayor of mediaeval Carcassonne.

You have never seen the citadel of Carcassonne with its Palais de Justice, prisons and courts—remnants of the old days of the Visigoths in the Fifth century. And you have much to live to see!

All the floors are of stone, the turrets and ramparts are cleverly built for the purposes of warfare. Down in the pit of the tower of the inquisition there are fire places where the irons for torture were heated.

There are long, dark, winding stairways within the towers and steps without balustrades on the outside. There is also the Bishop's Tower, where the bishops walked during the time of war when they were not allowed to go from the fortifications. The towers all stand as they were originally constructed.

From every point, one may get from the ramparts a glorious view of the surrounding country, even of the Pyrenees and a bit of Spain.

The buildings are all joined by stone walks from 25 to about 50 or 60 feet above the ground, and the citadel takes the form of a circle. It took us about two hours to make the walk around the circle—waiting at certain places, of course, for the guide to make his explanations. There is the Tower of the Mill, where flour was ground only for the Monastery; the Leper Chapel where only lepers were allowed to worship, and Observation Tower where a magnificent panorama of the country may be seen. Looking up the road toward Marseilles we saw a man and woman with a donkey, the woman riding, the man leading at the bridle. In this beautiful land of olive trees, was it any wonder that the scene reminded us of Mary and Joseph in their humble entry to Jerusalem?

These are the scenes that make us weep, that bring out the best thoughts within us, that make us feel like getting down on our knees in a prayer of gratefulness for the opportunity of being brought face to face with things like this! Carcassonne? I love it!

Down in the court stands an old well, also of stone, with a rounded stone archway, looking for all the world like the handle of a bucket. What tales this old well could tell—for it is the oldest well in Carcassonne! And Carcassonne is said to be one of the oldest and proudest cities of France!

And as we descended the narrow street leading down from the Citadel, we were met by groups of laughing school children who shouted after us in good English, "Hurrah for the Americans! Hurrah for America!" Imagine that in the fifth century! And yet, I think that Carcassonne is more beautiful today. Always is peace more lovely than is war, and the children's voices echoing in the high towers of which they have no fear—save on July 14—makes a music of peace and harmony, a picture of love and quietude that Visigoths never knew. As for me I would rather be a child in Carcassonne any day than to be the prince of Monaco. But hurrah! I am only a citizen of the United States! Home-sick? No, just proud of my own country and its people, the people who do so much for those like me who do not deserve it; people like those of our own Baltimore and Ohio Railroad who are broad-minded enough to know what an education this means to us who must earn our living. God bless them!

#### I Become a Washwoman

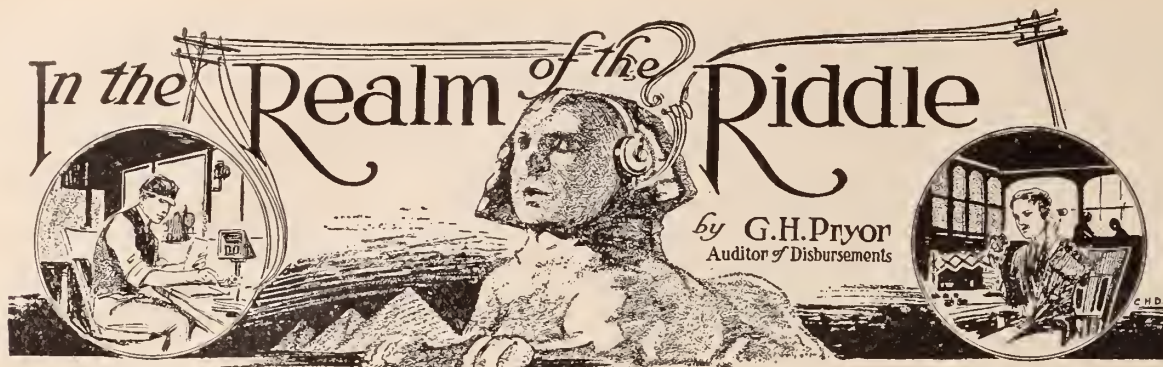
On our entry into Carcassonne we noticed a number of washer women kneeling before the canal with the big piles of clothes. for they make their living in this manner.

On the second day, therefore, the photographer Mr. Hise, scenting some good pictures, got a group of us interested in laundering. No, we could not exactly get ourselves to kneel in the straw-filled boxes that the women used to sit in. Why? Oh, I don't know. I suppose it is because of doughboy yarns, you know. However, we did rub out some pieces of clothing—not ours—on the boards and stones provided for the purpose, brought our laundry in wheelbarrows and on our heads, and got a pretty good idea of the expression, "A French wash."

At 10 o'clock we walked down to the Hotel de Ville, Mairie, or City Hall, where his honor the Mayor greeted us in a speech and in wine. Moreover, he presented each of us with a little souvenir—a tiny bottle of "Something—I—don't—know—what" but each of us is determined to carry hers back to the States as a joke on those who asked us to sneak in some champagne.

While the reception was going on, Nina and I, who had been suffering dreadfully of trouble with our feet, sneaked away and in a Carcassonne shoe store, found just the things—sandals of light weight calf. We put them on and wore them out on the street. Now we felt as though we were in Heaven.





*Note:*

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

THE answers to the puzzles published in the March issue are:

1. Francis Scott Key

2. B  
F A G  
S O L E N  
F O X T R O T  
B A L T I M O R E  
G E R M A N I A  
N O O N I N G  
T R I N A L  
E A G L E

3. Safety First

4. Taxes, Texas

5. T R A  
B R E V E  
T R A V E L S  
R E V O L V E  
A V E L L E R  
E L V E S  
S E R

6. T-auto-g

7. H E A R T  
E L D E R  
A D O B E  
R E B U S  
T R E S S

8. B o l e r O  
A t t a c h  
L i t c h I  
T o m a t o  
I n f i r m  
M a l a g A  
O o l o n G  
R e t i n A  
E l b u r Z  
A l k a l i  
N a t r o N  
D e f i l e

L  
S E T  
S A C R A  
L E C T U R E  
T R U S T  
A R T  
E

10. G  
M A P  
K O R E A  
R E T O R T S  
H E N H O U S E S

11. Dressing Gowns

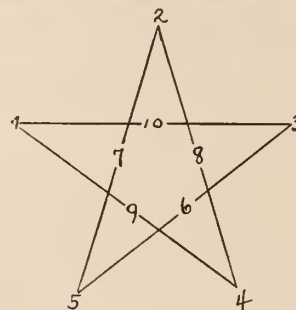
12. P R O N G  
S E I N E  
M O N D E  
P E K O E  
T E N O N

13. Gal-lo-way

14. B A B B L E  
A C O R I N  
B O R I N G  
B R I O N I  
L I N N E N  
E N G I N E

15. S  
N O W  
C A P E S  
N A P H T H A  
S O P H O M O R E  
W E T M O R E  
S H O R E  
A R E  
E

The idea in Mr. Lindsay's "star" problem is to place a number at each point of the star marked with a dot. These numbers must be such that when any three on a straight line are added together they will total 14; a second combination of numbers will total 16; another set 17, and still another set 19. The star is shown correctly as follows:



Total 14

Answers to other combinations:

1, 10, 5—16 4, 3, 10—17 7, 2, 10—19  
1, 8, 7—16 10, 1, 6—17 10, 1, 8—19  
5, 2, 9—16 6, 9, 2—17 8, 5, 6—19  
9, 4, 3—16 2, 7, 8—17 6, 4, 9—19  
3, 6, 7—16 8, 5, 4—17 9, 3, 7—19

CORRECT solutions were received from the following:

Eko, J. A. Brady, C. Lion, Ben Franklin, S. T. Udent, J. F. Donovan, G. Hartman Pryor, Comrade, N. Jineer, Primrose, Pearlle Glenn, Atlas, L. M. N. Terry, The Major, Martelia, L. E. Phant, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Gee, Asheboro, N. C.; Spica, Witney Crossings, N. Y.; Tunste, N. N. Katz, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; Gemini,

Poly, Brooklyn, N. Y.; K. T. Did, Nypho; E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Petite, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Jack O. Lantern, T. Hinker, Bangor, Pa.; Alce Sander, A. T. Ourman, Philadelphia, Pa.; Tom Crestmore, Johnstown, Pa., Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Arcanus, Eloise, Iowa City, Iowa, Jemand, Wilmington, N. C.

The two prizes offered by the National Puzzlers League, each of six months' subscription to the Enigma, were won by J. A. Brady and C. Lion, both of the Auditor of Disbursements Office, Baltimore, Md.



## New Puzzles

## 1. HEXAGON

(New International Dictionary)

- 1—Bast fiber,
  - 2—Medieval figured silk fabrics,
  - 3—Alarmed,
  - 4—A nomad of the deserts between Syria and Arabia,
  - 5—Undisturbed,
  - 6—The sensitive layer of the skin under the epidermis,
  - 7—Prim.
- Mulkeytown, Ill. Todd

## 2. TRANSDELETION (6)

Are not all eyes that wink and play  
With kindly mirth the finest, pray?  
I sure have seen the other kind,  
That knock you dead or strike you blind;  
One glance from out such eyes will slay!

Then there are eyes, cold, stony gray,  
That chill you thru, then turn away.  
But things that stab and hurt, you'll find,  
Are not all eyes!

The SECOND eyes, the eyes that flay,  
The FIRST eyes that swiftly stray,  
These someone's loyalty will bind.  
But soft, brown eyes I have in mind,  
With twinkling stars. The things they say  
Are not all lies!

Fargo, N. D. Kappa Kappa

## 3. SQUARE

- 1—An exerescence on a horse's foreleg,
  - 2—The practical unit of electric current,
  - 3—To convey secretly and rapidly,
  - 4—A feminine personal name,
  - 5—A prayer,
  - 6—Tans again.
- Philadelphia, Pa. A. T. Ourman

## 4. CHARADE (9)

My appearance is that of a TOTAL  
I'm afraid I shall soon have to wed,  
TWO THREE ONE my clothes, as every  
one knows,  
E'en though I have needle and thread.

Baltimore, Md. Ben Franklin

## 5. INVERTED PYRAMID

(New International Dictionary)

Across:

- 1—The pintail duck,
- 2—Chronicles,
- 3—A strong malt liquor,
- 4—Aisle (obs.),
- 5—A letter.

Down:

- 1—Letter,
  - 2—An exclamation expressing various emotions,
  - 3—A Chinese weight,
  - 4—Host (Obs.),
  - 5—A coral island,
  - 6—(French) Grimace,
  - 7—Dexterity,
  - 8—Pie (obs.),
  - 9—A letter.
- Brooklyn, N. Y. Gemini

## 6. DIAMOND

(New International Dictionary)

- 1—A letter,
  - 2—Variant of "aam,"
  - 3—To hail,
  - 4—(Botany) Synonymous of "Statice,"
  - 5—Official organ of the N. P. L.,
  - 6—Merit (obs.),
  - 7—Firm,
  - 8—Administrative territorial division in Denmark and Norway,
  - 9—A letter.
- Worthing, S. D. Sherlock Holmes

## 7. ANAGRAM

(Quotation from Hamlet, Act IV, Scene VII)

O READ WHAT LEO SENT ON UP,  
HEED NO OTHER

Cumberland, Md. P. M. P.

## 8. RHOMBOID

Across:

- 1—A place of amusement where feats of horsemanship form the entertainment,
- 2—Insensible or inactive,
- 3—A province of Austria-Hungary,
- 4—The individual parts of a corolla,
- 5—One of the pins used in bowling,
- 6—That which rasps,

Down:

- 1—A letter,
- 2—The neuter personal pronoun,
- 3—To steal,
- 4—To cut or clip off,
- 5—To overturn,
- 6—A siliceous or calcareous matter deposited by springs,
- 7—In Roman mythology, a goddess who dwelt in groves,
- 8—A range of mountains in southern Europe,
- 9—To drink, little by little,
- 10—Abbreviation for northeast,
- 11—A letter.

Johnstown, Pa. Tom Crestmore

## 9. LETTER CHANGE (7)

It is hard to tell exactly what to do in case of doubt;

In danger you are just as safe within the storm as out;

The lightning's flash is never quite the same from any cloud,

And so you take your PRIMAL for a party dress or shroud.

If you try to dodge one missile you may step before another,

So any way you fix it, it is simply which and t' other;

Then stand and watch the SECOND, as the arrows thickly fly

For the one you never reckoned may hit you in the eye!

Lafayette, Ind. Towhead

## 10. GREEK CROSS

- 1—To tap,
- 2—A liquor made from malt by fermentation,
- 3—An egg of any small insect,
- 4—Acting the pimp,
- 5—One who estranges,

6—Plane figures having four angles,

7—A division of a town or ward among the Bontoc Igorots,

8—A manna obtained in the East, from the camel's thorn, used as food by traveling Arabs,

9—Suffix denoting the doers of an action.

Baltimore, Md. S. T. Udent

## 11. LINKADE (8)

The TOTAL of the regiment

A FINAL PRIMAL was, indeed,

And he had friends where'er he went,

And in his goodness all agreed.

Bangor, Pa. Jack O'Lantern

## 12. ANAGRAM

EXACT MONIES

Wilmington, N. C. Jemand

## 13. ANAGRAM

FIGURES DO SOON PESTER YOUR  
BRIGHT DREAM

Figures here and figures there

In endless columns at him stare.

How can he forget dull care.

With pesky figures everywhere?

Baltimore, Md. N. Jineer

## 14. ANAGRAM

FREEDOM! A TITANIC STATUE, SHE!

I love my native land,

Shaped by that noble band,

Long years ago.

I love her flag that flies,

Blazoned 'gainst azure skies,

Binding with filial ties,

For weal or woe.

May she stand for the right,

Shunning the conqueror's might,

Peaceful her sway.

As our flag flies above,

In peace be like the dove,

In war with armored glove

Winning our way.

Baltimore, Md. Atlas

\* \* \* \*

A prize of six months' subscription to the Enigma, the official organ of the National Puzzler's League, will be awarded for the best list of solutions to these puzzles. The prize is contributed by Emeline (Emeline D. Peek) of Fairbury, Neb.

To receive proper credit all lists of solutions must be in my hands by August 5th, the answers and solvers list will be published in the September issue.

\* \* \* \*

## Just between You and Me

Numbers 9, 10 and 11 in this issue are new puzzles to this Department and may be described as follows:

No. 9: A letter change is a puzzle in which one letter of the FIRST or PRIMAL word is changed to make the SECOND or FINAL word, as for instance, Space, Spice. Sometimes it is possible to make more than one change in the PRIMAL word thereby producing a third and even a fourth word; but in the case of No. 9 there are only two words involved, each of seven letters.

(Continued on page 88)



# Women's Department

Edited by Margaret Talbott Stevens.



## A Maryland Writer, Miss Martha Finley

By Estelle B. Barnes, Daughter of William T. Barnes,  
St. Denis, Md.

WOMEN, girls and children throughout the length and breadth of the land should be interested in Miss Martha Finley, the famous authoress of the "Elsie Books." While there are books and books, there are few that have—as do hers—the interesting situations, the pleasing romance, the wise religious suggestion, the pure lovmaking, and better than all, the pure womanly tone. Very few of the people of eastern Maryland, while they know of and have read her books, know that most of them are written in the quiet village of Elkton, Md., where her home has been for many years.

Miss Finley comes of illustrious Irish ancestry. Her grandfather, General Samuel Finley, was born in Westmoreland County, Pa., in 1752. He graduated from Princeton College, under his uncle, Dr. Samuel Finley, and upon the commencement of the Revolutionary war, espoused the cause of the Colonists, rising to the rank of Major. He was captured by the British at Fort Washington and held prisoner for three years. During the war of 1812 he again entered the army, and by distinguished service rose to the rank of General.

He was a warm personal friend of General Washington, and served under him as Receiver of Public Money at Chillicothe, Ohio.

His uncle, James Finley, was the first Presbyterian Minister at Elkton, Md.

Miss Finley's father was Dr. James Brown Finley. He was born in Pennsylvania on June 7, 1794. At the age of eighteen years, he enlisted in the war of 1812, with his father, and served until the surrender of Detroit, when he was paroled and returned home. Later he graduated from Dickinson College, Carlisle, Pa., after which he studied medicine. He married his first cousin, Maria Theresa Brown, who was visiting Chillicothe at that time. Here Miss Finley was born on April 26, 1828. In 1836 her parents moved to South Bend, Ind., where her father practiced medicine until his death in 1852.

The girlhood of Miss Finley was spent in South Bend, where she received an excellent education in a private school. She then taught in a private school for small children,

and here she frequently entertained her pupils with stories which were doubtless the nucleus of tales published in later years.

Her first effort in a literary way was as a writer of short stories for religious papers, which were under the direction of the Presbyterian Publishing Co. The manuscript of her first story was taken to the Baptist Board, accepted and published, and upon its appearance was well received.

After the death of her father, Miss Finley came east and her early articles were written in New York and Philadelphia. In 1876 she made a visit to Elkton, Md., and finally decided to make this place her home. She has a beautiful residence in the best part of the village, surrounded by extensive grounds and a neat hedge fence. In this place much



Maxine Wallburg, 14 years old, daughter of Otto Wallburg, Lima, Ohio, and writer of the fine story on thrift. Maxine is captain of the basketball team at South Lima High School. Her essay won second prize in a Y. W. C. A. Contest

of her best work has been done. She has written more than one hundred books, all for children with the exception of the Finley series. To any one who has read her books her love for young girls and her strong religious feelings are very evident.

No writer of the nineteenth century is better loved. Her great aim has been to interest the little ones. In this she has succeeded beyond her expectations. While all her works have attracted wide attention, her "Elsie Books" are without doubt the most popular, the principal ones being "Elsie Dinsmore," "Elsie's Holidays at Roselands's," "Elsie's Girlhood," etc.

It can be truly said that Miss Finley's "Elsie Books" made her famous, although all her work has been well received. At one time some of the newspapers of the country made an effort to stop the publication of any more Elsie books saying "We have had enough of Elsie," and one editor remarked in the columns of a large daily paper, "For God's sake give us something beside Elsie." Notwithstanding this, Miss Finley pursued the even tenor of her way and continued to write "Elsie Books." She was not writing to please the editors or publishers, but her little friends, and as long as they were pleased and satisfied, she was content to give them Elsie in every phrase.

Miss Finley is easily accessible and though her health is poor, her work goes on. She freely discusses her early struggle for fame, and is an easy, fluent and agreeable talker. She has a matronly, graceful figure; a gentle face, lighted up with bright, intelligent eyes, and her finely shaped head is crowned with a wealth of gray hair.

Her personality is very pleasing and she has a sweetly modulated voice, expressive and animated. Her surroundings are pretty exquisitely neat and convenient. Her study is well supplied with standard works and books of reference; however, but few of her own works are found on the shelves. She is a member of the Author's Club of New York.

## Thrift

By Maxine Wallburg, Daughter of Mr. and Mrs. O. L. Wallburg, Lima, Ohio

THRIFT is the most necessary thing for a happy and successful life, a well balanced and contented family, a prosperous and thriving community, and a great nation. Not to be thrifty is to neglect one of the most essential things contributing to all of the foregoing.

There is a distinction between thrift and miserliness. By thrift we accomplish those things most necessary to our existence and conducive to our health and happiness. Without thrift, which is inspired by foresight, we fail to obtain for ourselves the things which bring into our lives the maximum of peace and contentment. It is to be regretted that the virtue of thrift was not brought more forcibly to the thought of the young by preceding generations. While there has been some progress made in that direction in recent years, we have so far but scratched the surface. Too many of us live for today only, with no thought of tomorrow until past maturity, when we first commence to realize, with keen regret, our neglect of this virtue.

Whenever a task is to be performed, it's accomplishment is hastened by undertaking the most difficult part of it first. So it is with our lives. When we are young and our earning capacity is good, we find *that* time, the most difficult in which to save our money, and use it to the best advantage for our future life. We disregard suggestions



with reference to life insurance, home ownership, savings deposits, and budget systems which suggestions, if taken up and followed out, would mean so much to the development of our lives. It is unnecessary to go into detail and give specific instances showing the results of thrift and extravagance.

If we could get the idea of thrift firmly fixed in our minds and determine that we would pursue it to completion, the results would be of such a wonderful and gratifying nature as to make it easier for us to continue our course.

Thousands of people who have invested a small sum weekly in life insurance have realized that value of this action when some dear one is taken from them and the insurance is used for necessary expenses.

Other thousands, instead spent their money foolishly and gave no thought—in fact, ridiculed the idea of insurance. These, necessarily met with a serious situation when death entered their homes. Haven't you heard of such instances? Yes, you have; and you have also heard of men and women taking advantage of opportunities by the use of "ready cash" which was at their command in the savings banks. And how many times have you heard of lost opportunities due mostly to the fact that those people failed to save their money?

A budget system is an outgrowth of thrift and is becoming more and more in evidence in our families, in our private and public institutions. The wisest move and one which will mean much in the administration of our national affairs was the inauguration of the budget system by our President.

Thrift should be brought to the thought and attention of everyone, old and young; and its introduction into our public school system was a large step forward toward making this a better, more prosperous, contented and happy nation. Will you not commence today?

### Recipes

By Mrs. W. E. Hadden, Dover, Ohio

#### Sponge Cake

2 cups sugar,  
3 eggs,  
Beat 15 minutes, then add:  
1 cup cold water,  
2-½ cups sifted flour,  
2 teaspoons baking powder,  
Flavoring.

Bake 45 minutes; be sure to beat for the full 15 minutes and don't bake too fast.

#### Salad

1 quart cooked macaroni,  
1 cup chopped celery,  
1 cup peas,  
½ cup mayonnaise,  
½ cup cream,  
Mix well together and serve on lettuce.

## She Envied People Who Could Sew—Then Found It Was Easy

THE accompanying picture shows Marie Slatterick, secretary to division engineer, Wheeling, W. Va. wearing a bathing suit which she made for herself from MAGAZINE pattern No. 4277.

Marie says in her letter to us:

"It's surprising how easily one can make things like this. I never gave myself credit for anything of the sort and always envied people who could sew, but I've discovered that all it requires is a little common sense and a pattern as easy to work from as those furnished by the Baltimore and Ohio MAGAZINE.

"This beach frock is made from Pattern No. 4277; it's made of red and white checked gingham and it took five and a half yards of 32 inch material, as I couldn't get the particular gingham I wanted any wider. The material cost forty cents a yard amounting to \$2.20 (Two dollars and twenty cents)—a reasonable price for a suit, don't you think? The trimming I made of some scraps I had. The cap is red and white also and came from Stifel's Department Store. The shoes are Keds in black and white. I am very much pleased with the outfit and it certainly is inexpensive to make"

## Angel Food Cake

By Mrs. M. W. Jones

Wife of Assistant Editor of MAGAZINE

Whites of 11 eggs, beaten stiff; 1 ½ cups granulated sugar; 1 teaspoon vanilla extract, 1 level cup flour and one teaspoon cream of tartar sifted four times. Mixed in order given. The flour should be folded in lightly and cake beaten not more than is necessary after flour has been added. Bake for 45 minutes. Have oven hot when cake is put in, but reduce heat immediately.

(NOTE: The assistant editor often brings this angel food cake for lunch, but he never gets to eat it if the associate editor scents it in his lunch box.)

## To Make Rose Beads

*Clipped from an old copy of Peterson's Magazine for May, 1853, by Miss M. Elizabeth Bell, file clerk, General Superintendent's Office, Camden Station*

Beat the petals of red roses in an iron mortar for some hours until they form a black paste. Then roll into beads and dry. They become hard, take a fine polish and are very fragrant.

### WOMEN READERS:—

Do not forget about the prizes offered for the best contributions this Department by October 30.

Associate Editor.



### MARIE TAKES A DIP

Red and white checked gingham made this attractive bathing suit, and Marie Slatterick, of Wheeling, W. Va., found a quick and inexpensive way of making a bathing suit for a week-end trip. The price of the pattern (No. 4277) is 12 cents. Use the coupon on next page when ordering



# Midsummer Clothes Are Lovely This Year

By Peggy

THERE'S something about these midsummer clothes—I don't know just what it is—but this year it seems that even our frocks are beginning to follow Mr. Coue's way of thinking and are growing prettier and prettier. Perhaps it is just a matter of their simplicity, and this feature, of course, naturally means that they may be made more easily than ever.

Did you ever see a dress in a shop window that you wanted oh, ever so badly—but felt as though you couldn't afford to put as much money into a dress as the price marked on that one? Isn't that a horrid way to feel? And yet, a little girl of my acquaintance, Agnes by name, found a way out of it.

Agnes is a stenographer. Each day when her lunch is finished she takes a walk on Charles Street and looks in the windows. One day last week I met her.

"Oh, Peggy," she cried, "do come with me and look at this lovely dress! And I'm going to have one like it for Eleanor's party."

"Agnes!" I exclaimed, "How on earth are you going to have that dress and go on a vacation to Niagara and send your mother to the country, too? You'd better 'go easy' on your money."

"Nonsense," laughed Agnes, "don't you know I'm learning to sew now? Honestly, it's just as easy as anything."

"But what has that to do with that handsome yellow dress?"

"Everything, Silly! Don't you remember that pattern? It's the self-same one that I saw in the last issue of the MAGAZINE. I ordered it on Friday and yesterday it came. See this package? Do you know what it is? Why, it's nothing but four and a half yards of the loveliest lemon yellow organdy that I could find. I'm going straight home this evening and cut it out. Tomorrow evening and Thursday I can finish it. Just watch me."



4398

1923 Fashion Book; in this I am sure you will find many dresses from which you will be able to choose several simple but lovely designs which you can work up alone. Address: The Fashion Woman, Baltimore and Ohio MAGAZINE, Mt. Royal Station, Baltimore, Md.

## Embroidered Crepe made this Gown for Eunice

4401. It is also good for taffeta, and crepe satin and will develop well in gingham or batiste. The berth may be omitted.

This pattern is cut in three sizes: 16, 18 and 20 years. An 18 year size requires 5½ yards of 40-inch material. The part of the skirt covered by the blouse and flounce may be of lining, of which 1¼ yards 27 inches wide is required. The width of the skirt at the foot is two yards. Price, 12 cents.

## Dicky Loves this Play Suit

4399. This is a style that will please the outdoor boy, who loves to romp and play. Drill, linen, jersey and repp also chambray and poplin are good materials for this model.

The pattern is cut in four sizes: 2, 4, 6 and 8 years. A 6 year size requires 2½ yards of 27-inch material. To trim as illustrated requires ⅝ yard. Price, 12 cents.

## Almost Any Material Will Make Emily Smile in This Dress

4398. The pattern is cut in four sizes: 2, 4, 6 and 8 years. A 6-year size requires 2¾ yards of 32-inch material. To trim as illustrated will require ¾ yards of 32-inch contrasting material. Price, 12 cents in stamps.

## A Lovely Apron for Marguerite

4405. No buttons or snap fasteners to be considered, easy to adjust so easy to launder—and withal so comfortable and neat. The pattern as here shown was developed in figured percale, and trimmed with rick rack braid.



4399

"Oh, Agnes, that's great. Don't forget to add a little black velvet for trimming, just to make it look Frenchy."

"Already have it," she declared.

"There's just one other thing that you must have."

"What?"

"Black velvet buttons, just oodles of little tiny ones. They'll run along the slit in the sleeves and they'll form a little design where the dress closes at the neck—just like French knots, you know."

"Oh, yes, I'll get them tomorrow," she declared. "By the way, when are you going to tell me some more about those fashions that you saw in Paris?"

"Haven't time now, but if you'll look out for next month's MAGAZINE, I'll probably have lots of other things to tell you."

So Agnes went back to her office, and I am quite sure that next Saturday afternoon she'll be the best dressed girl at Eleanor's party.

What Agnes did you can do. With the variety of patterns shown in this issue of the MAGAZINE, there is a choice for everybody. If, however, you would like to see others, send 12 cents in stamps for our



4401





Lola Strolls along the Seashore

—in this pretty frock of white voile embroidered in green. Pattern No. 4410.

The pattern is cut in seven Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $4\frac{1}{8}$  yards of 40-inch material. The width at the foot is  $2\frac{1}{4}$  yards. Price, 12 cents.



The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $4\frac{5}{8}$  yards of 36-inch material. The width at the foot is  $2\frac{1}{4}$  yards. Price, 12 cents.

A Shirt Like This is Arthur's Favorite

4391. This style has good and comfortable lines. The closing is in coat style. Madras, gingham, jean, drill or flannel could be used or this model.

The pattern is cut in nine sizes neck measure: 14,  $14\frac{1}{2}$ , 15,  $15\frac{1}{2}$ , 16,  $16\frac{1}{2}$ , 17,  $17\frac{1}{2}$ , and 18 inches. A 15-inch size requires  $4\frac{1}{8}$  yards of 27-inch material. Price, 12 cents.

Amelia Likes This Summer Frock

4413. Striped and plain ratine are combined in this instance. Figured and plain woolen, crepe, and linen are also attractive for this model.

The pattern is cut in three sizes: 12, 14 and 16 years. A 14 year size requires  $3\frac{5}{8}$  yards of one kind of material 32-inch wide. To make as illustrated requires 2 yards of plain and  $1\frac{5}{8}$  yards of figured material. Price, 12 cents in stamps.

Here's Marie's Bathing Suit Again

4277. (See illustration on another page).

The pattern is cut in three sizes: Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires  $4\frac{5}{8}$  yards of 40-inch material. Price, 12 cents.

Amalie's Kitchen Dress is Nice Enough for a Perch Frock!

3971. The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 4 yards of 36-inch material. The width at the foot is about two yards. Price, 12 cents.

PATTERN ORDER BLANK

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check or money order) for each pattern or book of Fashions.

Name.....

Street.....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

UP-TO-DATE BOOK OF FASHIONS

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS.

Blue and Tan Voile Made Grace's Dress

4402. This is a good model for white or colored linen, also for taffeta and pongee.

The pattern is cut in three sizes: 16, 18 and 20 years. An 18 year size requires  $4\frac{1}{4}$  yards of 32-inch material. The width at the foot is  $2\frac{1}{4}$  yards. Price, 12 cents.

Anne Grows Quite Frivolous

—when she wears this dress made from patterns 3979 and 4013. Dotted Swiss with bands of "Val" lace is here depicted. The new tub silks or foulard would be equally suitable. Organdy with hemstitching or crepe de chine with fagotting or drawn work, would be very pleasing.

The waist pattern, 3979, is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The skirt pattern, 4013, is cut in seven sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. The foundation of the skirt could be of lining,





and would require  $1\frac{3}{4}$  yards, 32-inches wide. To make the dress for a medium size as shown in the large view, requires  $9\frac{1}{4}$  yards of 32-inch material. The width at lower edge of the lower flounce is about  $2\frac{1}{2}$  yards.

TWO separate patterns mailed to any address on receipt of 12 cents FOR EACH pattern in silver or stamps.

#### Enid's Play Frock is Most Comfortable

4415. It has a comfortable raglan sleeve, which may be finished in wrist or elbow length, and a jaunty collar. Dotted percale with facings of white linen is here illustrated.

4403. The pattern is cut in four sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{3}{4}$  yards of 32-inch material. Collar and sleeve facings of contrasting material require  $\frac{3}{8}$  yard. Price, 12 cents.

#### Mother's Morning Dress is Made of Chambray

The pattern is cut in seven sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 5 yards of 32-inch material. The width at the foot is 2 yards. Price, 12 cents.

#### Marcellé Wears This Style to Summer School

4412. Checked gingham and linen are combined in this style. It could be made up in cretonne or chintz with crepe or sateen or in jersey cloth with flannel or suede for trimming. Ratine in plaid and plain, or plain ratine with linen would also be attractive.

The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 10 year size requires four yards of 32-inch material. Price, 12 cents.

#### For Laurette at the Seashore

4400. Here is a good model for bathing shoes in either of two lengths, and a set of bags to hold a bathing suit. The shoes may be made of drill, satin, chamoisette or rubberized cloth. The bags also are good for the same materials.

The pattern is cut in one size for the bags—and in four sizes for the shoes— $3\frac{1}{2}$ ,  $4\frac{1}{2}$ ,  $5\frac{1}{2}$  and  $6\frac{1}{2}$ . The shoes will require  $\frac{1}{2}$  yard, 36 inches wide for one pair size  $4\frac{1}{2}$ . Bag No. 1 will require  $\frac{3}{4}$  yard and bag No. 2,  $\frac{1}{2}$  yard of 36-inch material. Price, 12 cents.

#### Catherine's Frock is Lovely in Pongee or Linen

4417. The pattern is cut in four sizes: 4, 6, 8 and 10 years. An 8 year size requires  $2\frac{3}{4}$  yards of 27-inch material. Price, 12 cents.

## Why Sarah Lost Her Love for Currants

By Sarah Herself

*Note: Sarah, the author of this amusing little story, is the wife of Passenger Conductor Charles Shipley. The story of the minister's wife's hat is only one from the rich storehouse of tales that Mrs. Shipley has at her tongue's (or pen's) end. If this story reminds you of something that happened in your childhood, or at any other time in your life, we shall be delighted to have you tell us about it. It does us good to hear a tale of the pantalette days.*

DO you remember 'way back in the Sixties when the coming of a new minister and his wife was a great event among the members of a Methodist congregation? Well, the writer happened to be a little girl at that time, and you may be sure that she has good cause to remember such an event.

My mother had dressed me up all in my starched petticoats and pantalettes. My dress stuck out all around like a balloon. Then she had said to me, "Sarah, if you do anything naughty this afternoon, I shall surely punish you so that you will remember it."

Of course, Sarah promised to be particularly good—and really, she meant to be, but since she happened to be one of those kids who never knew, what she was going to do next, how did she know what was going to happen? And whose fault was it if the new minister and his wife came a-calling unexpectedly?

That dear lady caused all the trouble, for she wore on her saintly head the latest style hat. And oh, my! What a most beautiful wreath of artificial currants there was on it! Lovely red currants with white stems! What a temptation to a little girl whose mouth watered to find out whether they were real currants or only make-believe; for surely they did look natural. Mother took the good lady to the spare bedroom, where slept only guests of high degree. The minister's wife took off her hat and mother laid it on the spare room bed. Then the two went downstairs. They talked, and talked, and talked.

Soon little Sarah, growing tired of conversation which was so uninteresting to her as compared with her thoughts of the lovely currants, slipped off and made her way to the room in which lay that wondrous hat. She looked and looked at it for a long time

before she dared to touch it. Then she felt of a currant; then she squeezed it. Pop! It snapped! What a funny sound! She popped another, and another, and another. Well, who would have thought that those currants would pop like that? And they weren't real, either. She snapped and snapped, until there were no currants left to snap. It was not until then that she realized what she had done. Then she sneaked quickly on tiptoe from the room and spent a mighty uncomfortable afternoon.

Oh, if you could have heard the shriek of that minister's wife when she beheld her hat, decorated with only the long, white stems of the currants left on it! And oh, if you could have seen the expression on my mother's face! She knew just about whom to blame, and you would have known that there was something coming to Sarah.

Of course the dear sister said, "O", it doesn't amount to anything," and, "Don't punish her," but I could feel that there was trouble in the air.

"Come here, Sarah," said Mother. I went. She looked at my fingers. They were scarlet from the snapping of those currants. I had not counted on the dye staining my fingers, but I suppose Mother knew. Mothers seem to know everything, anyway; you don't have to tell them; sometimes I think that they have eyes in the back of their heads.

Oh, Girls, you can't imagine how sweetly Mother's slipper spoke to me a few minutes later! The preacher's wife had gone, but the sting was left behind. Do you wonder now why you never see me wearing currants or cherries on my hats? More than that, there might be one reason why I married Mr. Shipley—to change my name. It was "Kerns" then, and although spelled with a "K," it was horribly suggestive of ministers' wives' hats.



Three Attractive and Inexpensive Hats, All Made of Crepe Paper

Send 12 cents in silver or stamps for our  
UP-TO-DATE SPRING AND  
SUMMER 1922-1923 BOOK  
OF FASHIONS



# Our Little Railroaders

"Dear Aunt Mary:  
If I were you,  
I think I know  
Just what I'd do



I'd ask each little  
Girl and Boy  
To write to me.  
Your Nephew,  
Roy"

## Little Raymond's Message from France

Dear Girls and Boys:

As most of you know, your old Aunt Mary has had a lovely trip to France. I only wish that I had the time and space to tell you everything about it, but if you will turn to another section of this MAGAZINE you will find a part of the story of how we began our journey through the beautiful cities of Southern France. Later you may read about how we visited the battlefields and the graves of our own American boys.

Not far from a delightful little town called Blierancourt our party, the Good Will Delegation of which I shall tell you more some day, stopped at a little school. This school is being carried on by American, French and English teachers. There is also a little hospital for sick people, and places where mothers may take their sick babies for treatment.

There are also libraries where the poor people may come and read, for you must know that the War destroyed nearly every single house in this section, and with them all the lovely furniture, books, pictures and everything that was dear to the hearts of the people. Now they are glad to get anything whatever in the way of books to read and lovely things to look at. They are too poor to have schools, so they must depend on whatever education they are able to get through the help of the people of other countries as well as those in other sections of their country.

Now, there are many, many lovely flowers in France, so that when these little children heard that the American women were coming to visit them, they planned to present a big bouquet of the loveliest roses and peonies that they could find to the Gold Star Mother of our party. Perhaps most of you know that a Gold Star Mother is the name given to a mother who has lost her son in the war. So Mrs. Chambers, a delightful woman from Cincinnati, received the handsome bouquet from a little boy whose name is Raymond Descarsin.

Raymond is about 12 years old. He told us that with the help of his schoolmaster, he had composed a little essay which he would read to us. It was a splendid essay. I have not the space to let you read all of it, but here is a part of his letter, in French, just as he wrote it. When translated it means:

"As interpreter of my schoolmates and my teachers, I beg of you that you will let me express a wish, which I am quite sure will be realized.

"On your return to your noble and generous country, I would like you to say to the little children of our ages, as well as to their parents and to all of the people of the United States, that we have learned to admire their fathers, that we cherish their mothers, and that, recognizing all the noble sentiments which are dear to our compatriots, we love them fraternally.

"Long live the United States! Long live France!"

Isn't this a pretty little thought to bring back to America? I wonder if some of our little girls and boys have not a message that they would like to send to Raymond and his little playmates in France. Let me know what you think of the idea.

Yours lovingly,

Aunt Mary

## The School Bus

By Irvin Crowl, East Brunswick, Md.

This is the bus that takes us around,  
Up the hills and round the towns.  
This is the driver, a great big man,  
With coal black hair and face of tan.

Messames,

Interprète de mes camarades et de mes maîtres, permettez-moi, je vous prie, d'exprimer un désir qui, j'en suis assuré, sera réalisé.

« À votre retour dans votre noble et généreux pays, dites, s'il vous plaît, aux jeunes enfants de notre âge, comme aussi à leurs parents et à toute la population des États-Unis, que nous avons appris à admirer leurs pères, que nous chérissons leur mères, et que, connaissant tous les nobles sentiments qui animent vos compatriotes, nous les aimons fraternellement.

Vivent les États-Unis! Vive la France!



## South African Railway Girls and Boys Have Exciting Time

OUR girls and boys will remember that some months ago we published a letter from Mother Goose, of the South African Railways and Harbours Magazine. Mother Goose writes for the children in South Africa and they write letters to her as you write to Aunt Mary. Following is a letter from one of these little people in which the writer tells of an exciting capture of four little—well, read the letter and you will see.

Dear Mother Goose,

Here we are, having holidays again, and half the year is gone; our school closed the 22nd June and commences again the 18th July. Quite a long time, is it not?

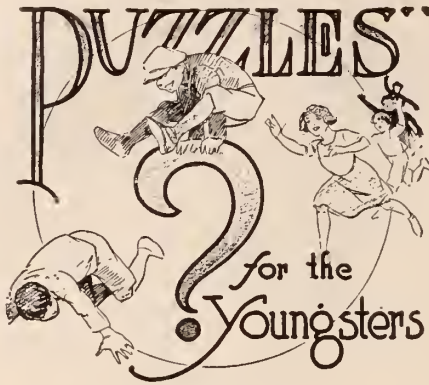
Last Sunday we went for a long walk into the bush; we were about twelve altogether. We were sitting in the shadow of some trees when we heard the boys calling: at first we thought they were joking, and so would not go and see what was wrong, but at last we went, and there, at the very top of a thorn tree, sat four little Bush apes. They are really lovely. After a long struggle we succeeded in catching all four, and what excitement it was! We have one of them, which we intend to send to my Aunt in Capetown.

With lots of love,

Yours truly,

(Signed) JESSIE VAN DER MERWE.

How would you like to live in South Africa and catch little apes for pets?



COME on, girls and boys. We want to hear from more of you. We have a puzzle which "The Major" has written just for us. It is called a *charade*. A charade is a puzzle in which you first guess the parts of the word, separately, then put these together to make the *complete*, or whole word. Here is a little one with its answer, just to show you what a charade is:

My ONE is a line that's used to guide  
A horse when he's pulling a load;  
You may find my TWO in the park or the  
zoo,

Though the woods is his natural abode.  
With antlers fine and nimble feet,  
At Christmas time comes my COMPLETE.

Answer: Rein-deer.

Now try the new one. Don't forget the set of post cards for every correct answer.

Send your answers to:

Aunt Mary,  
Baltimore and Ohio Magazine,  
Mt. Royal Station, Baltimore, Md.

CHARADE (7 letters)

Old Mother Hubbard went to the  
COMPLETE

To get a scuttle of ONE,  
But when she got there, the COMPLETE  
was bare,  
And the poor old lady got none.

Her famous old dog was hungry and  
cold,

And his mistress found a big bone,  
So he gnawed and he whined, he pawed  
and he cried

For his mistress to order the ONE.

Her cupboard was empty, no coffee,  
no tea,

The sugar TWO scraped clean and  
bare,

But a friend who had known her in years  
long gone by,

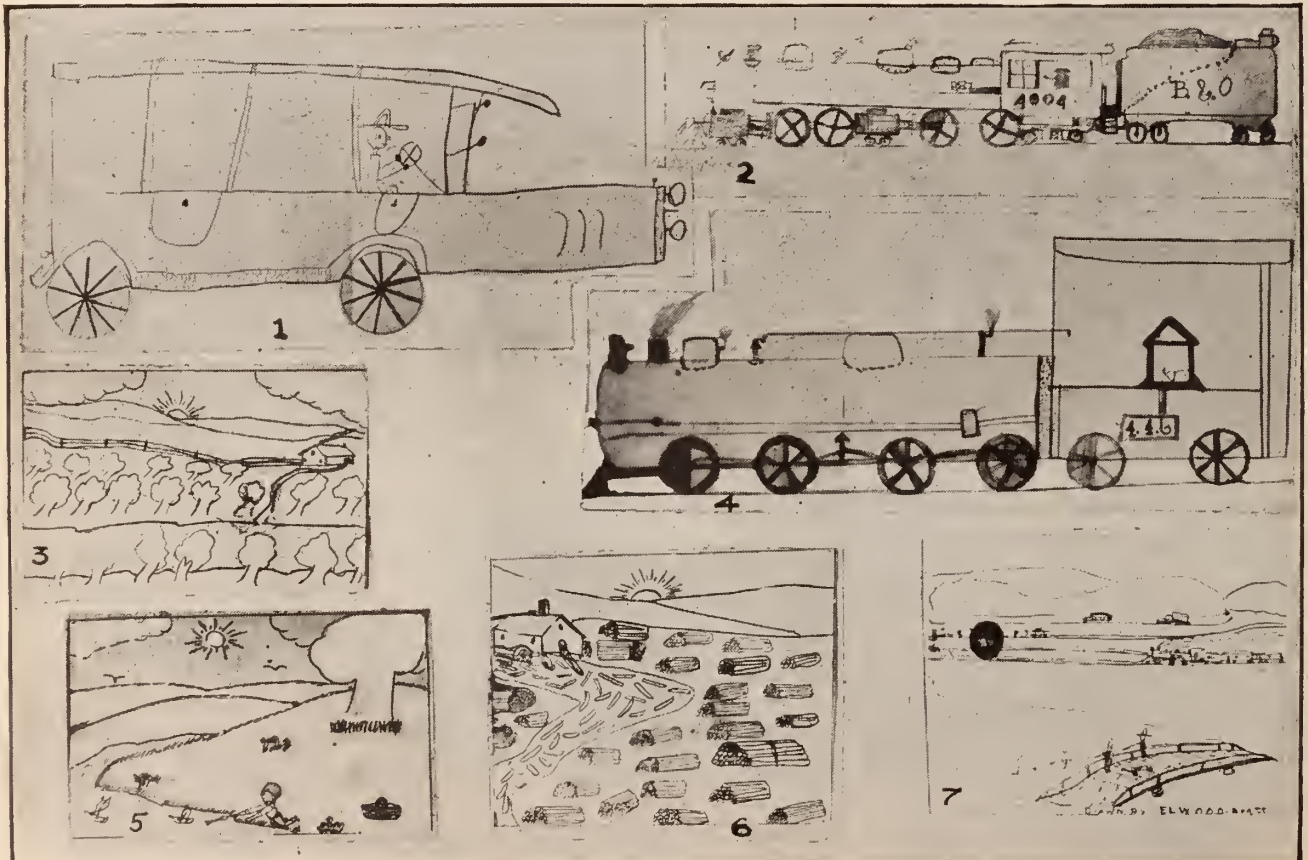
Filled the COMPLETE, and ended  
her care.

For he filled up the cupboard with plenty  
of food.

The house he made cozy and warm,  
So the dear old lady and her poor old  
dog

Were safe from cold and from harm.

The Major.



MORE DRAWINGS MADE BY THE CHILDREN OF BRUNSWICK, MD.

No. 1 was drawn by Irvin Crowl; No. 2, by Ortense Smoot; No. 3, by Ellwood Bratt; No. 4, by Earl Barker; Nos. 5, 6 and 7, by Elwood Bratt





UNCLE SAM

Sketched by Dan, son of Engineer John W. Worley,  
Ohio River Sub-Division

## My Home Town

By Esther V. Righter, Randallstown, Md.

THE name of the town in which I live is Randallstown. It is located in the country district, about six miles from Baltimore. There are two stores, one church, and one school. The school is larger than some village schools. There is a complete Grammar and High School.

Randallstown is about a hundred and fifty years old. Before it had ever been settled, the king of England gave the land to a family by the name of Randall, and said if they would cultivate the land they could have it. That is how Randallstown got its name. Later on more people came here to settle, and it became a village.

There is a bus line from Baltimore to Westminster, and trackless trolley line which will run as far as Randallstown. Randallstown is out on the State Road, where there is a good deal of traffic.

The occupation of the men is farming and trucking. Everybody has his own garden and chickens. There are mostly frame cottages here.

## Martha's Class Has a Safety Club

Morgantown, W. Va.

Dear Aunt Mary:

I am very sorry that I have been so long in writing to you to thank you for the pencil. I appreciated it very much. I really think I did not deserve it.

I want to tell you that our room in school has a Safety Club. John Bullock is the president. We have ten rules. These are the rules;

1. Do not play in the street.
2. Do not push anyone in the street.
3. Cross the street at right angles.
4. Do not jump on moving vehicles.
5. Stop, Look and Listen at dangerous places.
6. Do not ride small vehicles on sidewalks or streets.
7. Cross the streets as soon as possible.

8. Do not hold an umbrella in front of your face.

9. Do not jump from moving vehicles.

10. Do not ride on the running board of a car.

I have been going to school and have been very busy. I also thank you for the kind words you had in the Magazine about my work to help Safety

Your Baltimore and Ohio niece,  
Martha O'Gilvie.

## Butterflies

By George Care, East Brunswick, son of  
Brakeman William R. Care

Did you ever see a caterpillar in the garden? The caterpillar makes a house of silk around her body.

She stays there for a while.

When she comes out of it she is a beautiful butterfly.



Little son of Mr. J. R. Easton, Dennison, Ohio,  
and his doggie

The butterfly flies back to the garden and lays some eggs on a cabbage leaf.

Baby caterpillars are hatched, and the baby caterpillars turn into butterflies.

Don't you think it would be fun if boys and girls could be two or three things?

## A Robin's Nest

By Bernerd Hecker, East Brunswick

WE were living in an apartment in Baltimore. There was a large tree outside my bedroom window. A robin had built its nest there and laid three tiny blue eggs in it. I watched every morning to see if the eggs were hatched.

The lady on the second floor had a large white cat which came to the window and frightened the mother bird away. I watched all summer to see if the mother bird would come back to her nest, but she never came and I was greatly disappointed.

## Two Little Heroes

A FEW weeks ago the editor of the MAGAZINE received a letter from Superintendent Trapnell of the Charleston Division telling all about how two little boys, each only ten years old, kept Baltimore and Ohio trains from being delayed. Would you like to know how they did it?

Well, these little boys always keep their eyes open, so it happened that on April 21 they discovered our Baltimore and Ohio bridge, No. 42-A, on fire. Did they stand still and watch it burn? You bet they did not. They ran for quite a long distance, and told Edward Swick and Orlando Lee from Buchannon. By the time that the trackmen arrived on the spot with their outfit, they found the little boys putting the fire out. They had brought buckets from home and with the assistance of Mr. Swick and Mr. Lee they had put out the worst of the fire.

The Baltimore and Ohio appreciates the help of wide awake people, and the quick thinking of these little boys shows that you don't have to be grown up men and women to do great things. Who were these boys? Why little Lewis Teets and William Turnbull. Here are their pictures. Thank you, William and Lewis!



LITTLE HONOR MEN  
Lewis Teets and William Turnbull



STOP THAT LEAK.

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains to Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, March, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in the revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer:*

EASTERN LINES		EASTERN LINES—Con.		WESTERN LINES	
NEW YORK TERMINAL LINES		PITTSBURGH TERMINAL DIVISION		OHIO DIVISION	
West 26th Street, N. Y.....	\$3.06	Allegheny, Pa.....	\$120.69	Blanchester, Ohio.....	\$1.34
BALTIMORE DIVISION		McKeesport, Pa.....	1.49	Chillicothe, Ohio.....	3.89
Brunswick, Md.....	\$5.58	Pittsburgh, Pa.....	225.58	TOTAL.....	\$5.14
Brunswick Transfer, Md.....	\$935.78	Miscellaneous.....	.61	ST. LOUIS DIVISION	
Frederick, Md.....	3.56	TOTAL.....	\$348.37	East St. Louis, Ill.....	\$197.65
Hagerstown, Md.....	5.89	MONONGAH DIVISION		Lawrenceville, Ill.....	5.47
Harrisonburg, Va.....	2.36	Belington, W. Va.....	\$73.68	Louisville, Ky.....	85.65
Keedysville, Md.....	4.40	Bridgeport, W. Va.....	3.23	Mitchell, Ind.....	2.05
Laurel, Md.....	5.61	Clarksburg, W. Va.....	30.96	North Vernon, Ind.....	10.13
Lexington, Va.....	5.05	Ellenboro, W. Va.....	4.83	Vincennes, Ind.....	9.06
Monrovia, Md.....	1.55	Fairmont, W. Va.....	53.79	Miscellaneous.....	.74
Mt. Airy, Md.....	3.07	Grafton, W. Va.....	38.83	TOTAL.....	\$310.75
Rockville, Md.....	10.34	Jane Lew, W. Va.....	1.24	CINCINNATI TERMINAL DIVISION	
Silver Spring, Md.....	2.10	Lost Creek, W. Va.....	19.56	Brighton, Ohio.....	\$4.82
Staunton, Va.....	3.87	Pennsboro, W. Va.....	7.33	Kenyon Avenue, Ohio.....	66.72
Uniontown, D. C.....	1.92	Wallace, W. Va.....	7.86	Norwood, Ohio.....	2.38
University, D. C.....	1.65	West Union, W. Va.....	3.87	Smith Street, Ohio.....	92.55
Washington, D. C.....	20.54	Wilsonburg, W. Va.....	4.98	TOTAL.....	\$166.47
Weyertown, Md.....	2.59	Miscellaneous.....	3.60	TOLEDO DIVISION	
Wilmington, Del.....	13.01	TOTAL.....	\$253.76	Dayton, Ohio.....	\$122.00
Miscellaneous.....	6.03	CHARLESTON DIVISION		Hamilton, Ohio.....	48.00
TOTAL.....	\$1,034.90	Adrian, W. Va.....	\$1.46	Lima, Ohio.....	29.79
BALTIMORE TERMINAL DIVISION		Buckhannon, W. Va.....	18.82	Middletown, Ohio.....	15.33
Camden Station, Md.....	\$23.77	Burnsville, W. Va.....	1.20	Piqua, Ohio.....	4.15
CUMBERLAND DIVISION		Charleston, W. Va.....	10.20	Toledo, Ohio.....	94.52
Cumberland, Md.....	\$39.21	Clendennin, W. Va.....	1.59	TOTAL.....	\$310.79
Great Cacapon, W. Va.....	18.00	Cowen, W. Va.....	4.69	AKRON DIVISION	
Independence, W. Va.....	1.03	Dundon, W. Va.....	1.11	Akron, Ohio.....	\$75.31
Martinsburg, W. Va.....	17.86	Elkins, W. Va.....	3.24	Canton, Ohio.....	33.58
Moorefield, W. Va.....	5.00	Erbacoon, W. Va.....	5.01	Cleveland, Ohio.....	388.86
M. & K. Junction, W. Va.....	5.34	Gassaway, W. Va.....	4.72	Elyria, Ohio.....	28.39
Piedmont, W. Va.....	3.27	Gilmer, W. Va.....	5.16	Lorain, Ohio.....	5.92
Romney, W. Va.....	3.23	Gillespie, W. Va.....	1.07	Massillon, Ohio.....	4.38
Miscellaneous.....	2.31	Heaters, W. Va.....	5.78	New Castle, Pa.....	52.87
TOTAL.....	\$95.25	Holly Junction, W. Va.....	2.96	New Philadelphia, Ohio.....	7.01
CONNELLSVILLE DIVISION		Orlando, W. Va.....	1.54	Painesville, Ohio.....	2.88
Boswell, Pa.....	\$13.08	Pinch, W. Va.....	1.09	Warren, Ohio.....	2.90
Cheat Haven, Pa.....	3.51	Villa Nova, W. Va.....	1.65	Wooster, Ohio.....	3.78
Confluence, Pa.....	1.76	Weston, W. Va.....	53.99	Youngstown, Ohio.....	30.32
Connellsville, Pa.....	31.75	Miscellaneous.....	2.45	Miscellaneous.....	1.37
Fairchance, Pa.....	3.61	TOTAL.....	\$127.73	TOTAL.....	\$637.57
Friedens, Pa.....	2.56	WHEELING DIVISION		NEWARK DIVISION	
Friendsville, Md.....	3.12	Bellaire, Ohio.....	\$35.83	Columbus, Ohio.....	\$189.36
Holsoople, Pa.....	1.67	Belleville, W. Va.....	3.36	Mansfield, Ohio.....	10.41
Hooversville, Pa.....	1.76	Cameron, W. Va.....	3.35	Marietta, Ohio.....	29.23
Meyersdale, Pa.....	3.57	Graham, W. Va.....	1.39	Mt. Vernon, Ohio.....	1.28
Morgantown, W. Va.....	26.87	Hundred, W. Va.....	4.39	Newark, Ohio.....	18.65
Mt. Pleasant, Pa.....	1.97	Huntington, W. Va.....	208.80	Zanesville, Ohio.....	8.13
Ohio Pyle, Pa.....	1.39	Jacksonburg, W. Va.....	7.15	TOTAL.....	\$257.06
Rockwood, Pa.....	2.63	Letart, W. Va.....	9.73	CHICAGO DIVISION	
Smithfield, Pa.....	1.92	Littleton, W. Va.....	3.47	Chicago, Ill.....	\$517.84
Somerset, Pa.....	24.87	Martins Ferry, Ohio.....	2.46	Garrett, Ind.....	16.60
Uniontown, Pa.....	4.04	Millwood, W. Va.....	15.20	Willard Transfer, Ohio.....	51.56
Ursina, Pa.....	1.92	Moundsville, W. Va.....	6.58	TOTAL.....	\$586.00
West Salisbury, Pa.....	14.93	Parkersburg, W. Va.....	170.78	KENTUCKY LINES	
Miscellaneous.....	1.77	Proctor, W. Va.....	2.65	Martin, Ky.....	\$24.15
TOTAL.....	\$148.70	Ravenswood, W. Va.....	9.30	Miscellaneous.....	.95
PITTSBURGH DIVISION		Sistersville, W. Va.....	12.25	Total.....	\$25.10
Butler, Pa.....	\$34.75	Spencer, W. Va.....	35.99	A. E. DAY	
Claysville, Pa.....	4.18	Wheeling, W. Va.....	145.83	Chief of Weighing Bureau,	
Miscellaneous.....	2.87	Miscellaneous.....	2.80	Transportation Department	
TOTAL.....	\$41.80	TOTAL.....	\$681.31		
		Eastern Lines.....	\$2,758.65		
		Western Lines.....	2,298.88		
		Grand Total.....	\$5,057.53		

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar. Chief of Weighing Bureau, Transportation Department



## R. B. White, General Manager, New York Lines, Given Farewell Dinner by Maryland District Officers

ON June 11 about two hundred officers of the Baltimore and Ohio, most of them from the Maryland District, attended a subscription dinner given in honor of R. B. White to celebrate his promotion to the position of general manager of the New York Properties.

The Hotel Emerson in Baltimore was the hospitable host, the dinner being held in their largest banquet room, which, as the accompanying picture shows, was still decorated as it had been the preceding week in honor of Shriners visiting Baltimore en route to their great convention in Washington.

The invocation was pronounced by the Reverend Frank G. Porter, pastor of the Rognel Heights M. E. Church, of which Mr. White is a member. Bohl's Orchestra furnished delightful music during the dinner hour, playing, it seemed, just the kind of songs which the diners liked, for they often joined in the strains of such favorites as the "Swanee River," "My Old Kentucky Home" and "Dixie."

One of the most delightful features of the occasion was the arrival of Mrs. White and the two White children, Jane, age 13, and Roy, Jr., age 6, who came in just before the conclusion of the dinner. This was an entire surprise to Mr. White and must have been an extremely pleasant one as he saw the first lady of the occasion and the two children ushered to seats at one end of the speakers' table. Another honored guest was Mr. White's father, who can be seen in the picture seated on the left of President Willard.

Outside of the speakers' table and a few tables reserved for the several committees which had charge of the dinner, there were no reserved seats, the guests coming in arm and arm and seating themselves as acquaintance and friendship suggested, at the same or nearby tables.

The toastmaster was A. K. Galloway, district master mechanic, who was also the general chairman of the dinner committee, and who introduced the first speaker, President Willard, in a few appropriate words.

Mr. Willard acknowledged the pleasant introduction and, addressing himself in turn to the honored guest of the occasion "to General Manager, Mrs. White and the little Whites" and the other diners, he voiced his appreciation of the work done by Mr. White for the Railroad. His principal thought was centered upon the new general manager as an illustration of a man who has succeeded largely because he has never forgotten the viewpoint of the men reporting to him. This topic is of such general interest and importance in an organization such as ours, especially when discussed by our chief executive, that it will be used elsewhere in the MAGAZINE as a separate article.

Mr. Willard referred to the way the opportunity came for Mr. White's promotion, mentioning the election of Mr. Begien as operating vice-president of the Chesapeake and Ohio and paying a most gracious and appropriate tribute to that well-known and greatly esteemed former officer of our Road. He also mentioned in a humorous way the criticism which had come to the Baltimore and Ohio because of our acquisition of the C. H. & D. and said that he was sure that Mr. White, who was with the C. H. & D. when it was taken over by our Road, could hardly be classed as a liability.

In concluding he expressed his gratification over the friendly, family spirit expressed in the gathering, and bespoke for Mr. Van Horn, Mr. White's successor in Baltimore, the same cordial support which had been given to Mr. White.

Elizabeth Duncan McComas, noted soprano of the Baltimore Opera Company, then sang three numbers: "Carissima," "My Laddie," and "Love," which were well received and heartily applauded.

Senior Vice-President George M. Shriver was next introduced by the toastmaster. His introductory story was a good one, especially because it was at the expense of one of the chairmen of the dinner committee. He said that a passenger on one of our dining cars was recently observed in the act of eating a piece of pie which he had evidently been persuaded to order somewhat at least because of the fact that it was run on the menu as "baked on the car." He said to the waiter:

"Waiter, are you sure that this pie was baked on the car?"

And while the waiter was replying in the affirmative, Mr. Baugh, who was nearby, overheard the question and interposed with:

"Yes, that pie was baked on the car. Have you any suggestions concerning our service?"

"Yes," said the diner. "Suppose hereafter you let some one else bake them."

Mr. Shriver referred in an appreciative way to a number of officers of the Road, who came to the Baltimore and Ohio with the C. H. & D., among them Mr. White. He then gave a brief history of the present line of the Baltimore and Ohio from Baltimore to New York, telling of the days when cars coming into Camden Station were pulled by horse power to the President Street Station of the P. B. & W., and from there run to Philadelphia over that line.

It was during the presidency of Mr. Charles F. Mayer, of the Baltimore and Ohio that the Pennsylvania Railroad secured control of the P. B. & W., making it necessary for the Baltimore and Ohio to build its own line from Baltimore to Philadelphia, at great expense. He also men-

tioned the pleasant arrangement we have had in past years with the Philadelphia and Reading and Central of New Jersey for approaching the New York territory, and of the acquisition of the railroad lines and terminals on Staten Island, giving us our freight entrance into the great port of New York.

And he said that although he hoped and was sure that Mr. White would meet with great success in his new field, there would always be a warm welcome for him when he had occasion to come to Baltimore.

Mr. Shriver's address was followed by the singing of three interesting numbers by some of the members of the Baltimore and Ohio Glee Club who were present: "The Vagabond Song," "De Sandman" and "Swing Along," a pleasant variety for such an occasion.

Mr. Scheer, general manager, Eastern Lines, who of all the men present has been associated longest with Mr. White, was the next speaker. He spoke principally of Mr. White as an illustration of the big opportunity open to energetic and aspiring men on the Railroad. In this connection he said:

"This gathering here tonight is further proof, if such is necessary, that we live in a land where all men are born equal; where all men, regardless of their walk in life, have in a large measure the same opportunities.

"It is true that in other lands many men of prominence have risen to that estate from obscurity through their own efforts, but in no country are the opportunities as great as in the one in which we live. We in America are, indeed, fortunate, for here opportunity knocks, not once, but frequently, for those who prepare for its coming. It is unfortunate that many do not realize this truth.

"As the history of our nation shows many prominent statesmen, soldiers and industrial giants who have risen from humble and obscure positions, so the history of the Baltimore and Ohio is further proof of the opportunities open to all its employes, a survey of its roster of officers, in all departments, revealing the fact that they have risen step by step, either with this or another railroad, to their present positions.

"Harmony is the strength and support of all institutions and the spirit of harmony and co-operation which exists on the Baltimore and Ohio today, prompted this gathering of officers and employes for the purpose of bidding God-speed to an officer who, by reason of his integrity, ability, and perseverance, has now been promoted to the position of general manager of the New York Properties.

"It has been my privilege to have been associated with Mr. White for a number of years and his departure from the Eastern Lines represents a personal loss to me. In all these years I have found him to be faithful, loyal, energetic and efficient, and thi-



is the record he brought with him from the C. H. & D. to the Baltimore and Ohio.

"On behalf of the officers and employees of the Eastern Lines, I wish to say to you, Mr. White, that while we regret to have you leave the Maryland District and the Eastern Lines, we rejoice that your loyalty and ability have again been recognized, and our good wishes go with you."

Mr. Scheer's address was followed by a splendid piano solo, Verdi-Liszt's Rigoletto Paraphrase, by Mr. Sylvan Levin, the accompanist of the Glee Club.

In introducing C. W. Van Horn, Mr. White's successor, as general superintendent of the Maryland District, Mr. Galloway assured him that he would find the same sturdy, loyal support so noticeable during the incumbency of Mr. White. And as he rose to speak Mr. Van Horn was given the kind of a reception which emphasized the assurances just expressed and said that with that kind of support the Maryland District would continue to go ahead. He said that in his opinion there had never been on the Railroad, certainly in his long career with it, a better spirit among officers and men than there exists today, and he stressed the opportunity and responsibility of the officers in this connection. He illustrated this by saying that when an officer has an appointment with an employe, for no matter what purpose, he should make it his duty to keep the appointment and in that way extend the same thoughtfulness and courtesy to the employe which he expects in return.

One of the high spots in the evening's program then followed with the introduction of C. E. Owen, trainmaster, Baltimore Division, who in a most appropriate little address conveyed the formal greetings of the dinner guests to Mr. White, and with them as a memento of Maryland District friendship for him, the gift of a handsome watch, chain and charm. And in order for all present to understand the invariable necessity of good teamwork, starting in the home and spreading itself over the entire personnel of the Railroad, E. V. Baugh, superintendent Dining Car Department, presented to "Mrs. General Manager" White a wonderful basket of flowers; this, of course, amidst laughter, applause and cheering.

After such an evening the new general manager did remarkably well in his little address. He admitted a multitude of rapidly changing impressions ranging back to his early days on the Maryland District, and continuing up to the time of his talk; impressions of war, troops, munitions, coal, conventions, inaugurations, European dignitaries, and all the other things that come into a railroad man's life during such times and in such a section of the country. He said that he expected the dinner would be a small one tendered by a few friends and that the number of men who had come out to wish him well was a great and pleasant surprise: that such a turnout

was just like Baltimore and Ohio men, that it illustrated the way they had responded whenever he had called upon them during his work as general superintendent and that he would never forget the sincerity of the final evidence they were giving him, in the token of the dinner and of the gift, of their friendship and good wishes.

The toastmaster then read letters of regret from several of our officers, including Vice Presidents Galloway and Fries, whose business engagements had made it impossible for them to be present and whose letters showed that they were in entire harmony with the spirit of the evening.

Some new verses had been written for the Baltimore and Ohio Officers' Song in honor of the occasion and were sung by the members of the Glee Club as follows:

Our hats are off to those who know  
Just how to make a railroad go,  
And so we thank the gods who sent  
Us **Daniel Willard** for President.

(Chorus)

Away, away, oh, here they come,  
Open your eyes and watch them hum,  
All past records they'll put on the bum,  
The men of the Baltimore—Heigh-O!

Though our accounts be small or great,  
There's one man sees them up to date,  
**George Shriver's** lights will ne'er grow dim,  
We'll name our babies after him.

(Chorus)

And **Charlie Galloway's** a peach—  
Just watch him strive a goal to reach;  
Than lose a point he'd rather "bust"—  
With him you'll win or bite the dust.

(Chorus)

In the traffic world he does his bit,  
This **Archie Fries** and makes a hit;  
In work or play he's all the same—  
But you should see him write his name!

(Chorus)

And here's the chap with the awful punch,  
Who takes his coat off with the "bunch;"  
The air is blue 'round **Eddie Scheer**—  
'Tis black smoke causes it, we hear.

(Chorus)

Here's to the boy who's in the light—  
None other than our **R. B. White**;  
With smile as broad as his heart is big,  
He'll make all New York dance a jig.

(Chorus)

Here's to **every man** of you!  
Your hearts are right, your aim is true,  
**ALL TOGETHER—ON THE JOB**—  
We'll make our mighty railroad throb.

(Chorus)



ABOUT TWO HUNDRED OFFICERS ATTENDED THE  
At the Speaker's Table, from left to right, are: General Superintendent Transportation Curren; Chief Engineer Galloway; President Willard; Mr. J. M. White, father of the honored guest; Senior V.



A big hit was then made with the singing of a parody on "Gallagher and Shean" as fully set forth on another page in this issue.

The occasion was brought to an appropriate close by the singing of Auld Lang Syne by the entire assemblage.

Following were the committees in charge:

Arrangements: F. G. Hoskins, Chairman, C. M. Shriver, E. V. Baugh, H. L. Denton, W. W. Calder, J. E. Sands, W. E. Neilson, G. S. Crites, J. D. Gallary, W. O. Shields, J. P. Hines, D. M. Fisher, J. W. Sparks.

Banquet: E. V. Baugh, Chairman, H. L. Denton, C. M. Shriver, J. P. Dugan.

Presentation: C. E. Owen, Chairman, W. C. Donnelly, C. B. Harveson, B. H. Prinn, J. C. Basford, H. K. Hartman.

Finance: C. M. Shriver, Chairman, C. A. Plum, M. J. Doyle, W. E. Shannon, J. W. Sparks.

Printing and Program: E. E. Herold, Chairman, E. V. Baugh, F. G. Hoskins, T. D. Dodds, F. H. Groom, W. M. Devlin, E. A. Freeman, J. L. Hayes, H. H. Taggart, C. A. Mewshaw, F. L. Sheakley, G. A. McGinn, G. R. Leilich, J. H. Lindsay.

Entertainment: R. M. Van Sant, Chairman, F. G. Hoskins, C. B. Harveson, J. P. Hines, J. P. Dugan, F. W. Fritchey, H. La Mar.

so that she would not have to travel far into the night with her little ones.

By a fortunate accident Trainmaster Dick Mallon and Chief Dispatcher A. L. Johnson were in the station. They heard the story and it immediately appealed to them.

The operator was directed to hold No. 54 at Hamden, about three miles away, and Mr. Johnson started immediately on a hunt for a taxi in which to take the woman and children to overhaul their train. He met Mr. A. D. Goddard, a local undertaker, explained the circumstances fully, with the result that Mr. Goddard immediately jumped into his car, ran to the station, picked up the woman and her flock, and in a few minutes they were happily on their way on No. 54 without cost or delay to the train.

The "Wellston Daily Sentinel" tells us that the thanks of the woman were heart touching, and further adds "This adds another to the many good records made by the Baltimore and Ohio employees during the ninety-six years it has been operating under its charter."

## These Employees Know How to be Good Neighbors

By L. M. Mason, Correspondent, Wellston, Ohio

THE Wellston, Ohio, "Daily Sentinel" of March 6, 1923 calls attention to another of those acts which so splendidly exemplify the Good Neighbor Policy of our Company.

It appears that on the previous evening a woman with four small children ap-

proached the ticket window at Wellston and inquired "if the train for Athens was due." The train, No. 54, had just left. The woman gave a sigh of regret that she was late and had missed it; she was tired and worn out and had hoped to be in time to make the train and reach her destination

## Crossing Watchman Urmson Risks Life to Save Boys

ON February 20, P. & L. E. engine 9127 was pushing four cars ahead of engine over the Furnace Street Crossing of our Company at New Castle, Pa. Three small boys were crossing the tracks at this time, and, stepping from behind a freight car, did not notice the approaching train and were about to step on the track in its path.

Crossing Watchman Jack Urmson, at the risk of losing his own life, ran across the tracks in front of the oncoming engine and stopped the children from walking into almost certain death.

Jack Urmson is one of the faithful employees of the Akron Division, and has been highly commended by his superintendent for his action in this case. Of a retiring and modest disposition, "Jack" said nothing about the matter until it was reported to the Railroad officers from an outside source, when inquiry developed the facts outlined above, which is the explanation of our failure to previously report the incident in our MAGAZINE.

## Yumpin Yiminy

Ole Oleson had been working as an engine wiper and his boss, a thrifty man, had been coaching him for promotion to fireman with such advice as: "Now, Ole, don't waste a drop of oil—that costs money. And don't waste the waste, either—that's getting expensive, too."

With these facts of economy pounded thoroughly into his head, Ole went up to be questioned on his eligibility as fireman. The last question was: "Suppose you're on your engine, on a single track. You go around a curve and see rushing toward you an express. What would you do?"

Said Ole: "I grab de dam' oil can; I grab de dam' waste—an' I yump, by yiminy!"

—American Legion Weekly



SENER IN HONOR OF GENERAL MANAGER R. B. WHITE  
Maintenance Stimson; Reverend Frank G. Porter; General Manager Scheer; Mr. White; District Master Mechanic  
President Shriver; General Superintendent Van Horn Passenger Traffic Manager Calloway





## Brunswick Veterans Hold Annual Picnic

By R. L. Much, Magazine Correspondent

THE morning of May 16 dawned cloudy and gloomy, with every indication that we were in for a "spell of weather." However, at eight a. m. Camden station was crowded with Veterans, their families and friends, ready to make the trip to Brunswick "rain or shine," and at 8.10, when the special left, about 200 persons were on board. General Superintendent White, Superintendent Hoskins, District Master Car Builder Calder, Trainmaster Mewshaw and other officers were on hand to see the start. Unfortunately President Allen was unable to accompany his chapter.

One car of the special train was occupied by the Baltimore Chapter, invited guests of the Brunswick Veterans.

On the train we saw Chief of Welfare Department W. W. Wood, Grand President of the Veterans and Mrs. Sturmer, Mrs. Charles Shipley, Mr. and Mrs. C. W. Lewis, Mr. and Mrs. George Bowers, Mr. and Mrs. J. Riley, Mr. and Mrs. Collingsworth, Mr. and Mrs. Williams, Mr. and Mrs. Elliott, Mr. Wilbur Galloway and family, Mrs. Baxter, and many others.

Among interesting visitors at the picnic we saw Thomas Shenkel, who entered the service in 1870 and is now pensioned, and Baggage man Hanson, 53 years service, and still going strong. Mr. Hanson told us that he remembered Brunswick in 1875 when there were only four houses and no railroad yards. What a difference today! The thriving town built up through the industry of the workers of the Baltimore and Ohio is well worth a visit.

The special arrived at Brunswick at 10.20 a. m. and was met by the Brunswick committee, who assigned automobiles for those who cared to use them to the Park; the others formed a parade and marched through town under the leadership of Mr. Wood. The weather indications continued disappointing, but after our arrival at the park, the sun broke through the dull grey clouds and a fine day seemed assured.

Arriving at the fine park of the City of Brunswick, the visitors quickly made themselves at home, some sitting on benches under the trees, others on the grass and still others making an "immediate break" for the "eats," which were plentiful. A fine chicken and ham luncheon was served by the ladies, which every one enjoyed.

After lunch, we made our way down town to see the parade, and well worth seeing it was, too. The parade was headed by the Grand Marshall, Engineer Jesse Mann and Assistant Marshall Green on horseback, followed by the Rohrsville Band. Then came Veterans and visitors in automobiles and the "Jazz" float.

Next in line was the West Brunswick School, carrying banners relative to forest production, forest preservation, etc.

The East Brunswick school children, all in white, made a brave showing. They carried banners with "Safety Slogans" such as "Daddy, Be Careful," "Baltimore and Ohio Safety First," etc. The St. Francis School children and the parade of local merchant's advertisements made a pretty appearance, while the Brunswick Band furnished good music for the march.

Next in line came the Volunteer Fire Brigade with their motor driven engine, all the members being dressed in their new uniforms, and making a fine appearance. Their chief, W. G. Cummings, Chief W. C. Nunce and Truck Engineer C. O. Cooper are to be commended on the military appearance of their company.

The Fire Company was followed by the Cow Boys in their holiday regalia, who were heartily cheered by the crowds assembled to greet them.

Last in line we find the old Veterans, not so many in number as in former years, but still marching as members of the loyal Baltimore and Ohio family to the last.

After the parade reached the City Park, it was reviewed by Vice President Galloway, General Manager Scheer, Superintendent

Hoskins and other officers who had arrived at 2.00 p. m. Their special was met at the station by the Veterans' committee, headed by our medical examiner, Dr. H. S. Hedges, who escorted them to the grandstand.

Speeches were made by Vice President Galloway, General Manager Scheer, Superintendent Hoskins, Grand President of Veterans Sturmer, Judges Urner and Worthington, Hon. Jacob Rohrbach, Superintendent of Schools G. Lloyd Palmer and Acting Mayor Jacob H. Moler.

A demonstration by the fire laddies was next in order. This was enthusiastically cheered by the veterans and their visitors.

Just before the program closed the new Baltimore and Ohio "Capitol Limited" passed ON TIME; everyone including our officers lifted their hats and cheered this new proof of the progressive march of our Company.

During the late hours of the evening a chicken supper was served by the ladies, after which dancing—in which officers, employes and visitors joined—to music furnished by a local orchestra, continued until a late hour.

Charles W. Galloway Ladies' Auxiliary No. 1, Baltimore, Md.

By Mrs. Charles W. Lewis, President

THE high average attendance at our meetings is gratifying and encouraging; it shows an interest in the welfare of our organization which is seldom manifested in organizations or lodges of this description.

At our April meeting, former Mayor (then Mayor) William F. Broening was the speaker. He gave us an interesting description of the welfare work done by the city in connection with the care of the poor and sick. Mrs. Steiner won the monthly prize; a center piece.

Our regular meeting announced for May 16 was postponed until May 23 to enable our officers and members to attend the annual outing of the Brunswick Veterans. A large delegation attended the picnic, wearing our colors. They were received at Brunswick station by the entertainment committee and conveyed to the picnic grounds. Automobiles were also furnished for our officers' use in the parade.

The Brunswick Veterans are to be highly congratulated on their excellent parade and the perfect arrangements made for the entertainment of their guests. The trip home in our special was an enjoyable one. Many songs and hymns were sung. Sister Espey entertained us with several songs and Grand President Sturmer with a short address. And, we must not forget Past President Wall who—as a long distance singer—has no equal. Did he have a good time? Ask him!

Our luncheon in honor of Senior Vice President Shriver was held on May 23 at



the New Howard Hotel. A description of it will be found in another part of the MAGAZINE.

Our auxiliary is growing fast and is becoming an active organization, taking its place with the best in Baltimore. It is the desire of the officers to make our meetings attractive and to devote their

### A Vets' Number!

See next page for outline of Special Veterans' Supplement to Magazine.

efforts to making the pathway of life happier and brighter for others.

Any Veteran's wife or widow is eligible for membership in our organization. A cordial welcome awaits all new members.

A measuring party will be held at the home of our president June 27, and an excursion to Tolchester July 6.



WHEN THE BRUNSWICK PICNICKERS PICNICKED

School children in parade, the Flag; visitors, new municipal fire-fighting apparatus, full luncheon baskets, good fellowship and veterans galore—these were the impressions the visitor got at Brunswick on Veterans' Day, May 16



## Martinsburg Auxiliary Named for Senior Vice President George M. Shriver

MAY 24 was a big day in the annals of the Martinsburg Ladies' Auxiliary to the Baltimore and Ohio Veterans, for it was then that this body was officially christened "The George M. Shriver Auxiliary," in honor of our senior vice president.

The ceremony of christening took the form of a banquet—one of those for which the women of Martinsburg are famous. Mr. Shriver had been invited to enjoy the festivities, but being unable to be present, he sent as his representative his assistant, F. X. Milholland. Among the other visi-

tors from out of town were Grand Vice President and Mrs. Garvey, of Wheeling, and Mrs. Charles W. Lewis, president of the Charles W. Galloway Auxiliary of Baltimore.

An interesting program assured a most enjoyable evening. Music was furnished by an orchestra of young women and there were addresses by the visitors and by Father McKeefry, who was one of the guests of honor. Rev. F. M. Woods opened the meeting with prayer. President and Mrs. Fauver also gave delightful talks. All present voted this to be one of Martinsburg's happiest evenings.

## A Veterans' Number

*In Which Many Readers of This Department Can Have a Part*

IT has often been suggested that the MAGAZINE devote an entire issue to Baltimore and Ohio history, and particularly that part of it dating back to the early Railroad days of the Baltimore and Ohio Veterans who are now active or pensioned.

The press of current material each month in the MAGAZINE makes it impossible to dedicate an entire issue to our Veterans, but we can increase the size of the MAGAZINE by twenty or thirty pages for a single issue to handle a large number of stories which would be of especial interest to our old timers.

We are especially anxious to secure the pictures of well known Railroaders of the period 1870-1900, men of the type of John K. Cowen, receiver and later president, and "Tom" Fitzgerald, general manager, both of whom were widely known and beloved by the employees of the Road.

Pictures of employees now living, but shown in a Railroad setting of thirty or forty years ago, on station platforms, on engines

and cars, etc., will also be appreciated.

Sometimes old photographs are so faded as to make satisfactory reproduction difficult, but send in anything you may have and we will try to work it up as best we can, returning safely to you whether we use it or not.

Any reminiscences involving men who were well known up and down the Road in their day can be used nicely and also any stories covering notable epochs in the history of the Road such as the opening of the road from Baltimore to Philadelphia, the running of the first train through the Belt Line Tunnel, the running of the first Baltimore and Ohio train over our own tracks into Chicago, etc., etc.

Protect all pictures carefully with cardboard and mark plainly on all pictures and manuscripts the name of the person sending and to whom they should be returned.

We would appreciate greatly cooperation of our Veterans in making this the most interesting number of our MAGAZINE ever published.

## Helpful Death Benefit Plan Adopted by Brunswick Veterans\*

UNDER the leadership of Ray Smith, late dispatcher and president of the Veterans' chapter at Brunswick, a safe and sane plan for the payment of death benefits to the survivors of deceased Veterans, was put into successful operation.

Soon after Mr. Smith was elected president of the chapter, he put it up to the members that if each man would contribute \$1.00, it would provide a fund which could be turned over to the widow or other responsible survivor of the first member of the lodge who died, immediately after his

death and when ready money is so often needed badly. The plan was put into operation and with the growth of the membership, a payment of \$205.00 is now available to the family of each Veteran in the event of his death.

In order to provide against the contingency of two members passing away in quick succession, the reserve fund is now represented by \$2.05 from each member, providing an immediate death benefit of \$1.00 per member for each of two Veterans if and when deceased. The five cents premium is added to cover the secretarial and postal expenses incident to the handling of the fund.

Now, in Brunswick, when a Veteran dies, his widow need have no apprehension about lack of ready money. As soon as word of the death reaches the chapter, a sum of money amounting to \$1.00 from each member of the chapter is immediately placed at her disposal. This seems to be an excellent plan and that it has met with the cordial support of the Brunswick Veterans is shown by the fact that no canvass needs to be made for the \$1.00 assessment. All the members gladly contribute this amount as soon as a Veteran dies, so as to keep the benefit fund up to the reserve strength necessary to insure it against the passing away of two members.

## In Memoriam—William Burkhart

*By Clara McDonald Taylor*

AGAIN the Angel of Death has visited us and taken from our ranks our beloved brother, William Burkhart. His illness, although long, was borne with patience and fortitude.

His life was replete with noble qualities, and was a wonderful example. His personality was full of a sunny charm which cannot die, but must live on, and we who are left behind will reap the benefits of his noble life.

We shall miss him at our gatherings. He was highly esteemed by all and was a lovable friend. His amiable character won for him a host of friends in our lodge and in our city.

Brother Burkhart's wife, who is left to mourn his loss, was a former president of our Auxiliary. Our sincere sympathy is with her and the children, in their great loss.

Experience teaches us that the weight of such a sorrow is hard to bear, but we remember that we are but human and that the Angel of Death will call us one by one.

"I am not changed by what has happened, I am nearer than you think, I can come for still I love you, And unbroken is the link.

"So when you feel sad and lonely, And each day but miss me more, Think of me as one who's entered Rest through death's mysterious door.

"Not a door locked, barred or bolted, But a portal leading straight Into life, where I, with others, Watch your coming, for you wait.

"Wait until the shadows lengthen, As sinks down life's setting sun, Wait till dawns that better morning, When the parted shall be one."

## Our Ladies' Auxiliary

*By Mrs. O. L. Wallburg, Lima, Ohio.*

TO any one not a member of this wonderful Auxiliary of ours there never comes that knowledge, or rather that spirit which makes itself mani-

\*NOTE: This article was secured by the editor of the Magazine from the late lamented Ray Smith some time before his death. Though the details of the plan may have changed recently, the underlying principle is sound and contains a good suggestion.



fest wherever there is a gathering of the ladies of this organization anywhere on the System. It has a quality that is lacking in auxiliaries of other bodies, due no doubt, more to the reason for its inception than to any other one thing.

To be the wife or life partner of a veteran employe of this great System of ours, of which our membership is composed, means to have shared the trials, responsibilities, joys, sorrows, happiness and sometimes grief for a considerable period of time

with our partner, and having gone through that experience, the result usually gives to its possessor a larger and broader view of life. So when kindred spirits of this nature meet together there can be no other result  
(Continued on page 88)



CIVIC PRIDE IS BECOMING THE BOAST OF BRUNSWICK FOLKS

Upper; Brunswick Volunteer Fire Company. Center; Brunswick Fire Truck: on ground, Chief W. C. Nuce; on truck, Engineer C. O. Cooper. Lower left; Laura Vir Del Smith. Lower right; Harry Mace, furniture dealer; B. Klatzin, shoe dealer; Henry Rinker, editor of Brunswick's only newspaper, the Blade Times.



# The Declaration of Independence



Compliments of Remington Typewriter Co.

What a mind picture is created by the associations clinging to the signatures affixed to the Declaration of Independence!

Behind each name stands a personality, vital and human, linking their wonderful lives and time to the achievements of the present and the hope of the future.

All that America has become was contained in prophecy in the character of the men who signed the immortal Declaration. Like the Republic, for which they were responsible, they represented many types of mind and varieties of career.

The South contributed picturesque Southern planters, brilliant soldiers, and at least one political philosopher. Intellectual New England sent its stout-hearted and iron-willed statesmen. The Middle Colonies added to these, men of finance, social philosophers and the professional type. A brilliant, steadfast, farseeing group to whom not only the United States but civilization itself owes a stupendous debt.

Think of John Hancock of Boston, who signed first. Surely his was the boldest signature ever affixed to a State document, and it represented a character of equal boldness and force.

Picture to yourself Benjamin Franklin of Philadelphia, in his homespun costume, with his homely speech that nevertheless contained depths of philosophical and practical wisdom. Recall him as he stood at the French Court and by his sheer personality captured the imaginations and opened the purse strings of the French Exchequer.

Remember the daring of Charles Carroll of Carrollton, who wrote his address after his name, because, as he said, "he wished the Government when it wanted to hang him to know where to look for him." This signer was the richest man in the Colonies at that time and the only Catholic, as well as the only one who gave his home address.

Picture to yourself John Adams of Boston, of the marvelously courageous soul whose specialty for several years had been the hurling of defiance in the face of the British Government.

The name of Benjamin Rush of Philadelphia, the famous physician whose medical service had been so great, and that other great Philadelphian, Robert Morris, the banker who became the financial genius of the Revolution, make clear to us the great part Pennsylvania played in the founding of this Government.

And Thomas Jefferson, the great Virginian, who gave form and body in the Declaration, to the magnificent decision to be free that was burning in the hearts of the people of the Colonies.

In imagination one understands the grief that must have been in the heart of Richard Henry Lee, who was absent from Congress because of sickness in his family, and thus lost the opportunity of preparing this mighty message to mankind.

Richard Stockton, founder of the family famous in naval history, signed for New Jersey.

The name of Livingston adds luster to the history of New York. It is one which has persisted in that state and is borne today by worthy descendants of Philip Livingston, the signer.

Every meeting place, whether it be a hotel or residence, and each school in the United States should have a fac-simile of the Declaration of Independence, and the children should be familiar with the name and life work of these sturdy patriots. Each colony contributed of its best. Typical men were these, who pledged their lives, their fortunes and their sacred honor in the cause of Freedom, Justice and Equality.

Each home in the land, also, should have the message of this mighty document speaking from its walls, that true patriotism may be inspired by the mental procession of great characters brought into being by these great names.

When the Declaration was accepted on July the Fourth, the Liberty Bell hanging in the belfry of the old Pennsylvania State House, now known as Independence Hall, first proclaimed to the people the glad tidings that Liberty was born in the New World. What that bell did for the colonists of that day the sight and reading of the Declaration should do for the citizens of the present. It should proclaim the meaning of America and make us pledge ourselves anew to the service of the Spirit of America.





## Safety Roll of Honor

### Staten Island Lines

**Trainman Joseph Leahy.** 6.15 a. m. April 3. Noticed unusual noise while pulling drag of cars up Run Track, St. George. Investigation developed broken rail. Repairs made.

### Baltimore and Baltimore Terminal Divisions

**Foreman W. Day.** February 28. While Train No. 93 passing his house, Gaither, Md., heard noise. Upon investigation found broken rail. Flagged train and called trackmen to make repairs.

**Conductor Joseph Brown and Flagman F. E. Miller.** Train 2nd 94. March 29. While watching running of train discovered broken arch bar S. P. 88662. Car set off without derailling.

**Operator J. F. Elste.** Poplar. January 20. Observed hot journal box rear coach, Train No. 9, passing his station. Called up Rossville Brick Yard, had train flagged and car was set off, averting possible accident.

**Engineer H. L. Frame.** March 14. While waiting at Newark for No. 5, observed defective arch bar under car in train of No. 94. Notified operator.

**Operator J. M. Cunningham.** Hollisfield Tower. April 2. Observed Baltimore and Ohio 132374 with bulged sides in passing train. Car set out at Elliott City and later moved to shop for repairs.

**Signal Maintainer J. H. Smith.** Carroll. April 4. As Train 88 passing over switches observed broken wheel under P. R. R. 596998. Train stopped and car set off.

**Car Inspector G. Erhardt.** Mount Winans. April 20. While testing air brakes of eastbound extra observed plank and cross ties of overhead bridge on fire. Secured water pail and extinguished fire before serious damage was done.

### Cumberland Division

**Brakeman W. D. Clingan.** May 9. Found six inches of wheel missing, car Baltimore and Ohio 191755 at Oakland. Car set out.

**Conductor T. L. Crawford.** May 7. While passing water station near Streeters, heard unusual noise. Looking from caboose saw piece of flange on track. Stopped train and found 18 inches of flange broken out of wheel on Baltimore and Ohio 222218. Car set off for repairs.

April 29. When Extra 7120 made hill stop at Altamont, three young men called attention of Engineer Haddix to broken wheel on car in his train. Investigation developed 28 inches broken out of wheel Baltimore and Ohio 325070. It has not been possible to ascertain names of the young men calling attention to this defect.

**Conductor H. E. Hannis.** March 15. Keyser Yard. Found broken rail near No. 7 switch. Reported to trackmen and repairs made.

**Engineer J. A. Sinclair and Fireman D. Cox.** March 23, 10.20 p. m. Returning light to Hardman on engine 7026 observed slip of stone and dirt of about five tons on No. 2 track, west end Cassidy's straight. Protected obstruction, which occurred shortly before No. 4 due, and reported slide to Newburg office.



Car Inspector G. Companizzi,  
Holloway, Ohio

### Connellsville Division

**Operator W. Gaumer.** Markleton. May 16. Observed door on car of stock swinging open in train of Extra East, engine 4845. Train stopped and repairs made, averting possible accident.

**Flagman P. D. Martz.** May 10. Discovered broken rail east of Oriental. Protected damage and arranged for trackmen to make repairs.

### Pittsburgh Division

**Lineman M. C. Shank.** April 29. Observed broken wheel in passing train. Advised train crew and car set out.

### Wheeling Division

**Car Inspector G. Companizzi.** Holloway, Ohio. While inspecting train of engine 2242, found loose wheel on Baltimore and Ohio car 336862. Wheel had only moved one quarter inch on axle, and defect difficult to detect. Observation shows particularly careful inspection and averted possible accident.

### Charleston Division

**Conductor C. W. Berry.** May 28. Arrived at Gassaway, W. Va. from Grafton, 10.15 a. m. Had car in his train for West Sutton, W. Va. On arrival in Gassaway Yard advised yard conductor regarding this car, with result that it was switched out and moved to West Sutton in train leaving 10.30 a. m. If Conductor Berry had not taken this interest, car would not have moved until following day. He assisted in making CAR MILES.

**Conductor A. Kiddy.** On arrival at Charleston, W. Va., called dispatcher, Gassaway, on long distance telephone, advising him tree had fallen through wires at mile post 39 plus 13 poles, interrupting wire communication south of Gassaway. Lineman sent to make repairs.

**Conductor W. E. Nordeck.** May 17. Reported automobiles crossing track in front of trains, giving license numbers.

**Mr. J. A. Posey.** May 9. Flagged Train 61, advising crew of land slide in McCoy's Cut.

**Engineer Frank Kerrigan, Fireman I. W. Barnett, Conductor P. J. Condry, Baggage-man J. B. Brown, Car Repairman N. A. Skinner and Water Station Repairman R. F. Fisher.** Cleared slide, resulting in delay of only 30 minutes to passenger train.

**Conductor P. Bazzle, Engineer J. C. Jarrett, Fireman H. Gunter, Brakeman E. W. Underwood, K. G. Long and H. C. Case.** April 11. Found fire on right of way at Blue Ridge Mine siding, surrounding miners' houses in that vicinity, and families leaving homes with children. Stopped train and put out fire before damage done to houses.

**Conductor B. R. Bragg, Engineer A. F. Vorholt, Fireman J. Buckner, Brakeman H. E. Bragg, C. C. Cogar and R. M. Shelton.** April 21. Found main line obstructed by slide near Shelton, W. Va. Cleared slide without calling section men.

**Foreman W. W. Squires.** Commended for picking up and forwarding good material to Stores Department.

**Relief Agent A. H. Marshall.** Heater, W. Va. May 18. Observed brake rigging down under Baltimore and Ohio 127189 passing his station. Train stopped and repairs made.

### Statement of observances and corrections by operators, Cumberland Division April and May, 1923.

Date	Train	Engine	Employee	Occupation	Location	Brake Rigging Down	Broken Rail	Cross Braces Dragging	Door Swinging Loose	Drop Bottom Down
April 15.....	Ex. W	4482	J. L. Schroder	Operator...	Martinsburg..	1				
April 22.....	3		L. E. Courtney	Operator...	Millers.....		1			
April 29.....	Ex. W	4419	J. D. Rockwell	Operator...	Green Spring..			1		
May 2.....	Ex. E	4473	Max Brown...	Clerk.....	Kearneysville.	1				
May 8.....	Ex. W	4294	E. F. Bechtol.	Operator...	Orleans Road.				1	
May 12.....	Ex. W	4455	J. D. Rockwell	Operator...	Green Spring..					1
Totals.....						2	1	1	1	1



**Foreman S. L. Queen.** Horner, W. Va. May 26. Picked up five grease cups and other good material on his section and forwarded to Stores Department for re-issue.

**Conductor D. Harmon, Brakemen P. R. Davis, E. L. Steele and French Pifer.** May 16. Midvale, W. Va. Found Sou. 155180 with broken train line and burst air hose. Made temporary repairs and moved to terminal.

### Chicago Division

**Operator J. B. Hayes.** Wolf Lake, Ind. April 28. Observed red hot wheel on car in train of Extra 4218. Train stopped and box given attention.

### Akron Division

**Trucker R. D. Jackson.** Cleveland, Ohio. May 11. Observed truck driver take a 100 pound keg of white lead from platform, hiding it under canvas on his truck. Notified Tallyman T. Dillon, who advised Foreman "Tom" O'Hara. Company policeman called, truckman held and stolen goods recovered.

**Locomotive Inspector D. Bixler.** Discovered broken rail near water tank, Painesville. Reported to proper officers.

**Conductor J. C. McKenna.** Found broken angle bar on track west of passenger station, Newcastle. Reported to trackmen and repairs made.

**Baggage Master G. G. Rowan.** May 5. Train 42. Canton. Discovered arch bar on tank truck, engine 1318, bent and in bad condition. Engine cut off train, averting probable serious accident.

**Car Inspector C. Talamonti.** Ohio Jct. May 13. While off duty, discovered Baltimore and Ohio 80540 on fire. Called city fire department, and fire put out before serious damage done.

### Ohio Division

**Brakeman F. Long.** April 19. While picking up cars at Blanchester discovered broken wheel on C. & O. 34992. Car set out.

**Operator P. R. Sperry.** Sabina. April 19. Observed brake rigging down on car in train of Extra 2798 East. Flagged train and repairs made.

**Operator F. R. Thomas.** Lore City, Ohio. April 18. Observed brake beam dragging on car in Train No. 97. Stopped train and repairs made.

**Brakeman J. W. Yerian.** Newark, Ohio. April 23. Observed brake beam down under

## Now We Need Business!

It is probable that from now on and until the annual grain movement gets under way, there will be a gradual decrease in the amount of business offered.

There is no reason, however, why this should result in idle cars or idle men on the Baltimore and Ohio.

No reason—if we all get busy and use every reasonable expedient to bring business to our rails.

Have you a friend who controls the movement of any freight? If so, will you not get in touch with him immediately and ask him to do what he can to send it over the Baltimore and Ohio?

One of the best ways of securing additional business is through acquaintances working for other railroads who can put in a good word for the Baltimore and Ohio and the service it gives. Such men are often able to control the entire routing of shipments moving long distances.

A busy railroad means a happy railroad, with well employed facilities and men. Let's get busy and see to it that the Baltimore and Ohio continues to be a busy railroad in so far as we can possibly make it.

car in Train 93 passing East Main Street Crossing. Train stopped and repairs made.

**Operator F. R. Thomas.** Lore City, Ohio. May 7. Observed brake beam down under car in train 85. Train stopped and repairs made.

**Mr. Edward Smith.** Braggs, Ohio. May 7. Found tree blown down, obstructing tracks. Flagged No. 55 and assisted in removing obstruction. Division superintendent has thanked Mr. Smith for his assistance.

### St. Louis Division

**Operator D. E. Niester.** Seymour, Ind. May 15. While No. 97 was passing office, observed brake rigging down on car in train. Train stopped and repairs made.

**Operator H. R. Schroeder,** Carlyle, Ind. May 24. Observed brake rigging down on car in train 90. Train stopped and repairs made.

Irate Golfer—You must take your children away from here, Madam—this is no place for them.

Mother—Now don't you worry—they can't 'ear nothin' new—their father was a sergeant-major, 'e was!—*London Opinion.*

### Eggs and Eggs

"George, you may bring me two fried eggs, some ham, a pot of coffee, and some rolls," said the man to the waiter.

"Yes, sir."

His companion said: "You may bring the same. No; just eliminate the eggs."

"Yes, sir."

In a moment the waiter returned.

"Excuse me, sir, but what did you say about them eggs?"

"I merely told you to eliminate them."

"Yes, sir." And he hurried away to the kitchen.

In two minutes he came back once more, leaned confidentially and penitently over the table and said:

"We had a bad accident this morning, sir, and the liminator got busted off, right at the handle. Will you take them fried same as this gentleman?"

—*Boston Transcript.*

From a schoolboy's essay on soap:

"Soap is a kind of stuff made in cakes what you can't eat. It smells good and tastes awful. Soap always tastes worse when you get it in your eye. Father says Eskimoos don't never use soap; I wish I was an Eskimo."—*M. M. C. News*



The members of the Glee Club made a nice appearance in their summery costumes—Ninth Year, Spring Concert, Baltimore, May 25





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBECK

In 1861

There is another item I want to touch upon, though it might be denominated ancient history, but it brings out a point as to loyalty to our colors—our flag.

The war of the rebellion, otherwise known as the Civil War, began with the firing on Fort Sumpter in Charleston Harbor. Now please be patient with me for I will not offend in my utterances as to the why and wherefore of the conflict. The City of New York, particularly at the outbreak of hostilities, was the rendezvous or resort of Southerners; the Union element feared an outbreak, and so a body of determined men called upon the newspapers to know on which side they had cast anchor.

The New York Tribune, Horace Greeley's paper, was quick to respond, by displaying our national colors. Then the New York Herald received a call. James Gordon Bennett the elder, was obdurate and unyielding. Finally he realized that the crowd in the street was filled with determination and he gave up, giving special prominence to the colors and the affair was happily terminated.

In 1881

In 1881, and this too might be regarded as venerable in character, John K. Cowen, then general counsel, took me to the office of L. M. Cole, the then head of our Passenger Department occupying a small office at Camden Station. After an introduction, Mr. Cole was requested to furnish me with a pass good for ten days, between Baltimore and Washington, as I had not given up my Washington home. The ten day plan was to give me a chance to demonstrate whether I could read my shorthand notes with ease and accurately transcribe them. After two or three days, Mr. Cowen decided that I filled the bill. My happiness was augmented by the receipt of a quarterly pass, and I was proud to feel that I was enrolled as an employe of the Baltimore and Ohio Railroad.

John W. Garrett

John W. Garrett was president at that time. He had a way of writing in pencil on documents placed before him, and his chirography was so atrocious, that, like Horace Greeley, after his emendations became cold, he had great difficulty in deciphering them himself.

#### Josiah A. Kinsey

When Mr. Cole gave me the passes I refer to Josiah A. Kinsey was his shorthand secretary. Mr. Kinsey gave me the first real smile I received in the service and I have always remembered it. He is now secretary to the Commissioner of Police located in the Court House, Baltimore City. Whenever I have occasion to call upon the Police Department for information, my friend Mr. Kinsey is at my service.

#### New York Trains

Our trains to New York at this time were hauled by a string of horses from Camden Station to President Street, there to be connected with P. W. & B. trains to the east. When I was married in Washington City, in 1867, ten hours were required for the journey to New York. Now we run magnificent trains with every possible accommodation through in less than five hours.

#### In Bethlehem

On Saturdays, the latter part of the day in Bethlehem is usually devoted by Bethlehem Steel Company's clerks and stenographers, to working in the garden, and thrift and order prevails. There is something in the atmosphere of Pennsylvania that brings this about. Every girl is taught to do housework and none is afraid to darn stockings. Mark that!

#### Miss Keller

We have added to our Law Department clerical force another good stenographer in the person of Miss Margaret I. Keller of Romney, West Virginia. Please do not get the impression that because Miss Keller does not come from Boston, she is not fully qualified for her work. Her touch system on the Remington is of the best brand, and her shorthand work is entitled to the same commendation. Miss Keller began her Law Department work on May 7, 1923.

#### Careful Crossing Campaign

I regard the campaign to "Stop That Leak," as most important, but the Careful Crossing Campaign, in my judgment, far exceeds it. I suggest that each MAGAZINE correspondent and indeed every employe give it hearty support.

#### Baggage and Milk Department

Correspondent, MABEL L. MENGES

Mr. Dugan attended the American Association of General Baggage Agents' convention held at Signal Mountain, Chattanooga, Tenn., May 9, 10 and 11.

Mr. George A. Morton, general baggage agent, New York, New Haven and Hartford Railroad, New Haven, Conn., recently visited this office. Mr. Morton is one of the few general baggage agents still in active service who originated the American Association of General Baggage Agents, and has participated in all the improvements which have been made in the service from the time of its infancy up to its present modern methods.

The Lion Tamer's Club held its annual convention in Akron, Ohio, on May 24, but as it was necessary to send in the notes before that time, we do not know whether its two most prominent members, "Mutt" and "Jeff," attended or not, although we understand that C. D. Honodle, the popular ticket agent of the Union Depot Company made extensive preparations to see that these distinguished members of the Club were properly entertained, which he can do so well.

We hope that Mr. Honodle will let the MAGAZINE readers know what "Mut" and "Jeff" think of this beautiful city.

Mr. Norris is now numbered among the suburbanites, having purchased a home in Arbutus. He is already confronted with the commuters' usual problems as he is wondering how he is going to take home the garden rake and other implements of torture, and if such things can be carried on the Toonerville Trolley. We also understand that Mr. Norris has erected a new chicken house, and to make sure that he doesn't lose any of his choice birds, has secured it with the latest model in Yale locks. The hinges, no doubt an original idea, are made of leather.

The Police Department came very near being minus its local captain. J. J. McCarron, accompanied by Jerry Murphy, recently went on a fishing trip down the river. During the day Captain McCarron started out in the boat alone leaving his friend on shore. Sometime later Murphy was aroused by shouts from down the river, "Save me! Save me! I'm floating out to sea!" Murphy promptly responded to the call for help, when it was found McCarron had lost his oars and had just realized his imminent danger. Mr. Murphy has been recommended for the Carnegie medal.

#### Engineering Department

Correspondent, O. K. EDEN

On the occasion of his fiftieth birthday, May 3, the employes of this office presented Chief Clerk E. R. Sparks, with a beautiful basket of roses. We celebrated his birthday by partaking of a fine birthday cake made in his honor.

Joe Kemp's latest name is "Bungalow Joe." Ask him why.

While pursuing a copy of one of New York's leading financial papers the other day I came across an article with the caption "Give the Courtesy You Expect." On reading this article over I learned that it concerned the telephone and the way to use it. Some people think that a telephone operator is a machine and should not make errors. But it has been proved in the majority of cases that the trouble lies not with the operator, but with the person making the call. I did not intend to talk about telephones and persons using them. What appealed to me was that the title of that article "Give the Courtesy You Expect" can, and does refer to whatever intercourse you may have with your fellow worker or with patrons. Nothing helps more to pave the way to success, no matter what the undertaking is, than to have the



reputation of being courteous, and to live up to that reputation. "Give the Courtesy You Expect!"

"Bill" Towson was all excited on May 17, when friend stork visited his home and left a baby girl. Congratulations!

This department was represented at the Ninth Annual National Convention of the American Association of Engineers, which met in Norfolk, Va., on May 7, 8 and 9.

Our baseball team has lost three games out of a possible four. (We might mention, as a coincidence, that the only game won was when Valentino Seitz moved). A pretty poor average, one must admit, but according to Captain Joe Gallagher, hopes are high. Though losing the games by narrow margins, the infield composed of bridge draftsmen, (what does a bridge draftsman know about baseball any way?) is not to blame. William L. Raabe, an employe of the Company held the lucky number that awarded him the ten dollar gold piece which was raffled off for the benefit of the baseball team.

Our old friend, "Bill" Kolker, made his usual monthly pilgrimage to the office from the west laden with sweet perfumes, the like of which we believe even "Cleo" herself never dreamed of.

The bowling team representing this department closed a successful year a short time ago, having won 72 games out of 90 with a percentage of 800. They knocked down 44,665 pins with an average for the 90 games bowled of 496.27. Fine work, fellows! Keep it up next season.

Dan Cupid was not to be denied last month, so as his victim he selected Raymond B. Wilson, one of our many (?) handsome levelmen. The second party to the agreement was a demure Miss from Wheeling, W. Va., Margaret Klieves. The couple were married in Wheeling, the home of the bride, on May 2, and came east for a short honeymoon. Incidentally (and luckily for us) "Buck" stopped in the office and honored us by presenting his charming bride.

On the announcement "Buck" gave as his "at home" address Denver, Colorado, which goes to show he is following Horace Greeley's advice "go west young man." He has severed his connection with the Company and is now employed by the Denver Construction Company, Denver. Our best wishes go with you, "Buck!"

One of those blamed "English sparrows" tells us that we will have another wedding in the fall. How about it, Harry?

A certain young man in our office has received a new name. Houdini, man of mystery. Who is he?

#### Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. DAUBENMERKL

J. W. Kathman is the proud possessor of a "Chevrolet." Joe says they're some "car." We hope to secure a ride when he has matriculated to the S. F. D. Union.

C. W. Brown, levelman, left the service April 30 to engage in business with his father at Baltimore. We wish him every success.

A welcome is extended to J. T. Rowan, successor to Mr. Brown. We believe he will like "Cincy" better than the "Smoky City." We will try to make him forget Pittsburgh.

It is noticed that P. A. Callahan owns a program of the "May Festival." From the size of it we are inclined to think it would require months of laborious study to find out what it means (apologies to Rube Goldberg.)



A good beginning for Mr. Aro, Office of General Freight Claim Agent

H. L. Scribner can give us a few pointers on the technique of house painting, as he is a close observer of this class of work. Selah. Don't worry, Herbert, you'll get your reward some day, perhaps, if you keep watching.

S. A. Graham does not care to walk down West Fifth Street when he goes to the old C. H. & D. depot to catch a train. How about it, Sam?

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

Correspondent, J. M. WHEALAN

We regret to announce the death of Miss Hazel M. Leasure, daughter of Mr. and Mrs. Ross Leasure and sister of "Bill" of this department. Miss Leasure's death occurred at the home of her parents in Hazelwood on April 15, after an illness of many months. Her death was not unexpected, but nevertheless it came as a shock to her parents, brother and a host of friends. This column extends to Mr. and Mrs. Leasure and "Bill" its sincerest sympathy.

Our new train, the "Capitol Limited," made an excellent impression on its first trip, being ahead of time at nearly every stop. We wish that more of our excellent trains were lifted out of the mass and given the recognition they deserve as supplying something distinct and exceptional in the way of service to the traveling public. More of them deserve the distinction of being identified by name, and we hope to see our progressive and far-seeing officers adopt this suggestion.

#### General Freight Claim Agent

Correspondent, E. H. BREWER

Owing to the sudden illness of our efficient Correspondent, Miss Norma Applegarthe, which necessitated a furlough for 30 days, I have been asked to act as substitute during her absence.

I will endeavor to do the best I can and trust you will overlook my short comings.

#### Half A Century Of Service

Our genial and optimistic foreman in charge of Refused and Unclaimed Freight at Camden Station, Samuel D. Lewis, has passed the fiftieth mile stone of service, having first entered the service as truckman, May 2, 1872, and being from time to time promoted until placed in charge of the refused and unclaimed freight, which was all formerly sent to Baltimore for disposition. This method having been changed, Mr. Lewis was transferred to the Freight Claim Department on January 1, 1919, and at that time made foreman, Refused and Unclaimed Freight sent to Camden Station.

Mr. Lewis' record of service, loyalty and devotion to the Company's interest, should be an inspiration to the more youthful members of our family.

Our timekeeper, Mr. Aro, is well known for his expression, "All here." In the accompanying photograph we do not know whether "they are all here," or not, but it looks like a pretty good beginning for one so young.

Have you noticed a shortage of postage stamps recently? We are told that J. C. Roberts' best and only girl has been visiting in Merchantsville, N. J., and that he spends his evenings using reams of paper telling her how much he misses her. Moral. Let the wedding bells ring and save postage stamps!

#### Relief Department

Correspondent, H. IRVING MARTIN

"You must wake and call me early, Mother dear, For I'm to be Queen of the May."

These were not the words used by Margarette Schutte on the evening of April 23, but the thought was somewhat similar.

Not to be "Queen of the May," but on April 24 to be made "Queen of the Heart" of William R. MacCallum.

Rev. Arthur C. Day at Madison Square M. E. Church said the fateful words which we feel will gladden the world always for our friend MacCallum, whose service with the Baltimore and Ohio is as clerk in the Freight Claim Department.

All our society reporters were present, and they record that the bride was gowned in white canton crepe with hat of same material, and that this costume was most becoming to the tall willowy figure of the bride.

"Divinely tall, and most divinely fair." A story of a bouquet of perfect white rosebuds completes the description.

The bride lived up to all traditions by arriving late at the church, but made up for this by crossing the gangplank of the Steamer Nantucket well ahead of leaving time, not quickly enough, however, to dodge an avalanche of rice dropped on the pair from the upper deck.

The couple, when last heard from, were on their way to Florida and Cuba.

Your correspondent inadequately expresses the regard of the office force for Miss Schutte when he says that she left us bearing with her our best wishes.

A happy future and may every wish of their hearts come true.

#### Telegraph Department

Correspondent, CATHERINE J. OWINGS

Recently we were favored with a visit of Division Operators Tuttle, Day, Plumly, Riling, McCarthy and Drawbaugh. Although these gentlemen spent most of their time in conference uptown, we are pleased that they found a few minutes to spend with us.

As a rule the feminine sex is given credit for absent mindedness, but it did not happen to be a young lady who lost "ITS" wearing apparel in the Pennsylvania Hotel, while in New York. What say, Mr. Miller?

The girls of the Telegraph Department wish to again extend their thanks to Mr. and Mrs. Plumly for the delightful ride in their new Hudson. It is a dandy car and they took us through a most beautiful part of the country. The ride was thoroughly enjoyed by all.

Miss Catherine was asked if she was out with a red headed gentleman. She replied "No, cotton head." What kind of hair is cotton color? Ask Miss Catherine. We do not know.



Our chief clerk was seen dining at Hydes. Who was the young lady? Ask "Bob." He was also seen going to Washington with one of the fair sex.

Miss Catherine and Thornton are getting friendly. May be it will be a match. Ask Catherine what "Billy" will say.

That our department can show "speed" when occasion requires is indicated by the fact that recently our chief clerk arose from his bed at 6.00 a. m., in order to be measured for a suit, which was completed in time for his use at a banquet held at 7.30 p. m. the same day.

### Valuation Department

Correspondent, J. A. RENEHAN

We are happy to note Miss Ritter's improvement and hope for her complete recovery before long.

Nothing like being a political candidate and being invited out to dinner! J. A. Renahan (our Ex-Councilman Candidate), although not elected, made a good showing and we expect to see him elected next election.

Rumor has it that Clifford wears a regular man's hat now, with a band on it an' everything.

Mr. Pugh has a new radio set. Just at soon as he invites the office force out to "listen in" we will have a concert all our own.

### Office of Comptroller Deverell

Correspondent, J. A. RUPP

Now the heat of the Baltimore Mayoralty Campaign is over and the election decided, all having voted for his or her favorite, it may be a source of consolation to those whose candidate was unsuccessful to read the following motto of Mr. Harold O. Nordness, Cashier of the State Bank of Junius, South Dakota:

Never mind the losing-think of how you ran;  
Smile and shut your teeth, lad, take it like a man;  
Not the winning counts, lad, but the winning fair;  
Not the losing shames, lad, but the weak despair;  
So when failure stuns you, don't forget your plan;  
Smile and shut your teeth, lad, take it like a man.

R. D. Finkbinder resigned on May 1 to enter another field of endeavor. We wish him every success in his new undertaking.

### Auditor Coal and Coke Receipts

Correspondent, J. LIMPET

Advance Notice—Save Your Pennies

Another young lady of this office, Miss Grace O. Wedmore, recently flashed a sparkler on our startled gaze. A regular head light and a beauty. She says it's a birthday present, but we think not, and wouldn't be surprised if the big event were pulled off in the near future.

The final round of the 1922-1923 Office Bowling League was rolled on night of April 20. W. J. Atwell, captain; F. L. Miller, C. P. Spedden, A. Link and L. J. Downey composed the winning team. The names of these players will be engraved on the permanent trophy. Team standing, high scores and individual averages for the season follow:

### Team Standing

	WON	LOST	PER CENT.
Head Lights.....	54	36	600
Royal Blues.....	51	39	567
Pull Men.....	47	43	522
Bumpers.....	28	62	311

High Single Game, Pritchard, 9-29-22... 144  
High Three Games, Atwell, 12-22-22... 348  
High Single Team, Royal Blues, 12-1-22-513  
High Three Team, Head Lights, 1-12-231458

### Individual Averages

	GAMES	PINS	AVERAGE
Pritchard.....	66	6794	102-62
Atwell.....	60	6044	100-44
Ackler.....	87	8492	97-57
Lehman.....	69	6621	95-66
Poole.....	81	7592	93-59
Ritterbusch.....	81	7332	90-42
Hartwig.....	81	7332	90-42
Miller.....	81	7331	90-41
Reichert.....	77	6940	90-10
Limpert.....	81	7283	89-74
Lutz.....	87	7783	89-40
Spedden.....	33	2951	89-14
Milnor.....	78	6914	88-50
A. Link.....	72	6277	87-13
Downey.....	81	7060	87-13
White.....	83	7038	84-66
Dudderar.....	88	7433	84-41
E. Link.....	87	7329	84-21
Muth.....	81	6799	83-76
Schuster.....	57	4651	81-34

### Auditor of Disbursements

Correspondent, LILIAN E. SCHUELER

We are pleased to congratulate one of the veterans in the office of Assistant Auditor Disbursements, and as fellow workers, extend our hearty congratulations to E. L. Bangs. He entered the service of the Company April 12, 1893, and has had an interesting and varied career.

His first employment was as car builder at Baileys. From there he was transferred to similar work at Locust Point Elevators where he served several years. Afterwards, he became assistant foreman of car repairs and speedometer work at Mt. Clare Shops, continuing there until 1905.

He was then directed to report to the late Major J. G. Pangborn as assistant in arranging exhibits of an historical character which have been made from time to time by the Baltimore and Ohio.

He was one of the demonstrators at each of the historical exhibits, meeting many persons of note in the course of several years in this part of the service.

He was also connected as an instructor with Mr. Pangborn in the apprentice school, the "Help Him Who Helps Himself," for

young men in the service, giving instructions gratis in several branches.

Mr. Bangs, with his natural disposition and qualifications for this special work, has gathered a large amount of historical data, not only regarding motive power and other mechanical appliances of the Company, but also concerning other Railroad Companies.

He is an authority on historical railroad matters. He has an extensive collection of rare coins and stamps, and one of the best collections of Lincoln Mementoes.

From May 1, 1917, he has been clerk in our Transportation Bureau, but is also called upon for stories at various times on historical matters. He still has charge of the St. Louis World Fair Exhibits which are stored at Martinsburg, reporting for this work to J. S. Murray, assistant to president.

It might be noted that one of these exhibits is the famous Baltimore and Ohio locomotive "Atlantic," the "Grasshopper" engine built in 1832, which is now the oldest American built locomotive in existence. At various times this engine, under the guidance of Mr. Bangs and others, has been operated by Presidents Jackson, Lincoln, McKinley and Roosevelt.

Mr. Bangs received the degree of mechanical engineer from the Sheffield School of Electricity and also from the International Correspondence School at Scranton, Pa. He is a member of the National Puzzler's League. Many of the readers of the MAGAZINE are familiar with this instructive amusement through the articles by Auditor of Disbursements Pryor, each month.

It is an interesting fact that Mr. Bangs was one of five survivors of Uncle Sam's seamen at the time of the hurricane at Pago Pago Harbor in the Samoan Islands, in September of 1874, when several German and American vessels were lost and only one vessel, a British cruiser, "Calliope" was saved.

One of his pleasures and accomplishments is that of having been an organist for more than 30 years, in several churches, together with incidental training of the choir.

We all heartily wish Mr. Bangs and his esteemed wife many years of happiness.

Miss Ethel Fisher has been wearing a beautiful diamond on "THE" finger of her left hand since Christmas. When will wedding bells peal forth the joyful tidings? Forsooth, we know not. Surmises? Oh yes, we have, and our guess is—soon some lucky fellow will be made happy (or otherwise). Good luck and best wishes, Ethel dear.

We are glad to see Miss Virgin Mitchell back with us recovered from her operation.

The romantic circle of the A. R. A. give out that one of the young ladies of that Bureau is to repeat "I do" by the side of an extremely nice member of the bar (no, you're all wrong this time, it's not 1/2 of 1%, he's 100%).

It was good to see Miles Cavey back in our midst after two weeks of illness.

Our office was represented at the annual convention of the Tall Cedars of Lebanon held at Atlantic City, April 24, 25, and 26 by Messrs. Wilmer, Wilt and Waltzinger who report an enjoyable trip. Harold Wilt, captain of the rangers of the Baltimore Forest, was presented with a silver loving cup by the Atlantic City Forest.

The Baltimore and Ohio General Office Duckpin League closed the 1922-1923 season with an outing at Willow Grove Park, on May 5. Members of the team who attended have made those who didn't go regret the fact for more reasons than one.



Miss E. C. Heidenrich, secretary to chief clerk, Office Auditor Coal and Coke Receipts



The "A. D." girls are going in for tennis, as a visit to Clifton Park any Monday evening from six to eight p. m. will prove. They are enthusiastic and extend an invitation to all girls who wish to benefit their health and spend an enjoyable evening "raising a racket" to join them at Clifton any Monday.

G. H. Pryor, auditor disbursements, will pilot the Baltimore and Ohio Baseball Team in the Inter Club League, ably assisted by H. C. Shipley, business manager and R. H. Shakespeare, field captain. Players have been picked from all departments including shops. Games will be played at Walbrook Oval, Mt. Washington, Maryland Casualty and Maryland Swimming Club. All league games will be called at 3.00 p. m.

#### Mirrors of the A. D.

##### Reflection No. 2

by

"Mike and Ike"

Well folks, the Gold Dust Twins are at it again and this time we select as the object of our friendly thrusts a wee (with apologies to 2240 pounds) mademoiselle, who weighs nearly as much as the rest of the A. R. A. Bureau. This sweet Miss just recovered from a long illness and, much to our surprise, instead of *reducing* she *induced* more avoirdupois to collect upon her already well supplied being. But the point of this is to express our pleasure in seeing her back, with the same bright smile.

#### Auditor Freight Claims Office

Correspondent, NELLIE F. COLLISON

The Baltimore and Ohio family represents such a large body that one is always making new acquaintances among its members and experiencing thrills in becoming closely acquainted with the "Good Samaritan" characteristics of these people.

One of our force was joyfully anticipating an exciting visit to New York, but failed to properly scrutinize the time table and, as a result, arrived at Mt. Royal Station in time for the next train to the great metropolis, only to have her ardor diminished by the gateman when he explained that the pass in hand was not acceptable on the train in question. This was no ordinary disappointment, as the next train on which the pass could be used reached New York too late to realize previously made plans. Pondering over the situation, a happy thought was hers, and remembering the nearby location of a friendly office, she approached it for assistance.

A welcoming hand was extended, and, the facts in the case being stated, swift action was pursued, surpassed only by the rapidly revolving wheels of our "Capitol Limited" when the brakes are off, in an endeavor to be of assistance. The vice-president's office was communicated with and a request to have the pass indorsed to make it permissible for the holder to be transported to New York on train No. 524, was conceded in the emergency. This courtesy was deeply appreciated, not alone because of the pleasure that was to be gained, but because of the consideration extended by two busy personages of this "Big Family."

Much interest was centered on the match between our Bowling Teams of opposite sexes, which took place at the Recreation Alleys, May 10. Despite the fact that our girls acquitted themselves creditably, they lost three games to the superior (?) sex. Rumors were noised about that one J. T. I. "sold out" for reasons best known to ourselves. W. M. C. worked hard, winning the first two games from his opponent by a very narrow margin, but youth eventually conquers age, and in the third game "Eastern Sho" subjected him to the humiliation of a walloping defeat. "Lefty" Miller, the ladies' captain, rolled her usual excellent game, and "EM" surpassed herself. "Otts" must have had thoughts of Pittsburgh and very encouraging ones too, we think, while J. D. was there with bells on.

Never mind, Captain J. G. B., we don't hold it "agin" you, because we really think you are deserving of a victory—you worked hard and rallied your men from time to time, encouraging them to do their best. Such effort deserves its reward.

On April 14, Miss Otten Babendreier, of this Department, was surprised by her mother and father, a dance being given in honor of her twenty-first birthday at "Ye Old Town Hall." Otten says she had a wonderful time and instead of one, she had two surprises. The following account of the evening's frivolities is given in Otten's own language. "I really was surprised and so glad to see everyone. It seemed that everyone was talking to me at once, but I heard Mama's voice above them all, telling me to look around. I did this, and there was 'My Albert!' I did not stop long enough to be embarrassed or for Albert to reach any such state—I just threw my arms around him and hugged and kissed him before everyone there."

We believe Otten's understanding of a "wonderful" time coincides perfectly with the poet's musings:

"A jug of wine, a loaf of bread and thou (my Albert) beside me in the wilderness, O Wilderness, were Paradise enow!"

With all his precious possessions backed on Mr. Jackson's election, Captain Ward was a spectacle of happiness on the morning of May 8.

J. G. B. was at the bat when several spectators inquired if members of the "Aged Men's Home" had taken a new lease on life.

"Andy Gump," our shining light, can keep a straight face on any occasion, and demonstrated his accomplishment when he sent a co-worker all over the building in search of the "key" to the flag pole.

Evidently M. E. W. has had some experiences which would indicate there is a "quitter" in our midst. She writes in this strain:

The maxim, "Do unto others as you would have them do unto you," is a beautiful rule to be guided by, but the temptation to follow David Harum's advice and "Do unto the other fellow as he would like to do unto you, but do it fust," is far too strong for some people. If each one of us engaged in making a living would have a thought or two for the welfare of our co-workers, the good that emanates from co-operation—greater progress would follow as night follows day. Without cooperation business is a failure. Do not let the other fellow do all the work and bear the brunt of your carelessness, but lend a helping hand and forge onward and upward."

We congratulate our young friend for her point of view and believe if these remarks were seriously considered by each one of us, there would be fewer "leaks" to be stopped.

Among the typists there is one who finds Atlantic City attractive for week end visits and during the luncheon period the name "Harold" is becoming familiar to most of us.

Arthur E. Beck, Auditor Merchandise Receipts Department, recently followed to her last resting place the most beloved of all earthly possessions—his wife. Our Base Ball Team and others of this Department extend to him their deepest sympathy.

Mr. Beck, better known as "Joe" served as our veteran first baseman.

#### Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

Load to capacity. Increase Car Miles. It's closer to 35 than it is to 30. Whoop'er up Boys—A long pull, a strong pull and a pull all together.

Every now and then we hear of some one sounding a key note indicative of the times. Being a Baltimorean to me means much. Baltimore enjoys a strategic position in the rate field because of its differential. This fact alone should be of interest in influencing shippers, the savings in routing import, export and coastwise traffic via this port and the superior service of the Baltimore and Ohio offers at this, one of its great ports, where track facilities are alongside the ship's berth, results in no delay loading or unloading. Baltimore excels in a number of ways. Look Baltimore and its advantages over.

Our preacher friend who has been favoring us with Tuesday noon hour discussions on character forming has been called to extra duty at Fort McHenry where, no doubt, his presence will be felt as much as it was here. The Rev. Chaplain F. S. Reynolds leaves us wonderful remembrances: "Add to virtue, knowledge; to knowledge, character; to character, self control; to



Opening day, Relay Hotel, Maryland, in 1871. Picture loaned by A. Syre Dayley, rate clerk, Revision Bureau, Office of Auditor Merchandise Receipts





Bernard Nelson, son of Terminal Cashier Nelson, Pier 22, N. R.

self-control, etc." A fine dictionary was presented to him as a token of our esteem and appreciation of his high ideals. Brief presentation address was made by the writer, to which his reverence responded feelingly. He again wants to tell you how grateful he is for the attention and courtesies accorded him here by our organization.

Weddings. Vernon L. Smith, Interline Settlement Bureau, to Miss Dorothy Mildred Walton, at Philadelphia, Pa., March 31.

Miss Gladys Proctor, Interline Settlement, to Joseph Hennessy, Interline Settlement, at Towson, April 30. Congratulations!

Our sympathies are extended to our fellow clerks, C. Lean, W. J. Finn and A. Beck, because of bereavement in their families.

The stork paid a visit to the home of Messrs. Brooks, Reynolds and Donoho. Congratulations!

H-m, H-m. Yes, we all have 'em, Chief -- Birthdays. Many happy returns!

## New York Properties

### Pier 22, North River

Correspondent, JOHN NEWMAN

The picture herewith presents Master Bernard "Barney" Nelson, age four, third rung in the ladder being built for the future by Terminal Cashier Siegfried "Fred" Nelson. The picture was taken in front of Mr. Nelson's fine home at Stewart Manor, L. I. "Barney" is a boy about whom a whole book could be written now, and volumes, I believe, after he has reached maturity and attained stature.

(In parenthesis allow me to call attention to his primal pantaloons, suspended from the waist by pearl buttons, reminiscent of my own first pair and those happy days. I believe that if it were not for the pants Barney could never have been made to keep still long enough to have his picture snapped with a one-sixteenth second exposure.) Last time I saw Barney, a year ago, he was dressed in a one-piece kneec-to-knees suit and a criss-cross of sticking plaster on his dome; (Plaster is part of his regular "get-up.") He was dirty and happy, happy because dirty (one cannot be happy and clean at that period of life) and Mrs. Nelson deserves compliments for understanding child-psychology. He was then, and, Pere Fred tells me, is still, the most restlessly active specimen of vitality extant; a super-vitalized atom of humanity.

This is not to be a book—his biography will be written later on and will be interesting—so I cannot talk too much about him as I would like to, but in order to explain my enthusiasm in speaking of him, I must relate an incident or two in his brief career that will also serve properly to introduce him; a mere "this Barney, a boy" will not answer.

Whatever Barney does he always *intends* to be helpful, and if he makes a mistake, as we all do sometimes, he gets "shingled," which is too bad and *wrong* (this is for Papa Fred to make a note of). Just because he climbed to the top of the Christmas-tree to get his year old baby-sister a half-yard long candy cane, last Xmas, and "the tree fell" on top of him and the baby, he got caned or slipped or something; and when his mother made known her need of some empty flower-pots for the garden and Barney got them for her from the parlor, after dumping the contents, plants and dirt, on the piano keys, because he couldn't reach the top to dump it inside, he "got it" again; when father brought home a quantity of seeds for his truck garden, this spring, Barney, knowing all about what they were for, got busy with his little spade, dug a few deep holes in the lawn, dumped the seeds into the dugouts, covered them and watered them, all according to formula. Only another of his mistakes that resulted in a castigation. Poor, misunderstood Barney!

To conclude let me say:—Keep your eyes on the news-columns of twenty years hence, for the name of Bernard Nelson; by that time he will be ripe for a revolution or an earthquake.

In the April issue of the MAGAZINE there appeared, among other gossip, a paragraph referring to "A. H. B." and his three stenographers. In it the statement was made that he "knew how to pick 'em." The accompanying picture of *One* of them, Miss Shirley Levine, is submitted in support of the statement. Does he know how to pick 'em? I am asking you, does he? The same little bird that does such pilfering for the editor brought me this picture; am negotiating with the creature for more villainous dirty work of this kind. All is fair in love and war and yellow journalism.

## Staten Island Lines

Correspondent, G. J. GOOLIC

J. J. Rice, freight agent, Mariners Harbor, tried to fix his car. After he put it together, he had enough parts left for two more cars.

"Joe" Baily would like to know who got his dog. Have you? Return it to him if you have.

Our deepest sympathy is extended to the family of George D. Sharpe, storehelper, Clifton, who died on March 30.

Congratulations are extended to W. R. Taylor, chief clerk to superintendent, on the arrival of a baby boy, April 30.

How would you like to have this happen to you? Conductor Ford found a set of false teeth and put them in his pocket. Later on he went through the cars and collected tickets from passengers. One of them (a young lady) gave him a dollar bill. The conductor, putting his hand in his pocket, pulled out a hand full of change and among it was the set of false teeth. The young lady looked at the conductor and smiled. The conductor said "They are not mine. I found them." When the train arrived at Tottenville he asked one of his trainmen for some tobacco. Trainman Wood handed him a bag of tobacco. Ford filled his pipe and slipped the teeth into

the tobacco bag. When Wood started to pick tobacco for his pipe he felt something hard and peculiar. He kept on feeling and gave a yell, and dropped the bag in fright. Ford said "What's the matter 'Woody'? Don't get frightened. That's the false teeth in your bag."

On May 12 the Staten Island Railroad Club baseball team, which represents the Staten Island Lines, expected to open the season against the West Brighton K. of C's, but were disappointed as the opposing team failed to appear. On May 19, our boys lined up against the strong team representing the Lehigh Valley Railroad, and defeated them to the tune of six to five. The Staten Island team lined up as follows:

T. Hurley, 2nd base; J. Larkin (manager), short stop; A. Schoefer, 3rd base; H. Coolie, 1st base; F. Martin (captain), catcher; B. Dawson, center field; W. McKiever, left field; Ray Fetzner, right field; R. Wilson, pitcher.

For games, write J. V. Ryan, booking manager, care Staten Island Rapid Transit, Crabtree Building, St. George, N. Y.

On May 3 the State Island Railroad Club held a package party and dance for the benefit of the baseball team. There was a large attendance and a good time was had by all. The famous Royal Blues Novelty Orchestra furnished music for dancing. Dan Carney, the well-known comedian and singer of the Maintenance of Way Department, furnished a program of singers and other entertainers. The Staten Island Railroad Club will hold a euchre, social and dance on May 24, and hope to have a good time at this affair.

On April 27, George W. Sturmer, grand president of the Baltimore and Ohio Veterans, and Dr. G. B. Shattuck, made a big hit in Tottenville when the former spoke on the good work which the veterans were doing for the Baltimore and Ohio in the way of soliciting freight and passenger business, also on their loyalty to the Company. He also spoke of the social activities of the veterans in holding picnics, etc.; in other words getting together for the purpose of getting better acquainted. Dr. Shattuck's lecture on "The Lure of the Canadian Rockies" was instructive and full of interest. The Doctor is a forceful speaker and his lecture was highly appreciated by all present. Dr. Shattuck will again come to Tottenville to lecture about his experiences in Africa and other foreign countries.



One reason why every one at Pier 22 is happy — Miss Shirley Levine





Addresses were also made by Mr. Lowe, principal of the Tottenville School, E. J. Hamner, superintendent of the Railroad, D. J. Buckley, W. J. Reeves, D. B. Hayes and B. F. Kelly.

The entertainment was closed by all joining in singing "America."

## Eastern Lines Baltimore Terminals

We are glad to know that our old friend "Bill" Wolf has recovered from a long siege of illness and is able to be back on his job. Mr. Wolf has the best wishes of all his friends, especially those at Locust Point.

John Mannion, Pier 6, enjoys the enviable reputation of being an exceptionally humorous gentleman. Prior to the recent election, Mr. Mannion was asked the reason an Irishman landing in this country and taking up his home in Philadelphia generally becomes a Republican, while those coming to Baltimore invariably become Democrats. Some one suggested, that an Irishman always wants to be on the winning side; but Mr. Mannion insisted the cause is that both political parties must have leaders and that they are generally selected from the son's of Erin.

The Brotherhood of Railway and Steamship Clerks, Freight Handlers, Express and Station Employees, especially those on the Baltimore and Ohio System must be enthusiastic about their Boosters' Club, when they send a man from Baltimore to Dayton, Ohio, to boost the Baltimore and Ohio Railroad sentiment among the employees. M. H. Jepper, Locust Point Freight Station, was the man selected by the Brotherhood to visit Dayton, where he delivered an address to a progressive body of railroad employees, urging them to develop a real heart to heart boosting spirit in the interest of the Baltimore and Ohio to the extent of doing their utmost to get business for their Company. He called attention to the large amount of money paid out by the Company annually in the settlement of Loss and Damage Claims. This feature merits careful consideration by every employee of the Company and every possible effort should be made to eliminate the cause. This can be best accomplished by handling freight with care so as to insure its reaching final destination in perfect condition. Everyone is urged to become a member of the Boosters' Club, which stands for the principles of respecting the rights of others, and helping the Company.

## STOP THAT LEAK!

### Mt. Clare Shops

Correspondent, W. H. ZELL  
Superintendent of Shops Office

Hear Ye, Hear Ye, this is to inform you that J. T. Cadogan, foreman, Boiler Shop, is the owner of a farm on the Belair Road. John has a large patch of egg plants and will soon be ready to take orders for eggs; the butterflies are making butter, which is delivered in butter cups raised on the farm; the current bushes give him all the light and power he needs to run the farm and also keep the current expense regulated. John doesn't worry about dry weather as he intends to plant water lilies here and there, to keep the ground wet.

"Shorty" McConnell, Smith Shop "wonder child," was thinking about buying a "Lizzie," but when he heard the cost of gas, oil, tires and so forth, he decided to save his money for the old men's home.

We have learned on good authority that Frank Torback, general foreman, is done with autos—What do you want for the pieces, FRANK?

Hankin, Oh Hankin, Oh, Where is your hair? It's not on your head, it's not on the chair, no doubt, by September, October or so, you'll wish you had all of the hair you left go.

Bill writes Charlie a letter concerning game he saw  
Mt. Clare boys play

Mt. Clare, May 15, 1923.

Dere Charlie:

The boys from the office were always talking 'bout the wonderful team that they had here at Mt. Clare, which they call the well fare team. They sed they had beaten River Sides by the score of 11 to 4, and they had the engineers running round wit their mouths open when it sterted ter rain and 'course the engineers nut used to water quit and as they did not play but fore innings they did nut call it a game.

Our chef clerk says to me, our team is going to play the treasury team at Westpert on Saturday May 5th, why don't you go oudt an see a reel game of ball. He talked to our boss, Mr. Steward 'bout the game and the boss sed he wood take a chance, so i thot i wood all so.

I drived out to this plase which they call West Pert, and looked all 'round, finally someone sed, look at the prety duks, and sur nuf there was some guys in white uniforms, so i says this mus bee the plase. It tok them an owful time to get sterted, cause the treasury men sort of got sick or something but they picher didnut show up, so a big guy by the name of Bill German sterted to pich and he started off good. a feller by the name of Mcmillen who works at the Mt. Clare shops sterted ter pich and he had broughten his girl along and she was setting in the outomobil and looking right at mae, and he looked right back at her, till finally he had given them there guys from the treasury two bases on balls. Then a guy comes up and hits one into left field—jimmy bolan our left felder, an a good one, only he getting in Jess Willard's class for weight, saw something come out and he goes after it, he got near nuf to it, but seems he did nut clos his hands tight nuf anyways the ball fell oudt, so the man which was on third base kam home, which made one run for the treasury team. This feller german kinda made our men think that it was the forth of July, cause they all seemed to hit up in the air, anyways we finally made him mad and he gave us a couple of good balls, and we made a run and tide up the score. Then looked like both teams was getting tired, cause they did nut make any more runs for a couple of innings. Just then, Bill Gaffney, who was umpiring, an X grass

eater from Carroll Park, kam in and sed, we will stop the game at seven innings. So when the seventh inning came the treasury did nut get any runs, cause our picher was going good. I think the raisin was i went over an talked to his girl and it took her mind off him. Then our team came ter bat in the seventh inning, and two men batted, being in a hurry to get home they got out, then up comes another one, by this time Bill German forgot it wuz the seventh inning and sterted to walk this man, then comes punk smith, now the raisin they calls him punk, is cause he's some pumpkin, and he hits one right in right field witch makes two men on the bases, and two hands oudt—Now here komes our friend Jim bolan to the bat, he was thinking 'bout that ketch he did nut make in left field, so he looks at a couple, finally Bill german thinks i will fool jimmy, so he tries to slide one by him, jimmy takes one look and one swing, bing, the ball goes over the left field fence, and three runs score. Bill Gaffney, the umpire who is so anshus to get home, comes in and commences to hug jim for breaking up the ball game. Now them treasury fellers is still wondering what happened to the ball game. Yes Charlie, last saterday we went out and beated the transpertasion department team 15 to 2, them boys was sum mad, in fac they looked like come-odians 'stead of ball players. We certainly hev sum team, and now that we are winning all the games looks like we is gonna win the pennant—cause we hev got sum pichers. Yes Charlie, we hev shure got sum players, in fac sum of the teams did nut see all our pichers as we dident nede them, as this feller mcmillan did never hev to extend hisself. A feller by the name of bergman, also is one of our pichers and hes good too—and then there's Robinson and Anderson, what does the ketching, them boys is good.

An you ought to see that guy Williams, that plays first base, he's soem first baseman, but hes no relashion to thet guy Williams on the Stlouis team. Mcclary and punk Smith, scoot up everything round second and short, and you know that guy Moxley thet played longside Frank Baker when he was playing on the Easton team, well, he is playing third for us. Boy, u ought to see that guy Eisennacker, and he must liv up to his name, cause he sertenly can nock them—last week i understan he had the outfielders lame from running after the balls he hit. Then there's young Eyerly, and few others witch i am not yet quainted with, but any ways, the next time you are in towne an want to see a real ball game let me no and i will take you oudt to see the Mt. Clare well fare team play, and you can bet your lif you will see sum game. Dont forget to rite soon, and say, listen Charlie, if you hev annie good teams round your sektion, let me no, an i will bring our team up there.

Yours,  
Bill

### Baltimore Division

Correspondent, W. H. TARR

By looking over our "Safety Honor Roll," it will be noted that those connected with the operation of trains are alert in reporting unsafe conditions and take prompt action to prevent accidents and derailments. We mention Operator J. M. Cunningham, Hollofield Tower, whose record indicates he has reported major cases, which, if they had not been detected, would have resulted seriously. We also mention Operator W. F. Hill, Boyd, Md.; Operator C. W. Proctor and Agent M. L. Wann, Bradshaw, Md. Brakeman S. L. Lambert also possesses an enviable record



along this line. There are a number of others, and if we try to name them all, the columns of the MAGAZINE would be filled.

A Baltimore Division fireman has a friend, who is a Baltimore business man and who was about to make a trip to Chicago. When asked by the fireman why he was not going via Baltimore and Ohio, he replied that he had not thought of it. Then came in the "selling talk" of our fireman. He said, "Bill, if you want a fine trip, use the Baltimore and Ohio. The scenery between Baltimore and Pittsburgh is fine, the track is good, they make good time; and I can guarantee you will have a nice trip. There is another thing I want to call your attention to. Do you, as a Baltimore business man, realize what the Baltimore and Ohio is doing for Baltimore? Do you realize the amount of money it pays out to the men at Mount Clare, probably over 3,000, and to the men at Riverside, to the employees in the General Office Building, and the many train and enginemen running in here. What other railroad in Baltimore pays out as much actual money? None at all, my friend. Then, as a Baltimore business man, is it not your duty to support in every way you can the railroad which is doing all it can to bring prosperity to your city?"

✓The argument was unanswerable and the result was another passenger for the

Baltimore and Ohio and another friend made. There is not one of us who cannot go and do likewise. Let us do it.

From your correspondent's experience, there are territories where the Baltimore and Ohio Railroad is not known and not far distant from our lines. Yet, in these territories, they only know our competitors. Our friend forgot to mention the moneys distributed in the payment of men in the Maintenance of Way Department along the line; in fact, if we remove the railroads from among ourselves, large distribution of moneys would cease and the prosperity of many would be gone. Let us not forget!

While we have not met the Assistant Editor, M. W. Jones, we learn he is from West Virginia. If originally a West Virginian, he is in the class of your correspondent. Our passenger train master dubs him a "Snake Eater." Your correspondent has run across some large ones in his time but stories of the largest ones always came from the southern part of the state. How about it, Assistant Editor?

We are going to put some crepe at the head of this column. Our family cartoonist has left us. He has become correspondent for the Baltimore Terminal Division. If anyone knows of a family artist who wants a job, apply to your correspondent.

The Duck Pin season has closed. The Orioles came out ahead with the Woodpeckers second, Sparrows third and the Buzzards last.

The horoscope for the month is: "Slim" Mallery has returned from New Orleans (never went). Clerk E. M. Hughes is now the proud father of a baby girl. Congratulations! Leslie Higgs has quit counting his eggs each morning, the hens are sitting. He might find some stale ones in the files. Clerk Harry Fox has left us to accept a position outside. We wish him success. However, the girls miss your clothes, Harry. The Four Flushers, "Clint" Roche, "Wobly" Childs, "Al" Smith, and Barney Moriarity, have gone to the Magothy for the season. However, they return to Camden Station on Monday mornings.

We close with congratulations and success for the "Capitol Limited." Yours for the Baltimore and Ohio.

East Side, Philadelphia, Pa.

Correspondent, C. H. MINNICH

A dance was given by the Baltimore and Ohio Clerks, Philadelphia, on May 28. It was held at Colls Drawing Rooms, South 40th Street, West Philadelphia.

The spacious ball room was tastefully decorated with festoons of multi-colored



HAPPY MT. CLAREITES

1. Mt. Clare work checkers: left to right, standing, Buettner, Adams, Pinkerton, Nix, Lloyd; Front row: Smith and Moran. 2. General Car Foreman Harry A. Beaumont. 3. The "Big Three" of the Paint Shop: Assistant Foreman C. E. Gibbs, Painter Foreman W. J. Crew, Assistant Foreman F. R. Gerstmeier. 4 and 5. Hilda and Ernestine, age 9 (twins) daughters of Herman Alker, freight track



ribbons and the indirect chandeliers cast a subdued light, the whole forming a pretty picture and brought admiring comments from all who were fortunate enough to be present.

The performance of little Miss Kitty McDewitt, who wore a stylish dress of orange tafetta silk, was much admired. She whirled around in the final hop as lightly as a leaf borne on the wings of the wind. Of course, too, it was too much for our old friend Miller from 58th Street. He suddenly became possessed of the "Fountain of Youth" and was seen hopping round the best of them.

"Joe the Fusser" (Joe McGovern) was among those present, with his long legs, displaying his marvellous dancing skill. And, would you believe it? Little Delbert Stacki was actually dancing with another man's wife. Of course he's 21 and so thinks he may do as he pleases.

In the midst of the fun, in came "Benny" Tittleman with "the widow." Helen Sentman and her sister were there, all dressed up in grey silk and prettier than ever. You can bet they didn't play "wallflowers." "Toby" Miggins and his best and only were right in the whirl, and the warm evening didn't bother them a bit.

The program was not half long enough to hold all the dances wanted by the admirers of Flossie, our Eastside best dancer. With that bobbed auburn hair, she was a picture.

The Piers were well represented. The Gillen sisters were with us in all their glory. "Jake" Hamburg came and brought with him M. L. Jacobson, wholesale fixture merchant, one of our customers who seemed to enter heartily into the spirit of the occasion. Mr. Alten, Pier 22, dropped in to look 'em over, and "Andy" Gallagher and Harry Nielson did their share to help wear the floor out. "Toby" McKeown and C. H. Minnich (non-dancers) were on hand. (Why were their wives not with them?)

Marie MacAleer and M. Garland, representing the Car Yard, had the time of their lives and the "Red Stocking Twins," Misses Mae Mealy and Frances Brennan, shed their radiance afar. You couldn't miss them with a telescope.

Miss Margaret Cameron and her little sister Anna Mary were actively engaged the entire evening. Miss Cameron wore a pale

Nile Green dress, and Anna Mary was so busy that your correspondent was unable to secure any dancing lessons.

Music was furnished by Fred Terry's Broadway Entertainers Orchestra.

The committee arranging the dance was composed of Misses Alice, Abel, Isabel Gillin, Anna McGinley, Elizabeth Steele and Margaret Cameron. Messrs. Jacob Hamburg, William Imperato, John Fearon, Joseph Levy and Andrew L. Smith. Every one had an enjoyable time and heartily congratulated the committee on the excellent arrangements made for the dance.

#### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

Notwithstanding the heavy work that is going on for the Shriners, we are keeping up our record of increase that we started at the beginning of the year; our tonnage report for April showing an increase of 32,463 tons handled over the same month last year. Of course revenue increase is in proportion, but the figures are not at the present moment available.

There is one happy event in the life of one of our employees to report. Tallyman Miller went home one day, and found that the good old fashioned stork had flown over his home, and incidentally had paused long enough to drop a bright little girl down the chimney! Mother and daughter are doing well, and congratulations are extended to Edgar, with wishes for many happy returns of the day.

Our sick list is down to Zero at this time, and it is a matter of pleasure to us.

#### "Stop That Leak"

There are various kinds of leaks that could be stopped, if we could only find them. One of them is allowing our friends and acquaintances to travel by other roads, when the Baltimore and Ohio gives the best service in time, accommodation, and every other way that can possibly be given.

Because some of us are employed at Freight Stations, is no reason that we cannot occasionally boost our passenger service. The writer has in mind a government official, with whom he is well acquainted, and who has been going to New York City on Uncle Sam's business, and has always had an idea that it was the proper caper to patronize competitors of the Baltimore and Ohio. Realizing that your correspondent is in the employ of a good road, and in response to certain hints that had been given regarding the excellent accommodations, meals, etc., furnished, he decided to "give us a trial." The natural result followed.

It is Baltimore and Ohio all the time now—and very enthusiastic booster gained.

"TOOT YOUR HORN FOR YOUR OWN ROAD," and thus stop the leak of revenue that should come to it.

#### Brunswick

Correspondent, R. L. MUCH

One of the most interesting men in Brunswick is Engineer "Jess" Mann; he only weighs 300 pounds, but—he can ride a horse as well as a major general, and at riding a locomotive he is equal to the best. "Jess" shoves cars over the east bound hump.

Information Clerk "Bob" Burnett, Camden, was a welcome visitor at our picnic. Your correspondent regrets he did not have an opportunity to talk to him. "Bob" is not alone an experienced railroad man but he is a courteous and cheerful gentleman as well. He represents the Baltimore and Ohio standard.

Conductor A. G. Lugenbeel, who fell through a bridge near Bennings, is about to



Ruth Lovell Minnich, four-year-old daughter of Correspondent C. H. Minnich, East Side

be out. We are glad to see him with us again!

Chief Dispatcher "Jake" Miller has been promoted to the position of assistant trainmaster. Congratulations, "Jake." We are glad to see your foot go one step more up the ladder.

The Volunteer Firemen looked smart in their new uniforms at our picnic. These uniforms were paid for by the firemen, and our property owners and other citizens should be proud of them. These men are at present preparing for the annual firemen's convention which will be held in Frederick in June; they hope to win first prize for field manoeuvres.

Trainmaster "Happy John" McCabe is occupied at present watching two 2600 class engines on the Hagerstown Branch, better known as the "weed line."

Rule Examiner "Colonel" Lavelle has been drilling our men hard. He is close behind those who are in the habit of blowing the "whip-o-will" call, and those who do not comply with the standard code. Such men as the Colonel are a credit to our company and community.

STOP THAT LEAK! Send in your suggestions.

Car Foreman Frank Bissett is kept busy at present on account of the heavy traffic and large number of "back-offs" which require his attention.

Our officers recently made an inspection of the Baltimore and Ohio emergency hospital. They were impressed by the manner in which Dr. H. S. Hedges manages it. We hope to have a description of the hospital and photo, in the next issue.

Mrs. J. E. Cummings, wife of yardmaster, who has been in the Frederick City Hospital, is recovering. We hope she will soon be with us again.

Postmaster Walter Musgrove has resigned his position, having been appointed city clerk. Many of our officers will remember him as an old Baltimore and Ohio employee.

#### Cumberland Division

Correspondent, JOHN J. SELL

On April 29, the Holy Name Society held a rally in Cumberland, there being approximately ten thousand visitors, most of whom used our line. There were six trains from Baltimore, three from Washington and one from Piedmont, also two special trains



ON STEPS OF TOWER AT ALEXANDRIA JUNCTION

Left to right; S. N. Berrett, operator; D. T. Work, assistant signal maintainer; J. E. Robinson, signal maintainer



via the C. & P. R. R., and regular trains six, eleven and fifteen; a total of fourteen trains being handled at the "Queen City" station within a period of two hours. All trains were handled without delay or accident, and our local employes are to be commended for the splendid manner in which this heavy movement was handled. Many favorable comments were made by the visitors.

It is with regret that we report the death of Mrs. G. P. Porter, wife of ticket clerk at Cumberland. Mrs. Porter, before her marriage about a year ago, was Miss Ruth Furgeson, one of our "P. B. X." telephone operators at Cumberland.

The accompanying photograph is of the little son of R. W. Price, chief clerk to agent, Cumberland, "R. W. P. junior."

We recently heard a good one on our genial assistant car distributor. It appears that "Benny" was taking in a circus which recently showed in Cumberland, and was approached by a pretty young lady who asked that he direct her to the reserved seats. "Benny" was gallant and gladly acted as usher. Too bad "Benny," she was an impersonator! What was her (his) name?

The accompanying picture shows our genial yard gang foreman, N. "Nick" Weber, and C. "Mossy" Campbell. "Nick" aims to roll ballast and ties as well as "Mossy" rolls duckpins, but it can't be done "Nick;" "Mossy" is some bowler!

We are glad to show you some of our efficient force on the East Hump at Cumberland, taken during lunch period recently. In the picture are J. R. Young, yard conductor; Mae Beck, bill clerk; C. Campbell, yard brakeman; Gertrude Harper, abstract clerk; and W. P. Copeland, weighmaster, Coal Billing Office, Cumberland.

J. A. Miller, night chief dispatcher, has been promoted to assistant train master, and is at present giving special attention to the expediting of cars. From the fine showing made recently in the average miles per car per day, it is evident that "Jake" is doing good work. Keep after them "J. A." We are glad to see you going up the ladder.

We are all interested in our new crack train between Baltimore and Chicago, the "Capitol Limited." The performance so far has been great, and with every employe doing his bit we can make it second to none in the country.

Another of our old veterans recently passed to the great beyond, J. E. W. Benjamin, former water station foreman on the

Cumberland Division. Mr. Benjamin formerly lived at Harpers Ferry, W. Va., and moved to Cumberland some years ago, where he resided with his family. He was in his 73rd year, having retired a few years ago. He was of a kindly disposition and was well and favorably known to a host of friends and fellow employes.

Local orchardists are of the opinion that the severe weather prevailing in this territory during May has not injured the peach and apple crop to any extent, and a good crop is expected.

The Cumberland Division improved on its best previous record of average car mileage per day, the average per day for the week May 8 to 14 being as follows:

#### BEST PREVIOUS AVERAGE

##### Cumberland Division—

East End.....	103.3	98.0	4-21-23
West End.....	82.6	85.1	11-14-21
(M. & K. Sub. Div.)..	17.6	18.7	11-7-22
Total.....	91.4	84.8	11-7-16

This record is something every employe on the Cumberland Division should be proud of. It took the undivided interest of all to bring it about. However we are not going to stop with this achievement, but with every one doing his bit, we hope to make it 100 miles per day for the division. While this goal is a little hard to reach, by the prompt releasing and moving of cars both loaded and empty, it can be done. As an example, on May 13, the East End of the division averaged 119.7 miles. Let's shoot for the 100 mark, boys!

#### Master Mechanic's Office

Correspondent, VADA PEARL DRUMM

An illustrated lecture on adventures and experiences encountered on a trip through Africa was given in the City Hall Auditorium on May 17 by Dr. George Burbank Shattuck, under the auspices of the Baltimore and Ohio Veterans' Association. The lecture was open to the public and was both instructive and entertaining. In addition to the still and motion pictures obtained on the trip, Dr. Shattuck exhibited many interesting curios which he brought back with him.

The Baltimore and Ohio Shops Band was in attendance and rendered several selections.

Recently the Baltimore and Ohio Baseball team re-organized with H. S. Lamm, president and D. M. Scott, manager. The team is now composed of the following players: James Willard and Walter J. Drumm, catchers; Earl Brooks, Frank

Zaradiska, Desales King, McKinley Cunningham, pitchers; "Chris" Rowan, first base; Harry Wolford, second base; Charles Lewis, third base; Delbert Ridgeley, shortstop; William Crowe, left field; Robert Hanley, center field; and D. M. Scott, right field.

The above is practically the same line-up that represented the Shops at Cumberland last year and was considered the strongest team on the system. With King, Brooks, Cunningham and Zaradiska, the team boasts of a powerful pitching staff, and with Drumm and Willard, their batteries will be hard to beat.

The Rolling Mill diamond has recently undergone many changes and is now ready to take care of the large crowd of loyal rooters which is always on hand to witness our baseball nine bring home the bacon.

This team is desirous of booking games with other teams on the System. Any team wishing to meet them can arrange a game by writing D. M. Scott, manager, care of Superintendent of Shops Office.

The Baltimore and Ohio Shop Band, direction Prof. Frank DeLuca, has been gaining favor recently not only in Cumberland but surrounding cities. The band gave a sacred concert in April at Grafton, at which time it scored a decided hit. The following local vocalists accompanied the band to Grafton and appeared on the program: Mrs. Marguerite Mewshaw, soprano; Mrs. Mae Beck, mezzo soprano; Miss Vada Pearl Drumm, soprano, and E. F. Warner, bass, all of whom performed so well that they were called on to respond with several encores. Miss Helen Dawson accompanied the vocalists. A cornet solo by Joseph Fradiska entitled "Columbia Polka" and baritone horn solos by Warner Freeland won several encores. Prof. Antonia LaManca rendered several pleasing violin solos.

Thomas F. Perkinson was elected president of the Rensselaer Union of Rensselaer Polytechnic Institute, Troy, N. Y. at the annual election May 11. He is the son of Mrs. Thomas F. Perkinson and the late T. F. Perkinson, division master mechanic of the Cumberland Division and is a member of the class of 1924, graduating in that year with the degree of M. E. E.

We extend to George P. Ferguson, section stockman, our deepest sympathy in the death of his daughter, Mrs. Prentiss G. Porter.

We also extend our heartfelt sympathy to B. F. Smith, section stockman, in the death of his son, April 21.

Miss Anna Burns, Stores Department, was recently granted leave of absence



1. Cumberland East Hump Force—standing; J. R. Young, yard conductor; Mae Beck, bill clerk; C. Campbell, brakeman. Seated; Gertrude Harper, abstract clerk; W. P. Copeland, weighmaster. 2. R. W. Price, son of Agent Price. 3. Gang Foreman Nick Weber and "Mossy" Campbell





#### AT CUMBERLAND

Left; Evelyn, daughter of Pipe Fitter Foreman Bloss and her pet "Bouncer." Right; D. M. Scott, clerk, Superintendent Shops Office

account of serious illness of her mother. Mrs. Burns is reported improving and we hope to see Anna back at her desk in the near future.

Many changes have taken place recently in our family circle at South End. They are as follows:

G. P. Hoffman, general car foreman, has been transferred to Baltimore as general car foreman, Baltimore Terminal. E. F. Davis, car foreman, succeeds Mr. Hoffman, and E. A. Connell, assistant car foreman, succeeds Mr. Davis. Misses Margaret Carney, Mable McClintock and Margaret Crogan, clerks in Office of Master Mechanic have accepted positions in Division Accountant's Office. Howard G. Thomas, stenographer, Master Mechanic's Office, recently accepted a position in Cleveland, Ohio. He has been succeeded by Mrs. Anna Sebold. Russell C. Young, fuel clerk, Master Mechanic's Office, has been transferred to Division Accountant's Office. C. B. Potter, chief clerk to storekeeper, has accepted position as material supervisor at Connellsville. J. C. Glenn, Garrett, Ind., takes the position made vacant by Mr. Potter's promotion. Although those who have gone will be greatly missed, we wish all success in their new fields and welcome their successors into our family circle with best wishes for a long and happy stay in our midst.

"In the Spring, a young man's thoughts lightly turn" proved true recently when our popular young section stockman, Henry E. Free, became a benedict. We had noticed during the past few weeks that his trips to Winchester, Va. were becoming more and more frequent and were prepared for the worst.

The ideal of his dreams was Miss Anna Golliday of Winchester, Va. They were married on April 28 at Winchester, Va., and left immediately on their honeymoon to Chicago, Ill. and other western cities. Upon their return, they will reside with Mr. Free's parents until their bungalow, which is in the course of construction, is completed.

We all extend hearty congratulations and best wishes to the newly married couple! Alas! sigh the fair sex, Henry Free is no longer "Free."

This is the first visit Dan Cupid has paid us for a long time; but judging from "Pat" Hopkins' numerous visits to Frostburg,

Dominic McDonald's many trips to Piedmont, and Miss Screen's week ends to Washington, we feel sure he is booked up for at least three return engagements.

W. V. Fairall has been wearing one of those smiles you hear so much about. At first we thought it was because of his recent promotion ("Vick," you know, has been made gang foreman) but we later find it is a new baby girl, April 16.

A certain "big" Buick car has not been parked on Harrison Street so often recently. What's the matter "Bubbles"—run out of gas?

Our Assistant Shop Clerk J. H. Browne has worked untiringly for sometime on the re-organization of our filing system; we feel confident that "Jake" has stopped the "Leak" in it.

The accompanying photograph is a striking likeness of D. M. Scott, employed as clerk in Office of Superintendent of Shops at Cumberland. "Scottie" has been elected manager of the Baltimore and Ohio baseball team.

#### Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

We are in work up to our chin,  
But still the MAGAZINE wants to be in  
So here's a few jots, our space to use  
We trust you'll enjoy—as them you peruse.

Nearly 200 men employed handling ties, carloads of which have been arriving so fast it behooved us to keep up with them, without delaying release and also do our part to maintain *car mileage*, and to help further increase it. It is hustling us to find room for them and unload quickly.

The Cross Tie-gers have come up smiling. At a recent meeting a reorganization was effected and several interesting games have been played. Their most recent combat was with the Cumberland Athletic Club from which they emerged victorious 7-2.

Speaking of fast freight. A carload of furniture loaded at Baltimore, April 21 arrived Green Spring the following morning. How's that for *Car Miles!*

Kenneth Propst, 18 year old son of a well known Baltimore and Ohio conductor of Clarksburg, was instantly killed April 13, when struck by Engine 5054 a few miles west of Green Spring. The young man stepped out of the way of a west bound train directly in the path of the light engine. The remains were taken to his home for interment. Our sympathy is extended to the bereaved ones.

Paul, little son of Tieman and Mrs. Loy Sibert, recently underwent an operation at Martinsburg hospital and is able to be home again. Other little railroad people who have been ill include: Dorothy Brown, Amy Jewel Alexander and Edgar Allen.

Track Foreman A. W. Lewis has moved into his new bungalow. That means one more in our growing community.

Operator and Mrs. V. D. Twigg and charming little daughter Virginia, have moved into the Taylor property vacated by Mr. Lewis. We are glad indeed to have these good folks move back with us and say Welcome.

The dance and festival held by the Cross-Tie-gers, April 28 was a success and the boys added several "iron men" to their team treasury.

Superintendent and Mrs. E. E. Alexander entertained the members of the Willing Workers Sunday School Class at their home recently. As the young folks arrived they were presented with carnival hats and the fun started immediately. Music and games with prizes were provided. Thomas Holland and Roy Robinson were winners of the boy's prizes, a baseball and a bat, while Mary Twigg and May Gurtler were awarded the girl's prizes, "Fairy Tales," at progressive crokinole in which three game boards with twelve playing were used. Mrs. Alexander served the class with real home-made ice cream and cake and each guest found an additional favor at their plate



Home of Tie Inspector A. E. Irving, Green Spring. Purchased through our Relief Department





# For 24 Years I've Timed My Trains with a Hamilton

**B**ACK of the spotless record held by Engineer A. C. Baldwin, of the Erie Railroad, stands the integrity of the man and the accuracy of his watch—a Hamilton.

Since 1899 a Hamilton has been with Engineer Baldwin at the throttle, accurately timing hundreds—yes, thousands—of trains.

It is by reason of such service that railroad men choose the Hamilton. Its reputation is built upon the solid foundation of accuracy plus faithful performance. Insist on owning a Hamilton and be rid of doubts about your time.

## Ask to see the Hamilton No. 992

This 21-jewel movement will pass inspection on any railroad and is the favorite of most railroad men. For other than time inspection service, ask for the Hamilton No. 974, which gives you Hamilton quality at a lower price.

*We will gladly send you a copy of our new "Timekeeper" if you write for it.*

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U. S. A.




# Hamilton Watch

"The Railroad Timekeeper of America"



**BALTIMORE**



**THE  
SOUTHERN  
BALTIMORE'S  
NEWEST AND  
MOST MODERN  
HOTEL**

**BALTIMORE**

Each member present was also presented with a Mother's Day button and a ride home in the Buick completed a happy evening for the children. Those present were: Mary Twigg, May Ganoe, Anna Holland, Virginia Ganoe, Edith Wilson, William Kaylor, Lawrence Adams, Roy Robinson, Ray Chesshire, Joseph Seeders, Jack Chesshire, Vernie Lewis, B. L. Myerly, Jr., Sterling Myerly, Thomas Holland, Ernest Montgomery, Wilbur Twigg, Jerry Setor, Jr., and little Edgar and Nellie Holland.

We had the pleasure of a little chat with Hon. and Mrs. John J. Cornwell recently while waiting for their train to Baltimore. It was also our privilege to deliver to Mr. Cornwell his honorary membership card in the Martinsburg Chapter of the Baltimore and Ohio Railroad Veterans.

Chemical Engineer and Mrs. R. N. Angier are light housekeeping in rooms rented from Mrs. V. L. Myerly. There are never any empty houses.

H. S. Long, engineer, has moved his family from Martinsburg to Cumberland.

Our photo this month is of Tie Inspector A. E. Irving's new home, just completed, a nice addition and improvement to Green Spring. Mr. and Mrs. Irving with baby

Richard and Irving's prize Airedale "Buck" are in and near the swing, while Master Robert and little Miss Mayme Irving occupy the top step on the big porch.

#### Keyser

Correspondent, H. B. Kight

Safety Inspector Sirbaugh has thrown his hat into the ring for election as a member of Council of the City of Keyser in June. Good luck, "Ed."

Trainmaster Welshonce listened to a fine concert in London, England a few nights ago via his up-to-date wireless.

Engineman Harry Hook said when he found a switch open at Piedmont the other day that he supposed he would get his name in the MAGAZINE. Well, Harry, here it is. Careful and watchful employees are always mentioned in our MAGAZINE, when we hear of their performances.

We are sorry that pensioned Engineman Adam Keller is not well. Also regret that Engineman Buckner, Rowlesburg, has been away for sometime account of illness.

**STOP THAT LEAK!** Get the empty cars moving. See that they are billed so as to prevent unnecessary switching. Enforce demurrage and storage tariffs; notify the consignee promptly when a car load of freight is on hand. Properly protect less carload freight from damage. Watch the "pop" and save coal. If every employee would realize, as the agent does, that the success of the Company means better conditions for employees the cases of inefficiency would be reduced to a minimum. Let us consider our Company as our own property with the knowledge that whatever success it attains is dependent on our efforts.

Painted signs asking employees to guard carefully materials used by them have been posted around the car shops. These signs tell in a brief way that by carefulness in handling material, none will be wasted, and that this will help to stop the drain on the pocket book of our Company. Heed the signs, boys.

We had a pleasant visit from Assistant Road Foreman Browning, Salraton, the other day. Frank has promised to get us some items for the MAGAZINE. Watch for them.

The many friends of West End Engineman J. S. W. Rittenhouse will be pleased to hear of his marriage to Mrs. Sarah Collins on May 13. Congratulations!

DEPOSITS \$1,055,260.26

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Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT

Interest paid every six months  
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FRANK P. GREENWADE, KEYSER

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REPAIRS

Easy Terms to Baltimore and Ohio Employees

We extend to Terminal Trainmaster Burkhart heartfelt sympathy in the recent death of his father.

We have talked, and talked and talked about a Chapter of the Veterans Association at Keyser until it has at last become a reality. On May 3 the first meeting was held in Odd Fellows Hall. A delightful program was rendered and delicious refreshments were served. Regular meetings will be held the first Wednesday of each month.

We are glad to note in a local paper that our good friend Mr. Haulenbeek, Law Department, is recovering from an operation on his eye. Hope to see you at the hotel this summer, Mr. Haulenbeek!

During the first week in May the car miles per day on the West End, Cumberland Division averaged 64.3. Mountains mean nothing to the "snakies" and we expect even better records.

Raymond Davis, Freight House is arranging a trip to the far northwest in the near future.

Chief Clerk to Master Mechanic Hugh Dietz is gaining fame as an artist. The Peoples Pharmacy recently had a window display of Mr. Dietz' drawings which caused favorable comment of the public who viewed it. Hugh has consented to make us some drawings for the MAGAZINE soon.

The Car Shop recently received a new coat of paint and it adds much to its appearance.



#### INTERESTING FOLK AT KEYSER

Left: Master Mechanic W. J. Dixon. Center: Mrs. Lillian Boehmes with her father, T. N. Gerard, age 71 years, a former third division conductor. Mrs. Boehmes is crossing watcher at Main Street, Keyser. Right: A group of 1908—Left to right, standing, Laborer Alvaro, Clerk H. Johnston, Clerk Alvaro, Senior, (deceased). Seated: Storeman W. Longsdorf; Iceman D. Calemine; Foreman J. W. Ravenscroft (deceased).

Please mention our magazine when writing advertisers



Another shop "mule" has been added to the Storeroom equipment. Sometime ago a Ford roadster was made into a track truck, to be used in hauling material about the yards. Storekeeper Guthrie has had another Ford equipped with a bed and solid rubber tires to haul material from the station to roundhouse via the City streets. These "mules" are great time savers, making a trip in ten or fifteen minutes which ordinarily takes an hour or more.

The CAREFUL CROSSING CAMPAIGN which was inaugurated June 1, is now in full swing. Elaborate posters have been placed in conspicuous places, and pamphlets, etc., have been distributed in an effort to have automobile drivers exercise caution at grade crossings.

Arrangements are being made to open Deer Park Hotel on June 23. This famous old resort is looking forward to the most successful year in its history.

**Paw Paw, W. Va.**

Correspondent, W. L. SHARON

Foreman T. W. Kaylor has finished laying new steel in the high speed track through this town. This shows that the Baltimore and Ohio is in favor of progress, which means good track. "Uncle Bill" knows how to keep them good.

Foremen John Shipley and G. W. Fredman, have been replacing rails on the freight line and making it good for the heavy traffic now passing over it. They know how to do it, and they are making things hum.

The new "Capitol Limited" passes Paw Paw on time regularly. This train is always an interesting topic of conversation here.

The new packing houses being constructed by the Consolidated Orchard Company is progressing rapidly; the frame work will be completed in a few days. This means better facilities for the prospective large apple crop.

The Independent Order of Odd Fellows celebrated their one hundred and fourth anniversary on May 12. A sermon was delivered in the Methodist Church by Superintendent Grifey, deaf and dumb school, Romney, after which the Odd Fellows, their families and friends were served with refreshments in their hall.

Your correspondent recently spent a day "rusticating" in Martinsburg where he met many old friends and acquaintances, including "Charley" Auld and "Bill" Airhart. He noticed that the old shoe shop is not so well patronized by the old veterans, which serves to remind us that many have passed to the Great Beyond.

Cold weather has prevented trying our hand at fishing. But when it gets warmer we expect to tell you of some big catches.

### Connellsville Division

Correspondent, C. E. REYNOLDS

About 2.30 a. m. April 26, Patrolman Moore attempted to arrest a negro, James Sullivan, at Connellsville passenger station, on the charge of carrying concealed weapons.

Sullivan resisted arrest, attempting to pull a revolver from a shoulder holster which he was wearing. Patrolman Moore and Sullivan had been wrestling and fighting for several minutes when Ray C. Crossland, a Connellsville Division fireman, who was passing on yard engine 2730, observed the trouble, and immediately jumped off his engine and assisted Moore in overpowering and placing hand cuffs on the negro. When searched a revolver, extra cartridges, a ladies pocket book, \$45 in money and other articles, were found on Sullivan. He was sent to jail in default of bail.

Patrolman Moore says that it would have been necessary for him to shoot the negro if Crossland had not come to his assistance, as it required the combined efforts of Moore and Crossland to overcome him.

Fireman Crossland has been commended by Superintendent Brown for his prompt assistance and for his action in cooperating with the Police Department in the protection of Baltimore and Ohio property.

### Pittsburgh Division

Correspondents, EARL FAIRGRIEVE AND MARY BREEN

The Baltimore and Ohio Railroad was represented among the students who completed their year's work recently in the Night Courses at Carnegie Institute of Technology. According to an announcement from the Institute, a feature development during the session of 1922-1923 was the high average of attendance maintained until the closing night; and this, in connection with the fact that the 1742 students enrolled represented an increase of about 49 per cent. over last year's registration, marks the session as one of unusual success.

The following members of our organization completed their year's work at the Carnegie Tech Night Schools: Henry V. Reagan, John Steranchak, Vincent J. Tonto.

### Glenwood Roundhouse

Correspondent, J. P. PASSMORE

On April 19 the Baltimore and Ohio Glenwood Social Club held its initial dance with an attendance of about 175, and I know that I can speak for all who attended in saying that everyone had a jolly good time. On May 11 Glenwood Social Club held its second dance and it was even more enjoyable than the initial one. Our club has just been organized and will be composed of supervising and clerical forces and we are going to have some good times this summer.

Recently Charles T. Francis, pensioned time clerk, was asked to report to the office of Master Mechanic C. E. McGann. As usual, Charles was on the job and at 2.00 p. m. all who could get together gathered in the roundhouse where Mr.

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KNIFE AND CHAIN FREE

Francis was presented with a purse of \$100.00 and a real honest to goodness box of cigars by Master Mechanic McGann and Terminal General Foreman S. A. Irwin. To say that "Charlie" was surprised would be putting it mildly. That is the first time, "Charlie," we ever saw you when you did not have an answer ready. After a few minutes he recovered his voice and responded in an able manner.

Mr. Francis was born on March 17, 1865, entered service in 1884 as brakeman. In August 1898 he suffered the loss of one of his limbs and since that time has worked in various positions such as switch tender, hostler, locker room attendant, engine dispatcher, assistant yardmaster and at the time of his retirement on March 18 was employed as time clerk in the office of Master Mechanic C. E. McGann, Glenwood, Pa. Mr. Francis is now living on a farm at Coulter, Pa., and we know that we will get some of that good corn this summer. You know, "Charlie," we are glad you can live an easy life, after so many years of faithful service, but we are sorry not to have you with us.

Roundhouse Clerk Joseph Shedlock deserves a word of praise. A few nights ago while coming to work he found a purse in a coach and promptly turned it over to a conductor, who in turn had it delivered to the lady to whom it belonged. Good for you "Joe." Honesty always pays!

H. J. Ternent has been assigned to the position of time clerk, vice C. T. Francis, pensioned. Glad to have you with us "Red."



C. L. Senheiser, new general yardmaster  
Connellsville



Pensioned Time Clerk Charles T. Francis and  
his little granddaughter, Glenwood

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## Monongah Division

Correspondent, ANNA MARY UNKS

C. R. Brown has been called to California on account of serious illness of his wife, who has been in the West for about four months. Mr. Brown is employed as yard clerk, Clarksburg.

N. B. C. Ewing, yard brakeman, has accepted a position as a yardmaster, Low Yard, Parkersburg.

"The Silent Four" of Clarksburg held their regular weekly meeting last week. Everything was sky high as usual.

It has been reported that C. O. Winters,

has been married. Mr. Winters has been wearing a smile for the last week and everyone thought it was because of Cupid, but at last we find that it was not Cupid at all but a new coat of paint on his Ford which caused the glad smile.

We are glad to see Miss Theresa Naughton back as clerk to car foreman at Clarksburg.

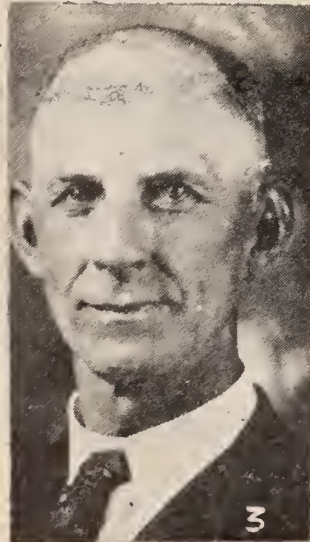
The accompanying picture is of our efficient general yardmaster, H. R. Harper, and Chief Yard Clerk F. W. Cole, Clarksburg, W. Va. Two good reasons why Clarksburg still remains on the map.

Fireman A. W. Mitchell can do some

"strutting" around town now. He can hang up his shingle as having the best performance on the division for the year 1923. On Engine 5105, train No. 3, May 11, with Engineer C. M. Leith, train consisting of ten cars, he romped up and down the hills on the Parkersburg Branch using only 483 scoops of coal, which is 6.5 pounds of coal per passenger car mile. However, the year 1923 is not over and someone may have Mitchell's record pulled down. LET'S SEE WHO IT WILL BE!

A. S. Headley has now moved his family to Grafton and has ceased to "pine." He is, therefore, getting quite fat.

Edna Mahaffey is a new stenog in the



SMILES FROM THE MONONGAH DIVISION

1. Misses Marie Deegan and Nellie McGrady enjoying a trip on the river. 2. Engineer E. L. Wilkinson. 3. Engineer T. D. Bennington. 4. Fred Cole and Ray Harper, Clarksburg, W. Va. 5. Firemen H. A. James



Master Mechanic's Office. Nick name "Stevie." "Pinkey" Francis has another subject for his wiles.

E. L. Rubright won the Ford Coupe raffled by the Clerk's Union. He is a brakeman and we congratulate him on his good luck.

Mary Jane Tierney has been moved back to the Superintendent's Office and poor Richard Manning—we feel so sorry for him!

No one would ever believe it, but this is a fact. The dispatchers on the Monongah Division consist of Elks, Wolves and Campbells.

We ought to congratulate W. R. Skinner on the interested force he has in his office. Every time a train passes someone jumps up or down to find out whether they are empties or box cars.

The accompanying picture is our youngest engineer, E. L. Wilkinson of Salem, who is only 21 years of age, having secured rapid promotion from brakeman to engineer in four years.

We extend our sympathy to the relatives of Walter Donohue who died during the past month. Mr. Donohue had been with us for a number of years, his entire career as a telegraph operator and dispatcher's clerk being spent on the Monongah Division. He was a pleasant and congenial young man and we miss him.

The accompanying picture is of Miss Marie Deegan, Car Distributor's Office, and Miss Nellie McGrady, Master Mechanic's Office. The young man in the rear? Better ask Miss Deegan for his name, as she is more closely associated with him than I.

### Charleston Division

Correspondent, C. W. DIXON

"I cheerfully make my defense."

The only time a man can do that is when



F. H. Fowler, new division freight agent,  
Charleston, W. Va.

he has fallen down while making an honest effort. Take the question of CAR MILES: How many of us can quote the above words when asked why we have not made more miles? Let's all get under the load, and; Don't wait until the iron's hot,

But make it hot by muscle;  
Don't depend on MILES you think you've got,

But take off your coat and hustle.

Pick: "Let me have the Wheel Reports for a week "back."

Fleda: Better use a porous plaster."

It is said that CAR MILES is the thermometer of transportation. You can't warm a room by blowing your breath on the thermometer.

On May 17 there was held in the Superintendent's Office at Weston, one of the most

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taking orders for Zanol Pure Food Products, Toilet Preparations, Soaps, Laundry and Cleaning Specialties and Household Supplies. Nationally advertised from coast to coast. Not sold in stores. Fast repeaters. Big income every day. Exclusive sale. No capital needed. Big money for spare time.

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interesting, enthusiastic and best attended employees' meetings that has been held for a long time. The principal topic of conversation was *Fuel Economy* and from the amount of the fuel bill, as compared to other items of large expense, we think this is about the biggest mark to shoot at in the "STOP THAT LEAK" campaign.

### Three Men and a Boat

To those who read the April Number, I would call attention to the article about Schide, Severns, McOsker and the boat. Your former correspondent said developments would be awaited with interest, but little did he dream of what was to follow. Developments have come so thick and fast that we have decided to run "a line a month" about the "Three Men and a Boat." The first installment follows.

It was a little before dark on the evening of April 23. Shortly after six o'clock a strange rumbling was heard; some said it thundered, while others declared it to be the voice of a strange god. A few minutes later an unusual movement was noticed in the waters of the West Fork River; the water had risen several inches. Then came the sound of mighty rushing of waters, and it was as if a tidal wave was sweeping down the river. After that, all was still for a few moments, and then a mighty roar such as



### FAIRMONT FOLKS

Left to right; Mrs. H. Flemming and Mrs. E. Bartlett, Fairmont, W. Va. The photograph was taken at St. Petersburg, Florida, where the fish was caught—though not by them. Right: Doris Lee Stewart, granddaughter of Trainmaster Bartlett, Fairmont, W. Va.

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#### GOOD LOOKING PEOPLE—THESE WEST VIRGINIANS!

1. Passenger Conductor H. H. Huff. 2. The family of Master Carpenter Garner: Goldie, Beatrice, Joyce and Clara. 3. Brakeman W. G. Cayton. 4. Fred, son of Conductor H. H. Huff. 5. Supervisor and Mrs. John Conley, Gassaway, W. Va. 6. Police Lieutenant H. H. Huff, Buckhannon, W. Va.

has never been heard before or since; then the air took on a bluish tinge and all was still.

It was the next day before we were enlightened, and it seems it all happened in this manner. The first rumblings were the grunts and puffs of Walter E. Severns, our division accountant, while he and chief Clerk C. E. McOsker were assisting Chief Clerk W. H. Schide to launch his boat near the upper end of the town; the first disturbance in the water was when the large boat was launched, and the greater disturbance which has been likened to a tidal wave was brought about by "Little Walter" falling into the river. (It must have been awful to those who witnessed it). It is hardly necessary to say what caused the final roar, not to make mention of what caused the odd appearance of the atmosphere. "Little Walter" had regained his voice.

We are glad to see so many of the progressive young ladies of the Baltimore and Ohio family becoming interested in the Business and Professional Women's Club of Weston. It is worthy of the support of all who can look ahead and we hope yet to see all our "Pretty Progressives" with their shoulders to the wheel.

Have you ever noticed the odd combination that we have in the Dispatcher's Office at Weston? We have a Baker, a Mason and a Carpenter; they all work with a Plumb. Some combination, I'll say!

The Baker, the Mason, the Carpenter and the Plumb are all working on CAR

MILES now and expect to turn out quite a few daily.

It is with regret that we announce the death of the wife of Roy Hewitt, lineman, Weston. He has the sympathy of all.

We are glad to have with us J. V. Daniel, levelman, Division Engineer's Staff, he having come to us from Pittsburgh to take place of Captain E. H. Nichols who has been absent for sometime account of illness.

Appearing in this column is picture of Passenger Brakeman W. G. Cayton. Mr. Cayton holds a regular turn on Trains 64 and 65 with Conductor C. F. Davis. He has been in the service for the past twelve years, working as grease wiper, hostler, fireman and brakeman.

On April 26, we handled Pullman Private Car Pioneer, occupied by President J. W. Oakford and Directors of the Cherry River Boom and Lumber Company, Richwood, West Virginia. This party spent one day at Richwood and one day at Gauley Mills looking over their operations on Williams River, returning to Philadelphia on Train 765, April 29. Mr. Oakford expressed himself as being much pleased with the handling of his car and party.

A few of the recent purchasers of new cars this spring are: Dr. E. A. Fleetwood, Fireman J. T. Hersman, Brakeman O. C. Watson, Conductor B. F. Haney, Conductor R. Roush, Engineer S. L. Rodebaugh,

Conductor W. E. Nordeck and Brakeman P. O. Snyder.

Mrs. E. C. Harter, wife of fireman, is improving after a recent illness.

Engineer R. J. Vassar is ill at his home in Weston. We hope for his speedy recovery.

Mrs. Charlie Gay, wife of section foreman has improved sufficiently to be brought home from Weston General Hospital.

We are showing in these columns one of the best group pictures that any could wish to see. They are the daughter of E. M. Garner, master carpenter, Charleston Division. Reading from left to right—sitting—Goldie and Beatrice; standing—Joyce and Clara.

Mr. Garner, the proud father of this group of girls, has been in the service of the Company since 1901. He was employed as carpenter helper, carpenter and carpenter foreman on the Monongah Division. In November, 1922, he was promoted to his present position as master carpenter, Charleston Division. Now the sad part of it is boys, all the girls are married except Clara.

#### Weston Shop Notes

Storekeeper P. T. Satterfield has just completed a new residence in Shadybrook Addition.



Paul Stump, machinist helper, has been ill in a Parkersburg hospital.

W. R. Mallonsee, machinist helper, is back to work, having been away account of illness.

Boiler Foreman Elder has completed a garage at his home on 7th Street. In future you will either find him at the shops or out riding in his Studebaker.

Sorry to note the sudden death of Velma, eight year old daughter of Tender Repairman and Mrs. A. D. Duncan.

Mr. and Mrs. R. D. Shoemaker are the proud parents of a new son, James Harold.

W. G. Bodkins, blacksmith, has recently purchased a Willys-Knight. Another man who can either be found at the Shops or along the roadside.

We extend our sympathy to Machinist E. B. Jeffries on the death of his father, L. B. Jeffries.

Where are your notes, Gassaway?

### Wheeling Division Ohio River Sub-Division

Correspondent, CHARLOTTE MARLOWE

It is not often in these days of big crimes and bootleggers that one of the fair sex gets herself prominently into the lime-light in the noble enforcement of the law. Such, however, is what our efficient bill clerk, Miss Virginia Tredway, succeeded in doing with the slight assistance of three other young ladies who were in the party. While gathering wild flowers about five miles below the city the fair Virginia accidentally stumbled over a tub of mash in a ravine far from the road. For a few minutes our heroine was speechless with amazement if not fright. Can you imagine Virginia speechless? Upon recovering from the shock she immediately yelled for her companions to show them her find and after a hurried council it was decided to drive to town, notify the prohibition officer and return with him to the spot.

Paul Revere's ride had nothing on that trip back to town and all speed records were shattered as well as speed laws. Arriving at the prohibition officer's office, they were fortunate in finding that famous sleuth in his lair and but a few minutes elapsed before the race back to the scene of the crime was on. It was indeed a dramatic and thrilling ride with Virginia at the wheel, Prohibition Officer at her side, revolver in hand.

Imagine, if you can, the feeling of our heroine as the game little Ford tore off mile after mile in its wild flight in behalf of the law. Visions of the movie cameras that would be aimed at her by the representatives of the Vitagraph, Hearst International and other World's feature companies, and of the thrills that would result when her face would be flashed on the screen, made her heart do a marathon.

Arriving at the scene of the crime the party rushed to the ravine, almost trampling on a batch of young pigs who were also on their way to the ravine. The Prohibition Officer rushed towards the tub of mash and was about to empty it into the creek when a loud roar interrupted him. "Hey, bring back that bran mash, you big cheese and get off my farm the whole caboodle of you." Alas! for fleeting fame. The supposed moonshine mash proved to be nothing more than bran for the young pigs. To say that our heroine was dumbfounded would be putting it mildly. The visions of her face on the feature page of the "News" faded and the editorials and other laudations

that would have been hers, vanished like a mist before the morning sun. The party returned crestfallen to town, having wasted three gallons of good gasoline not counting the wear and tear on the Ford. The excitement was so intense while it lasted that our heroine was not able to work the next day, the reaction being too much for her nerves.

Any party along the Baltimore and Ohio lines wishing to have their town cleared of bootleggers can do so by writing this young lady. Her price is \$1000.00 for small towns and \$5000.00 for larger towns of 20,000 population. The price may seem rather high, but she guarantees results or all money will be immediately refunded and no questions asked.

Address all communications in plain envelopes to Miss Virginia Tredway, Baltimore and Ohio Freight Office, Fourth Street, Parkersburg, W. Va.

We don't suppose Bronson Deem, Beau Brummel of Ann Street Station, told you of his disheartening experience at Robinson's? We will. Here are the harrowing details. Some person in whom he had implicit confidence handed him a flock of "comps" and told him to go out and enjoy himself. Deem's larded his hair and had his moustache pulled out in anticipation of an evening's FREE entertainment. He then hid himself to the show grounds, and with reckless abandon scattered his spending money right and left, bringing joy to the hearts of the hot-dog man and peanut dispensers, for did he not have three perfectly good "comps" in his vest pocket, and what would he want with money?

After having wearied of the diversions offered out in the open, our hero made his way to the big tent where the circus band was already playing: "Paddy got drunk on fish and potatoes, and never got sober 'till morning." Blissfully unconscious of anything being what it shouldn't, Bronson almost collapsed when the big pugilist to whom he gave his pass, yelled: "Whaddye tryin' to pull off, bo? This ain't no good at this gate. Approach me with six bits if you want in here." That was when he discovered that all of his "comps" were for reserved seats AFTER he had gotten inside. As we passed him, we saw him bearing liquid refreshments to the elephant in order that he might get through the lines and occupy the three reserved seats and his

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**Buescher Band Instrument Co.**

8488 Buescher Block, Elkhart, Ind.

Gentlemen: I am interested in the instrument checked below:  
Saxophone.....Cornet.....Trombone.....Trumpet.....  
(Mention any other instrument interested in.)

Name.....

Street Address.....

Town.....

State.....

"comps" called for. We will now mercifully draw the curtain.

Speaking of circuses, will "Joe" Cromley, chief clerk to agent, please tell us why, after receiving a genuine pass, he didn't go to see Walter L. Main's Greater Shows? Old Timers will remember that this circus handed out a few passes, and then moved on to Clarksburg without showing here. Reason: rainy day, big blow, no show for "little Joe."

We are glad to report that J. B. Williams, agent, Friendly, W. Va., who was ill with the Flu in March, has now entirely recovered from the effects of this treacherous disease.

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Engraved 20 year Dueber Case - - \$45.00

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CUT OUT AND MAIL

TO ANY OF OUR

STORES.



Sunset and evening star

And one clear call for me!  
And may there be no moaning of the bar  
When I put out to sea.

Leonidas F. Thompson, oldest ex-employee of the Baltimore and Ohio Railroad Company, answered the call of his Pilot, April 22. Born in 1823, Mr. Thompson would have been a centenarian had he lived until September 22. An account of his life was given in our May issue.

He was a lover of the best in literature, memorizing many of the best old poems, Tennyson's "Crossing the Bar" being one of his favorites. Truly religious, his influence for good was tremendous. Gentle, charitable and kindly, he ever walked in the steps of the lowly Nazarene.

Mr. Thompson was a Veteran, and the members of this organization paid their last respects to their departed member, attending his funeral in a body. His remains were taken to the First Presbyterian Church of which he had been an elder for 60 years, and he was then laid to rest in the Riverview Cemetery.

For several years prior to his death he resided at the home of his daughter, Mrs. C. A. Swearingen, Parkersburg, and to her our deepest sympathy is extended. He will be greatly missed.

Twilight and evening bell  
And after that the dark!

And may there be no sadness of farewell  
When I embark.

We wish to express our deepest sympathy to Mr. and Mrs. F. V. (Jack) Helmick on account of the death of their little son, "Teddy," age 21 months, which occurred May 2, when he was scalded to death. A nurse who was in the home at the time on account of the illness of Mrs. Helmick, left a can of hot water on the kitchen floor. In her absence from the room "Teddy" pried the lid off the can with a small stick and fell into the hot water.

"Jack" has been night foreman at the High Side Shops, Parkersburg for some time, and his fellow workers extend their sincere sympathy to him and Mrs. Helmick in their bereavement.

Ferry H. Nuckles, yard conductor, Huntington, was electrocuted about 2.30 a. m., March 24, while on duty. His body was found lying at the foot of a city electric line

post at the corner of the Baltimore and Ohio right of way and 20th Street, Huntington.

Mr. Nuckles entered the service as brakeman, in June, 1913. He worked in this capacity until 1916, when he was promoted to yard conductor. Just 33 years of age, in the midst of a happy family life, with a rosy future before him, he was taken. His father and mother are still living; his father, William Nuckles, is one of the oldest employees on the Ohio River Division, at present employed as yard fireman at Huntington. His wife and two children survive him.

Endowed with the gift of making friends, Ferry was one of the most popular men in the service. The entire division extends sympathy to his loved ones.

ADVERTISE in the O. R. Division Want Column. Rates, a pleasant look and a few kind words. Send all communications to the correspondent.

WANTED: Horse. Must be in good condition. Will pay as high as \$8.00 for a first class horse. Address F. C. Laughlin, 1st trick operator, St. Marys, W. Va.

WANTED: By the correspondent, newsy items for the MAGAZINE. Send them



R. E. Barnhart, division freight agent, Parkersburg, W. Va.

held until his recent appointment. Mr. Ewing has demonstrated what a wide-awake man can do. Promotions are always waiting for hustlers.

J. W. Stocking, general clerk, Master Mechanic's Office at Benwood, who was granted a leave of absence on account of his health, and who has been sojourning in Texas for the past six weeks, heard a band play "Home, Sweet Home" and beat it back shortly after. He decided to remain in Parkersburg upon his return, and is now working the assistant coal billing position, Low Yard. Welcome home, "Socks."

Our popular he-vamp, J. Gardner Duncan, is up to his old tricks again, breaking the hearts of innocent flappers with his honeyed words, and "Sheik-like" beauty. This time it is the Marietta "flaps" who will be the victims. After playing his insidious wiles on numberless Parkersburg "frails," he has now moved to a more prolific field, and one of great opportunity.

The pencil sharpener which caused such a furore in the Low Yard office has a close second in the one which confronted the force at the agent's office one morning. Janey Thorn has to be carried out on a stretcher, K. Brady, smoked three Piedmonts, "Phil" swallowed his Red Horse, "Socks" asked for half holiday, while Walker was heard muttering darkly to himself on his high stool in the corner.

Notice the happy smile on "Don" M. Worley's face! "Don" is looking forward to a fine camping trip with the Boy Scouts of which he is a member. Papa Worley promised him the trip if he passed at school. He not only passed but had a big margin to go on, and next term will be a freshman. "Don" is quite clever at drawing, and you will find on the children's page one of his sketches of Uncle Sam.

There are something like forty telegraph and agency offices on the Ohio River. Let us get together and contribute to our correspondent enough to put the Ohio River on the map.

(Signed) G. W. Drainer, agent, Bens Run, W. Va.

C. F. Gibbs moves to Mannington as second trick operator. Tired of the girls on the Ohio River, are you Mr. Gibbs?

Brakeman Caldwell met with a painful accident while working on local March 7 with Conductor Dameron, several of his fingers being severed.



The late Ferry H. Nuckles with his wife and son

in and help the Ohio River Division go over the top.

WANTED: By "Billy" Dick, boiler foreman, Low Yards, fresher chewing gum. Won't Grace Adams and Ruby Bush, the "Spearmint fiends," please stick it under their desks before all the sweetness is chewed out of it?

WANTED: Companion-nurse for Ethel Owens' four year old parrot. Applicant must be college graduate in order to be suitable associate for said bird. However, swearing and tobacco chewing not essential. as parrot is already 100 per cent efficient in these accomplishments.

Several changes have been made at Parkersburg since the last issue of the MAGAZINE. F. H. Fowler, division freight agent, has been transferred to Charleston, in the same position. We are sorry Mr. Fowler is no longer at Parkersburg, but as his transfer is a promotion, we rejoice in his good fortune. R. E. Barnhart comes to us from Huntington to take Mr. Fowler's place.

N. C. B. Ewing has been appointed assistant general yardmaster, Parkersburg, to fill vacancy made by the resignation of E. T. Johnson. Mr. Ewing has been with the Company for a number of years, commencing as yard clerk, Clarksburg Yards, later as brakeman, then promoted to conductor, and in 1914 was promoted to relief yardmaster, Clarksburg, which position he



Don M., son of Engineer John W. Worley, Ohio River Sub-Division



## Hotel Sheridan-Plaza

CHICAGO

Sheridan Road at Wilson Ave.

UPTOWN CHICAGO'S  
MOST FAVORED HOTEL

For greater comfort on your next visit to Chicago, stop at the beautiful new Hotel Sheridan-Plaza. Eighteen minutes from downtown; elevated express and surface lines; motor busses to and from downtown, through Lincoln Park, stop at the door. Music and dancing.

500 Rooms, Each with  
Private Bath.

Exceptional garage accommodations.



Space will not permit us to print the terrible tragedy which befell our old friend John McGraw, first trick "RA" operator, Parkersburg, in this issue, but we'll say this much, the flood in which old man Noah figured had nothing on the one in which John was the central figure, if reports are true. Look for the full details in the July issue.

### Western Lines

#### General Offices, Cincinnati

Correspondent, THOMAS J. MURPHY

#### Office of General Manager

H. A. Iuler, chief clerk to general manager was appointed assistant train master, reporting to Superintendent Meyers, Cincinnati, effective May 1.

Miss Nock maintains that the Transportation Department used excellent judgment in selecting her protegee as file clerk; there is no question that the training received under her tutelage will be valuable to "Gus" in his new position.

If we ever see B. F. Timme during office hours when he is not in a hurry it will be time to call a doctor.

We have a partial promise from the best looking girl in the Bureau of Rates of Pay to furnish her photograph for a future issue of the MAGAZINE. The "iceman" will call for it.

John Sheeran and his inseparable (not insufferable) pipe are still boon companions after a friendship of many years; regardless of this, when it comes to getting pay roll information all paths lead to John's door.

The experiences of Asa Radspinner in automobiling, if it will ever be permissible to print as described by him, will form an interesting story rivalling even the fairy tales of old. His mad rush down one of our principal avenues on two cylinders is still a topic of conversation, while his shattered confidence in automobile salesmen is pitiful.

#### Office of Superintendent Transportation

Four generations are represented in our photo. George M. Wilhelm, chief car

distributor, his grandmother, his father and his son. Their healthy and happy appearance gives every reason to expect the possibility of seeing a later production showing five generations.

The promotion of W. P. Cahill to assistant train master at Washington, Indiana, brings to us S. Matthews as supervisor of transportation. Mr. Matthews, valuable experience in transportation matters will be an asset in his new position.

Account of resignation of R. C. Schmolz, August Duesing, assistant file clerk, General Manager's Office, takes service as file clerk in this department.

Ruth L. Beitzer has been transferred from the Statistical Department to the Passenger Desk and gives promise of becoming as valuable in her new position as she has been in others previously occupied.

Ralph Hornback, heir apparent of our embargo chief, whose picture accompanies our notes, already gives promise of a bright future. We leave it to you to judge from the picture why "Ferdie" thinks so much of him.

As predicted in a previous issue, a few angels could not accomplish much in a place like Madisonville, so our inspector of station service, R. L. Angel and wife have hied themselves to a regular place to live—OAKLEY.

In the next issue the correspondent expects to have in his possession photographs taken at different stages in the life of the arch conspirator who was responsible for publishing the correspondent's picture in a recent issue. It will be suggested to the editor on account of the nature of the photographs that it might be advisable to order an extra supply of the MAGAZINE as no doubt many friends outside of our service will be interested.

It is hoped we will be able to furnish the pictures of the three best looking girls in this office for the next issue.

Now that some of the boys are investing in solitaires of a particular design it is reasonable to expect them to roll their own,

Please mention our magazine when writing advertisers

## CAR OWNERS WANTED!

To use and introduce the greatest improvement in inner tubes since autos were invented. Air gauge in valve stem of every tube shows at a glance through the Unbreakable Transparent Valve Cover amount of air in tires.



### AIR-GAGE Heavy Duty Tubes

—sell on sight to almost every car owner because they save trouble, time, worry and expense. Add one-third to life of tires. Paul salesmen make big profits selling direct to car owners. Our million dollar factory can use 500 more salesmen at once. Experience not necessary. Big illustrated Free Book tells how the Paul Plan will start you in this big money-making business without capital. Write for Free Book Today.

THE PAUL RUBBER CO., Dept. 72, Salisbury, N.C.

look on, instead of participate in pool and refrain from taking their pocketbooks with them on trips away from home.

#### Office of Superintendent Motive Power

The boys have been so busy with their regular assignments they have not had a chance to do anything on the side that would be interesting to our readers. Perhaps by the next issue the correspondent may be able to get some of them to talk about themselves for publication.

#### Office of Engineer Maintenance of Way

Correspondent, W. J. SPAUL

"Joe" Riley, our efficient and good natured office boy, severed his connection with us on April 30 to take service with the Bethlehem Steel Co., Bethlehem, Pa. While we are sorry to see him go we rejoice that he has improved his position and expect him to become one of the leading lights in the steel business at some future date.

Cost Accountant Spaul relates the following story: He had occasion to take a midnight train on the C. & E. I. from Vincennes to Chicago a short time ago and was fortunate in securing Pullman car accommodations. A lady accompanied by a small boy also boarded the train and while the porter was arranging the berth, the small boy wandered up and down the aisle; it was noticed he stopped each time he passed in front of a lower berth from which sounds, far from musical, emanated. Finally he rushed up to his mother with the query: "Ma, what is that in there?" "Sh! Sh!" said his mother, "you must not make a noise—people are asleep in there." "But," said the s. b., "there's some sort of a wild beast in there for every time I go by he growls at me." Many of the occupants awakened, either by the youngster's outburst or the growls of the wild beast, laughed aloud, and a rather heavy "drummer" who was the "wild beast" became the butt of the jokes of his confreres.

"Bob" Gilmore now has charge of the map and plan work in the office, having been transferred here from the Division Engineer's Office at Dayton. T. D. Morrison, his predecessor, has been appointed assistant division engineer of the Akron Division.

We extend a welcome to Joseph Hoffman, our new office boy. He promises to make good.

### Stop That Leak



## Akron Division

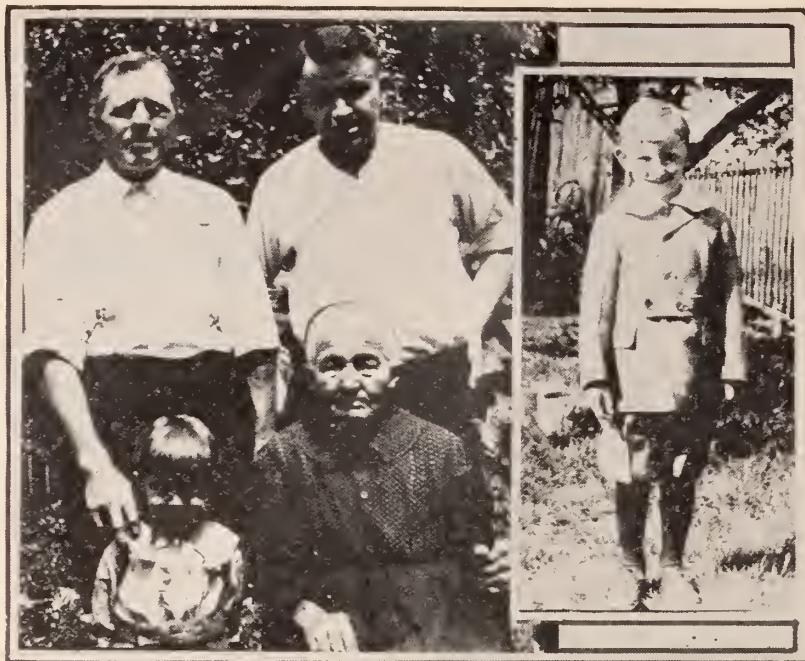
Correspondent, J. A. JACKSON

In view of the many recent changes in officer personnel in this territory, the following is given:

D. F. Stevens, General Superintendent, Northwest District.  
 R. B. Mann, Superintendent, Akron, Ohio District.  
 J. E. Fahy, Assistant Superintendent Akron, Ohio.  
 C. P. Angell, Trainmaster, Akron, Ohio.  
 J. P. Dorsey, Trainmaster, New Castle, Pa.  
 J. L. Shriver, Trainmaster, Lorain, Ohio.  
 J. Fitzgerald, Trainmaster, Massillon, Ohio.  
 W. T. Lechlides, Trainmaster, Lodi, Ohio.  
 J. A. Tschuor, Master Mechanic, Akron, Ohio.  
 E. J. Correll, Division Engineer, Akron, Ohio.  
 W. E. Sample, Road Foreman of Engines, Akron, Ohio.  
 P. C. Loux, Road Foreman of Engines, Lorain, Ohio.  
 W. H. Canfield, Road Foreman of Engines, New Castle, Pa.  
 C. M. Trussell, Assistant Trainmaster, Akron, Ohio.  
 F. W. Green, Assistant Trainmaster, Akron, Ohio.  
 T. C. Smith, Assistant Trainmaster, Akron, Ohio.  
 R. E. Armstrong, Assistant Road Foreman of Engines, Dover, Ohio.  
 W. G. Smith, Assistant Road Foreman of Engines, Cleveland, Ohio.  
 C. R. Adsit, Assistant Division Engineer, Akron, Ohio.  
 T. D. Morrison, Assistant Division Engineer, Akron, Ohio.  
 M. E. Tuttle, Division Operator, Akron, Ohio.  
 W. H. Yeager, Terminal Trainmaster, New Castle, Pa.  
 R. E. Pyle, Terminal Trainmaster, Youngstown, Ohio.  
 A. H. Gensley, Terminal Trainmaster, Cleveland, Ohio.  
 P. J. O'Leary, Chief Train Dispatcher, Akron, Ohio.  
 G. W. Jackson, Chief Train Dispatcher, Akron, Ohio.  
 J. H. Haun, Chief Train Dispatcher, Akron, Ohio.  
 G. W. Hesslau, Claim Agent, Youngstown, Ohio.  
 G. J. Maisch, Claim Agent, Cleveland, Ohio.  
 C. M. Groninger, District Freight Agent, Akron, Ohio.  
 C. M. Gosnell, Division Freight Agent, Akron, Ohio.  
 C. F. Farmer, Division Freight Agent, Youngstown, Ohio.

A baseball game is being arranged between staff officers and clerks at New Castle Junction. The time and place of the game will be announced later. We all remember the last time these two teams met, and I have too much consideration for the feelings of boys in the clerks team to recall any of the sad events happening at that time. Of course we all like to reflect on the time Trainmaster C. P. Angell knocked out that two bagger, with the bases loaded; that finished the pitching aspirations of "DUKE" Morrissey, who was on the mound for the clerks. We are told that Morrissey intends to make a comeback in the next game, but we hate to think of the slaughter that's in store for him. Watch for the day and date. We wouldn't miss it for a million.

The following changes have been made on the Akron Division: M. H. Beard, assistant division engineer, promoted to assistant trainmaster, Newark, Ohio; D. R.



FOUR GENERATIONS!

Left; Four generations are represented; Chief Car Distributor George M. Wilhelm, his grandmother, father and son: Right; Ralph, son of Embargo Chief Hornback

### Freight Traffic Department Southwest Region Cincinnati

Correspondent, E. H. GARDNER

## Cross Crossings Cautiously

The Careful Crossing Campaign, scheduled for June, July, August and September, will be conducted by the railroads of the United States with more vigor this year than ever before, and employees of the railroads should be leaders in this humane movement.

## Overheard in a Candy Store

C. L. Terhune (Optimist, glimpsing vase of carnations placed on counter): My, but those are beautiful, and they have a wonderful odor.

Lady Clerk: (Joy-killer) They sure are pretty, but I don't know how anyone could smell them when they are artificial!



The late Charles H. Gomm, assistant general freight agent, Cincinnati, Ohio

Lloyd Sullivan has joined the General Freight Office clerical force as stenographer, and J. W. Patterson has accepted a similar position in the Tariff Bureau.

Charles H. Gomm was born in Chicago, Ill., January 17, 1879.

His first railroad experience was as stenographer with Chicago & Northwestern Railway, Chicago, Ill., in 1897. In 1899 he accepted a similar position with Q. & C. Route, and was subsequently promoted to soliciting freight agent of that line at Chicago, and commercial agent at Dallas, Texas.

In 1910 he entered service of Chicago, Hamilton & Dayton at Chicago as commercial agent, which position he held until October 1, 1916, when he was made division freight agent Baltimore and Ohio Railroad, Springfield. He was promoted to assistant general freight agent, Cincinnati, March 1, 1920. He was unable to continue his duties in this position when illness overtook him on January 29, 1921. He died at his home in Madisonville, Cincinnati, on April 18 and was buried in Chicago, April 21. He is survived by his wife and four children, two boys and two girls.

Mr. Gomm was of a kindly disposition, well liked everywhere, making friends wherever he went, and was considered one of the Baltimore and Ohio's best freight solicitors. We extend our sincere sympathy to his widow and children.

## Cincinnati Terminals

Correspondent, J. BEEL

WANTED—Soon: One 3 room flat, in first-class condition and big enough for TWO. Please notify Ralph Diamond, yard clerk, care of Baltimore and Ohio Railroad, Elmwood Place, Ohio, and oblige.

Put Western Lines  
Ahead In Car Miles!



Bowman, assistant on corps, to same position Dayton; T. D. Morrison, formerly of Cincinnati has been appointed assistant division engineer, Akron, and L. E. Martin, Newark, to the Akron Division as assistant on the corps.

C. M. Duff, Flora, Ill. is the latest addition to the Division Accountant's Office force, having accepted position of fuel standard clerk. He's a real "Sheik" girls, handsome and on the market!

Chief Dispatcher C. M. Trussell, has been appointed assistant trainmaster, and Road Foreman of Engines J. L. Shriver, has been promoted to trainmaster at Lorain, Ohio. Both are hustlers, and their many friends wish them success in their new positions.

T. C. Smith, terminal trainmaster, Akron Junction, has been appointed assistant trainmaster, Akron, Ohio. P. J. O'Leary has been promoted to day chief dispatcher. Best wishes to both in their new positions!

J. H. Haun has earned promotion to the position of night chief dispatcher, Akron, Ohio, and is already on the job, making good.

### Cleveland

Correspondent, G. J. MAISCH

H. B. Smith, Police Department, is the proud owner of a Ford coupe. He is an experienced driver. His first day's experience consisted of striking three separate automobiles, a horse and buggy and a house. The country, however, is now safe as Mr. Smith has secured his insurance papers. As a chauffeur Smith will eventually make a good policeman. We hope he won't forget to set a good example and "Cross Crossings Cautiously."

### Freight Traffic Department, Cleveland

Correspondent, A. R. STROME

On May 1, J. P. Leingang, chief clerk to assistant general freight agent, Cleveland, celebrated his fortieth anniversary of service with the Baltimore and Ohio Railroad, or it would probably be better to say that the employees of the Freight and Passenger Traffic Departments celebrated it for him.

With the assistance of Mrs. Leingang a surprise party was quietly arranged and at 8.30 p. m. we proceeded in a body to the house.

After everybody had said "Hello" and congratulated "J. P." the musically inclined gathered around the piano for a few selections. Card tables were set up for the rest of the crowd and "Penny Ante" and "Michigan" were in evidence the balance of the evening.

At 12.30 a delicious lunch, consisting of sandwiches, pickles, ice cream, cake and coffee, was served, after which Mr. Kimes, on behalf of the employees, presented Mr. Leingang with a fine traveling bag.

About 1.30 a. m. a tired and happy crowd left with "Jake" their best wishes for many more years of pleasant association with the Baltimore and Ohio family, and proceeded homeward.

### New Castle Junction Terminal

Correspondent, AGNES BARNES

Lewis Southern, welder, New Castle Junction Shops, and Miss Marian Williams, formerly of the Bell Telephone Company, were married on May 1. After an extended visit to Chicago and other points of interest, they will be "at home" to their many friends on Boyles Avenue, New Castle.

With the advent of pleasant weather the parking space opposite Terminal Train Master Yeager's Office is beginning to look like "Gasoline Alley." You can look out and see Yeager's Franklin; Kane's Chevy; Edwards' Dodge; Harrison's Chevy; Stevenson's Ford; Biehl's Ford; Clark's Jewett; "Tack" Nail's King 8; Goodhart's Nash Four; Calhoun's Stutz Bear Cat; Lee Davids' Baby Lincoln—guaranteed not to travel less than 55 miles per hour; also Murphy's Buick; and Colnot's Dodge.

### Youngstown, Ohio

Correspondent, PEARL SCHMUTZ

C. F. Farmer, division freight agent, formerly located in the Home Savings & Loan Building, has moved to 616 Stambaugh Building, Central Square.

We are sorry to report the death of Mrs. Moore, wife of H. T. Moore, veteran engineer, Haselton Yards. Mrs. Moore was an active member of the Ladies' Auxiliary and her sudden death was a shock to the members. We extend to Mr. Moore our sincere sympathy in his bereavement.

In the March issue, we reported Mrs. W. W. Smith as being the present secretary of

## Ford Runs 57 Miles on Gallon of Gasoline

A new automatic vaporizer and decarbonizer, which in actual test has increased the power and mileage of Fords from 25 to 50 per cent. and at the same time removes every particle of carbon from the cylinders, is the proud achievement of John A. Stransky, 3836 South Main Street, Pukwana, South Dakota. A remarkable feature of this simple and inexpensive device is that its action is governed entirely by the motor. It is slipped between the carburetor and intake manifold and can be installed by anyone in five minutes without drilling or tapping. With it attached, Ford cars have made from 40 to 57 miles on one gallon of gasoline. Mr. Stransky wants to place a few of these devices on cars in this territory and has a very liberal offer to make to anyone who is able to handle the business which is sure to be created wherever this marvelous little device is demonstrated. If you want to try one entirely at his risk send him your name and address today.—Adv.

the Ladies' Auxiliary. This was an error. Mrs. George Kitchen, 417 E. South St., Warren, Ohio was elected to that position.

Cards received from R. E. Pyle, now in Malcolm, Ia., indicate he is feeling fine.

Annual meeting and banquet of the P. & W. Veterans' Association was held in the Ohio Hotel, Youngstown, Ohio, May 19. Veterans from practically all over the System attended.

### Haselton Yard

Conductor Ray Lewis has returned to work after spending some time in Colorado account of ill health. Ray is feeling fine and we hope he will continue to do so.

A number of road brakemen were transferred into yard service on May 1.



ON THE AKRON DIVISION

Left; a good day's business at Wooster, Ohio. Six carloads of Chevrolets. Agent C. Dearn standing near telegraph pole. Right: James McIntyre and daughter Catherine. "Jimmie" is yard conductor, Newcastle Junction

Please mention our magazine when writing advertisers



"Shorty" Percell has returned to duty, being off account of an injury.

Engineers Carmical and Turkel are on the sick list. We wish them a speedy recovery.

Brakeman Dyer has returned to his home in Lorain to take up his duties as conductor.

Conductor Boomhauer has been acting as yard master at the Ohio Junction and Haselton Yard. Yes, he is a real yard master!

Assistant Night Yard Master Walter Carmical has been off duty several days account of sickness.

Conductor "Al" Dripps has closed his cafeteria on the west lead for the season. Oh boys; you will miss your soup now.

### Lorain

Miss Buelah Jones, A. R. A. clerk in O. L. Hott's Office, has lost a *bill*. No one seems to know whether it is a "Bill" or a "William."

A number of changes have been made on our division. Lorain terminal has benefited by them. We are glad to be informed of the promotion of J. E. Fahy, assistant superintendent, and also that of J. L. Shriver who is with us as trainmaster. Welcome, "Jack!"

Conductor Allen Richardson is wearing smiles these days. He was married not long ago. Good luck Allen!

We were sorry to hear of the death of Mrs. Zack Robinson, wife of our carpenter foreman. We extend our sympathy.

Road Foreman P. C. Loux has had his Buick painted and overhauled. Looks like a new car, "Pete."

Crew Dispatcher "Sam" Stewart has purchased a new "Ford." He says that he is going to start on a small scale and perhaps some day he will buy a Packard.

Miss Anna Bohoric, stenographer to W. K. Gonnerman, shop superintendent, has returned from a trip to Detroit. It is rumored that Anna missed her train and was delayed 24 hours but we believe that George made her miss it. Hold on to him, Anna, Georges are scarce.

Dock Foreman W. Taylor has returned from Fairport where he assisted in placing the coal machine in operation. It is reported that he spent some time in Painesville, which has the reputation of being a pretty live town. Watch your step, "Bill!"

### Newark Division

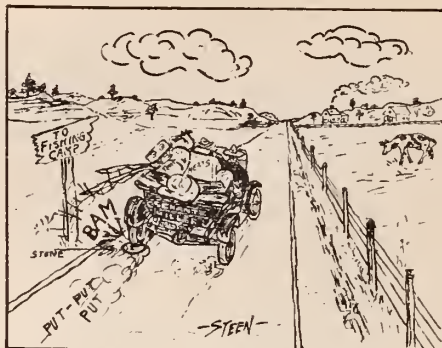
Correspondent, B. A. OATMAN

By the transfer of Lester W. Lucas, the Motive Power Department has lost a valuable man. Lester has been in the service for several years as clerk in master mechanic's office at Newark, and recently accepted position of assistant to motive power timekeeper, Division Accountant's Office at Newark, Ohio. He entered on his new duties May 7.

PLEASE HELP STOP THAT LEAK.  
YOUR HELP IS NEEDED.  
INCREASE CAR MILES BY RELEASING EQUIPMENT PROMPTLY.

Thomas Johnson, for past two years second trick round house clerk at Newark, has been assigned to the duties formerly handled by Mr. Lucas. We welcome Tom to the shop clerical forces.

Supervisor Shop Schedules C. G. Miller, Newark, Ohio, has been temporarily assigned to special work in connection with the proper preparation of scrap for the Cumberland Rolling Mill. Mr. Miller has been on the new job for the past three weeks



SCHANTZ and MILLER GO FISHING, MAYBE.

At Marietta

visiting the mills at Cumberland first, then all stations on Northwest District where scrap is accumulated, instructing each station as to what is desired. He is to cover the Southwest District in the same manner.

TO THOSE WHO HAVE TO DO WITH THE UNLOADING OF EQUIPMENT, BOTH REVENUE AND COMPANY MATERIAL, SEE THAT EQUIPMENT IS UNLOADED PROMPTLY. IDLE CARS CUT DOWN AVERAGE DAILY CAR MILEAGE AND DECREASE OUR REVENUE.

Fuller Taylor, chief clerk to road foreman engines, Newark, Ohio, recently decided to buy a new Jewett. This arranged for, the old Studebaker had to be disposed of. After broadcasting the news that he had the old car for sale at a bargain, one of the local road men decided that he would buy the car at the low figure of \$150.00. This was a good buy, and the road man pulled out his check book and handed Fuller his personal check. On Fuller's next visit to the bank, he presented the check and was handed one dollar and fifty cents. Fuller looked at the check and then at the teller at the bank window, but the teller would not fall for any one hundred stuff when the check was made out for one dollar and fifty cents.

Matters have been straightened out now and both parties to the bargain have enjoyed the fun occasioned by the road man making his check read one fifty in place of one hundred and fifty.

TO CAR FOREMEN AND CARMEN—PROMPTNESS IN RELEASING CARS MARKED BAD ORDER WILL GREATLY FACILITATE THE TRANSPORTATION DEPARTMENT IN MOVING THE CARS AND THUS AID IN INCREASING THE CAR MILES.

The season is now approaching when it is an easy matter to get good snap shots. We want to have Newark Division help the MAGAZINE with good photos of employees or members of their families. This class of pictures is especially desired. When you get a good photo send it in, we will be glad to use it.

At this time of the year when sports, such as base ball, etc., are in order, this information makes excellent reading for those who get the MAGAZINE.

We would like to have photos of children of employees, who are completing their schooling this year and graduating.

If you have a correspondent at your station kindly hand to him, or if unable to do this, mail direct to Division Correspondent, B. A. Oatman, care of Master Mechanic, Newark, Ohio.

CONCERTED ACTION ON THE PART OF ALL DEPARTMENTS AND EMPLOYEES HAS RESULTED IN OUR BEING ABLE TO INCREASE THE

SYSTEM AVERAGE CAR MILES PER DAY, TO 32.38, THE HIGHEST MARK IN ITS HISTORY. THIS FIGURE WAS FOR THE FIRST WEEK IN MAY. THIS IS AN INCENTIVE TO MAKE SPECIAL EFFORT TO MAKE OUR GOAL WHICH HAS BEEN SET AT 40 CARS MILES PER DAY. LET'S DO IT!

Newark Division can rightfully boast of having a large number of men who have rendered good service and have remained on the job continuously year after year. A canvass of the yard forces under General Yard Master C. C. Grimm, has resulted in our finding that out of the present force of seventy-nine men, fifty-one men have been in the service a total of one thousand, one hundred and eighty-six years, or an average of over 23 years per man. This is a challenge to our yards to show a better record. This is a record that Newark Division is proud of. They never quit. They are satisfied and dependable men, and years ago they discontinued killing and crippling. SAFETY FIRST is part of their daily duty. The roll of honor is made up of the following men:

	YEARS.		YEARS.
J. A. Ackerman...	24	D. K. Leedy.....	36
W. E. Ballenger....	22	D. F. Mangan.....	37
J. H. Ballenger....	13	F. W. Montgomery...	35
J. B. Carr.....	17	J. A. McGee.....	37
J. H. Dial.....	31	G. W. Norman.....	10
F. W. Deardruff....	25	W. H. Neff.....	41
W. C. Davis.....	14	Ed O'Neill.....	23
E. E. Davis.....	11	W. L. Oden.....	20
C. H. Drone.....	11	L. A. Rose.....	25
D. L. Frey.....	12	C. H. Rittenhouse...	20
F. F. Funk.....	15	A. J. Roberts.....	15
C. C. Grimm.....	26	E. U. Strong.....	32
J. W. Hughes.....	24	J. A. Stephans.....	25
C. H. Hazlett.....	33	S. B. Smith.....	39
D. E. Hay.....	17	E. L. Schnaidt.....	25
J. R. Hefley.....	19	T. A. Swonger.....	36
W. P. Hannigan....	13	J. H. Thompson....	26
W. B. Hagerman....	14	W. Trimble.....	13
O. B. Idle.....	16	F. Van Arsdale....	31
J. W. Idle.....	13	C. A. Varner.....	32
C. D. Killworth....	25	J. R. Varner.....	15
E. A. Kehoe.....	22	I. I. Wicker.....	22
H. B. Keim.....	16	E. H. Wildman....	25
C. H. Kinney.....	13	J. Wray.....	39
C. A. Lynn.....	32	J. Walsh.....	16
R. W. Lytle.....	22		

They're off! Under the able management of Leon P. Stanford, the Newark Shop ball team has rounded out in fine shape. The prospects for a winning team were never better. The team is entered in the Industrial Twilight League, Newark, and we feel sure that the team will lose none of its past prestige this year. As is the practice annually, the glass case used to house the several cups won by the team in past seasons, is being dusted out and a new section of velvet has been mounted and is now in place for the reception of the 1923 cup, which, no doubt will find its resting place at the Baltimore and Ohio Shops at the season's close. We are all behind the team and will be on hand to boost when it is scheduled to play.

### Accounting Department

Correspondent, R. T. GEORGE

Lester Lucas has been transferred from Newark Shops to division accountant's Office as motive power time clerk. He is a welcome addition!

Donald Jordan is breaking into the railroad business as stenographer, Division Accountant's Office.

The accompanying picture is of engine 177, camel back type, which ran as helper between Bellaire and Barnesville. This picture was taken about the year 1884 and



shows on the left, Engineer John Krebs, now deceased, and Fireman Frank Jackson, of this city, who now holds a position with the Holophane Glass Company.

### Mansfield, Ohio

Correspondent, C. R. STONE

G. F. Sellers, local ticket agent, reports nice passenger business and that the outlook for a general increase is good account of summer excursions which are popular in this section of the country.

S. T. Bride, local baggageman, reports that people are beginning to carry excess baggage, and that during the last month baggage handled has increased nearly double that of previous months.

J. W. Sharp, supervisor, reports that all tracks are in good condition and that work on this division is being pushed as rapidly as possible. Before long the North siding contract will be completed.

L. L. Kerr, yardmaster, is rushed to death! "Lou" says that when the day is over he feels he has been in a fight. People are calling for cars to be placed and spotted for loading and unloading, besides all inbound and outbound trains to be recorded and correspondence kept up. We don't wonder that "Lou" is all in when the day is over.

Sammy Kuhn, yard brakeman, is going to get a new DURANT Car. We trust "Sammy" won't forget that it does not drive like a Ford, and strip a few gears in practice.

A. R. Bird, yard conductor, is still in the radio business and reports that he is getting everything in the air. It won't be long until they will place cars by radio and then Amsey will all all set.

G. B. Turner, yard conductor, Steel Plant, reports that the Steel Mill is doing a wonderful business and that it looks like a railroad terminal when he goes there to switch cars in and out and to spot them.

With the warm weather now approaching our thoughts naturally turn to outdoor sports. Baseball seems to occupy the main space at present time but it won't be long until the railroad boys begin to shine up the old fishing paraphernalia in preparation for a jaunt to the various lakes and streams which our great State of Ohio is blessed with.

Harry Kale, freight house foreman, reports that the tonnage handled exceeds any previous time in his career and if it keeps on he will have to work cars at night to keep on top. All of which goes to show that the Baltimore and Ohio is enjoying good business.

Agent W. O. Stockwell is getting ready to go with the writer for a jaunt along the streams, in order to display our wares to the various kinds of fish that invade them.

"Eddy" Fisher assistant car record clerk, Mansfield, recently won the prize in golf. Pardon me I should have said "barn yard golf." "Eddy" is "some" horse shoe finger and we predict a fine career for him.

Harry DeYarman, "Bus" Shasky, H. D. MacDougal and "Jay" Long are having a contest in "barn yard golf." It is understood that the losers will pay for the Be—Pardon me; I meant Bon Bons.

H. C. MacDougal is planning to spend a week at home, Fairmont, W. Va. We hope "Mac" will have a good time as he deserves a rest, having been faithful when we needed him.

It is true that more car miles make more smiles as it not only helps the Railroads but helps business, industry, labor and the world at large. The more we ship, the more that is manufactured; the more money that is put into circulation by the various departments. Let us strive to put it to the test and we will find out that it won't fail.

**STOP THAT LEAK!** We have all called the plumber to do that very thing in thousands of homes and DID HE FAIL! He did not, so let us follow the policy of this campaign in making suggestions and following instructions issued along this line and make it a success. Of course we realize that the plumber had a small job while we have a big one. Nevertheless, team work will accomplish anything. Team work is to help each other save and in that way we save ourselves.

**STOP THAT LEAK! IT CAN BE DONE!**

### Columbus, Ohio

Correspondent, R. KENNETT

Assistant Correspondent, EDITH ROACH

The following new employees have entered the service: Brakemen Monroe, Smith, O'Keefe, Rouark and Mourné.

# Only \$2.00 Brings This Famous Special Bunn Railroad Watch



**The Master Railroad Watch of America. Adjusted to 6 positions—Time-Tested, Rated and Cased at the Great Illinois Factory.**

This Master Railroad Watch is guaranteed to pass the most rigid inspection on every railroad. Adjusted to 6 positions, extreme heat, cold and isochronism—21 jewel lever set movement, Montgomery or Arabic Dial, in a durable and handsome 20-year gold filled screw back and bezel case.

**NO RED TAPE—NO RISK**

\$2.00 brings this famous 21 jewel Bunn Special to you prepaid—without delay. Wear it 10 days. Then, if you are not convinced it is the **Greatest Railroad Watch in the Country**, accurate, durable and dependable, send it back and your \$2.00 will be refunded immediately. Otherwise, pay only \$5.55 a month for 10 months until the spot cash price of \$57.50 is paid. **SEND TODAY**

Only if you are convinced after 10 days' trial that it is the **Master Railroad Watch**, do you pay for it at the rate of **only a few pennies a day**. Your watch is here waiting for you. Order today—NOW.

**Million Dollar Bargain Book** FREE Send for it today. Thousands of bargains at your disposal. Save 1-3 by writing to Dept. A401

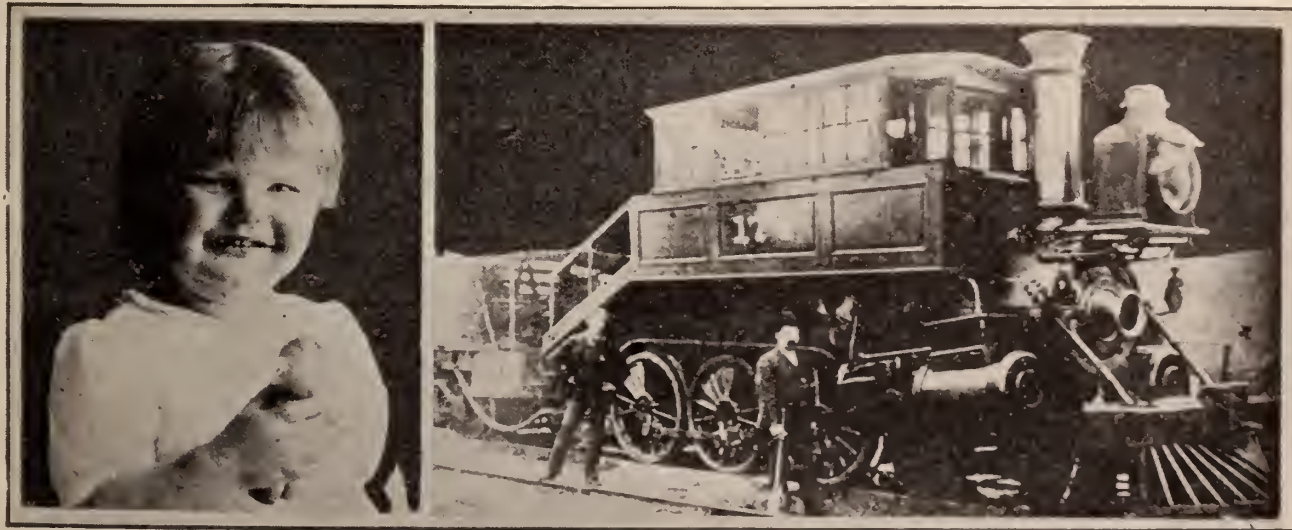
**J.M. LYON & CO. INC.** IN BUSINESS NEARLY 100 YRS.

2-4 Maiden Lane, New York

Harry Borden, clerk, Mt. Vernon, has been appointed chief yard clerk, Yard Office. We wish him success.

Yard Clerk Wurdack has resumed duty after being absent six weeks account breaking his arm.

With regret we announce the accidental death of Engineer Chester M. Dean. Chester and his brother Fred have been running through freight between Newark and Cincinnati for some time and the acci-



ON THE NEWARK DIVISION..

Left; Ruth Marie, daughter of Boilermaker John Houser, Columbus Shop. Right; Camel back engine 177, taken about 1884. Photo shows on left Engineer John Krebs, now deceased, and Fireman Frank Jackson, now employed by the Holophane Glass Company, Newark, O.

Please mention our magazine when writing advertisers



dent was quite a shock to his many friends. Our sympathy is extended to his relatives and friends.

Machinist Earl King is about ready to supply the markets with his young chickens. He has plenty of "springers."

With rain, hail and snow combined with cold weather recently, our yard men found it uncomfortable camping out.

Assistant Yardmaster John Murphy is off duty account of illness. We hope for his speedy recovery.

Car Inspector Bayse states the mystery has been solved. It took Brakeman Swauger to discover just why his Chevrolet would not run. All former "For Sale" ads are cancelled.

Brakeman Newman discovered a broken rail on No. 15 track and reported it to Conductor Branthaver, averting a possible accident. Brakemen Newman is always on the alert and working hard to "Stop that Leak."

**DO NOT OVERLOOK THE FACT THAT WE ARE ENDEAVORING TO STOP THAT LEAK! YOU CAN DO YOUR BIT IN INCREASING CAR MILES; LET'S DO IT!**

Harry Willard, tallyman, and Ellen F. Matchack were married on April 26. After a short wedding trip they will be at home to their many friends on Hamlet Street. Congratulations! Mrs. Willard was formerly a clerk in the local office.

The Sewing Club enjoyed a theatre party in place of regular club meeting.

Steven A. Bush is back on the job after several days illness following an operation on his nose.

Miss Marie Brink has returned to her home in Grove City, having spent the winter in Columbus.

The "Six Girls" entertained one of their members, Miss Anna Brown, May 2, honoring her birthday with a fish dinner and to see "Why Men Leave Home" at the Hartman Theatre. She was also presented with a silk umbrella.

Running races are held at Beulah Park, Grove City, Ohio, which many thousand people have been attending. It not only added more freight but passengers as well. A special train made a round trip every day.

#### Newlyweds at White House

David H. Recse and bride, Columbus, have been spending their honeymoon here. They were among those who were greeted at the White House by the President on



Friday, April 13. From this city they will go to Baltimore and Pittsburgh for visits with relatives of the bride, thence to Philadelphia, before going to the home town, where they will reside on Wilson Avenue.

While in Washington Mr. and Mrs. Reese called on Mr. and Mrs. Ralph S. Dodds, both of whom were employed for five years in the Baltimore and Ohio office where they were co-workers of Mr. Reese. Mr. Dodds coming from that position to Washington as assistant secretary to Senator Willis.—*Columbus Dispatch*.

Mr. Reese is now rate clerk in Division Freight Office, Newark. He was promoted to this position a little over a year ago, having spent fifteen years in the Local Office, Columbus.

No one is more deserving of all the good things of life. Congratulations!

Robert Thomas Yeager arrived at the home of Mr. and Mrs. T. B. Yeager, April 30. Congratulations! "Billie" has a playmate, Robert Thomas being their second son.

**STOP THAT LEAK AND DO NOT FORGET MORE CAR MILES MAKE MORE SMILES!**

#### Marietta, Ohio

Correspondent, G. R. STEEN

The "Big Bird" dropped in at Pearl Biehl's the other evening and left a bouncing baby girl. The next morning Pearl said she was sure a peach but he wanted a boy. Congratulations old top!

Conductor Schilling and Brakeman Callahan had a heated argument at the circus

the other evening. Schilling saw some monkey performing in the ring and called "Mike's" attention to them. "Mike" said, "Why, are them monkeys? I thought them was Irishmen." And then the fight was on. The circus men had some job to restore order.

J. M. Reed opened the fishing season recently. He has reported the loss of several artificial bait and as yet has not said anything about fish. A fisherman's luck, "Joe." See Schantz and Mellor, they can tell you how to catch the big ones, as they go after them well prepared.

#### Chicago Terminal

Correspondent, J. L. NICHOLS

The Baltimore and Ohio Chicago Terminal Base Ball Club has every reason to be proud of the Dance and Bunco Entertainment given by it, in the ballroom of the Stevens Building on April 27.

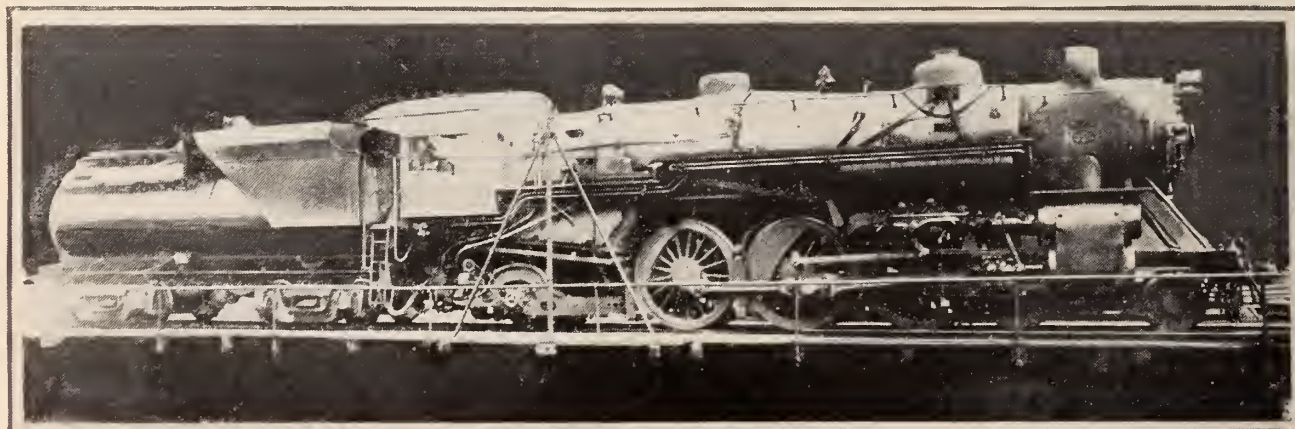
The officers and employees, with their families or shebas, attended in large numbers. Never before has there been a get-together party of the officers and employees whereat so great a degree of good fellowship was evidenced as on this occasion, all of which affords the president and members of the Club much well deserved satisfaction.

One of the principal numbers of the entertainment was the fancy dancing of Miss Yvonne DeVeney, daughter of our superintendent, who is entitled to much praise for the prominent part she took in the festivities.

Those who were so unfortunate as not to have been able to be present on this long-to-be-remembered occasion, missed a lot of real fun. The accompanying drawing by Walter A. Buckmaster, night time clerk, Lincoln Street Shops is indicative of the spirit of pleasure that "everybody didn't have nothing else but."

The many friends of Mr. and Mrs. Kenneth Clough are pleased to congratulate them upon the birth of a son. Mr. Clough, as you know, is our tinner foreman at Lincoln Street and, as you also know, his wife was Miss Birdie Rosenberg, long a clerk in the office of Master Mechanic F. K. Moses, where she was one of several favorites, some of whom have preceded her to the realms of domestic bliss.

What! Listen! We hear a son has also been born to Mrs. "Fred" Rosenberg wife of our genial roundhouse foreman at East Chicago. The Cloughs thought they had put one over on the Rosenbergs, but they came back with the goods.



THE 5200 TYPE AS USED ON CHICAGO DIVISION  
One of Master Mechanic Moses' Prides, Engine 5237 Assigned to the Capitol Limited



You will be surprised to know that Miss Catherine Cummings, who, for a long time, has been our roundhouse foreman's clerk at Lincoln Street, was married on May 12 to Charles Rank, of Little Rock, Arkansas, where they will make their home. Every good wish, Catherine, for your happiness and success. We shall surely miss you as our "first aid."

We are informed, upon good authority, that Car Foreman "Davy" Julian, has as one of his office force, one Frank Stonick, who owns a Ford coupe, in which "our Mary" Fox delights to be taken home after a hard day's work of eating cake and ice-cream. That's right Mary, don't let anything get by you, but remember, there is a speed limit.

The beautiful new Baltimore and Ohio "Capitol Limited" left the Grand Central passenger station on May 13 on time. This splendid equipment has been adopted by our Operating and Mechanical Departments as their favorite "baby," and will be given preferred professional attention as such. The accompanying picture of one of the new locomotives assigned to this train was taken by Master Mechanic F. K. Moses, at Lincoln Street while she stood on the turntable. He is justly proud of her.

### Chicago Division

Correspondent, F. N. SHULTZ

For the first time since he was promoted to General Superintendent, D. F. Stevens came to Garrett May 16, accompanied by Mrs. Stevens. A reception was held for Mr. Stevens in the evening by members of the Chamber of Commerce and others, including local Baltimore and Ohio officials. W. W. Sharpless, president of the chamber, presided. Brief talks were made by the Company's attorney, Superintendent S. U. Hooper and Mr. Stevens. The speakers referred to the pleasant relations existing between the people of Garrett and the Baltimore and Ohio and the prediction was made that this friendship will increase and be of mutual benefit to the community and the Company.

Mr. Hooper said that employees of the Chicago Division are responding in a fine way to the pressure brought about by heavy traffic and he is proud of them. He recalled President Willard's remarks last summer that the Baltimore and Ohio wants to be a good citizen of every community it serves and Mr. Hooper added that he would like to see inscribed on the Company's buildings the words "Citizen and Neighbor."

Mr. Stevens was formerly trainmaster on the Chicago Division, leaving here in 1914. He has a host of friends in this community, all of whom congratulate him on his advancement.

M. Altherr, formerly agent, South Chicago, has been appointed assistant trainmaster, headquarters Garrett.

C. L. Starr, St. Louis Division, has been appointed assistant road foreman of engines, headquarters Willard.

H. C. Batchelder has been appointed assistant superintendent, and E. Walton terminal trainmaster, headquarters Willard, Ohio.

H. L. Cordrey, chief clerk to division accountant, has been transferred to position of Car Foreman, Garrett shops.

### Ohio Division

Correspondent, A. E. Erich

**INCREASE CAR MILES. KEEP 'EM MOVING!** By the small matter of increas-

ing approximately each car movement four miles per day, of all the cars owned by class one railroads in the country, during the months of September, October and November 1922, it would HAVE IN EFFECT RESULTED IN ADDING 334,681 CARS TO THE OWNERSHIP, which would have resulted in a large reduction in the car shortage. Average miles per car per day CAN BE INCREASED, as shown by report for the first week in May, 1923, when the highest peak in the history of the Baltimore and Ohio was reached, 32.38, average miles per car per day, including bad order cars. This is encouraging and shows what can be done by concerted effort on the part of all. INCREASED CAR MILES RESULTS IN QUICK REDUCTION IN POUNDS OF COAL PER GROSS TON MILE, which is another reason for KEEPING 'EM MOVING and HELPS STOP-A-LEAK!

In the May issue of the MAGAZINE, mention was made of Earl Schweitzer, clerk, car distributor's office, having the "love nest" just about completed. Just as expected, before that note could get into print "Schweitz" kicked over the traces and led to the altar Miss Verna Colvin, who was an employee of the Frad Candy Company, and gave her his name right in front of the preacher, then quickly flew away for a two weeks wedding trip to New York and other eastern points. Good wishes for a happy married life, and may their lives be one continual round of pleasure.

S. S. Winters, former agent at Grosvenor, has been appointed agent at Athens. B. C. Roads has been appointed ticket agent at that station.

Sympathy is extended to Conductor B. T. Shimmel, in the death of his mother.

L. T. Griffin, brakeman is receiving congratulations, being the proud "Papa" of a nine and one-half-pound girl.

Have YOU told YOUR friends about the "CROSS CROSSINGS CAUTIOUSLY" Campaign, which is to be conducted during the months of June, July, August and September, 1923?

C. F. Young, fireman, joined the ranks of the benedicts recently. Best wishes for a happy married life.

R. Conner and James Waldron, machinist apprentices, were "treated" to a calf wagon ride recently by their fellow employees, in honor of their marriages.

Here is one automobile owner who "CROSSESCROSSINGSCAUTIOUSLY."

During the latter part of April, Crossing Watchman C. Driggs, Greenfield, observed an automobile approach the crossing just west of that station, stop and one of the party get out, look up and down the track and then signal the driver to cross. This "game," while not very popular, has every advantage over the old familiar "game" of "trying to beat the train over the crossing," which in one year was responsible for 183 accidents on the Baltimore and Ohio. It is regretted that license number of the above mentioned machine was not noted, in order that the name of this careful crossing driver could have been obtained.

The following brakemen took examination for promotion to conductors: H. L. Wills, C. H. Laughlin, Ed. Tierney, J. P. Boylan, B. H. Smith, H. J. Thacker, C. M. Skinner, J. R. Price, John Murphy, Cecil Cox, E. E. Elswick, E. W. Strear, C. E. Hildebrand, S. H. Trovillo, C. W. Hale and A. Johnson.

Firemen J. G. Baker, J. A. Carter, E. Robinett, P. P. Evans, C. Varian and Geo. Glenn, have been promoted to engineers.



## Are Your Hands Tied?

Are your hands tied by a lack of training? Are you bound down to a routine job because you have never learned to do any one thing well?

Don't give up! There is an easy, fascinating way for you to prepare yourself for a better job and a bigger salary. You can do it right at home in the spare time that now goes to waste.

No matter where you live, the International Correspondence Schools will come to you. No matter what your handicaps, or how small your means, we have a plan to meet your circumstances.

Don't let another priceless hour of spare time go to waste. Without cost or obligation, let us prove that we can help you to get a better job and a bigger salary. Mark and mail this coupon.

### TEAR OUT HERE ——— INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8522-B SCRANTON, PA.

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

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|---|--|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> Pharmacy                  |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFICMANAGER            |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> Mining Engineer           |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Blue Print Reading       | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |
|   | <input type="checkbox"/> Spanish                   |
|   | <input type="checkbox"/> French                    |
|   | <input type="checkbox"/> Banking                   |

Name \_\_\_\_\_  
Present Occupation \_\_\_\_\_ Employed By \_\_\_\_\_ 6-26-22  
Street and No. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian Ltd., Montreal, Canada

Conductor J. Ford, tells the following experience. A lady passenger and small boy recently boarded one of the accommodation trains on the Ohio Division and when he asked for transportation, she gave him a half fare ticket. He asked her where her ticket was and she stated "That's it." He informed her that "that" was only a half fare ticket, and she immediately replied "well, that is the way I am going, just one way," she being under the impression that it only required one half-fare ticket for a single trip. Conductor Ford courteously explained to her what kind of ticket was required.





OUR LIMA CORRESPONDENT SENDS US

1. Left to right; Firemen D. Rinehart, N. L. Smith, W. C. Woods; Crew Caller J. Zugenbush, Car Inspector P. Finn. 2. Clerk James Sweeney, Freight Conductor C. Galvin. 3. Crew Dispatcher L. E. Helmig and Round House Foreman E. Breman. 4. Round House Clerk Finn, Boiler Foreman "Handsome Harry" Cooper. 5. Left to right; J. Slousky, R. Bonsky, C. Ruben, J. Doubt, F. Cleves

The freight house at Chillicothe is "all dressed up" with a new sign.

Otis Andrew has been appointed as ticket clerk at Washington Court House. He was formerly clerk in yard office.

Employees of the Ohio Division were saddened by the news of the death of C. M. Dean, engineer, who was killed in Newark Yards, on May 6, just as he was finishing his trip on Cincinnati-Newark turn. Engineer Dean started firing on the Ohio Division in December, 1906 and was promoted to engineer in 1912. A few years ago he bid in one of the Cincinnati-Newark runs. Engineer Dean was well liked and his many friends extend their sympathy to his bereaved family.

If any one knows "what's wrong" with the fish in Salt Creek, near Chillicothe, inform O. E. Sorgius, chief clerk to division accountant. Also, as a matter of information, he wishes to inform all fishermen who are contemplating getting fish in this creek to be sure and take 25 cents along to help pay taxes of the man that owns the land along this stream. He, as well as three other members of the office force, can guarantee a good return for the money, in the way of "fish stories" from this man.

The only trouble was that the other "three members" had "holes in their pockets," and "O. E. S." had to pay expenses.

After several months of "no news" from the freight office at Chillicothe there comes this item of interest. The marriage of Miss Bernice Gickler, stenographer, to Joseph H. Grote, an employee of the paper mill. We wish them good luck and happiness.

Do not grow careless with continued performance of a task. Some day you will slip when you least expect it. SAFETY FIRST ALWAYS, and "nothin' els' but—"

Don't forget that the correspondent will appreciate any items of interest that you may be able to send him for the MAGAZINE. Also pictures, especially at this time, of employees' children who are graduating from the various grades of schools.

Our sympathy is extended to C. D. McDonald, conductor, in the death of his mother.

Charles Dunlap, stenographer in Division Freight Agent's Office, has resigned and is taking an extended automobile trip, with a party of friends to California.

We are glad to report that F. R. Gelhausen, master mechanic, who has been seriously ill with tonsillitis, is again on the job.

Stop That Leak!

**STOP WASTING WATER.** WATER is of VALUE just as other supplies, like coal, waste, oil, etc. You know by personal experience when the water bill is received at home and it happens to be a little more than you think it should be, how you try to remember where you were careless during the period the bill covers. You then promise that you will be more careful in the future, and you are. Why not be just as careful with our Company's supply? A proportion of our water supply is on meters, just the same as the water in our homes. **CLOSE THE FAUCET—DON'T WASTE TWENTY-FIVE GALLONS** in order to drink a pint.

**SAFETY FIRST** for all. All] for **SAFETY FIRST!**

### Toledo Division

Correspondent, C. E. THRASHER

The accompanying photograph is that of Engineer Rydman and Fireman C. R. Pierce, who are endeavoring to "Stop that Leak" on the Toledo Division. On April 24 these men in charge of Engine 5003, Train No. 53, Toledo to Cincinnati, 8 cars to Deshler, 35 miles and 7 cars through to Cincinnati, 167 miles, total, 202 miles, used 1059 scoops of coal, 14 pounds per scoop, averaging 10.2 pounds per passenger car mile. With such performances, this crew will help to cut down the coal bill. Engineer Rydman entered service on September 1, 1888 and Fireman C. R. Pierce on May 10, 1916. Both men were commended for this excellent showing.

We are reproducing a waybill issued June 24, 1870, covering a shipment from Troy, Ohio to Delphos. It is interesting to compare the rates in effect 53 years ago and the present day. Waybill No. 93 covered three sacks of malt, weight 293 pounds, rate 14 cents, total 41 cents. Present rate on this commodity is 5th class, 17 cents, or 50 cents, an increase of 9 cents.

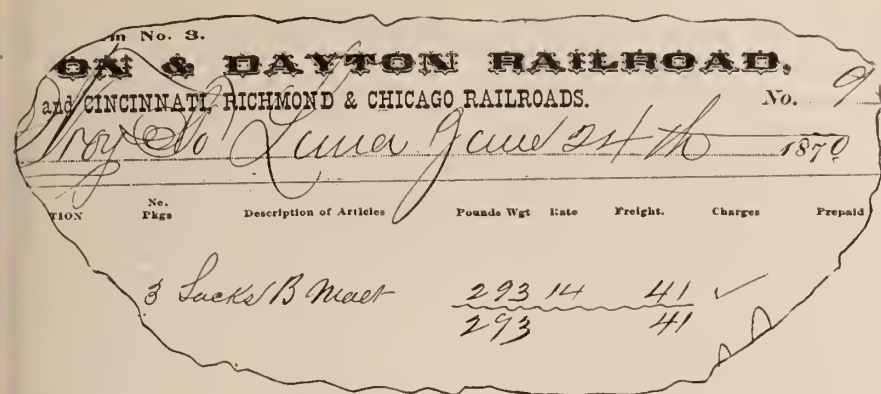
Another old waybill No. 228, June 27, 1870, covers shipment of plows and household goods from Piqua to Lima, original point of shipment, Greenville, Ohio. The total cost of shipment 53 years ago was \$7.62. Total charges on the same shipment today would be \$7.81 or an increase of 19 cents.

Comparison of these rates with other industries shows a small increase and no doubt if the public were acquainted with some of the rates which were in effect half century ago, comparing them with the present day, it would be a simple matter to explain why many railroads are not paying dividends on their stock.

Business is good on the Toledo Division. Our passenger trains are filled and showing a good ON TIME performance. There is no better way to secure passenger business than to operate trains on time. It does not cost a penny more to carry 200 passengers than it does to haul 100. It is the duty of everyone to see that passenger trains are not delayed.

We heard a good story about our relief agent. A few days ago he went into Toledo from Perrysburg on traction car and thought he would stop at a barber shop to get all "slicked up" and take in a movie. While being shaved he discovered he had left his traveling bag on the car and told the barber to hurry up and shave him as he wanted to see if he could find it. He hurried to the





Old waybill showing rate on malt in 1870

traction office and advised the train caller of his misfortune; the latter called first station on line to locate the missing grip. It was found and it was necessary for "Jess" to catch the next car in a search for his valuable possessions. He finally located it and returned to Toledo. While walking down the street, window shopping, he discovered there was something wrong and could not locate the trouble. Presently he discovered he had left his glasses in the barber shop, so back he went to locate them. "Jess" says he thought while he was all together he had better go to the hotel and go to bed before someone kidnapped him, as he might not be able to tell his name.

Things We Would Like to Know

- Where Agent Schoenberger, Toledo, gets all his pretty girls? Didja ever notice they all have a pleasant smile?
- Why Earl Baumgardner, chief clerk, Toledo is never angry?
- Why J. Reister Hamilton never smiles?
- Why Arthur West Hamilton does not join the church? He says he did. But "Didie?"
- Why Bert MacDougal Hamilton does not become a jockey?
- Why L. F. Hockett never buys any chewing tobacco?
- Why does "Bill" Crist part his hair in the middle?
- Why T. J. Daly never has a match?
- Why Tim O'Neil never got married?
- And a lot of other things we would like to know but are afraid to ask.
- I. E. Clayton is back on the job after a three months leave of absence. We are glad to see him.

G. J. Williams has returned to the dispatcher's office and is working a trick. Sorry to see you leave us, George.

It is with regret that we report the death of F. L. Charles' mother, which occurred at Waterville, Ohio on May 17. Mrs. Charles has been in poor health for some time, and although her death was expected it came to the family as a shock. Services were held at her late residence, Waterville, Ohio, and burial was made at Perrysburg, Ohio. She is survived by her husband and four sons.

We extend our sympathy to Mr. Charles and other members of the bereaved family.

Lima, Ohio

Correspondent, O. L. WALLBURG

I desire to express my sincere appreciation to the members of the Baltimore and Ohio family at Lima, Ohio, who are so ably and willingly assisting me in upholding the standard of our MAGAZINE.

The manner in which the boys on the road, in the shops and in the offices are sending me material for the monthly article affords me a great deal of pleasure, and demonstrates what a wonderful hold this MAGAZINE of ours has upon our employes, and its power for good.

In a Magazine of National circulation, I read a letter written by a Baltimore and Ohio employe to a friend which said in part: "I am working for the best railroad on earth. They have always treated me fine in every way. My greatest desire is by my efforts to prove my appreciation. I have been with them thirty-two years, without a demerit mark against my record and I hope to continue this record so long as I may live."

The recipient of the above letter was inclined to believe that the spirit breathing from the lines quoted was very rare in these days, but I do not agree with him, especially

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PATENT LAWYER

624 F. Street, N. W. Washington, D. C.

with reference to employes on our Railroad. I have met many employes who are imbued with the same spirit and I am sure that there are many thousands of them on our railroad who are contributing to it by their daily service to this Company, and by so doing, making it what it is recognized to be—one of the best managed in the country, if not the best.

When you consider that in a period of ninety years the greatest transportation system in the world has been developed in our country and that our company is one of the largest in the country, does it not make you feel proud that you are a part of that railroad, and do you not feel, like the writer of the above letter, that you are indeed working for the best railroad?

Working as we do, from day to day, let us not consider how speedily we can put in our eight hours, but how thoroughly we can do our part in the service assigned to us, so that we may feel, at its completion that we have performed our duties in a creditable manner and played well our part in Life's game.

One of our photographs is a group of our boys at North Lima who are helping in a large measure to insure successful operation of our trains.

The "fire boys" in our photo are capable of doing good work and helping by their individual efforts to keep down our coal bill. Joe Ziegenbush may be trying to locate the party who called him on the telephone and requested him to call the pipe stretcher to the phone. After a vain search for the pipe stretcher, "Joe" is now looking for the person who made the request.

Fireman C. L. Croueh was married on April 30. His wife was formerly Miss Audrey Shaffer. Now that you have left the terminal, Croueh, old man, play it safe. We are glad to see you "double heading." Play the game and do your best to bring the train in safely and on time when your run is over. Congratulations and best wishes!

Third Trick Crew Dispatcher F. J. Helmig passed cigars to his friends on April 18, the occasion being his marriage to Miss Josephine De Grief. The cigars were fine, "Fay." May your happiness endure always.



'WAY OUT ON THE TOLEDO DIVISION

Left to right; Fireman C. R. Pierce and Engineer W. Rydman. Right; Hamilton Office Force; first row left to right; John Ruwe, Ray Emley, Mary Connell, Luella Balcom, Mrs. Jennie Sharp. Second row; Clarence Collins, Martin Philebaum, C. E. Beiser, Lester Scarborough, Lowell Philebaum. Last row; N. L. Mc Morrow, traveling car agent, C. J. Rohrkemper, Vennie Stewart

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Keeping the Desk Clean

Rumor has it that Yard Clerk Ray Mahoney is contemplating matrimony. "Cupid" is a busy boy these days. Must be working day and night to keep up the gait. The boys say nothing less than an "El Verso" will do, Ray.

#### Toledo, Ohio

Correspondent, E. G. BAUMGARDNER

Bobbed hair is still the craze in Toledo. "Al" had his hair bobbed and now wears his cap all the time. Never mind, "Al," take a cue from Rudolph; use a little goose grease. It will grow.

Did you ever see Lillian when you didn't see John? Did you ever see John when you didn't see Lillian?

Mr. Brigham is with us again after an absence of three weeks. Says he has been indisposed but his looks indicate he has been South for the winter.

Did you know that "Romeo," or "Sheik" Smith, is thinking of leaving us? Violet sighs and sighs.

In case you miss anything from your desk, ask Ella.

This is strictly confidential. Frank Langers has promised to take off his red flannels on July 1, if Miss Carr will keep all the windows down.

#### Wellston, Ohio

Correspondent, L. M. MASON

"Uncle Jo" Ortel is dead. He was a grand old man who was loved by all who knew him, because he loved us, and always had a smile and cheerful greeting. He died April 13 at 5.30 p. m. in the dining room of his home on West Third Street.

"Uncle Jo" had performed his day's work as flagman at the Second Street crossing, to which duties he had been devoted for the past nine years.

Arriving home, "Uncle Jo" entered the dining room, as was his custom, and his daughter, Miss Annie, ran for his slippers so that he would be comfortable and be ready to dine. As she approached him he gave a gasp, fell back and died.

Joseph Ortel was born in Baden, Germany, sixty four years ago. He came to this country when twenty one years of age. Soon after his arrival he accepted employ-

ment with the Cincinnati, Hamilton & Dayton, now part of the Baltimore and Ohio Railroad, in the Carpenter Department. Shortly afterwards he became foreman of a bridge gang with headquarters in this city. About nine years ago his infirmities made it necessary for him to give up manual labor and he was assigned to a position as crossing man at Second Street crossing.

So steady was Mr. Ortel on the job that his absence for a day caused city wide comment; everyone asking where "Uncle Jo" had gone. Every child in the city knew him and spoke to him every time as they passed his crossing.

The companion of his life died in the same manner as he, about fifteen months ago, the summons coming without notice, as a flash from a clear sky. "Uncle Jo" remarked to the writer some months ago, that life did not seem the same to him now, as it did before she went away. Today these excellent people, faithful companions and exemplary citizens, are re-united in the glorious beyond.

The bereaved ones may find consolation in the fact that their parents were of a true blue type which makes a substantial civilization.

Just a week before his death "Uncle Jo" had been summoned to Chillicothe where he underwent a medical examination. It was observed that he was in poor health, but he returned and was so cheerful that it was not expected that he would go so soon. There are four children surviving, Ella, Rose and Annie, this city, and Charles Joseph "Dutch" Ortel, Dayton. Two brothers and a sister also survive.

The deceased was a member of the Catholic Church and the funeral was held at the S. S. Peter and Paul Church, with burial at Mt. Calvary Cemetery. All schools of the city turned out to the funeral and many beautiful flowers were left on his grave by school children. Our sympathy is extended to his survivors.

## Congratulations, New York Properties Employees!

*"Another Instance of Genuine, Wholehearted SERVICE, Plus the Ability to Perform," says W. P. Tanner-Gross and Company*

A COPY of *The Flour Barrel*, issued May 9, by W. P. Tanner-Gross and Company, which is mailed weekly to flour users, has been handed to us, and the following story it tells will prove of interest to everyone:

About every so often the Shipping Department gets up on its individual and collective hind legs and yells for recognition. Of course, executives and salesmen have no right to monopolize the spot light, so I've heeded the shippers' cry and here is what they have to say. And it's a mighty good story, at that.

R. M. Frey, our guardian of traffic, says on oath, that at 4.57 p. m. Monday, April 30th, a baker phoned and wanted a car of flour placed on Pier 21, East River, not a minute later than Wednesday, May 2. Forthwith all hands got busy and speeded up the shipping machinery. It was too late to load a car Monday night but the men at the plant filled a car the next day, Tuesday.

Now here is where the Baltimore and Ohio enters the scene. At 6.00 a. m., Wednesday, the shifting crew pulled the car from our siding, hustled it up to St. George and at 8.30 a. m. rolled it on to Baltimore and Ohio float, No. 151, bound for Pier



Keeping the Record Right

Joseph Utz, clerk, freight office, is back at work after being absent for three weeks account of small-pox.

Herbert Potts, warehouse man, has resigned to take a position in Columbus, Ohio. We hate to loose you, "Herb," but wish you luck.

P. W. Elmore, who hails from down yonder, was a recent visitor in Wellston. We also had W. B. Kilgore and C. D. McCarty, and we are sorry they had to be called out at 2.00 a. m.

Thomas Zinkan, general foreman, made a flying trip to Washington, Ind. He reports a nice trip, except that he was caught in a snow storm with his new "straw lid."

21, East River. The car arrived there at 10.00 a. m. and because of the cooperation of C. E. Floom, the agent, was made ready for delivery at once.

Just about this time and before we could get him on the phone, Mr. Bakerman called and said he was out of flour and would have to send a truck down to our plant for a load. Said he realized he had given us mighty short notice but hoped a miracle or something would happen.

Imagine his relief and appreciation when we told him his flour was on the pier and that the railroad men, knowing his dire need, had performed a near miracle for his benefit in getting the car from our siding to St. George, then across the bay to the pier and made ready for delivery, all in only four hours by the clock.

This is another instance of genuine, whole hearted service—the will to serve plus the ability to perform.

#### It Had the Kick

There was a young rounder named Lew,  
Who made up a batch of home brew,

He took a wee nip,

Just a moderate sip,

Funeral—Tuesday at two.

—Steam Shovel and Dredge



# Prize Winning Supervisors and Track Foremen Tell How They Did It

THE supervisors and foremen on the Indiana and Illinois Districts and on the Monongah Division, who won prizes in 1922 for the best sections, tell us how they did it. The key note of their explanation is "Cooperation" and full credit is given by each one to his men.

## Gives His Men Credit

As much as myself, my men were responsible for being able to present the most improved main line section on the Monongah Division for the year 1922.

Previous to the beginning in earnest of the renewal season, and with my allotted men, I was continually following up the distribution of ties and when forces were increased and the word "go" issued, tie renewals and ditching were carried on daily by a gang of men who worked six days per week, resulting in my section presenting the appearance it did when the inspectors rewarded me.

C. W. Keith,  
Foreman, Cornwallis, W. Va.

## Completes Each Job

During the progress of renewals last year I was under the impression that more was being accomplished on my section than in past years.

The improvement on my section was the result of daily labor, constantly following to completion each job that was started.

Tie renewals were finished early in the fall, giving me an opportunity to assign all forces to the preparation of ditches which is the first essential feature of track maintenance.

M. P. McVicker,  
Foreman, Stone House, W. Va.

## Gives All Credit to His Men

For many years the G. and B. subdivision of the Monongah Division has been more or less a sore spot in the eyes of the Management.

Previous to the beginning of the renewal season, last year, I had firmly made up my mind that I would, with the assistance of my faithful foremen and men, present a much improved railroad, both from appearance and physical standpoints.

At a monthly staff meeting early in the year I was promised by each foreman his best cooperation.

Material was forthcoming at all times during the year, work train service ample, and the improvement that was noticeable from day to day during the entire year convinced me that not only were the men fulfilling their promise but were going one better.

Other than my desire at all times to give my superiors my best, I attribute the improved conditions on the G. and B. to my men only.

D. F. Ramsey,  
Supervisor, G. & B. Subdivision,  
Grafton, W. Va.

## Early Tie Renewals Did It

As I received prize for having the best branch section, I wish to thank our officers of the Baltimore and Ohio for it:

I received the prize because I was the first foreman on the branch to have all my ties renewed last year. As we had all ties on hand for year's renewal, I had them in by June 1, and had the balance of year to work on line and surface, and clean weeds. I think it a good idea to have all ties in track by July 1, then you will have solid roadbed.

John Robb,  
Foreman, Springfield, Ill.



## Believes in His Men

I won the prize for the most improved main line section on the Monongah Division simply by believing that my men were capable of doing just what they were instructed to do. I did everything possible to carry out the instructions of my supervisor. I made it a point at all times to follow up the tightening of bolts, renewing ties, surfacing of low joints and the preparation of suitable ditches. In preparing the ditches I followed closely the method outlined in the Maintenance of Way book of instructions.

Ties were distributed over practically my entire section previous to starting to apply them; this permitted me to finish tie renewals early in the fall.

Thos. Varner,  
Foreman, Cairo, W. Va.

## Hard Work Does It

The way I succeeded in carrying off the prize for 1922 was by hard work by my men and me, eight hours per day.

Ed. Widdows,  
Foreman, Iuka, Ill.

## Worked Hard to Win

I made it my duty to do my very best. My men and I worked hard to get the section in good condition. I was untiring in my effort to make the track safe and I think it looks well.

William Canfield,  
Foreman,  
North Vernon, Ind.

## Being "On the Job" Did It

I started my service with the Baltimore and Ohio in 1897 as track laborer on Claremont Section No. 41, and worked in that capacity until 1911. Served as extra gang foreman during 1911 and on January 1, 1912 took charge of Bridgeport section No. 39, and served as foreman on that section until April 1, 1917 when I was transferred to section 41 at Claremont, and have served as foreman here since, winning second prize in 1920 and 1921 and first prize in 1922.

I am confident the true secret lies in being on the job and seeing that work is well done. I find when it is well done at the time you are doing it, it stays done. I still believe in the old proverb "Work that is worth doing at all is worth doing well."

I wish to thank each officer participating in the inspection, especially our supervisor, J. H. Quill, for interest taken in the work I have labored so incessantly to accomplish.

J. E. Clevy,  
Foreman, Claremont, Ill.

## Advertising Pays

January 24, 1923.

Last spring when we received notice that there was to be a prize given for the best district and best section this year, I got right after my foremen and talked to them about it and told them that we must win this year as we had never won first prize yet. I kept the matter right before them every time I met them. I talked nothing but doing good work and winning the prize this fall. The foremen assured me that



Upper row, left to right: Foreman J. E. Clevy, Claremont, Ill., Foreman J. M. Robb, Berry, Ill., Foreman Ed. Widdows, Iuka, Ill. Lower row: Supervisor W. M. Downey, North Vernon, Ind., Foreman W. S. Canfield, North Vernon, Ind., and Supervisor J. H. Quill, Vincennes, Ind.

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## R. S. Hollis Was a Brake- man in 1869

**R.** S. HOLLIS was born in Springfield, Hampshire County, Virginia (now West Virginia) on September 4, 1850. His father moved to Cheat Bridge, near Rowlesburg, in December of the same year, having been appointed toll gate keeper and postmaster. Cheat Bridge was at that time one of the stations where horses were changed on the passenger stage running between the Ohio River, Baltimore and Washington. Mr. Hollis' mother died in 1856, after which his father gave up house-keeping, leaving the children to support themselves. For six years, then, the boy's lot was a rough one.

In 1862, when he was 12 years of age—and when the war was in progress—he went to Delaware County, Indiana, serving as a bell boy in a Muncie Hotel. Not being satisfied with his position, he returned to Darke County, Ohio, and secured a position with Brandon and English, contractors, who were furnishing wood, cross ties and rails for the Bellefontaine and Indiana Railway. All the locomotives at that time on this road were using wood for fuel.

In 1865 when the last call for volunteers in the Civil War was made, he tendered his services to his country, but was rejected on account of his age, and returned to his position with Brandon and English, remaining with them until 1867. He then returned to Rowlesburg, where he secured a position with the Rowlesburg Lumber and Iron Co., rafting and running logs on the Cheat River.

In July, 1869, Mr. Hollis accepted a position as brakeman on the third division of the Baltimore and Ohio, between Piedmont and Grafton, and after serving 22 months he was promoted to freight conductor, having had the somewhat unusual distinction of running as a conductor several months before reaching the age of twenty-one. In 1872 he was assigned to Engine 123, one of the old "Camels" which was used hauling freight trains over the mountain. His engineer was John J. Hunter, now deceased.

In 1879 it was decided to move part of the helper engines to Rowlesburg, and this was done on December 29. Mr. Hollis' engine, 460, headed the list, all camel engines having been backed off, and all helper stations being supplied with the moguls, built by the Baltimore and Ohio.



1. Foreman C. W. Keith, Cornwallis, W. Va. 2. Supervisor D. F. Ramsey, Grafton, W. Va.  
3. Foreman Thomas Varner and family, Cairo, W. Va. 4. Foreman W. P. McVickar, Stone House, W. Va.

they would do all they could and as the time drew near, we cleaned up everything. One way to success is plenty of advertisement.

W. M. DOWNEY  
Supervisor, North Vernon, Ind.

## Death of Thomas R. Lester

By W. E. Ross

**T**HOMAS R. LESTER was born on a farm in Washington County, October 31, 1851. He went to work for the Ohio and Mississippi R. R. as an extra section man in June, 1870, later assisting to change the six foot gauge track to the standard of today. He was then transferred to the engine house force at Seymour where he went up the line—wiper, machinist helper machinist, gang foreman.

In 1886-87 the Seymour shop was abandoned and forces sent to Vincennes, where he remained until that shop was abandoned and force sent to Washington. He was in the engine house for some time and was there made gang foreman. This place he held until 1891 when he was transferred to Storrs as engine house foreman, where he remained until 1895 when he was sent to Hamden, Ohio as engine house foreman.

He was in Hamden until 1911 when, account of an accident, his leg was broken, necessitating his retirement from active duty, and he was placed on the Relief until Nov. 1, 1917 when he was pensioned. On being retired he moved to Seymour where he made his home until 1921 when, on account of physical infirmities, he and his wife made their home with his brother, Daniel Lester, North Vernon, Ind., a veteran engineer of the Louisville Division.

Mr. Lester died April 9, after a short illness. He had a stroke of paralysis on

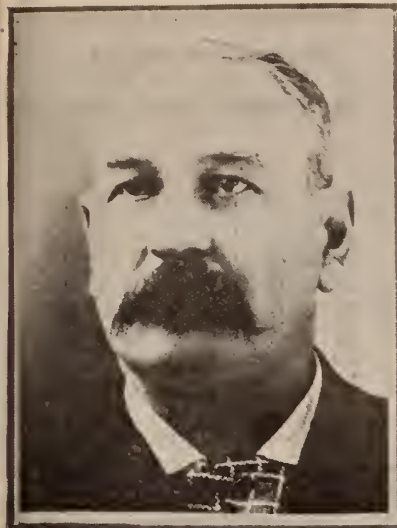
Easter Sunday which later developed into pneumonia. He was buried April 4, at 2.30 P. M. from the Presbyterian Church, Seymour, services being in charge of the Odd Fellows Lodge and Rev. J. W. Martin, Pastor of the Church.

The deceased is survived by Mrs. Mohr of Indianapolis, Mrs. StClair and James H. Lester of Seymour, and Daniel Lester of North Vernon, Ind. He was a member of the Masons, Odd Fellows, Modern Woodmen, Baltimore and Ohio Veterans, Eastern Star and Rebekah Lodges at Seymour.



The late Thomas H. Lester





Engineer R. S. Hollis, retired

In 1880 Mr. Hollis was promoted to engineer, which position he held until 1906, when, on account of a severe attack of muscular rheumatism he was unable to perform his duties and resigned from the service.

In 1901 Mr. Hollis purchased the stock of dry goods and groceries owned by Thomas W. Nine, and assisted by his two sons he is still handling this business. While he has passed the age of three score years and ten, he is still in good health, and says that so far as he can ascertain there is not a man in active service on the Baltimore and Ohio today, in his section, who was there in 1869, many of them having been called to the Great Beyond, and others living in retirement.

Mr. Hollis was a charter member of the first division of the Order of Railway Conductors organized in Piedmont in 1872. He joined Division 284 of the Brotherhood of Locomotive Engineers, Grafton, in February 1891. He also has the honor of wearing a fifty year veterans' jewel of gold given to him by the Sovereign Grand Lodge of the I. O. O. F.

Mr. Hollis lives in Rowlesburg and extends a cordial invitation to Veterans and other employees of the Baltimore and Ohio to visit him there.

## The Saxophone

**L**OVERS of the Saxophone—and, in fact, everyone interested in music—will be interested in a new booklet entitled "The Story of the Saxophone," published by the Buescher Band Instrument Company, Elkhart, Indiana.

The Saxophone is the most remarkable music instrument of the day. The ease with which it can be mastered, and the range and beauty of its tones, have made possible the tremendous success of such nationally famous orchestras as Paul Whiteman's Palais Royal Orchestra and Tom Brown's Clown Band.

The Saxophone has practically displaced string instruments in all the great popular recording orchestras of today.

This new booklet contains the origin and history of the Saxophone, tells you when to use the Saxophone—singly, in quartets, in sextets or in regular band; how to play from cello parts in orchestra and many other things of interest.

It will be sent free of charge to anyone on request to the Buescher Band Instrument Company, 8488 Buescher Block, Elkhart, Indiana.

## Careful Handling by These Engineers of Trains 1 and 4 Gave Comfort to Young Lady Seriously Ill

**A**N interesting instance of appreciation of good service has recently come to our attention. The invalid daughter of Mr. L. L. Loar, Clarksburg, W. Va. was brought to Baltimore on Train No. 4, November 15, 1922, and returned to her home on Train No. 1, February 21, 1923.

Train No. 4 was handled by Engineers W. I. Rowland, T. W. White, R. C. Pearell and W. Markey; Train No. 1 by Engineers C. T. Goodwin, J. A. Nixon, A. W. Stanhagen and J. R. Cabell. Mr. Loar wrote the following letter to each engineer.

"My daughter and I wish to express our sincere thanks for the service rendered in your effort to give us a smooth ride on our trip from Baltimore on the night of February 21, at which time we brought our invalid daughter from that city. You can not imagine how much this service was appreciated unless you have had at some time a similar experience.

"My daughter has been ill for a long time; she being in such a condition that a severe 'jar' meant pain, not only on the trip, but for many days after the journey was over.

"And with these thoughts in mind I desire to express our sincere appreciation. With kindest regards and best wishes, etc."

## Death of Nathaniel Dare Chesley

By H. D. Baker

Nathaniel Dare Chesley, who retired from active service on November 26, 1917, after having served the Baltimore and Ohio Railroad for forty-six years, died at his late home, 1705 W. Lafayette Ave., Baltimore, Md. on May 17.

Mr. Chesley was born in Baltimore, Md. on March 18, 1850. He received his education in the public schools and entered the service as a receiving clerk at Camden Station, September 15, 1871, from which position he was transferred to the Accounting Department—Auditor of Revenue—December 17, 1884 and promoted to head clerk in charge of Claim Checking Bureau, April 1, 1902.

In the separation of the Merchandise, Coal and Coke, and Passenger divisions, Mr. Chesley was retained in the Auditor of Revenue's office in charge of agents' cash remittances, which position he held until the time of his retirement.

Mr. Chesley was well respected and admired by his fellow men. Our sympathy is extended to the bereaved family.

## Death of F. P. Tunney

Francis P. Tunney, formerly employed as clerk, Car Foreman's Office, Locust Point, passed away at his home in Hampden, on April 28, after a brief illness of pneumonia.

Mr. Tunney was 38 years of age and had been employed by this company for seven and one-half years. He is survived by his wife and three children, Robert, five, Francis, three and Jacqueline, seven months. Mr. Tunney was well liked by all who knew him and the sympathy of the employees of the Baltimore Terminal is extended to his family.

## J. W. Schad, Master Mechanic

On May 1, J. W. Schad was appointed master mechanic, headquarters Connellsville, Pa., Vice J. F. Long, resigned, to accept service with another company.

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## California Trading Company

Dept. P-6. Terminal Bldg. Los Angeles, Cal.

## George H. Winslow Leaves Railroad "Y" Field

**S**UNDAY, April 15, was an epochal day in the history of the Terminal Railroad Young Men's Christian Association: a day which will stand out prominently in the minds of the membership of the association, for it marks the passing from the work of George H. Winslow, who has been secretary since the opening of the work in Union Station, November 17, 1907.

A special service was held in the rooms of the Terminal R. R. Y. M. C. A., in the nature of a farewell meeting, and many of the older members were present. Mr. J. L. Ferguson, of the Committee of Management of the Association, acted as chairman. A quartette from the Mt. Vernon Place M. E. Church rendered several selections. The meeting then took on the character of a testimonial to the retiring secretary, participated in by several, including Messrs. J. L. Ferguson, A. L. Pierce, T. J. Bridges, E. Kettle, of Danville, Va., and R. I. McCown, while on behalf of the staff of the association, presentation of a mahogany desk set was made by Assistant Secretary W. W. Tenney.

Mr. Winslow, having reached retirement age, is leaving Railroad Y. M. C. A. work, and will engage in business as secretary-treasurer of a newly organized firm.

Mr. Winslow's record is one of which any man might be proud. Born in the hills of the Old Bay State, his early life was spent in the vicinity of Springfield, Barre, Ware, and Gilbertville. On reaching manhood, he engaged in the woolen business, but after a time took up the work of the Young Men's Christian Association and entered the training school at Springfield, Mass., graduating in 1891.

Mr. Winslow is succeeded by Edward H. Goetz, a former member of the staff of the Terminal R. R. Y. M. C. A., who has been secretary at Gassaway, W. Va., on the Baltimore and Ohio during the past year.



## Our Ladies' Auxiliary

(Continued from page 53)

than that out of such a meeting there will arise much that will mean a great deal, not only to its participants but to every one coming into contact with them.

I have experienced this in my travels over the Baltimore and Ohio System and in every local that I have visited I have never felt that my visit was in vain. From the oldest to the youngest divisions on the System, wherever they are organized, that same spirit makes itself felt. And so it was on my visit to The Mary D. Garvey Auxiliary at McMechen, W. Va.

Accompanying our grand president, Mrs. F. M. Howard, from Newark, Ohio on April 30 for the purpose of assisting in the installation ceremonies on that date we were received at the meeting by as fine a bunch of ladies as it has been my pleasure to meet and there is certainly a fine spirit of cooperation and loyalty manifest at their meetings.

Such, however, has been my experience everywhere on the System. The wives of our veterans are such fine spirits that it is indeed a pleasure to meet them, and you meet them everywhere; Cincinnati; Staten Island, N. Y.; Newark, Ohio; Garrett, Ind. In all the states that this big Railroad of ours runs through our ladies are the same, always on the job to help the men and they do a good job of it.

We met in the K. of P. Hall with Mrs. Howard in the chair and with the assistance of our smiling and sociable Grand Vice President Mrs. J. M. Garvey and myself, the following officers were installed; Mrs. Ray Chamberlain, president; Mrs. E. Hick, vice president; Mrs. John Coxon, secretary; Mrs. Henry Schultz, treasurer; Mrs. J. W. Kettlewell, chaplain; Mrs. John Kerrigan, marshal; Mrs. Edward Emrick, outer guard. I was given the honorable position of marshal of the day.

The installation ceremonies were impressive and I have no doubt meant a great deal to those participating therein as well as those witnessing them. I recommend that each division that has not already installed their officers according to the plan outlined in the Constitution and By-laws avail itself of this privilege.

After the ceremonies many questions were brought up by those present which were ably handled and disposed of by our grand president to the satisfaction of all concerned.

Sisters Gandy, Bell and Emrick were the committee in charge of refreshments and they were indeed fine and splendidly served.

## Pensioners' Roll of Honor

(Continued from page 25)

age, and then went to work in a furniture factory. He was first employed by the Baltimore and Ohio in October, 1900 as laborer, being promoted to painter in 1906. Since that date Mr. Wilhelm occupied

positions as painter, laborer and locomotive cleaner until his recent retirement.

## Charles S. Colgate

Charles S. Colgate was born in Baltimore on January 30, 1857. He entered the service at Bayview on July 20, 1887 as laborer. In 1888 he was promoted to machinist's helper, and in 1895 to hostler. In 1896 he was appointed engine inspector, and later turntable man. Because of ill health he was placed in tool room in 1913, and held this position at the time of his recent retirement.

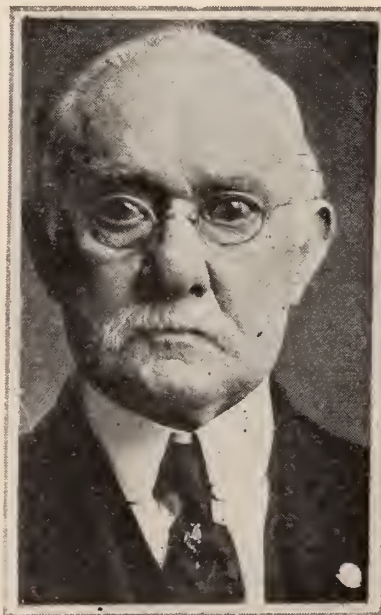
## John Heimal

John Heimal was born in 1855. He entered the service of the Baltimore and Ohio on July 21, 1891 as a laborer at Camden Station. In 1912 he was appointed porter and in 1914 transferred to Mount Royal as laborer, which position he held at the time of his recent retirement.

## James B. Liggett

Engineer James B. Liggett entered the service as a laborer in May 1883. He was born at Hopedale, Ohio, on October 10, 1857; his father was killed in an accident in March, 1869. In his youth, Mr. Liggett worked on a farm in summer and went to school during the winter months. In the fall of 1882 he was employed by the Pennsylvania in Dennison Car Shops, leaving their service on March 1, 1883 to accept employment with the C. L. and W. in a bridge gang. In July, 1889 he was promoted to fireman and on May 9, 1891 to engineer. He remained in the service when that company was taken over by the Baltimore and Ohio, and was in continuous service until his recent retirement.

Mr. Liggett was local chairman of the Brotherhood of Locomotive Engineers for 20 years, representing Lodge No. 551, and says: "No railroad could treat its employees fairer than does the Baltimore and Ohio."



Thomas Forrest

## Realm of the Riddle

(Continued from page 37)

No. 10: A Greek Cross is shaped like this:

```

      O O O
      O O O
      O O O
O O O O O O O O O
O O O O O O O O O
O O O O O O O O O
O O O O O O O O O
      O O O
      O O O
      O O O
  
```

The words read the same both horizontally or across and vertically or up and down. The words read the same both horizontally or across and vertically or up and down. Those of you who possess a copy of "Key to Puzzledom" will find this puzzle under Form No. 61, page 115.

No. 11: A Linkade is described in the "Key" as follows: A form of charade in which the last letter of the first part forms the first letter of the next part, and so on, as, first syllable, cant; second syllable, trip; whole word, cantrip.

When the answers to the puzzles in this issue are received I will be in a position to determine the winner of the New Standard Dictionary offered by Senior Vice-President Shriver. The name of the fortunate one will be announced in either the September or October issue. In arriving at the final conclusion I will consider not only the answers submitted but also the original puzzles contributed. There is still time to strengthen your position by sending in some new puzzles.

## Fifty-year Service Button to Thomas Forrest

MACHINIST THOMAS U. FORREST will shortly complete his fifty-fifth year of service with the Baltimore and Ohio. He first entered the employ on June 18, 1868, as an apprentice in the Iron Foundry, under William Cochran. Here he remained until 1876, when he was furloughed. In August, 1876, he was recalled to work in the Lumber Yard, where he remained until 1879. On January 1, 1880 he was transferred to the Iron Foundry.

He entered the Bridge Shop (now No. 3 Machine Shop, Mt. Clare) in October, 1882, where he has been continuously employed.

On February 24, 1923, Wilbur R. Galloway, Motive Power Department, presented to Mr. Forrest a veteran service button, for fifty years faithful service.

In talking over old times, Mr. Forrest recalls that when the first engine frame for the first rolling mill at Cumberland, was cast in the Iron Foundry at Mt. Clare, he threw a pail of water on Mr. Cochran, whose clothes had caught fire from the intense heat from the large quantity of metal required to pour the casting.

Mr. Forrest is a member of the Veterans' Association. He was formerly a staunch member of the Baltimore and Ohio Glee Club.



Riverside "Snappers" Challenge the System

THE Riverside "SNAPPERS", champions of the Baltimore and Ohio General Office League for 1921, have reorganized for the season of 1923 with the following players:

"Lefty" Burke, Ward, Thomas, Lippincott, Dorr, Warren, Haughey, MacMillen, Zimmerman, Miller, Wills, Lycett, Horner, Winkleman, Marshall and Snyder.

Geo. T. MacMillen, Office Superintendent Motive Power, is business manager of the team, with E. J. McGuiness, shop clerk, Riverside, as secretary and treasurer. F. O. Smith, machinist, Riverside, was elected as player manager.

Games are desired with teams composed of bona fide employes of the Company, particularly Brunswick, Green Spring, Cumberland and Washington, D. C.



Captain E. T. Burke, Riverside "Snappers"

Riverside "Snappers" Win

THE Riverside "SNAPPERS" Baseball Team, champions year 1921, defeated the Auditor Freight Claims team, champions 1922, at Clifton Park by score 14 to 8.

Elwell, Horner and Winkleman were the batteries for the "SNAPPERS," and Depish, Reister and Finn for the Auditors.

Double plays from Snyder to Elwell to Burke and from Thomas to Haughey, together with the heavy hitting of the "SNAPPERS" were the features of the game.

SCORE:—

	INNINGS									Tl
	1	2	3	4	5	6	7	8	9	
SNAPPERS .....	4	0	0	5	3	1	0	1		14
AUD'TR FR'T CLAIMS	0	0	3	2	0	0	2	1		8



Upper: Mount Clare "Paciffs." Front row, left to right: Southcomb, Smith, Anderson, MacMillen, Bergman, Eisenknocker and Mascot. Standing, left to right: Staylor, Cocoran, McCleary, Robinson, Tatum, Moxley, Williams, Huggins and Boland  
Lower: Riverside "Snappers." Front row, left to right: Lycett, Winkleman, Lippincott Zimmerman, Door and Haughey. Standing, left to right: MacMillen, Snyder, Horner, Miller, Smith, Kohlhoff and Burke



# Superintendent Hooper Tells Business Men and Railroaders about Rail Building Program

A NOTABLE address was that delivered by Superintendent S. U. Hooper at the Garrett City Hall on April 25.

Practically all local agents and division officers of the Chicago Division were in the audience as well as a large group of business men and other citizens.

Mr. Hooper, in a clear and convincing manner, explained to his audience some of the problems the railroads are facing at this time and he made an impression that will be far reaching in its influence. His address was of importance to every employe and citizen interested in the railroad situation. He told of the meeting held by President Willard in Baltimore on April 9, at which about 250 operating officers and agents were present. He also explained in detail the resolutions passed by the Association of Railway Executives in New York, a full copy of which appeared in the April MAGAZINE.

In concluding his address Mr. Hooper said: "When I mapped out the program for bringing our agents together at this meeting, I realized that I was going to talk very frankly to you as my own men. I realized that there would be nothing said which could not be laid before the shipper, business man or consignee in our little community. Consequently I took occasion, through the Chamber of Commerce, to invite our business men. They are our friends. We want their assistance and their cooperation in spreading the gospel as to what the Baltimore and Ohio is doing to meet conditions.

"I feel that as an operating officer, in charge of this territory, it devolves upon me to manifest as ably as I can the good citizenship and the good feeling for which our president stands."

On May 17, Superintendent Hooper spoke to the members of the Commercial

Club, in their club rooms, at North Baltimore, Ohio, taking as his text "The Program of the Railroads to Provide Adequate Transportation in 1923."

Mr. Hooper explained the program of the railroads as he did at the Garrett meeting, and also said that the Chicago Division handled in March of this year the largest business in its history. He explained fully conditions on the Baltimore and Ohio and what would be done to meet the business requirements.

Many other phases of railroad questions were discussed and local shippers questioned Mr. Hooper about matters which concerned them locally.

In the accompanying picture are:

Left to right, top row—D. W. Koons, Agent, Republic, O.; W. A. McKee, Special Representative Division Freight Office.

Second row—J. W. Fox, Agent, Hamler, O.; F. B. Thompson, Agent, Mark Centre, O.; H. E. Fox, Agent, Holgate, O.; J. P. Openlander, Agent, Sherwood, O.; C. F. Haver, Agent, Kimmell, Ind.; W. W. Aycock, Agent, Deshler, O.; C. A. Sander-son, Agent, Wellsboro, Ind.; V. L. Emigh, Agent, LaPaz, Ind.

Third row—J. H. Lower, Agent, Hicksville (Pensioned); H. B. Bonham, Agent, Indiana Harbor, Ind.; E. P. Leeper, Agent, Bremen, Ind.; O. C. Guiss, Agent, Nappanee, Ind.; H. L. Cordrey, Chief Clerk to Division Accountant, Garrett; E. A. Crow, Chief Clerk to Trainmasters, Garrett, Ind.; H. H. Alshouse, Agent, Cromwell, Ind.

Fourth row—J. W. Huffman, Agent, Auburn Junction, Ind.; H. E. Heller, Agent, Willard, O.; J. M. Roelke, Agent, Teagarden, Ind.; F. B. Messer, Agent, Galatea, O.; D. E. Sullivan, Division Freight Agent, Garrett, Ind.; F. W. Paden, Agent, North Baltimore, O.

Fifth row—W. P. Allman, Agent, Avilla, Ind.; T. J. Eiler, Agent, Hicksville, O.; H. A. Miller, Agent, Milford Junction, Ind.; W. F. Mensel, Agent, Albion, Ind.; L. D. Young, Agent, Walkerton, Ind.

Sixth row—F. F. Karns, Chief Clerk to Division Freight Agent, Garrett, Ind.; R. A. Jannasch, Agent, Willow Creek, Ind.; H. W. Buckholz, Agent, Syracuse, Ind.; A. R. Moore, Chief Dispatcher, Garrett, Ind.; W. J. Mulvihill, Supervising Agent; F. O. Bamforth, Chief Clerk to Superintendent, Garrett; D. Crawford, Assistant Train Master; A. D. Winner, Relief Agent.

Front row—F. M. Monroe, Agent, St. Joe, Ind.; I. A. Stine, M. D., Asst. Medical Examiner, Garrett; J. E. Fisher, Train Master; W. A. Funk, M. D., Medical Examiner, Garrett; S. U. Hooper, Superintendent; W. A. Clefford, Agent, Garrett, Ind.; A. A. Humphreys, Assistant Train Master; W. E. Frazier, Road Foreman of Engines; T. J. Rogers, Train Master.

## Want Games with the Best Teams on the System

By R. H. Bucy, Mount Clare

THE Mount Clare Freight Car Department All Stars have reorganized for the coming season and have been successful in securing some fast big league players, some of whom have been farmed out by well known clubs. They would like games with the best teams on the System.

Below are some of the players:

Staylor, formerly of the American Association; Souders, who cancelled his contract with the Newark Internationals; Bergman, Eastern Shore League; Williams, Blue Ridge last year; Mahaney, college player; Barber, American League, last year; Moran, Virginia League, last year; Robinson, college player; Creaghan, farmed out by Newark Internationals; Gaffney, had contract with Newark; Corcoran, college player; McCleary, semi-pro player; Really, semi-pro player; O'Malley, formerly played in Eastern Shore League; Calder, Blue Ridge League, last year.

The Club's organization is as follows:

President, J. F. Ford; Business Manager, H. A. Smith; Field Captain, A. T. Smith; Advertising Manager, R. H. Bucy.

Games may be arranged by writing to H. A. Smith, care of Car Foreman's Office, Mount Clare Shops, Baltimore, Md.



THEY ATTENDED THE GARRETT MEETING



## Determined Search Recovers Passenger's Stolen Money

*Steamship Passenger Agent Horton Proves Himself a "Go-Getter"*

ON November 26, 1921, Steamship Passenger Agent J. G. Horton met the S. S. "President Wilson" at Brooklyn, N. Y. Among the passengers were Vincent Pescosta and his sister, Angela (Swiss), en route to Milwaukee, to whom Mr. Horton sold an order for tickets via Baltimore and Ohio.

At the time, a public porter was standing nearby and asked if he could take the passengers to the station. He was told that he could not. However, while Mr. Horton was engaged with other passengers the porter took Pescosta and his sister away. Late that night, Mr. Horton found these two people wandering round the Hudson Terminal, New York, and asked what had happened to them.

Mr. Pescosta said that he had been taken off the pier by a porter, placed in a taxicab and charged all the money he possessed, \$147, for the privilege of entering the United States. He questioned the man as to his authority, and was shown a shield which convinced him his escort was an immigration officer. The taxi took them to an office in New York where he was told that the charge for admittance to the United States was \$57 per person and twenty dollars was refunded to him.

After hearing the story, Mr. Horton decided it was a case for the police, and placed it in their hands. However, no results being obtained, after a few days Mr. Pescosta and his sister left for Milwaukee.

Mr. Horton did not forget the case, and in March, 1923, he came across the trail of the porter, and after several interviews, secured the money of which the Baltimore and Ohio passengers had been robbed,



Isaac R. Lane, retired, and his grandson, who is a "Junior"

taking it to Milwaukee personally, and delivering it to Mr. Pescosta, who expressed high appreciation of the interest taken by the Baltimore and Ohio representative in securing the return of money he had long since concluded was lost.

J. G. Horton was born in Greenwich Village, New York, on October 10, 1887 and received his education in the public schools, graduating at the age of thirteen, when he entered the service of the White Star line as clerk, remaining in this position until 1913. He then entered the service of the New York, Ontario and Western Railroad as steamship passenger agent, and remained with them until the world war. In 1917 he volunteered for service in the Transportation Corps Engineers and was sent to France, being made sergeant in charge of 500 stevedores loading and unloading ammunition, etc., at St. Nazaire.

The work of which Mr. Horton had charge progressed with regularity and precision, and he was recommended for a commission as 1st Lieutenant, Engineers Corps, 1st Grand Division. He passed the necessary examinations and was about to proceed to General Pershing's headquarters when the Armistice was signed. Mr. Horton, after the Armistice, was retained in France looking after salvage work until April 21, 1919, when he was returned to the United States and discharged.

On his return to the United States, Mr. Horton secured a position with the Wilson Line, Hoboken, N. J. as chief delivery clerk, remaining with them two years, when he entered the service of the Baltimore and Ohio as steamship passenger agent, his duties including meeting passenger steamers from all parts of the world in connection with the solicitation of passenger traffic,

YOU CAN'T MAKE TIME OR  
MONEY STANDING STILL—  
NEITHER CAN CARS.

handling baggage, safeguarding foreign passengers, etc.

Mr. Horton has been warmly commended for his action in the case of the robbery of Mr. Pescosta and his sister, and for the interest he took in seeing that the money recovered was promptly delivered to its owner. Doubtless many friends have been made for the Baltimore and Ohio by his untiring search for the thief.

### Son of Isaac R. Lane Now a General

LIVING in retirement in Barnesville, Ohio, is Isaac R. Lane, 71 years of age. Mr. Lane first entered the service as a clerk at Barnesville, and for a number of years thereafter was agent at the same station. In 1910 he retired on a pension. Mr. Lane was well known and very popular with employes and patrons alike. Our photo shows Mr. Lane with his grandson, Isaac R. Lane, Jr., age 2.

During his term of service at Barnesville, Mr. Lane was assisted around the station for some time by his son Rufus H. Lane. In 1887 Rufus was appointed a midshipman at the Naval Academy, Annapolis, Md., since which time he has served the Government continuously, being attached to the U. S. Marine Corps. He has visited practically all parts of the world, and was present at the opening of the Kiel Canal, meeting the former Kaiser Wilhelm at that place. He was in the Philippines, and later on the staff of the Military Governor of San Domingo. He has recently been named Adjutant and Inspector of the Marine Corps with the rank of Brigadier General. A photo of General Lane is also shown on this page.



Brigadier General Rufus H. Lane, U. S. M. C.



Steamship Passenger Agent J. G. Horton



## Our Accounting Association Enjoys Holiday Visit to New York Properties

MEMORIAL DAY, 1923 has passed into the Great Beyond, but it will be remembered as a "red letter" day in the history of the Baltimore and Ohio Railroad Accounting Association.

Some time ago, F. F. Lollman, president of the association, conceived the idea that a trip to New York would be of great educational benefit to the members of the association, and finally on May 30, with the assistance of Vice Presidents Shriver and Galloway, Comptroller Ekin, Assistant to Vice President Sauerhammer, Manager Dining Car Department Baugh and other officers, this outing was under way.

At 7.30 a. m. a special train of four coaches and two dining cars left Camden station, carrying about 200 members of the Accounting Association. Among the officials on the train were J. F. Schutte, auditor freight claims; L. M. Grice, assistant auditor passenger receipts.

Comptroller Ekin accompanied his staff to Philadelphia, where he left the train to return to fill Baltimore engagements, accompanied by the hearty cheers of the association members and the strains of "Maryland, My Maryland." A telegram was received on line by President Lollman, from Vice President Shriver, regretting that previous engagements made it impossible for him to leave Baltimore, and wishing the members an enjoyable outing.

The trip by train was made via Philadelphia, Bound Brook and Jersey City. About 11.00 a. m. a buffet lunch was served under the direction of Inspector Sherman, Dining Car Department. During the trip, Mr. Lollman and his committee, J. W. Myers and J. M. Finn, were continually alert looking after the comfort of their members and guests. The trip was perfect in every way.

Arriving at Jersey City, the party marched to the dock, while Dr. George R. Shattuck took moving picture views of the parade, the steamer, etc. We were greeted here by Superintendent E. J. Hamner, Staten Island Lines, who accompanied the party on the river trip, pointing out places of interest and describing in detail the Baltimore and Ohio operations. The interest taken by Superintendent Hamner, Marine Superintendent English and Superintendent Floating Equipment Clark was highly appreciated and was largely responsible for the enjoyable hours spent on the water.

Leaving Jersey City, the steamer headed for Staten Island, passing Governor's Island, and on our right the Statue of Liberty, hand upraised in welcome, stood out in the bright sunlight.

After seeing the Baltimore and Ohio piers, Municipal Ferry piers, Tottenville

and other interesting points, at close range our steamer turned, retraced its course to the Battery and headed up the East River, passing under the famous Brooklyn, Williamsburg and Manhattan Bridges, and near the Baltimore and Ohio and other piers. On our right we saw the Brooklyn Navy Yard; fortunately two of Uncle Sam's fighting monsters were anchored there, affording us an excellent view of them in their new paint.

At Blackwell's Island we turned and retraced our way to the Battery, then up the North River, securing an excellent view at close range of the water front activities, Grant's Tomb, the New Jersey Palisades, the Speedway and many other points of interest. Returning from opposite 130th

Street, we reached Jersey City on Baltimore and Ohio standard, "On Time," at exactly 5.30 p. m. Ten minutes later everyone was aboard the special train and it had started for Baltimore, where we arrived at 10.00 p. m.

On the return trip a special dinner, prepared in Mr. Baugh's excellent style, was served to members of the party, and—after the hours spent on the water—was much appreciated.

The trip throughout was instructive and educational and gave many of our members an opportunity to realize more fully the magnitude of the Port of New York's facilities, and the part the Baltimore and Ohio has in them.

The officers of the Accounting Association are F. F. Lollman, president, J. A. Zimmerman, vice president, W. H. Orem, treasurer and J. M. Finn, secretary, and they are to be congratulated on the progressive ideas which prompted the trip, and the excellent arrangements made to take care of their members and guests.

## Engineer Bennington and Fireman James, Monongah Division, Are Coal Savers

*By Anna Mary Unks*

ON March 12, Engine 2272 in charge of Engineer T. D. Bennington and Fireman H. A. James was dispatched from Parkersburg in ballast train service to work in the vicinity of Eaton, and worked the entire week on a single tank of coal. This was done by having trackmen load old, discarded ties on tank and by burning them for fuel. Had they not been burned in the firebox they would have been destroyed or burned to get them out of the way. They also did this the following week, March 19 to the 25, inclusive.

Engineer Bennington entered the service of this Company on December 18, 1886 as brakeman, was transferred to fireman on December 18, 1887, promoted to freight engineer May 1, 1893 and to regular passenger engineer on May 1, 1903.

"Uncle Tom," as he is known to everyone on the Monongah Division, is just as good natured as his picture (see Grafton notes) shows him to be and his record as a passenger engineer, especially on Nos. 12 and 1 is enviable. Everybody on the branch knows and likes "Uncle Tom."

Fireman James entered the service on November 18, 1915 as a brakeman on the Ohio River Division, was transferred to Parkersburg Yard as brakeman and promoted to conductor on June 16, 1920, transferred to the Monongah Division on October 1, 1920, which position he has held ever since. James, while not having as much experience as some fireman on the Branch, is considered one of the best firemen we have, especially when it is remembered that he was furloughed for about 20 months in 1921 and 1922.

## President Willard Addresses Parkers- burg Chamber of Commerce

*By Charlotte Marlowe*

PARKERSBURG was particularly fortunate in having our president, Daniel Willard, visit the city on May 3, when he came at the request of the Parkersburg Board of Commerce, as speaker at their monthly forum dinner.

Mr. Willard's special arrived at the Sixth Street passenger station at four p. m. He was accompanied by C. W. Galloway, vice-president; Earl Stimson, chief engineer Maintenance; E. G. Lane, engineer,

Maintenance of Way; Golder Shumate, general freight traffic manager; J. M. Scott, general superintendent; and H. H. Marsh, general freight agent.

Mr. Willard's special was met at the station by Superintendent Gorsuch and his staff, and a delegation of prominent Parkersburg citizens. The party was taken for an automobile ride around the city, viewing our recently established industries, South Side, the Country Club, new High School and other points of



interest. Mr. Willard expressed himself as well pleased with the industrial development here, and also with the beauty of Parkersburg as a residential town. After the auto ride the party repaired to Trinity Chapel where the forum dinner was served to a large audience of Parkersburg business

men and their wives. The place was crowded, and the audience would have been at least double had there been room to seat them. As "Bill" Kennedy, chairman of the Board of Commerce, remarked, every man, woman and child in Parkersburg wanted to hear Daniel Willard talk. The

subject of Mr. Willard's talk was a general discussion of the transportation conditions and the problems and difficulties of the carriers.

The meeting was to have been closed promptly at 7.50 but at that time Mr. Willard was asked to continue his talk,



#### ACCOUNTING ASSOCIATION INSPECTS NEW YORK HARBOR FACILITIES

Upper left: Officers of the Association, left to right—J. M. Finn, secretary; J. A. Zimmerman, vice president; W. H. Oren, treasurer; F. F. Lollman, president. Upper right: Comptroller Ekin smiles appreciation of the hearty good byes at Philadelphia. Second row, left; Grant's Tomb from the North River. Right; A group of members of the Association including G. F. Creswell, C. G. Schindhelm, H. Lenard, J. W. Myers and others. Third row, left; In the bow of the Crescent, left to right; E. K. Kloman, T. H. Feal, R. E. Mitchell, C. A. Rausch, W. B. Biggs, E. J. Hamner, J. F. Schutte, L. M. Grice, A. G. Hanauer, J. A. Hickman, C. A. Schultz, C. G. Schindhelm; seated in centre left, F. W. Nelson and W. Dudder. Right; Liberty welcomes the Association. Lower left; J. W. Sweitzer, A. C. Bowersox, T. H. Seal and G. W. Seabold. Right; J. W. Sweitzer, F. Thomas, J. T. Malony, H. C. Elphinstone, S. B. Muller, B. F. Gallery, George Pritchard and C. B. Lewis.



which he did for an hour and a half, and he was given the closest attention.

After his speech, Major Peterkin, on behalf of the City of Parkersburg, thanked Mr. Willard for the valuable information which he had given on the railroad situation. We have since heard a great many of our citizens remark on how much they enjoyed Mr. Willard's talk, and that it has resulted in a clearer understanding of the difficulties under which the railroads are laboring, and so far as the public of Parkersburg is concerned, there is a warmer feeling not only for the Baltimore and Ohio, but the railroads in general, and a clearer understanding of the railroad industry and what is necessary, not only on the part of the railroads, but the public, in order properly to handle the immense and growing traffic of this country.

Mr. Willard made a "ten-strike hit" with the Parkersburg people, when, during the course of his remarks, he intimated

that if Congress could be prevailed upon to let the Transportation Act alone, and permit the railroads to adjust themselves to the present laws, he felt, so far as the Baltimore and Ohio was concerned, that he could promise to bring about many of the improvements which our patrons desired, and which the Management feels are badly needed, including a new passenger station for Parkersburg. As the word "Parkersburg" dropped from Mr. Willard's lips the audience burst forth into long and continued applause, and for a short time Mr. Willard could have had anything within reason that he wanted at Parkersburg.

The special remained at Parkersburg over night. The next morning Mr. Willard made an inspection of the passenger stations and freight house, and left for Huntington at nine a. m., taking with him the best wishes and highest regard of the citizens of our city.

## A Fine Compliment for Conductor G. W. Taylor

THE accompanying photo is of Conductor G. W. Taylor, Train 41, Philadelphia and Singery. Mr. Taylor is one of our "old timers" and a firm believer in our slogan that "Courtesy Pays." That it does is proven by the following letter, recently received in our office from Business Administrator A. G. Wilkinson, University of Delaware, Newark, Del.:

"I have been much interested in having the opportunity to read your MAGAZINE, which has been handed to me through the courtesy of your Agent Miller, Wilmington.

"Your slogan 'Stop That Leak' is very commendable and conveys to the outside man the idea that your Company realizes that the success of the road depends largely upon its employees.

"I would like to take this opportunity to say a word in commendation of Conductor 'Captain' Taylor on your Train No. 41 running from Philadelphia to Singery. This train might well be termed the 'University Special,' because it carries a number of officials and students daily from Wilmington to Newark, bound for the University of Delaware.

"Much is said of the discomforts of commuting, but I assure you Captain Taylor does all in his power to make it a pleasure. As the train draws into the station, everyone is greeted with his genial smile and morning greeting, and after traveling a little on this train one feels that he has become a member of the family.

"It is very interesting to watch Captain Taylor as he passes from one to another, showing his personal interest in everyone, and also to note his anxiety and endeavor to get there 'ON TIME.'

"It gives me pleasure, therefore, to say this word in commendation of a man 'who is on the job,' whose slogan is 'The Public be Pleased' and which must surely result in 'Stopping a Leak.'"

### Relief Department Watches Employees' Interests

IN a recent letter to the superintendent, Relief Department, Fireman Wesley R. Thompson, Parkersburg, W. Va. says:—

"I wish to thank you for calling my attention to the fact that in case my dwelling was destroyed I would suffer a heavy loss. It is encouraging to know that you have the interest of your members at heart as well as the interest of your Department, and I appreciate very much your interest in my welfare."



Conductor G. W. Taylor

## Labor Banks

ONE of the constructive movements undertaken by labor is the establishment of a number of what are called "labor banks"—banks in which the capital is furnished nearly altogether by labor associations. The movement started in 1920, when the Brotherhood of Locomotive Engineers' Co-operative National Bank was established in Cleveland. This was organized by the Locomotive Brotherhood, as indicated in the name, has \$1,000,000 capital stock, and, according to the Department of Labor, which has compiled statistics of these banks, has a reserve of \$15,547,402. This bank is reported to have been quite successful. It paid one per cent. extra interest on deposits last year.

The International Association of Machinists, in the same year, 1920, established the Mount Vernon Savings Bank, Washington, D. C., with a capital of \$160,000. This bank has a reserve of \$2,689,182. The Brotherhood of Locomotive Engineers has been the most active in this movement to organize labor banks. In 1921 they established the People's Co-operative State Bank, with \$50,000 capital and \$250,000 reserve. The Brotherhood has bought an interest, said to be a controlling one, in the Empire Trust Co. of this city, which has a capital and surplus of \$4,584,000, and deposits of \$47,049,000.

In 1922 seven labor banks were organized in the following places: Chicago, Philadelphia, San Bernardino, Cal., Tucson, Ariz., Birmingham, Ala., Three Forks, Mont., and Spokane, Wash. Twelve labor banks have been projected this year and some of them are already in operation. The aggregate of capital, so far as stated, amounts to over \$4,000,000. The Index, published monthly by the New York Trust Company, says of this movement:

"The professed motive back of the formation of these banks is 'to give labor control of its own funds.' Among bankers, the disposition is to approve these experiments on the ground that the greater responsibilities labor assumes and the more experience it gains, the greater will be its understanding of business and banking problems. As to the success of labor banks, this obviously will be determined by the kind of management applied to them; they will succeed or fail for the same reasons that produce success or failure among all financial institutions."

The Brotherhood of Locomotive Engineers is the most constructive and advanced of all the labor unions, and it is encouraging to see their thrifty example being followed so widely. When labor or labor leaders understand the economics of business, they will become a part of the business machine in favor of sound, sane laws and procedures, and against the high-handed and destructive formulas of the various blocs and reactionary elements in politics.

—The Bache Review, New York.



# Successful Radio Experiments on Moving Trains, on St. Louis Division

By T. J. Murphy,

Chief Clerk, Office of Superintendent Transportation, Cincinnati

TO W. A. RADSPINNER, special engineer, General Manager's Office, Cincinnati, our readers are indebted for the following story of the successful radio experiment on a moving train. A photograph taken on this trip of Mr. Radspinner and City Passenger Agent Dickison is also shown.

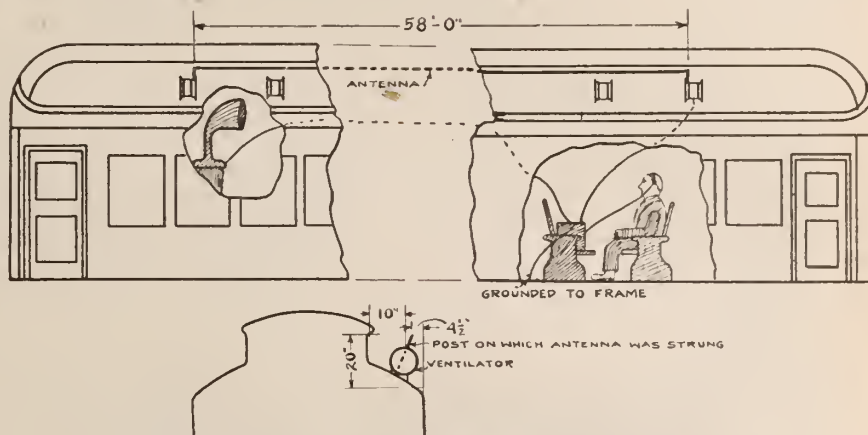
The application of radio as a means of communication between a moving train and a fixed station or dispatching point, has been proved to be possible a number of times. The first public experimental trip on our St. Louis Division, between Louisville and Cincinnati, was made on April 25, on trains Nos. 57 and 58.

Crosley Model X receiver, taken from stock and without any extra equipment, was used. It consists of one-stage of tuned radio frequency amplification, detector and two stages of audio frequency amplification. A Western Electric 7A amplifier and horn supplied the necessary volume to the incoming broadcast music. The antenna, as shown on sketch, was strung along the roof of the regulation day-coach which is part of the equipment of Baltimore and Ohio trains. The set and loud speaker were placed on a seat in the forward end of the car. Passengers were permitted to witness the special test.

Representatives of newspaper services, photographers and mechanical, electrical and radio engineers, as well as officials of the Crosley Company and the Baltimore and Ohio Railroad, were present for the interesting experiment.

Special musical programs were furnished from radio stations WLW, Cincinnati, and WHAZ, Louisville, from 8.00 a. m. until the train arrived at Louisville.

The reception of broadcast concerts, market reports and items of current interest, is particularly interesting to the traveling public who are obliged to be away from



Sketch showing Antenna on car No. 5202 used in test on Baltimore and Ohio Trains 57 and 58 between Cincinnati and Louisville, April 25, 1923

their offices and homes on lengthy trips. The tremendous potentialities presented by this channel of communication are difficult to appreciate fully.

Many difficulties had to be met in the reception and amplifying of broadcast concerts. First, there was the motor generator which supplies electric power for the electric lights and gives forth a sound similar to a

"hum" and then, the test was made in an all-steel car, which, on account of relative impenetrability, has a tendency to shield out the radio waves.

Russell E. Barnhart now  
D. F. A. at Parkersburg

ANNOUNCEMENT is made by the Traffic Department of the appointment of Russell E. Barnhart to the position of division freight agent, Parkersburg, W. Va., vice F. H. Fowler, promoted.

Mr. Barnhart was born on April 6, 1879. He was educated in the Public School and at Heidelberg University, Tiffin, Ohio. His first railroad service with the Baltimore

and Ohio was as chief clerk, Freight Office North Baltimore, Ohio, June 17, 1903; he being formerly employed by the Big Four.

From 1904 to 1917 Mr. Barnhart held various positions such as joint agent, agent and yardmaster, and freight and ticket agent. In 1917 he was appointed commercial freight agent at Huntington, W. Va., which position he held at the time of his recent promotion.

Happy because He Owns a  
Home

Cumberland, Md., June 7, 1923

Mr. W. J. Dudley  
Supt. Relief Department  
Baltimore, Md.

Dear Sir:

This will acknowledge receipt of your letter dated June 2nd, also ticket of the Clerk of the Court, showing that mortgage given by me to secure loan has been released of record.

I wish to express my appreciation of the manner in which your department has helped me. It does, indeed, make me happy to know that I own my home, and this accomplished only through the easy plan offered by the "Loan Feature" of the Relief Department.

Yours very truly,  
(Signed) PAUL L. LEE,

Boilermaker Helper



Special Engineer W. A. Radspinner and City Passenger Agent Dickison, Cincinnati, experimenting in the use of "Radio" on moving trains, between Cincinnati and Louisville



## Golf and Golf Clubs

THE golf season is on. Business men are putting on their short pants once again. Wives are kissing their husbands good-bye for the summer, the country club lockers once more resound with arguments over fair prices for Scotch, and from hill and dale come the sounds of peerless prevaricators lying about their scores.

Golf is the only game in the world at which a man can get worse the longer he plays.

It is played with a ball, some woolen stockings, a half dozen sticks, a set of excuses, an irrepressible thirst, and an utter disregard for truth and veracity.

In the words of George Jean Nathan, golf is "a little onion pursued by a big one." A number of little pills chased by a lot of big pills. One egg after another.

A golf ball is several ounces of gutta-percha rolled into the only form in which it will bring from seventy-five cents to a dollar and a half from a man in his right senses.

This idea is to smack the ball full amidships with a club and see how far it will go without further assistance. One of these balls can be sent from Los Angeles to New York by parcel post for less than a dime, but it costs the average golfer from 25 to 30 dollars to send one around an eighteen-hole golf course.

These balls do not care much for the game and have an incurable tendency to hide. They love the brush, but hate the

great wide open spaces. Every time one of 'em hides successfully it sets the owner back a dollar.

A golf ball that could sell for ten cents was put on the market last year, but it proved very unpopular, due to the fact it made it possible for a man to play golf and still buy food and lodging for his wife and children.

Golf to be good must be prohibitive. The minute you make it cheap you throw it open to a class of people who may come in and play really well in long pants, a flannel shirt and derby hat.

The hardest thing about golf is the dues. The dues at the average club run higher than most of the scores, which is higher than you have any idea.

The next hardest thing about golf is the membership committee. Nobody is taken into a golf club who can easily be kept out. When you put in an application for election to a golf club the membership committee gets the idea you are running for president. It delves into your life and family history way back to the time your wife's aunt's great grandmother's sister Sarah ran away with the beer wagon driver.

This elopement will keep you out. If Sarah had run off with a Scotch whiskey drummer it would have been all right.

It takes about seven years to get by the golf club membership committee although six is considered par.

Warts will keep you out of the ultra smart country clubs. So will salt rheum, rickets, mastoids, boils, chilblains or a cast in

either eye. Buck teeth, prominent ears, bunions and loss of thirst will also render you non plus pluribus unum and pate de foie gras.

You can't pass the membership committee of a golf club if you stutter. Once you get in, however, they expect you to stutter.

## Engineer L. B. Hart, Chicago Division, Enjoys His Home Bought through the Relief Department

THE accompanying photo is of Engineer L. B. Hart, Garrett, Ind., and his home, bought through the Relief Department.

The photo was taken on May 9, and is a novel one, in that it shows Engineer Hart's garden with fruit trees in blossom and snow on the ground. We are glad to know that the fruit did not suffer serious damage in the snow storm.

Engineer Hart has been in the service many years, and in a recent letter says; "I think every employe of the Baltimore and Ohio should have a good home, especially as it is so easy to buy one with the assistance of the Loan Feature, Relief Department. The enclosed photo shows how I can smile when I think of how I built and paid for this home through the Loan Feature."



Engineer L. B. Hart, Chicago Division, smiles as he looks at his home built through the assistance of the Relief Department. While snow is on the ground, the fruit trees are in blossom





ASLEEP OR AWAKE—Your watch **MUST BE** adjusted to keep accurate time regardless of the position in which it is placed.

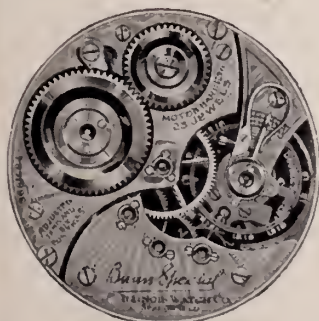
# The Bunn Special and The Sangamo Special

ADJUSTED to 6 POSITIONS

AMERICA'S HIGHEST GRADE  
RAILROAD WATCHES

ILLINOIS WATCH COMPANY  
SPRINGFIELD, ILLINOIS

Write  
for Circular



Dial up



Dial down



12 up



3 up



9 up



6 up

Please mention our magazine when writing advertisers



# How You Can Make From \$50 to \$200 a Week

The amazing story of E. A. Sweet, who suddenly found that he was worth \$1,000 a month

*This is the story of E. A. Sweet, of Michigan—as he told it to us—the story of a man whose income suddenly jumped to more than a thousand dollars a month. It is worth reading, for it tells exactly how anyone can do the same as Mr. Sweet did and equal his success.*

**F**OR a good many years I worked for a salary. I was an electrical engineer, making from \$150 to \$300 a month. Like almost every other man who works for a salary, I was dissatisfied, for I felt every day that if I were only working for myself instead of someone else I would make more money. It wasn't only that, either. I just didn't like the idea of having someone to boss me—someone else to tell me how much I was worth—to hire me or fire me just as he pleased.

"How did anybody know what I was worth? How did I know? I didn't and that is what worried me. I wanted to know. Maybe I was worth five, ten or even twenty times as much as I had been getting. In other words, after a good many years of hard work with a certain measure of success I came to the conclusion that I was getting nowhere and that it was high time for me to do something on my own hook if I ever wanted to be more than just somebody's employee.

"That was only a few months ago. To-day I am making more money than I ever dreamed of making. I am my own boss, and last month my net profit was more than \$1,200.

"This is how it happened. One day I read an advertisement in a magazine. The advertisement said that any man could make from \$100 to \$300 a month during his spare time, or that he could make \$200 a week if he only had the necessary ambition.

"It was only natural that I should hesitate a bit before answering this advertisement. It seemed almost too good to be true. Frankly, I doubted whether it was possible. But I thought to myself that certainly there could be no harm in writing, so I clipped out the coupon and mailed it.

"I realize to-day that mailing that coupon was the most important thing I ever did. All that I have to-day—all the success that I have earned—is due to that one little act of mine.

"My work has been pleasant and easy. I am the representative in this territory for a manufacturer of raincoats. This manufacturer sent me a little eight-page booklet that tells any man or woman just what it told me. It offers to any one the same opportunity that was offered to me. It will give to any one the same success that it has brought to me.

"This raincoat manufacturer is the Comer Manufacturing Company, of Dayton, Ohio, one of the largest manufacturers of high-grade raincoats in America. These coats are nationally advertised, but they are not sold through stores. All that I do is to take orders. I do not have to buy a stock of coats. And the beauty of the proposition is that I get my profit the same day that the order is taken.

"The little eight-page booklet which the Company will send to you will tell you exactly how you can do as I have done. It will tell you how to get started right in your own territory, and will tell you where to go, what to say, and give you all the information you will ever need.

"In my first month as a Comer representative I made \$243. That was a start, but it was only a start. My second month netted me \$600, and last month I hit the bull's-eye with a net profit of more than \$1,200 for my thirty days' work.

"One year ago my life was limited to a \$200 a month income. I worked eight hours a day. To-day my income is from \$600 to \$1,200 a month and I work four hours a day. A year ago I was not sure of my position. To-day I am the sole owner of my own business. I still consider myself a greenhorn and I expect my profits to grow just as much in the future as they have grown so far."

\* \* \* \* \*

If you are interested in increasing your income and can devote all your time or only an hour or so a day to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, O. This is their special offer. They will send you, without any preliminary correspondence or red tape, a complete selling outfit with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now, and in less than a week you can be making more money than you ever believed possible.

**MAIL THIS COUPON AT ONCE**

THE COMER MFG. CO.,  
Dept. SX-67, Dayton, Ohio.

I am ready to start as a Comer representative if you can show me how I can make from \$50 to \$200 a week. Please send me, without any expense or obligation to me, complete outfit and instructions.

Name .....

Address .....

(Print or write plainly)

Please mention our magazine when writing advertisers



E. A. SWEET



# Baltimore and Ohio Magazine

A black and white photograph of the Ohio Statehouse dome, which is the central focus of the upper half of the image. The dome is large and ornate, with a series of windows around its base. Above the dome is a smaller, tiered structure topped with a statue. In the foreground, a steam locomotive is pulling a train across a stone bridge. The bridge has multiple arches and is made of rough-hewn stone. The locomotive is emitting a large plume of white steam that partially obscures the lower part of the dome and the bridge. The background is a dark, solid color, making the white steam and the light-colored dome stand out.

July  
1923

*The Capitol Limited*





*"12 UP"*

The greater part of the time your watch is running in approximately this position; it is therefore of vital importance that your watch be so adjusted.

## *The Bunn Special*

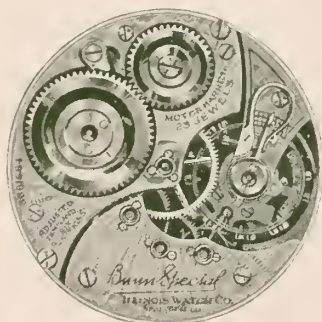
THE PERFECTED RAILROAD WATCH

ADJUSTED *to* 6 POSITIONS

Insist on getting a fully adjusted watch; one that has passed the test of accuracy in *all* positions.

*Write for Circular*

ILLINOIS WATCH COMPANY, SPRINGFIELD, ILLINOIS



Dial up



Dial down



3 up



9 up



*Please mention our magazine when writing advertisers*





THE CAPITOL LIMITED

## Buy Your Watch from the Official Watch Inspectors



"HAMILTON," 21 Jewel  
Guaranteed to pass inspection  
20-Year Guaranteed Case

\$58.50

Pay on the "KATZ Liberal Credit Plan"



"ILLINOIS," 19 Jewel BUNX  
Guaranteed to pass inspection  
20-Year Guaranteed Case

\$52.50

Pay on the "Katz Liberal Credit Plan"

S. and N. KATZ WATCHES are guaranteed to pass inspection. The watch you choose from us is 100% perfect when it leaves one of our stores, but that is not where our responsibility ends. If at any time one of our watches should fail, do not hesitate about bringing it back. You can rest assured that we will give complete satisfaction.

Another thing about our service is that we make the paying part easy. Step into one of our four stores and talk things over or let us send you one of these watches on approval. Watches or any article in any of our stores can be bought on the "KATZ Liberal Credit Plan."

*Official Baltimore and Ohio Railroad  
Watch Inspectors*

# S. and N. Katz

Jewelers and Silversmiths

105-107 N. Charles St.

Eastern Ave. and Third St. Roland Ave. and 36th St.  
Light and Cross Sts.

BALTIMORE, MD.

*Out-of-Town Accounts Welcomed.*



# Baltimore and Ohio Magazine

Volume XI

Baltimore, July, 1923

Number 3

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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.





# The OLD HOMESTEAD DAIRY

PURE MILK *from farms*  
along the Old Main Line



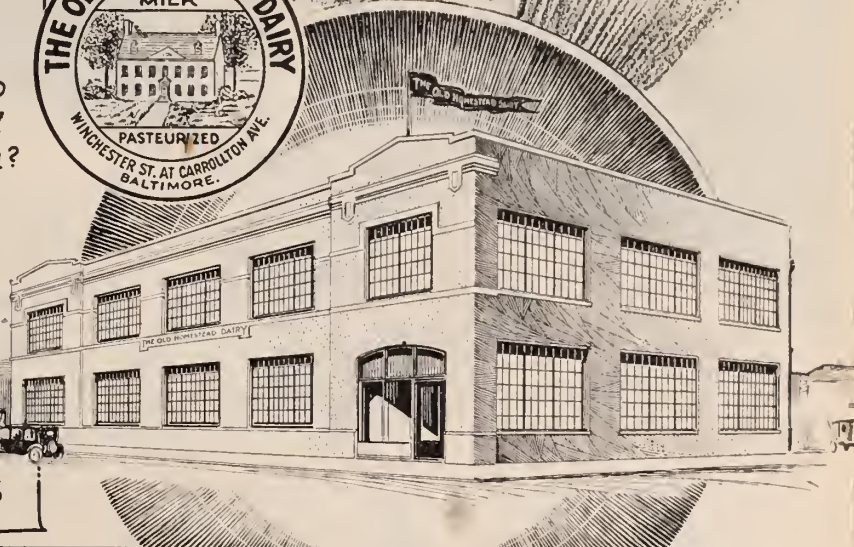
—Via—  
Baltimore and Ohio  
Refrigerator Cars  
direct to our New Dairy  
—and You—

Hundreds of *Baltimore and Ohio*  
Employees are enjoying Old  
Homestead Milk. Why not You?

A post card or telephone call  
will bring our wagon to your door.

**Old Homestead Dairy**  
Pasteurized Cream, Milk & Buttermilk.

Winchester Street at Carrollton Avenue  
BALTIMORE, MARYLAND



Telephone Madison 9303

## RELAY APARTMENT FOR RENT

### Four Rooms, Bath, Pantry and Kitchen

On beautiful Rolling Road just five minutes walk from both Relay and St. Denis Stations. Lawn, trees and spacious porch. Sixty dollars a month rent includes heat. Inquire Magazine Office, Mt. Royal Station, Baltimore.

## Checking Up

One morning a negro sauntered into the office of a white friend. "Good mawnin', Mr. Withrow. Kin I use yo' phone a minute?" he asked.

"Why, certainly, Sam."

Sam called his number, and after a few minutes' wait, said, "Is this Mrs. White-side? Well, I seen in de papeh where you-all wanted a good culled man. Is you still wantin' one? Then the man youse got is puffedly satisfactory, and you doesn't connemplate makin' no change soon? All right ma'am. Good-bye."

Mr. Withrow called to Sam as he left the phone, "Now that's too bad, Sam, that the place is filled."

"Oh, dat's all right, Mr. Withrow, I'se de nigger what's got de job, but I'se jest a wantin' to check up."—*Judge*

Said the newly arrived missionary to King Oola Boola of the Cannibal Isles: "I have come among you as a missionary, ready to serve."

Said King Oola Boola, who was accounted something of a wag, as he surveyed the lanky figure: "No, you're not ready to serve—not yet."—*Legion Weekly*

## A Boomerang

The husband, who had a great habit of teasing his wife, was out driving in the country with her, when they met a farmer driving a span of mules. Just as they were about to pass the farmer's rig the mules turned their heads toward the auto and brayed vociferously.

Turning to his wife, the husband cuttingly remarked, "Relatives of yours, I suppose?"

"Yes," said his wife sweetly, "by marriage."—*Exchange*

## RELAY, MARYLAND

### Three Building Lots for Sale Very Cheap to Quick Purchaser

Five hundred yards from the Baltimore and Ohio Railroad. Large oak shade trees and spacious lawn. Lots are as follows: 50'x200', 60'x300' and 70'x400'. For further information apply to Robert G. Merrick, The Mortgage Company of Maryland, 22 St. Paul Street, Baltimore, Maryland (Plaza 1486).

## Some Science

Paul Rader, pastor of Moody's church, has a brother, who, before entering the ministry, was a high grade chemist and scientific authority. Some time after he had entered the ministry he was met by an old friend and brother scientist, who said: "So you have gone into the preaching game, have you? How do you, as a scientific man, get by some of the stuff you have to preach, as for instance, putting the camel through the needle's eye?"

"Well," replied Mr. Rader, "it would occur to me that if Tom Edison can make a whole brass band dance on the point of a needle, the Lord ought to be able to get a camel through the eye, but if you ask me, as a scientific man, what I would do, I would dissolve the camel in nitric acid and squirt him through!"—*C. & O. Employ's Magazine*

## Service Always

Old Lady—"Oh, cond uctor, stop the train, my wig blew off."

Conductor—"Never mind, madam, there's a switch this side of the next station."

—*Santa Fe Magazine*

First Cannibal—Our chief had hay fever.

Second Cannibal—What brought it on?

First Cannibal—He ate a grass widow.  
—*Journal American Medical Assn.*

BALTIMORE

**THE**  
**SOUTHERN**  
**BALTIMORE'S**  
**NEWEST AND**  
**MOST MODERN**  
**HOTEL**

BALTIMORE

Please mention our magazine when writing advertisers



# Prides of The Baltimore and Ohio—No. 6

## An Oblioing "Red Cap"



Ah's jest de "red cap" portah,  
but Ah minds mah p's an' q's;  
To he'p yo' wid yo' luggage,  
Ma'am, Ah nebber does refuse;  
Ah lifts yo' parcels keerfully an'  
sets 'em on de rack,  
I he'ps you wid yo' childerns, too—  
folks say Ah's got de knack.

An' if you needs mah services to  
tell yo' where to go,  
Ah's glad to tell yo' where to  
find yo' hotel or de show.  
An' whether folks is rich or po',  
de weather cold or hot,  
Ah does mah duty wid a grin—  
an' folks fergits me not!





# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, JULY, 1923

NUMBER 3

## The Service Supplied the Railroad by the Banker

*By DANIEL WILLARD, President*

WHEN I received the invitation from your President to address your Association at its Annual Meeting in Woodstock this year, I felt an immediate desire to accept, partly so, I think, because it meant a trip back to Woodstock, which is not only one of the most beautiful villages in Vermont, but is also a place where I spent many happy days in my boyhood. In addition to the reason just mentioned, I also realized that the invitation afforded me an opportunity to meet many old friends and acquaintances, and I was glad to come.

Your President intimated in his invitation that you would like to have me discuss the railroad situation, and naturally that subject also appeals to me.

The Baltimore and Ohio Company, of which I am President, like all other railroads, is a large borrower of money, and when in need of additional funds we turn at once to our bankers, and I am glad to testify in definite and unrestrained terms to the valuable service which the banker performs.

It might be well at the beginning of my remarks to consider some of the points of contact—some features of the relationship which exists between the railroads, as a whole, and the banking and other large financial institutions. According to the most recent report of the Interstate Commerce Commission the aggregate railway capital, as shown by the books of the companies as of December 31, 1921, was roundly \$20,938,000,000. Of this large amount \$17,635,000,000 was in the hands of the general public. Of the securities held by the public, roundly

The service performed by Bankers for the Railroads is not generally understood, and not infrequently there have appeared in various publications misleading statements and loose talk concerning the so-called "domination of the Railroads by Wall Street." It is, therefore, a privilege to be able to present to the readers of our MAGAZINE a portion of an address delivered by President Willard before the Northern Bankers' Association at Woodstock, Vermont, May 18, 1923, in which he describes the real service which the banker supplies to the Railroad.

The portion of the address which we are not reprinting dealt largely with certain features of the Transportation Act of 1920, which have already been covered in the MAGAZINE from time to time.

\$10,800,000,000 consisted of bonds or obligations supported by some sort of lien on the property, and \$6,800,000,000 or 38 per cent. of the total, consisted of capital stock. I am told that about 16 per cent. of the funded indebtedness of the railroads, or roundly \$1,715,000,000, is held by banks and trust companies, nearly \$900,000,000 or more than one-half of such securities being held by savings banks. It also appears that about \$1,770,000,000, par value, or over 16 per cent. of railway bonds and similar securities are held by life insurance companies. When we recall that there are about 70,000,000 life insurance policies outstanding in the United States and 20,000,000 depositors in savings banks, it is clear that a large number of people have a very definite, although indirect, interest in the security and integrity of railroad investments such as I am discussing. While the savings banks and life insurance companies together hold about one-third of the total outstanding railroad bonds, the remaining two-thirds are held by a large number of individuals and in-

stitutions whose interest in the stability of such securities is direct as well as personal. It is, therefore, of vital interest to a very large number of individuals that the railroads should be able to maintain regular interest payments, and there should be no feeling of doubt concerning the ability of the carriers ultimately to meet the principal of their obligations at maturity.

Later in my discussion I shall refer in some detail to the Transportation Act, which contains a rule for rate making designed for the purpose of sustaining railroad credit, but before taking up that phase

of the problem I wish to say a few words more concerning the intimate relationship between the railroads and the banks.

The Baltimore and Ohio Company, during the last thirteen years, has raised about \$240,000,000 of new capital by the sale of its corporate securities. I am confident that it would have been difficult, if not impossible, for the Company to have obtained that large amount of money, as and when needed, except through our regular banking agents in the city of New York. We would have been glad to sell our securities direct to the people living along our line of road, who might be supposed to be interested in the property and who perhaps might also be expected to have confidence in its management, but first of all the railroad company had no organization for carrying on a transaction of that kind, and the investment field that I have just referred to would have been altogether too limited. Our bankers, however, with their large list of correspondents and with their well established reputation as safe financial advisors, were



always able to tell us the kind of a security which in their opinion would be most acceptable to the buyer at a particular time, as well as the basis upon which it could probably be sold, and we felt that their well considered judgment concerning such matters was much better than our own. For such services as the banker rendered of the kind I have mentioned, among others, he was justly entitled to a fair compensation, and I have the very definite feeling that the commissions and payments which were made for such services were well earned and more than justified. Undoubtedly other banking institutions of similar reputation and credit might have done equally as well. I doubt, however, if anyone could or would have done better. My point is that without the aid of some such agency it would have cost the Baltimore and Ohio Company a great deal more than it did cost to obtain the new capital required for additional facilities, assuming, which I doubt very much, that we would have been able to obtain it at all, or at the time when needed.

Now, the kind of service which I have just been referring to is to be found in its fullest development at the present time in only one place in our country, and I refer, of course, to

that particular district known as "Wall Street." As a matter of fact the offices of the Baltimore and Ohio Company's bankers are not located on Wall Street at all, and only a few of the great banking institutions are actually on that famous thoroughfare. I suppose when people refer to "Wall Street" they usually have in mind that general region in New York where the great banks and trust companies are principally located.

We hear and read much at times concerning the domination of industry, and particularly of the railroads, by Wall Street. I am happy to be able to say that never once since I have been President of the Baltimore and Ohio Company have our bankers tried to influence or direct the policy of the Baltimore and Ohio management. Many times, however, have I found it most comforting to be able to seek and obtain their advice concerning immediate conditions and future outlook, and I have always found them considerate, and their advice conservative and helpful. If there is any such thing as a malign Wall Street influence or control, I can say with the utmost candor that I have had no personal experience with it during my thirteen years as chief executive of the Baltimore and Ohio Company.

earnings of that period. The Board, however, after giving careful consideration to all of the facts and conditions, decided unanimously that the real interests of the common shareholders would be best served at the present time by using the available surplus resulting from the first six months' operations to anticipate the final payment of \$1,750,000 and to thus complete the full appropriation required under the \$35,000,000 loan, and to provide also out of the half year's income for the cash payment of approximately \$5,000,000 required in connection with new equipment ordered. It will be remembered that the loan of July 1, 1919, above referred to, provided for the appropriation of \$3,500,000 annually out of income for capital expenditures before the declaration of dividends until the sum of \$17,500,000 had been so appropriated.

This course will enable the Company to complete the appropriation of \$17,500,000 for capital expenditures as required under the terms of the \$35,000,000 loan and also to complete the financing of more than \$22,000,000 of new equipment. The Company will therefore enter the last half of the year with no charges against the net income ahead of the common stock except the fixed charges for that particular period.

The regular semi-annual dividend of two per cent. upon the Preferred Stock for the first six months ended June 30th, 1923, was declared payable September 1, 1923 to stockholders of record at close of business July 14, 1923.

## Encouraging Statement Issued by Board of Directors at June Meeting

**A**FTER the regular monthly meeting of the Baltimore and Ohio Board of Directors, held June 27 at No. 2 Wall Street, New York, the statement appearing below was given out:

The result of the first six months' operation, as shown above, when taken in connection with the present outlook, would no doubt have justified the resumption of dividend to the common stockholders out of the

The Railway Operating Revenues of the Company during the first six Months of the present year (June estimated) were—

		First six months 1922	Increase
Railway Operating Revenues.....	\$129,981,844	\$98,679,159	\$31,302,685
Railway Operating Expenses.....	99,635,416	77,698,924	21,936,492
Net Railway Operating Revenue.....	\$ 30,346,428	\$20,980,235	\$9,366,193
Taxes, Hire of Equipment, Joint Facility Rents, etc.....	\$ 7,525,110	\$ 6,399,940	\$1,125,170
Leaving Net Railway Operating Income of To which is added—	\$ 22,821,318	\$14,580,295	\$8,241,023
Other Corporate Income.....	\$ 3,090,710	\$ 2,940,292	\$ 150,418
Making Gross Corporate Income.....	\$ 25,912,028	\$17,520,587	\$8,391,441
Corporate Income deductions, including fixed charges, etc., amounted to.....	\$ 13,153,678	\$12,834,081	\$ 319,597
Leaving Net Corporate Income as result of first six months' operation of.....	\$ 12,758,350	\$ 4,686,506	\$ 8,071,844
From this sum was set aside amount required for full year's dividend on Preferred Stock.....	\$ 2,400,000		
Also appropriation as required under the terms of the \$35,000,000 Collateral Gold Loan, dated July 1, 1919.....	\$ 3,500,000		
Showing total surplus applicable to dividends on Common Stock of.....	\$ 6,858,350		

## "Almost as Good as the Baltimore and Ohio"

**M**ISS VERONICA SULLIVAN, daughter of D. E. Sullivan, division freight agent, Garrett, Indiana, recently sent a post card to her father. She was in the far west and traveling on a railroad whose passenger service is first class. And this is what she said on her post card: "On our way rejoicing. This road is almost as good as the Baltimore and Ohio."

Add another good phrase to the stock of them which is being accumulated through the merited superlative praise which people are daily giving the passenger service on the Baltimore and Ohio!

"Almost as good as the Baltimore and Ohio."

Yes, that is a good rejoinder to remember when other folks tell you about the good service of another railroad.



# A Lifetime Railroader is C. W. Van Horn, General Superintendent, Maryland District

By MARGARET TALBOTT STEVENS

IT was a warm July morning when I boarded train No. 56 from "Down the Valley" and made my way back to the business car. There, in his shirt sleeves, with a pile of papers before him sat our newly appointed general superintendent of the Maryland District, C. W. Van Horn, "up to his neck in work," as railroaders express it.

An interruption like this and on such a day to most business men would have meant a cold reception to the interviewer. But not so with Mr. Van Horn. His cordial though not too profuse greeting is of the kind that makes one feel as if he were about to enjoy a pleasant chat on his back porch. And this is typical of the man himself. A little bulky of stature, but possessed of a pleasant face and honest eyes, he reminds us of Daddy, seated at the head of the table and about to say, "Children, pass your plates for another helping of chicken."

His voice is even and pleasant, and although reluctant to speak of himself, he is ever ready to talk about the Railroad, railroading, and railroaders, for these three words spell the name of his hobby, the Baltimore and Ohio.

Mr. Van Horn was born at Clarksburg, W. Va., on January 17, 1879. He was reared at Lost Creek and went to the public schools. He was graduated from Salem College.

Like all other boys living near a railroad, Mr. Van Horn's ambition was to become a railroader. Immediately following his college career, Mr. Van Horn's first job was that of a railway postal clerk. For four years he worked on the mail train between Baltimore and Grafton. But he held on to his old ambition to become a real railroader. Uncle Sam was a good boss, but life on a mail car was not real railroading; it did not satisfy Mr. Van Horn's longing. He saw therein something of railroad operation and felt that he must get into the game. There was a Monongah Division superintendent who encouraged him to enter, too, so on June 10, 1901, Mr. Van Horn became a clerk in the Freight Office at Fairmont, W. Va. He soon worked himself into the position of agent, and on August 4 of the following year he was transferred as agent to Byron, W. Va.

During the following year Mr. Van Horn was sent to Clarksburg as agent, and in 1910 he was made general yardmaster there. In April, 1911, he was made chief clerk to the general superintendent at Baltimore, and five months later he was sent to the Monongah Division as trainmaster, in charge of Parkersburg Branch, M. & R., and Short Line Sub Division.

In September, 1913, Mr. Van Horn was transferred to the Chicago Division as trainmaster; three years later he came to Pittsburgh as assistant superintendent, and January 10, 1917, marks the date of his appointment to the position of superintendent, New Castle Division.

In September, 1918 he was transferred to Grafton as superintendent of the Monongah Division, and on September 1, 1920, to Cumberland as superintendent of the Cumberland Division. This position he held until he was promoted to that of general superintendent, Maryland District.

Another Baltimore and Ohio man grown up in the service!

Mr. Van Horn's career, like a game of checkers, has been one jump after another, always moving forward with ambition leading him onward until he has landed in the "king row." And the manner in which he works, too, is not unlike that of the man who wins. Quiet, modest as to his own accomplishments, and thoroughgoing—these are the qualities which have brought C. W. Van Horn from an humble clerkship to the responsible position which he now fills.

"How do you like Baltimore?" we asked him.

"Very well," he replied, "although of course, I had grown very fond of Cumberland. The Cumberland Division, because of its heavy tonnage, is a place of unusual opportunities."

"My spare time? Ha, ha! Well, I don't have very much of it, but

(and here he gave us a bit of a surprise)

"——I spend my vacation where I can take my family with me. . . . usually at the 'world's series,' for, you see, I am quite fond of baseball, basketball, football and all kinds of athletics."

Mr. Van Horn has three children, two boys and a girl, all of whom attend school away from home.

"But we want to send at least one of them to a school nearer home this year," he said, "for it is lonesome at home for their mother, particularly since it is necessary for me to be away so often."

"And Mrs. Van Horn——" we began.

"Is the one who bears the big responsibilities of the family," he concluded reverently. And then he gazed out of the car window over toward the lovely hills of Virginia as though in search of some beautiful adjective with which to describe the woman who must have been no little inspiration to the upward climb in the life of him who is a "born railroader."

## Engineer Meek's Timely Warning

IN the Letters to the Editor column of the Grafton, W. Va., *Sentinel*, Engineer Meek put it up to a careless motor car driver in the following pointed way:

Grafton, 3-25-23.

Editor *Sentinel*:

Please state in your columns for the benefit of the "motorist" who crossed Hanley's crossing thirty feet in advance of No. 30 running at maximum speed after the whistle had been sounded with all intensity for the crossing, that if the motorist will call up Assistant Superintendent McClung's office he will be presented with some Baltimore & Ohio safety literature which may be the means of saving his family a lot of grief, and also save Bartlett & Bolen the trouble of fitting up his final wooden B. V. D's. However, in case he shouldn't heed these instructions, better have him make his final financial arrangements because he is due to leave.

H. J. MEEK,  
Engineer No. 30.

## Conductor O. A. Best, Newark Division, Stops a Leak

CONDUCTOR O. A. Best observed a car of salt cake, consigned to Marietta billed in error at tare weight of 40,000 pounds, whereas the marked light weight of the car was 35,400 pounds. Notation was made on way bill with result that agent made correction on billing which increased our revenue on the car \$6.67. Thank you, Conductor Best!



# Vice-President Galloway Makes Personal Appeal for "More Car Miles" and Offers Appropriate Recognition to Successful Divisions

## TO ALL OFFICERS AND EMPLOYEES:

Last March we decided to set 40 miles as the average of car miles per day, excluding bad order cars, to be reached on the Baltimore and Ohio. The best previous weekly System average up to that time was 34 miles per car per day, made for the week of March 31, 1912. Since February we have not only equalled the 1912 record, but have surpassed it, making 34.7 miles per car per day for the week ending April 21, a splendid accomplishment. May was a good month, 33.3 miles being averaged for the System. Since then, however, we have been slipping back. Operating conditions such as the Shrine movement, large quantities of coal and ore held for delivery at the lake ports, and the temporary surplus of rough box cars, are in part responsible for the poorer showing. More responsible, I think, is the fact that we have not fully accomplished coordination of effort as we should and can. Of course, having set the 40 miles as our objective we are not going to stop until we reach it and there could be no better time to do it than right now.

Operating conditions are extremely favorable for such a record performance. Our motive power is in excellent condition, bad order locomotives being 13.7 per cent. and bad order cars 3 per cent. Track conditions are good. Our passenger trains are running practically on time. We are handling a business heavy enough to employ our equipment efficiently and without danger of congestion, and business promises to continue good. Best of all we have gratifying evidences of a desire on the part of employes to help the Management cut out waste, better performances and generally promote efficiency.

There is also a most encouraging sign in that past records prove that with proper coordination we can reach the 40 miles per car per day. The figures on the next page show this—show that although we have not yet been able to average 40

miles per car per day for one week on the entire System, we could have done this—and better—had all the divisions reached their best weekly individual record during the same week. The System average shown at the bottom of next to the last column is 41.7 miles per car per day. This figure certainly indicates what can be done.

But the most important column is the third from last. It shows, on a basis of figuring which is uniformly fair for all the divisions, what we may reasonably expect from each division in order that it may do its share to bring about a System average of 40 miles. For certain weeks some divisions have already equalled and exceeded their quotas. Other divisions have not yet done this but can, I believe, do so during AUGUST, which is the month set for us to reach the 40 mile mark.

In addition to sending this appeal for a co-ordinated effort during August, I have written letters to many of those who are most responsible for making car miles, urging a special drive at this time. General and divisional officers are also urged to act with those directly responsible for results.

As a fitting token of appreciation we are going to give a large American Flag, pole and accessories to each division which reaches its quota in this drive—the flag to be flown on all holidays and special occasions, and, so long as the division maintains its quota, at all other times during the day.

The Company will renew the flags when necessary and maintain them in a condition worthy of what they stand for and mean to all Americans.

Please read the next few pages carefully. They show substantial supporting and informative data concerning our car mile record.

With your continued and united support I look forward with confidence to reaching the 40 miles per car per day mark that has been set as our goal.

I know Baltimore and Ohio officers and employes can put this over!



Vice-President Operation and Maintenance

July 23, 1923



The Mark → 40 Miles Per Car Per Day

# And This Page Shows How the Mark Has Been Reached and How it Can be Reached When We All Get Together

## Car Location and Daily Movement Necessary to Average 40 Miles Per Car Per Day, Excluding Bad Order Cars

	NECESSARY TO PRODUCE 40 MILES PER CAR PER DAY							Average Miles Per Car Per Day if All Divisions Maintained during Same Week Their Maximum Weekly Record	
	Car Location	Daily Loads	Movement Empties	Average Haul		Car Mileage	AVERAGE MILES PER CAR PER DAY		
				Loads	Empties			Miles	Record
Baltimore East End.....	2,630	1,295	379	78	98	138,152	52.5	80.2	6-30-15
Baltimore West End.....	12,400	2,394	1,323	63	68	240,786	19.5	19.2	11-21-13
Shenandoah.....	310	125	55	44	38	7,590	24.5	29.8	1-21-14
Total Baltimore.....	15,340	3,814	1,757	67	74	386,528	25.2	29.4	.....
Cumberland East End.....	4,095	2,337	2,013	83	86	408,589	99.7	103.3	5-14-23
Cumberland West End.....	2,555	1,393	1,127	79	77	196,826	77.0	94.3	6-21-23
M. & K. Branch.....	330	125	110	31	32	7,395	22.4	18.7	11-7-22
Total Cumberland.....	6,980	4,355	3,250	80	81	612,810	87.6	97.0	.....
MARYLAND DISTRICT.....	22,320	8,169	5,007	74	79	999,338	44.7	54.7	.....
Monongah.....	6,280	2,875	1,933	36	29	159,557	25.4	21.5	5-7-23
Wheeling.....	5,500	2,243	1,186	40	30	125,300	22.7	20.3	8-7-20
Ohio River.....	1,060	453	239	74	70	50,252	47.4	44.7	6-7-16
Charleston.....	1,520	850	543	32	28	42,404	27.9	21.7	6-7-23
WEST VIRGINIA DISTRICT..	14,360	6,421	3,901	40	31	377,513	26.3	22.9	.....
Connellsville.....	5,800	3,111	1,835	53	46	249,293	42.9	44.4	4-7-23
Pittsburgh.....	5,520	3,726	1,989	49	56	293,958	53.2	48.5	4-7-23
PENNSYLVANIA DISTRICT..	11,320	6,837	3,824	51	51	543,251	48.0	46.7	.....
EASTERN LINES.....	48,000	21,427	12,732	56	57	1,920,102	40.0	41.2	.....
Akron (N. C.).....	6,560	3,124	1,748	70	71	342,788	52.5	46.8	4-21-23
Akron (Cleveland).....	7,214	2,204	1,286	49	56	180,012	27.3	35.1	10-14-20
Total Akron Division....	13,774	5,328	3,034	61	65	522,800	38.0	40.9	.....
Newark.....	4,164	2,057	841	47	41	131,160	31.7	47.0	4-30-12
Chicago.....	7,826	2,645	1,685	97	102	428,435	54.5	51.4	4-14-23
NORTHWEST DISTRICT.....	25,764	10,030	5,560	69	71	1,082,395	42.2	45.0	.....
Toledo.....	8,187	3,546	1,850	48	51	264,558	32.1	31.9	12-7-20
Ohio.....	1,993	1,693	654	64	55	144,322	72.5	81.2	4-21-16
St. Louis (Indiana).....	4,238	1,349	596	68	68	132,260	31.2	33.6	2-21-20
St. Louis (Illinois).....	2,808	1,022	600	60	56	94,920	34.2	34.0	9-7-16
Total St. Louis Division..	7,046	2,371	1,196	65	62	227,180	32.2	33.7	.....
SOUTHWEST DISTRICT.....	17,226	7,610	3,700	57	55	636,060	37.2	38.3	.....
WESTERN LINES.....	43,000	17,640	9,260	64	65	1,718,455	40.0	42.1	.....
SYSTEM Grand Total	91,000	39,067	21,992	60	60	3,644,091	40.0	41.7	.....
		61,059							



# For June Eastern Lines Still Ahead in Pages 8 and 9 Show the

Actual Record, June, Excluding Bad Order Cars

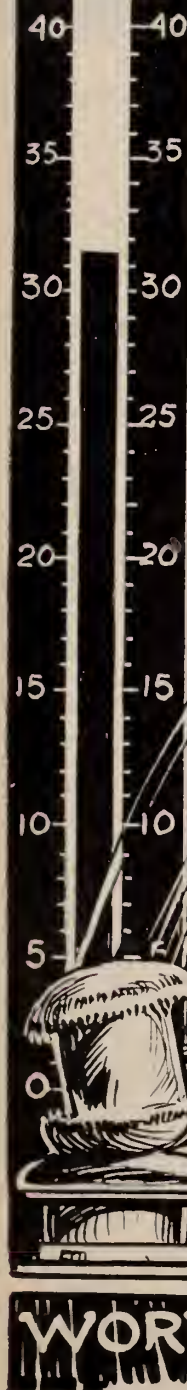
Eastern Lines	-	-	-	-	-	-	31.6 Miles per Car per Day
Western Lines	-	-	-	-	-	-	30.8 Miles per Car per Day
System	-	-	-	-	-	-	31.2 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			June 1923				July 1923	
			1-7	8-14	15-21	22-30	1-7	8-14
New Castle	46.8	4-21-23	36.4	36.9	36.6	36.5	34.7	41.2
Cleveland	35.1	10-14-20	20.6	21.6	22.3	23.5	23.8	22.9
Newark	47.0	4-30-12	26.3	26.3	24.4	25.4	28.1	24.6
Chicago	51.4	4-14-23	41.0	41.3	37.7	37.1	39.9	41.9
N. W. District	39.0	4-14-23	32.3	32.9	31.4	31.9	32.6	33.6
Ohio	81.2	4-21-16	60.6	68.2	65.0	62.0	56.7	51.0
Indiana	33.6	2-21-20	25.9	25.3	26.5	26.4	27.2	24.1
Illinois	34.0	9-7-16	26.4	28.5	29.5	29.0	24.7	24.8
Toledo	31.9	12-7-20	22.7	25.6	24.2	24.9	26.1	25.8
S. W. District	33.0	10-21-20	27.9	30.5	29.6	29.7	29.5	28.3
Western Lines	35.3	5-7-23	30.5	32.0	30.7	31.0	31.3	31.3
System	34.7	4-21-23	31.3	31.7	31.2	31.9	30.9	31.1





# Car Miles. But August is the Month. Way to Forty-Mile Mark



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF					
			June 1923				July 1923	
			1-7	8-14	15-21	22-30	1-7	8-14
Philadelphia.....	80.2	6-30-15	45.5	50.8	52.7	57.0	56.2	56.8
Baltimore.....	19.2	11-21-13	12.9	15.3	15.3	16.0	15.3	17.7
Shenandoah.....	29.8	1-21-14	20.0	11.8	17.0	23.5	20.8	19.2
Cumberland—East.....	103.3	5-14-23	73.7	87.0	81.6	80.3	83.7	93.0
Cumberland—West.....	94.3	6-21-23	67.0	85.9	94.3	86.6	73.2	70.1
M & K Branch.....	18.7	11-7-22	12.7	13.0	15.4	16.1	13.2	11.1
Cumberland—Total.....	91.4	5-14-23	68.6	82.2	82.2	85.0	76.6	79.4
Maryland District.....	43.1	5-14-23	34.9	40.4	40.2	43.0	40.7	43.9
Monongah.....	21.5	5-7-23	19.6	17.3	18.1	18.6	16.5	14.5
Wheeling.....	20.3	8-7-20	17.5	14.7	14.8	14.7	13.4	14.8
Ohio River.....	44.7	6-7-16	37.9	39.9	37.2	38.2	39.0	32.7
Charleston.....	21.7	6-7-23	21.7	13.5	12.4	12.8	9.6	9.4
West Virginia District.....	21.0	5-7-23	20.4	17.2	17.2	17.5	15.5	15.1
Connellsville.....	44.4	4-7-23	36.3	32.2	33.2	34.2	34.3	30.0
Pittsburgh.....	48.5	4-7-23	41.7	36.9	38.2	37.5	35.8	36.6
Pennsylvania District.....	46.3	4-7-23	38.9	34.5	35.8	36.0	35.2	33.3
Eastern Lines.....	34.9	5-14-23	32.3	31.7	32.0	33.0	30.8	31.2

EASTERN LINES

WORK



## Please Do Not Miss the "Prospective Business" Card in This Issue

**D**URING 1916 we inserted in each copy of the MAGAZINE for a number of months a "Prospective Business" card similar to the one which will be found in this and subsequent issues. This was followed by the great business getting campaign inaugurated in 1921 by President Willard and carried on with great enthusiasm by our Veterans' organizations and other employes. It resulted in bringing thousands of dollars worth of business to the Baltimore and Ohio and was gratifying not alone on this account but because it showed unmistakably what a coordinated effort of this kind could do.

Our readers know that during the early part of this year the Baltimore and Ohio, in common with other railroads, was pushed to handle all the business offered it. Now, however, the situation has changed and during the month of June our equipment was in such splendid condition that we could have handled more business than we actually did. The same situation still obtains and will probably continue for the next two months at least. The answer is obvious—we whose work is not primarily to solicit business for the Railroad can turn to and give our salesmen of the Traffic Department a lift.

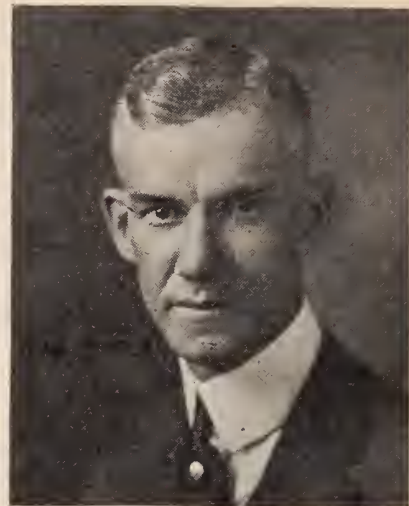
It will be noted that the post card enclosed in this issue is addressed to

the nearest division freight or passenger agent. This is the quickest way to get our salesmen to the prospects and should result in quick and effective action.

Employees are especially requested to get business for the Company in highly competitive localities. In certain sections the Baltimore and Ohio is the only railroad which can be used and there, of course, sending in the cards is unnecessary work.

The Traffic Department has arranged that all employes sending in cards which result in business, will have their names reported so that credit may be given them in the MAGAZINE. And our solicitors will be liberal in their decisions as to who should get credit for the business—they welcome the assistance of all employes.

The number of men selling transportation on the Baltimore and Ohio is relatively small as compared to our entire personnel. Their eyes and ears can be multiplied a hundred fold if all of us do our best to help them secure business. It is the confident hope of the MAGAZINE that Baltimore and Ohio people will respond to this appeal with the same enthusiasm and interest that have characterized previous similar efforts and that before long we will have interesting results to report in these pages.



Guy Gardner, District Freight and Passenger Representative, Denver, Col., who recently played foster father to four unescorted children, Chicago to Baltimore on the "Capitol Limited"

### Engineer E. B. Hagan, Pittsburgh Division, a "Business Getter"

**D**URING the month of January, 1923, Engineer E. B. Hagan, employed in the Butler, Pa. yard, secured 6 carloads and 2 L. C. L. shipments for movement via Baltimore and Ohio from an automobile company located at Butler, Pa., through his relationship with one of the officers of the firm.

Mr. Hagan called the attention of the automobile company to the fact that the Baltimore and Ohio could give good service, and as a result of his representations, we were promised a trial. The company stated later that they were well pleased with our service, and that they were glad to be able to favor the Baltimore and Ohio and with such good results for their own patrons. Engineer Hagan informed our force at Butler that we would receive this business, and as a result the freight and yard forces were on the alert, furnishing empty cars promptly, and seeing that the usual good service was given.

E. B. Hagan was employed by the Baltimore and Ohio as a fireman on April 11, 1883, and was promoted to engineer May 1, 1889, having been continuously in the service since the date first mentioned. He has been commended by Superintendent J. D. Beltz for his interest in securing this new business.

## Ho—You Operating Men—Here's What the Traffic Folks Think of You!

Baltimore, June 15, 1923

Mr. C. W. Galloway, Vice President:

On behalf of the Traffic Department, and especially the Passenger Department, we wish to express our great appreciation for the wonderful work done by the Operating Department in the handling of the Shrine movement. It was a tremendous stress on our transportation machine but the movement was conducted throughout with precision and the greatest possible accommodation to our patrons, and while the weather was hot and created some discomfort on that account, we have had nothing but complimentary statements as to our service and I want you and all of your people to feel that the Traffic Department appreciates the wonderful service given in the handling of this Shrine movement, which is bound to accrue to the advantage of the Company and its business.

Vice President, Traffic and Commercial Department.

"Doubt it?"

"What?"

"That the Baltimore and Ohio can make 40 Miles per Car per Day!"

"Well—"

"No 'well' about it! Just read pages 8 and 9 of this issue."



## Oliver Cooper, Station Porter, Played a Man's Part

**W**HENEVER there is a wedding party, one of the familiar figures to be seen around the station immediately thereafter is the station porter, with his broom and dustpan to sweep up the rice. At all times he must keep an eye on the station floor and look after its condition. Then there are the water coolers to be looked after, the window shades to be kept at the proper height, and the thousand and one little odd jobs to be done. And when the train pulls in, the station porter must be ready for any emergency. Sometimes it is to help the baggageman, sometimes it is to assist passengers in various ways. Such are the duties of the station porter, but never does anybody think of him as being a hero. Oliver Cooper, however, has proven that he can be a hero and a station porter, too.

Cooper, as he is generally known, is a station porter at Mt. Royal. He has been here for three years, having served at Camden Station three years also. Always on the job, faithful and honest, as his face in the accompanying picture indicates, Cooper played a man's game at Mt. Royal a short time ago.

It was time for the train to Philadelphia. The bell rang, the crowd moved toward the gate, and the stationmaster was calling out the stations. Cooper was pulling out the baggage truck. Just as the gate was opened, Number One came down the far track, heading for the tunnel. At the gate a woman was handing the gateman her ticket, a little child holding to her hand. In an instant the child broke away from its mother

and before anyone realized what had happened, had dashed across the east-bound track to the far side of the train shed, directly in front of the oncoming train. The mother sprang after it, Cooper following her. Reaching them in the nick of time, he pushed both mother and child to safety, and stretched out both arms to keep them from returning until Number One had come to a standstill. Those who witnessed the deed say that it would have been impossible for the train to have stopped before it had passed over the spot where the three had crossed.

Employees who can think, and act while they are thinking, as did Station Porter Cooper, truly belong in that swiftly growing class, "Prides of the Baltimore and Ohio."

### Brakeman M. S. Ruggles, Toledo Division, is a Good Neighbor

By C. E. THRASHER

**O**N May 8, the agent at Lima, Ohio, assisted a blind man to board train No. 58. He advised Brakeman Ruggles of the unfortunate man's condition, further saying that he wished to go to Brownville, leaving Cincinnati on Indiana Division No. 1.

Mr. Ruggles watched his charge carefully, taking particular pains to see that he did not want for anything

on the trip. On arrival at Cincinnati Mr. Ruggles took the blind man to the restaurant, purchased breakfast for him and remained with him until time for his train to depart so that he might not take the wrong train.

Mr. Ruggles devoted two hours of his own time to the care of the man in his charge, after arrival at Cincinnati, and he cannot be too highly commended. Loss of sight is a handicap which cannot be realized by those of us who are fortunate enough to be blessed with all our senses and the MAGAZINE takes special pleasure in recording the Christian kindness shown by Brakeman Ruggles to one less fortunate than he.

### The Law

"We are a race of beings created in a universe where law reigns. That will forever need all the repetition and emphasis which can be put on it. Law reigns. It can neither be cheated, evaded, nor turned aside. We can discover it, live in accordance with it, observe it, and develop and succeed; or, we can disregard it, violate it, defy it, and fail. Law reigns. It is the source of order, of freedom, of righteous authority, of organized society and also of industrial success and prosperity. To disregard it is to perish, to observe it is to live, physically, mentally, morally, spiritually. It is the principle that requires respect and reverence for authority. It is not sought for the benefit of those who may temporarily represent government or any other example of authority, but for the benefit of the individual himself."

—Vice President Calvin Coolidge

## Believes in the Golden Rule

*Being the reason given by Supervisor John H. Quill, Vincennes, Indiana, for winning first prize for his district in 1922.*

I have been asked how we have been winning the prize almost every year.

In the first place every man I have is a Baltimore and Ohio man, that is, he understands that what is good for the Company is also good for him. He therefore takes an interest in protecting the Company, and thereby himself and family.

We understand it isn't only keeping one section in first class condition, but that they must all be in the same condition. If a man gets a little behind on one piece of track, his brother on the next section is able to give him assistance and he gives the same loyal support on his own or adjoining track.

It has at times seemed as if we were having an up hill pull because we were short of men and sometimes material, but if unable to secure what we need we are not discouraged but do the best possible with what we have.

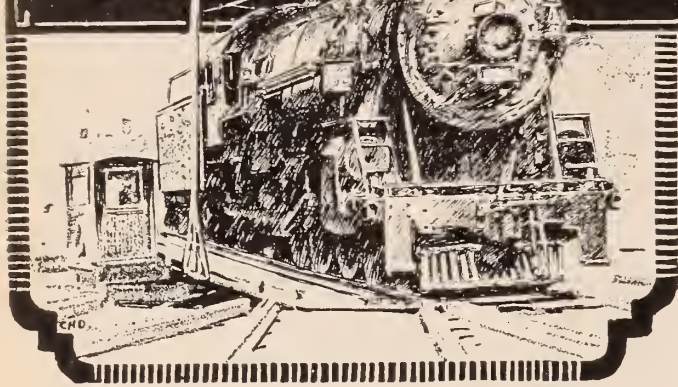
I try to keep the good will of my men, standing by them when right, and showing them mistakes when they occur, which is seldom. In other words, we are always at the top because we believe in team work, and try to give our Company the same undivided attention we would expect of a man working for us.



Station Porter Oliver Cooper



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

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

### Apologize First—Explain Afterwards

It is a maxim of the Baltimore and Ohio that "the passenger is always right." Of course, literally speaking, this is not true. Employees who have occasion to handle passengers know that at times they are unreasonable.

But so far as their responses to passengers are concerned it would be an excellent thing if, without exception, all employees who handle the traveling public would get into the spirit suggested by "the passenger is always right."

A better characterization of this spirit was mentioned in my presence several days ago. A clerk who does an amount of thinking in behalf of the Railroad far beyond that called for by his job, said this:

"If we could only get every employe who receives a complaint from a passenger to apologize to the passenger for the reported condition and then to explain afterward, it would help us get more passenger business."

We don't have to admit the fault unreservedly. We can say, "if that is the condition we will investigate and remedy it immediately."

This is not hard to do, it being far easier to make an apology when there is no real occasion for it, than when there is one. Apologizing first to the persons making the complaint disarms them and puts them in a better mood for listening to the explanation which, on so many occasions, proves that the Company and its service are not at fault.

But if we explain first we antagonize, and then further explanation is so much harder.

The same principle obtains in relations with all our customers, whether they be passengers, shippers, or people having business relations with us in other ways.

### The Reason the Tortoise Won

Remember the Fable of the Hare and the Tortoise. The initial grand burst of speed did not bring victory to the Hare, because during the race he laid down for a bit of a nap. It was the methodical plodding, ground gaining pace of the Tortoise that finally won out. Don't interpret the tale erroneously—the tortoise didn't win

merely because he was slow and steady and the hare didn't lose because he was swift. Speed—capability of fast progress—is a valuable asset and of course should not be discouraged. It is only necessary to see that the speedy one is headed in the right direction, that his ability is utilized to the best advantage. *The Tortoise won because he fortunately possessed a definite aim for his endeavors*, while the Hare was just showing off. The big thing is to direct your footsteps toward the objective chosen and no matter whether you travel swiftly or slowly, you will eventually attain the goal. Naturally the speed of progress depends solely upon your individual ability. The main thing is to keep going steadfastly in the right direction. The thing can be done if you will only believe it can be done. Whatever happens, don't become discouraged. One can always find solace in the fact that it required 600 years before Noah learned how to build an Ark.

—J. S. Calvert

### Three Honorable Mentions in a Month

Individuals are seldom mentioned on this page—and the occasion must be an unusual one. For example:

Operator C. M. Watson, FY Tower, Pittsburgh Division, last November 23 discovered a fire on a bridge near his headquarters and saw that it was put out with little damage; on December 6 discovered a fire on another bridge near his post, with the same result; and on December 7 noticed the door torn off a loaded car in passing train and contents about to be spilled out, which condition he also had promptly corrected.

A money value can hardly be placed upon the watchfulness of Operator Watson and his interest in Safety and the welfare of the Company in these three cases. Doubtless the saving made through his vigilance was large. Doubtless the Company can never adequately repay him for the real heart interest he puts into his work.

He is typical of hundreds of other employes on the Baltimore and Ohio, and there never was so propitious a time for making their examples count for more converts to their sensible and commendable way of viewing their relationship between them and the Company, than right now.

Hearty thanks to Operator Watson and may his tribe increase!

### No Man Management

Trotsky, now practically sole ruler of Russia with Lenin ill, is inclined to turn from Communism. That is natural; his ancestors outgrew that centuries ago. "Modified capitalism" is his idea, with "one man management of factories."

It doesn't take much intelligence to realize that everybody must have a brain, which the feet and hands obey; every nation must have a head and courts that are respected, every factory, newspaper and candy store "one-man" management.

Where there is not "one-man management" there is NO MAN MANAGEMENT.

Arthur Brisbane in Baltimore American



# Homilies of the Hudson

## What is Your Best Definition?

There probably is no subject in literature, ancient or modern, that has served the writers more often or better, nor interested their readers more often or better, than "Love." Many are the definitions rendered to describe this nominative—subject, in sentences simple, complex and compound; books have been written about it; poetry would be crippled prose without it; and the world could not get along without it. Of all the attempts to picture what it is, I like the following by Victor Hugo the best: "I have seen a very poor young man in love. His hat was old, his coat worn; the water passed through his shoes, and the stars through his soul."

## Genu Varus

The New York "American," among other instructive and interesting departments, runs a column conducted by former Health Commissioner Copeland, in which he replies to questions pertaining to public health and sanitation, when he can. The questions are submitted in good faith by persons who are ill, or think they are, and the doctor's replies, of course, also are bona fide. The column is instructive because one learns there that humans are subject to many ills of which pathology knows nothing, and it is interesting when one comes across something like the following:

"Question: I do a lot of gym work and notice that whenever I jump I get a severe pain in my side. I was examined and on the report saw *genu varus*. Will you please tell me what this means?"

We can imagine the questioner at every jump clap his or her hand over the severe pain and worry about "genu varus," until eased by the doctor's reply which was:

"You need not worry about this condition. Genu Varus means bowlegs."

## The World is Getting Better

Nothing so furthers the unkindliness, unfriendliness and aloofness among people who live in "flats" and apartments in big cities as the "on guard" sense begotten and propagated by the publication of a thousand and one stories of misbehavior, misdemeanor and crime in the daily press and read by the millions that never read anything else. Yet we may confidentially assume, and statistics will prove, that there are, all in all, when taken on a percentage basis, as many decent and honorable men and women in the great cities as in the small country towns, all of which have their "black sheep" and "bad men."

Why should we look for the rotten and stir up the mud in the gutter, when goodness is real and abundant and, as Zeno the stoic teaches, "Nothing but goodness is good?"

The thousand and one examples of what Kipling calls "roadside courtesies," deeds of kindness and helpfulness, go unnoticed and unheralded because they are common and natural. Wickedness and viciousness are broadcasted because they are un-natural and therefore "news," and meat for those "holier than thou" persons, a large class, that dolefully chant *miserere*, shake their heads and wonder what this world is coming to. (The world is good and getting better, and all is well along the Hudson.)

But, for all that, the continuous spotlighting of the nasty spots must perforce help to foster and aggravate



a feeling of danger, caution and suspicion that should not exist, because there really is no need for it.

Each one of us knows or is acquainted with several hundred persons. How many of them are wicked, vicious or criminal? Not many; probably not any. Which proves the case that the fear of evil is exaggerated and uncalled for, and that we may safely trust ourselves to exchange a "good morning" and "howdye do" with our neighbors without the guarantee vouchsafed by a formal introduction. It may not be "etiquette," but it is human. The foregoing argument is addressed to sensible people; it will not appeal to neurotics and hypochondriacs.

"For—there is nothing so kingly as kindness," sings Alice Cary. So let us cultivate the spirit of kindness in ourselves and the faculty of observing kindness in others, which, if we look for it, is manifest on every side (except in a subway jam).

For real human kindness, continuous and persevering, under temper-testing and soul-trying conditions, let me commend to you the much abused New York policeman, and the soldiers of the Salvation Army.

As a P. S. I wish to point out that though kindness always implies courtesy plus, courtesy does not always imply kindness. Bluebeard, no doubt, was a courteous cuss; also the Snake; and so are the polished gentlemen who wave "hands across the sea" giving us the high-sign that means "gimme."

## Transcendental Communism

There are two female felines in our General Foreman's Office at Pier 22. Superficially, there is nothing remarkable about them; regular hardboiled nightprowlers they seem. But listen:

The cat-stork brought to each of them at the same time—twins in one bundle, triplets in the other. Our Miss Wilson, who has a desk in the G. F. Office and whose household training has taught her that two for X is better quality than three for X, decided in favor of the twin-kittens, and gently disposed of the three-of-a-kind by dropping them into the Ganges that flows past our bulkhead. Now, here is the point—the two mother-cats take turns in nursing the babies.

Neither of them wants to "hog" the whole pleasure; it is "me first, you next" or "after you, madame." The wronged mother does not want the kittens bisected in order to get her half, as did the Hebraic lady of history, who forced King Solomon to render a verdict upon which solely rests the reputation for great wisdom that the old reprobate does not deserve. This cat-story furnishes an example of what might be called transcendental communism.



# Conservation of Locomotive Fuel

## The First Paper Submitted in \$100.00 Prize Contest

By E. G. McKEEN, *Locomotive Engineer, Monongah Division*

EVERYONE who is interested in fuel conservation and has studied the problem, understands that this is not a one man proposition, but that success depends on the honest effort of the employes of every department. Good power is the foundation of Fuel Economy, so I will start with the responsibilities of the shop forces.

### The Shop Forces

To do their part toward conservation of fuel, the shops should keep our locomotives in good operative condition, make all repairs necessary, stop all steam leaks about the cabs and keep valve packing and cylinder packing in good condition. Defective packing and steam leaks cause a constant waste of fuel. The shops should keep the grates in working order, ash pans in good condition and should keep arches and flues cleaned, as bad arches and stopped up flues cause engines to steam badly, causing a serious waste of fuel.

If engines come to terminal reported failing for steam, the shop force should examine steam pipes and dry pipes to see if the trouble is caused by their leaking and should not bridge or bush the nozzles to make engines steam properly as that will cause the engines to burn more fuel and hide the actual defects. If an engine comes to a division and steams properly with a six and one half or six and three quarter inch nozzle, the cause of later steam failures is not too large a nozzle.

The shops should also repair all leaky tanks, as it takes fuel to furnish water. Hostlers should be careful not to run tanks over when filling them. Engine watchers should bank fires and not use the blower while watching engines. When engines are backed off for repairs, the fires should be drawn at once. Engines should not be kept around on the back track two or three days with fire in them. Hostlers when coaling engines should be careful not to load the coal space so full that coal will fall off the tank.

If the shop forces will perform their duties as they should and try each day to do better than the day before, they can save many tons of fuel each week at every engine terminal.

### The Engineer

The locomotive engineer should pay particular attention to the engine he is running while on line of road and make out intelligent work reports on the engine when he arrives at terminal. He has a better opportunity to locate defects,

particularly defects that cause waste of fuel, than the shop forces have. He should pay particular attention to how the engine is burning its fire. If the engine burns too much coal, he should report it and report all steam leaks around the boiler attachments. He should pay attention to the valve and cylinder packing, see that they are in good condition and see that the valves are set properly, as valves being out of proper adjustment is a defect which causes a great waste of fuel.

He should work the engine where he can get the best results out of it with as little steam as possible, work the injector so it will supply water to the boiler as it is being consumed and should be careful not to take so much coal at any coaling station on the line of road that any will fall from the tank. He should be sure to keep the valves and cylinders properly lubricated, always informing the fireman, if he is not acquainted with the road, where to stop firing and where to begin. If the engineer will instruct and encourage his fireman to do his best, he will save fuel.

### The Fireman

The locomotive fireman should study the fundamental principles of good firing. These will make him efficient and give him skill and knowledge to make the fuel which is applied to the furnace burn so evenly that it will evaporate into steam as much water as is possible in locomotive service.

The main object at all times is to maintain a maximum pressure to meet the demands made upon the locomotive in the various classes of service.

A man may become a skillful fireman without a scientific knowledge of combustion, but there is one mental qualification which he must possess in order to become a successful fireman, that is, good judgement. This is an aid to progress in every calling, and especially to advancement in railroad work. In making a trip over a division a locomotive pulling a heavy train must meet so many varying conditions in the demand for steam that a fireman must exercise the best of judgement and care in order to have his fire in the right condition at all times to meet the demands made upon the locomotive.

A fireman should always arrive about thirty minutes before leaving time and prepare his fire. He should never work the blower very heavily while preparing the fire as it will only be a waste of fuel and be of no benefit to the fire. He should always keep the grates clean so the fire will get an even draft on line of road, and keep a light level fire. When approaching the top of a summit, or point where the engineer is about to shut off for a station stop, he should stop firing far enough back to let the steam pressure fall back about ten or fifteen pounds so he can crack the blower valve to prevent smoke and not pop the engine. Every time an engine pops there is a waste of about fifteen pounds of coal per minute. The fireman should always keep the coal wet and keep the gangway clean.

When pulling into sidings, he should let the steam pressure fall back so that the engine will not pop and if a very long delay is expected, should bank the fire. He should never put over six shovels of coal in a firebox at one fire and should apply the coal to the front of the fire first so that he can see where the coal is needed. He should close the door between each shovel of coal and wait until the smoke clears up before putting in the next shovelful. The fireman should lengthen the distance between fires. In firing a stoker fired engine, never use stoker while in side tracks, but always use shovel to keep fire in condition. When going down grades always shut off stoker and use shovel. Stoker should be used as little as possible or at slowest possible rate of continuous firing while on the road.

In order to obtain the best results the grates should be kept loose and free from clinkers. The fire should be kept as light as possible by applying fuel often and in small quantities, carrying a light level fire to allow the necessary amount of air to pass through the grates in order

## \$100.00 Prize for Best Paper on Railway Fuel Conservation

Contest Closes August 31, 1923

All Locomotive Engineers, Locomotive Firemen, Train Conductors, Brakemen, Flagmen and Switchmen

Through the International Railway Fuel Association, Mr. Eugene McAuliffe offers a cash prize of One Hundred Dollars (\$100.00) for the best paper on Railway Fuel Conservation written by either a locomotive engineer or fireman, a train conductor or brakeman, or a switchman. The Editors of the *Railway Review* and the *Railway Age* will judge the relative merits of the papers submitted. All papers to be the property of the International Railway Fuel Association and available for publication. Contest closes August 31, 1923.

WE WOULD LIKE TO SEE A BALTIMORE & OHIO MAN TAKE THIS PRIZE.

Send in papers through the Superintendent's Office to the undersigned, who will transmit to the Association Committee appointed to handle the contest.

W. L. ROBINSON

Superintendent, Fuel and Locomotive Performance  
Baltimore, Md.



to obtain perfect combustion, which is not obtainable with a heavy fire. It takes about two hundred and sixty cubic feet or about thirty pounds of air to consume one pound of coal.

Every fireman should try to make a better record than the other fellow and if he can save one fifteen pound scoop of coal per mile, each man can save fifteen hundred pounds per hundred miles, which I believe almost every fireman can do if he takes advantage of all opportunities. This would mean the saving of many tons of coal each month for the Company which we are employed by.

#### The Train Crew

One of the train crews' most important duties is to give the train the proper in-

spection and stop all the air leaks they can find, as the excessive running of the air pumps results in the waste of much fuel.

If every man in train and engine service will devote his time on duty to serving the best interest of the Company he is employed by, which we all know we should do, as we are all paid well for the service we are performing, I am sure we can save many thousands tons of coal annually and be more prosperous with our own work, on account of helping our Company to prosper. So let every man who is interested in his own prosperity and that of his Company show it by trying each month to give better service than the month before.

As the saying is "Practice Makes Perfect," let's practice conservation of fuel and Save Coal.

## Good Will Girls Present Official Thanks of France to Baltimore and Its People

THE Good Will girls of the Baltimore and Ohio brought back a beautiful illuminated testimonial, printed in colors, signed by Charles Reibel, the minister of the liberated regions in France, and reading as follows:

"A testimonial of appreciation from France to the City of Baltimore, Maryland, and to the Baltimore News, which cooperated generously in furthering the organization

of the Good Will Delegation of the American Committee for Devastated France and which sent an offering of \$50,000 and eight delegates to France.

"This offering has contributed materially toward bettering the condition of the people living in the war devastated regions and the American Delegation has given new proof of the friendship which unites the two republics."



#### THE CONCLUDING OFFICIAL CHAPTER WRITTEN BY OUR GOOD WILL GIRLS

Miss Spengler (right), assisted by Miss Lauer (left), presents Mayor Jackson, of Baltimore (extreme right), with the testimonial from France expressing the appreciation of the French people for the liberal support given the American Committee's work in the devastated regions, by the people who voted for the delegates. F. H. B. Bullock, President's Office, introduced the girls to His Honor. Miss Stevens was "on line" and unable to be present.

It will be recalled that the Baltimore News handled the voting campaign for the Good Will Committee in electing delegates to make the trip to France.

The presentation of the testimonial took place in the office of Mayor Jackson, Baltimore, on July 7. Miss Spengler, who presented the certificate, was accompanied by Miss Magdalene Lauer, another of our Baltimore and Ohio Good Will delegates, and by F. H. B. Bullock, Office of the President.

Mr. Bullock introduced Miss Spengler as follows:

"Last February there was held in Baltimore what is known as the 'National Good Will Elections,' under the auspices of the Baltimore News, for the purpose of raising funds to complete the work of the American Committee in the devastated regions of France; to select delegates by votes of the people who subscribed to this fund for a trip to France to see for themselves the work already done and that remaining to be done by the American Committee in bettering the condition of the people living in the devastated regions; and also to convey to the French people an expression of Good Will from the American communities which participated in the Good Will Elections.

"There was \$50,000 raised in Baltimore towards this fund, of which about \$21,000 was contributed through the Baltimore and Ohio Railroad campaign, under the direction of General Chairman James S. Murray, assistant to president, and myself as general treasurer. There were eight delegates elected from Baltimore who made the trip to France with delegates from 17 other cities. Baltimore had the honor of casting the largest number of votes for any one delegate, Miss Nina Spengler; also for having the youngest delegate, Miss Magdalene Lauer. These young ladies, together with Miss Margaret T. Stevens, are employed by and represented the Baltimore and Ohio Railroad.

"Miss Spengler, being the honor delegate from Baltimore, has been commissioned by the French Government to present to the City of Baltimore and to the Baltimore News a testimonial of appreciation from the French people.

"I take pleasure in introducing Miss Spengler and Miss Lauer."

Miss Spengler then presented the testimonial, which was received by Mayor Jackson and by Mr. Warren W. Brown, representing the Baltimore News.

#### A Pointed Question

It was at a college dance. The young man had just been introduced to her and after a brief and awkward silence he ventured: "You are from the West, I understand?"

"Yes, from Indiana," she replied. "Hoosier girl."

He started and flushed deeply. "Why er-really," he stammered, "I—I don't know—that is, haven't quite decided yet."

—Boston Transcript.



## President Willard and General Manager Scheer Address Relief Department Surgeons at Convention

THE thirty second annual meeting of the Baltimore and Ohio Association of Railway Surgeons was held at the New Willard Hotel, Washington, D. C., on June 14, 15 and 16.

The first session was called to order at 9.30 a. m., June 14 by President Dr. Victor D. Lespinasse, Chicago. An address of welcome was made by Dr. J. Russell Verbryche, Jr., vice president, Medical Society, District of Columbia, on behalf of the medical profession of Washington. General Manager E. W. Scheer welcomed the doctors on behalf of the Railroad Company. In opening his address, Mr. Scheer said:

"It seemed best to me, when I was requested to address you, to admit in the beginning that I am incompetent to discuss before you matters relating to the human ills—I might discuss with you some of the ills of the railroads, but knowing that our honored President will address you tomorrow, I have no doubt but that he will place before you his diagnosis of the railroad situation and his suggestion as to the remedy. After you have heard him you will, with me, admit that he is a first class diagnostician, as well as a practical physician.

"Knowing that you have been busy keeping pace with the progress of your profession, it occurred to me that you might not have had time to inquire very closely into the progress made by the great transportation companies, and that some reference to the early history and progress of the company with which you are associated would be of interest to you."

Mr. Scheer then traced the history of the Baltimore and Ohio from its earliest days to the present, giving data as to the date of charter, laying of first rails, etc. He also explained to his audience the earliest operations of steam locomotives.

Mr. Scheer explained the origin of the Relief Department, giving facts and figures as to its early history, concluding with the statement that on April 30, 1881, it had a membership of 14,439, while today it numbers 65,467. In 1881 there were 387 surgeons and 9 hospitals, while today we have 638 surgeons and 132 hospitals under contract.

In conclusion, Mr. Scheer said: "Truly the Baltimore and Ohio has progressed until it has reached a state of manhood, powerful and glorious, under the guidance of our chief executive and his efficient corps of vice presidents in charge of finance, operation and traffic. And this credit is also due you and your predecessors, because as far back as 1844, when the Relief Fund was started, President Louis McLane realized that without the guidance and help of men of your profession, final success could not be achieved.

"It was then, as now, your duty to see that none but those who were physically and mentally fit should be permitted to enter the service, to heal the sick and relieve the suffering of those who meet with accident. It is a matter of history that men of your profession do more real work for the good of humanity, both individually and collectively, than all the others combined, and many, many times without hope of fee or reward, except the feeling of satisfaction because of work well done. \* \* \* \*

"I extend to you a most cordial welcome, \* \* \* and I trust you will carry with you for years to come, many pleasant memories of this visit to Washington."

Responses were made by Dr. Lespinasse and Superintendent W. J. Dudley, Relief Department. The balance of the morning session was occupied with the presentation of technical papers by Dr. B. O. Robinson, Parkersburg, W. Va.; Dr. E. L. Crum, Lodi, Ohio; Dr. Robert J. Jones, Greenfield, Ohio; Dr. Don Deal, Springfield, Ill.; Dr. H. S. Hedges, Brunswick, Md.; Dr. W. B. Gambrill, Ellicott City, Md.; Dr. W. A. Galloway, Xenia, Ohio; Dr. E. V. Millholland, Baltimore, Md., and Dr. Page Edmunds, Baltimore, Md. One hundred and fifty-eight members registered at the convention, a large number of whom were accompanied by their families.

In the afternoon 275 members of the association and their families were entertained by a trip to Mount Vernon and in the evening by a trip to Great Falls.

The morning session on June 15 was taken up with the discussion of medical subjects and matters of interest to the railway surgeons. Papers were presented and discussed by Drs. Thomas F. Heatley, Toledo, Ohio; Arthur A. Rang, Washington, Ind.; Edmund C. Brush, Zanesville, Ohio; Walter R. Griess, Cincinnati, Ohio; James B. Poling, Lima, Ohio; Paul R. Sieber, Pittsburgh, Pa.; J. E. Offner, Fairmont, W. Va.; Robert J. Reed, Wheeling, W. Va.;

E. J. Gunning, Washington, D. C., and Harvey S. McKay, St. Louis, Mo.

The afternoon session was opened by Superintendent W. J. Dudley, who introduced President Daniel Willard as the principal speaker.

After expressing his appreciation of the opportunity to address the association, Mr. Willard said that he would not attempt to make a speech but that he would talk very informally on a subject which he was satisfied was of deep interest to the members, namely the railroad situation as it is today, and particularly with reference to the Baltimore and Ohio.

"I want to extend to you greetings on behalf of the Railroad Company," said Mr. Willard. "I am very glad to see you all here. I thoroughly approve of such meetings. I suppose that after you leave here you exchange views on various subjects, just as you do in your meetings here, and for this reason I want to give you the facts of the railroad situation so that you may form your opinions accordingly. I also want to say that I have always had a high opinion of the medical profession. I think it is the most important in the country, and I do not even except clergymen. Perhaps after I am finished you may be able to visualize the railroad problem as I see it. After I have finished, also, I shall be very glad to answer any questions any of you may wish to ask, in case my remarks are not entirely clear to you."

Mr. Willard called the attention of his audience to the fact that in the United States we have roundly 265,000 miles of track, and that we cannot, as in the case of the Telegraph and Telephone Company or the Canadian National Railways, handle them as a single unit. The railroads are owned by about 1500 companies, and approximately 200 of them have gross earnings of over one million dollars per year. These are considered as Class 1 roads, and do about 95 per cent. of the entire business of transportation. They own 2,400,000 freight cars, 58,000 passenger cars and 68,000 locomotives. He said that the problem is to use all these facilities with the greatest efficiency in the interest of the public. "I believe under the Transportation Act," said Mr. Willard, "the railroads can, and have, and will serve the public better and cheaper than if they were all owned by one company."

Mr. Willard explained that the railroads did not break down under private ownership when the war commenced, as has been repeatedly charged. What happened, he said, was that there was a great concentration in the east because of the necessity of moving steel, coal, etc., to war plants and ships on the Atlantic Coast. This disarranged the entire distribution system because the Eastern roads, particularly the Baltimore and Ohio and the Pennsylvania, were badly congested, while money was being lost in the West on account of no freight being handled from steel and



"Dog gone that Car Shortage"



coal centers. He said that naturally the President could not ask the Western roads to run at a loss and in order to equalize matters the Government took over the railroads.

Mr. Willard said that up to last December the Transportation Act had failed to bring a fair return to the carriers, it had failed to furnish a sufficient car supply and it had failed to prevent strikes. "The situation has changed since then," he said. "The probabilities are that we will earn a fair return this year. There is no shortage of cars today, and railroads are adding new equipment to take care of increased business. As to strikes, managers and employees are clearing up this situation by getting together in conference and coming to agreements. So the Act now seems to be functioning in its three essentials.

"I do not believe that the railroads can be run more efficiently and with more benefit to the public under Government ownership. I think the present arrangement is the better."

Mr. Willard then referred to the resolutions passed by the Railway Executives at New York in April, explaining what they had agreed to do. He was heartily applauded when he explained the accomplishments of the Baltimore and Ohio and

told his hearers that we are today ahead of the program in so far as it concerns car mileage, bad order cars and repairs to locomotives. The accomplishments of this Company in these matters were given in detail in the June MAGAZINE.

"I am sorry," said Mr. Willard, "that we have apparently overlooked an important agency or avenue in connection with the spreading of the Baltimore and Ohio spirit, namely the surgeons. You are a part of our family, you have wide relationships and associations. Many of you—if not all—are prominent in your home towns and you can, with the facts in your possession, explain the true railroad situation fully to your friends and associates.

"What is the spirit or ideal of the Baltimore and Ohio? First, I want to say to you emphatically that there is no so called 'Wall Street Control' of the Baltimore and Ohio. There are some 36,000 stockholders, with an average holding of 50 to 60 shares. 16,000 of them are women; 20,000 of them own less than 20 shares each. There is no large single owner. The Board of Directors manages the property. They are elected by the stockholders every year. It is the function of the president and his advisers to set up a standard or spirit on the Baltimore and Ohio. My standard is

'Good Neighborliness' in all communities. Who can interpret in a better manner than the family physician the spirit of a 'Good Neighbor' or who is a better neighbor? I am sorry that I have not been able to give you this message before. That was our mistake. They say a doctor's mistake is usually buried, but when we make a mistake we must live with it.

"Another of our standards is on time trains. We want to run them with comfort to our patrons, and we want our people invariably to be courteous.

"That, gentlemen, is our policy. Perhaps we may fail at times, but who does not? If any cases come to your attention where our policy is not being lived up to, do not hesitate to communicate with the head of your department. I want you to feel your responsibility as members of the Baltimore and Ohio family, and I hope you will do so."

On the evening of June 15 the visitors were entertained by the Baltimore and Ohio Glee Club. After the entertainment dancing was enjoyed until a late hour.

The morning session on June 16 concluded with a business meeting at which officers for the ensuing year were elected as follows: President, Dr. Walter R. Griess, Cincinnati, Ohio; First Vice President, Dr. Paul R. Sieber, Pittsburgh, Pa.; Second Vice President, Dr. J. L. Cochran, Connellsville, Pa.; Secretary and Treasurer, C. E. Johnson, Baltimore, Md.

## New Offices for Traffic Department in Cleveland

By A. R. STROME, Assistant Chief Clerk

ON July 1, the Freight and Passenger Traffic Department moved their offices from the Park Building, to new quarters on the 9th floor, New Union Trust Building, which is located at the intersection of Euclid Avenue and East 9th Street—"Cleveland's busiest corner"—the heart of the financial and retail section.

The Union Trust Building is the second largest office and bank building in the world, the Equitable Building, New York, being the largest.

Large iron ore, coal, steel, chemical and steamship companies will occupy space in the new building, and our offices will be easily accessible to all patrons.

Work on tearing down the old buildings on the site of the new building commenced on July 1, 1922, and exactly one year later, the first tenants—the Baltimore and Ohio Traffic Department—moved into the new building.

## Car Miles

Read how the goal of 40 miles per car per day has been reached—and how it can be reached—on page 9 of this issue!



The new home of the Freight and Passenger Traffic Departments, Cleveland, Ohio



## All Aboard for Our Country Club!

**H**O, all ye Baltimore and Ohio folk who love things athletic! Who wants to play tennis and baseball? Who wants to play basketball and volleyball? Who wants to swing a golf stick out over the green fields of Halethorpe? Who wants to swim or learn to swim? Who wants to glide away in an entrancing waltz with the rest of the boys and girls of our offices? You? Well, so do I, and here's our chance!

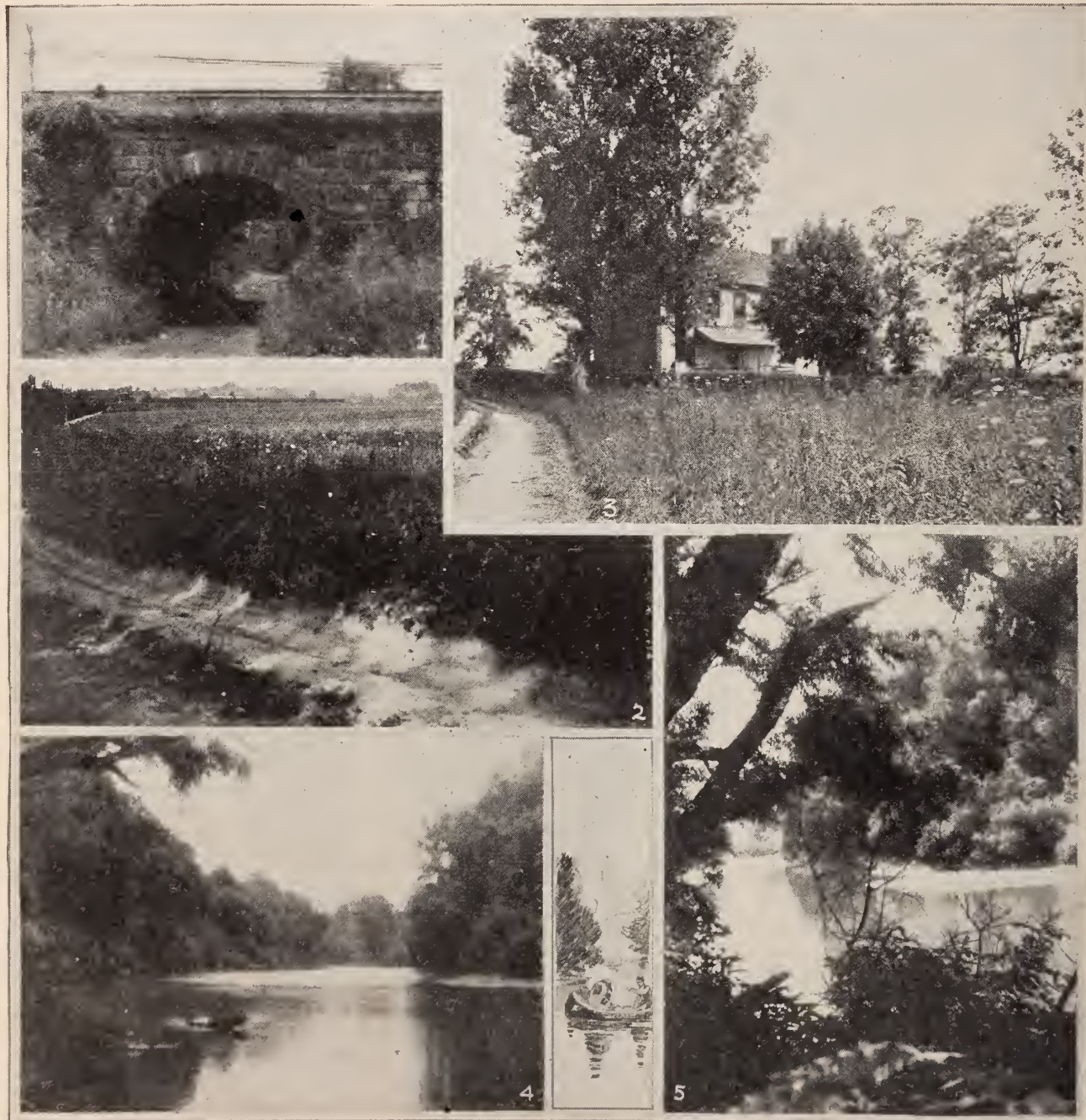
The Baltimore and Ohio has a splendid piece of property at Halethorpe, Maryland,

on the shores of the Patapsco, which is particularly well adapted for a recreational center. It is just about five and a half miles from the city of Baltimore, on the main line of the Baltimore and Ohio, with good train service and a trolley line. A group of our engineers made a survey of the property and reported that it has great possibilities. All that we need now is 3000 employees who are willing to join in the fun and who are willing to contribute a dollar each per month. This will make for us a playground such as we have never had.

For the benefit of those who have not been able to attend the meetings of the committees, we would say that the following features have been suggested:

**Club House:** This is to be a two story structure consisting of a general lounging room, assembly room with a seating capacity of from 300 to 400, and which would also be used for dancing and any other form of entertainment. There would also be two wings, one of which would be used as a ladies' rest room, etc., men's room, etc. The second wing would contain dining room, kitchen, etc.

On the basement floor, entrance from ground level, there would be under one



WHAT MORE IDEAL SPOT COULD BE FOUND FOR OUR COUNTRY CLUB?

1 The culvert and the road leading into the grounds at Halethorpe, Md. 2. One of the fields looking toward the Railroad, with the "Capitol Limited" speeding by. 3. The old house now standing on the property. 4. A shady nook on the Patapsco, giving visions of canoeing and swimming. 5. Another beauty spot on the river





TWO SECTIONS OF THE CAPITOL LIMITED, WESTBOUND, LEAVING WASHINGTON ON JUNE 18  
Interest in our famous train continues unabated as she makes daily on time arrivals at Chicago and Baltimore

wing, lockers, showers, etc., for both ladies and gentlemen. Under assembly room there would be space for bowling alleys and under the other wing there would be space for pool tables. The building would be equipped with wide porches; with the doors from the assembly room opening out on one of them, so that that particular porch could be used in conjunction with assembly room for dances, etc.

It is also hoped to have 4 baseball diamonds, 8 to 12 tennis courts, a nine-hole golf course and a swimming pool.

The success of this movement will

depend entirely upon the attitude of the Company towards it. Before the matter can be presented to the Management it will be necessary to ascertain approximately the number of employes that would be willing to join such a club and pay monthly dues of \$1.00, with the understanding that if the movement does not materialize the dues paid in will be returned.

Employees of Baltimore and vicinity, if you have not yet signed up, send in your names to W. W. Wood, chief of welfare Baltimore and Ohio Building, Baltimore, Maryland.

management, March 1, 1920, Mr. Matthews was for a year chairman of the Coal and Coke Committee, Trunk Line territory, and a member of that committee until his death.

The funeral was held from the residence of his brother-in-law, R. C. Crawford, 210 Hutchinson Avenue, Edgewood, near Pittsburgh, the body being sent there on July 11. Mr. Matthews was unmarried.

## Death of H. M. Matthews, Coal Traffic Manager

HERBERT M. MATTHEWS, coal traffic manager of the Baltimore and Ohio Railroad Company for the past eight years, died at midnight, July 10, of pneumonia at his country residence on the Bush River, near Aberdeen. On July 6 he was at his office in the Baltimore and Ohio Building as usual, but the following day contracted a severe cold which quickly developed into pneumonia.

Mr. Matthews was born October 11, 1860, at South Bend, Ind. After being educated in the public and high schools of that city, he entered railway service November 21, 1881, as clerk in the general freight office of the Chicago, Burlington and Quincy Railroad, at Chicago, being promoted to general agent of that company at Pittsburgh, October 15, 1886, where in April, 1897, he first became identified with the Baltimore and Ohio as commercial freight agent. Six months later, Mr. Matthews was advanced to division freight agent and on February 1, 1904, in addition to being division freight agent, was made coal and coke agent at Pittsburgh.

Mr. Matthews first came to Baltimore in July, 1905, when the Baltimore and Ohio made him general coal and coke agent, with headquarters in this city, and in July, 1915,

he became coal traffic manager of the System. During Federal control of the railroads, he was a member of the committee in charge of coal and coke traffic in Trunk Line and New England territory, and when the committees were reorganized after the return of the roads to private ownership and



The late H. M. Matthews,  
Coal Traffic Manager

## Locomotive Chart Free

THE Mechanical Goods Division of the Johns-Pratt Company has just issued a locomotive chart which is of interest to engineers and mechanical officers.

The chart shows a typical modern locomotive in outline, with each part numbered. It also shows a complete list of the parts so numbered, and makes special reference to defects covered by Interstate Commerce Commission rulings.

A copy of the chart referred to will be sent without charge to any Baltimore and Ohio employe upon request. Address letter to The Johns-Pratt Company, 41 East 42nd Street, New York City, N. Y.

## Steps to Success

Carefully examine every detail of your business.

Be prompt in everything.

Take time to consider, but decide positively.

Dare to go forward.

Bear trouble patiently.

Be brave in the struggle of life.

Never tell business lies.

Make no useless acquaintances.

Never appear something more than you are.

Pay your debts promptly.

Shun strong liquor.

Employ your time well.

Do not reckon upon chance

Never be discouraged.

Be polite to everybody.

—Exchange.



# Safety Section

## Trainmaster B. F. Kelly is One Good Reason for the Splendid Safety Record of the Staten Island Lines

By W. F. BRADEN, *Safety Representative*

**R**ECENTLY a woman ticket agent on the Staten Island Rapid Transit Railway, the New York property of the Baltimore and Ohio, was seen to climb on the wrong side of a train that had stopped at her station. Instead of boarding the train from the platform, she stepped up from the rail running in the direction opposite to that in which the train was going.

The conductor saw her, realized that she was not only doing a dangerous thing, but also that she was setting a bad example to regular patrons. He reported the occurrence to B. F. Kelly, trainmaster of the S. I. R. T. R'y, and regarded as one of the best safety exponents on the System.

The next day the lady was summoned before Mr. Kelly. Looking his sternest, he recited the facts to her, pointed out what a dangerous practice she had indulged in, got her to sign a statement admitting her carelessness, handed her a book of Safety Rules and, finally, told her to "go and sin no more."

As she left his office she was a wiser and a happier employe, for after his admonition, Mr. Kelly made one of his humorous remarks and caused the lady to smile broadly. On her way back to her station, she read over the Safety Rules, and it is safe to say that she will not violate one of them again.

That's Mr. Kelly's way of doing things. If he can help it, no employe on the S. I. R. T. is going to disregard safety. Like many other employes he works for safety in operation 365 days of the year, and every hour of every one of these days.

It is interesting to watch Mr. Kelly at work. In the first place, he starts out with the idea that he has the "best little railroad in the world." If you want to "start" something, just argue against this premise. In that emphatic, direct, convincing way of his, he will not be long in convincing you that you are entirely wrong.

He is not one to impose his ideas and ideals upon another without due regard for the other person's feelings. He is a direct and forceful talker and when he is expounding safety he is most enthusiastic. He loves an argument, for it gives him new ideas, brings new thoughts and keeps his mind supplied with food.

It was back in 1891 that Mr. Kelly first was employed by the Staten Island lines. He started out as an operator, next was leverman and then in succession went from agent to yardmaster, to brakeman, to dispatcher, chief dispatcher, division operator, assistant trainmaster, supervisor of transportation, and, finally, to trainmaster.

Constant application to duty, a sincere belief in his employer and a rigid following of all rules and regulations promulgated by his employer, are the reasons for his success. During the illness of his next higher superior officer he has shouldered the burdens of keeping the property going and he has succeeded well.



Trainmaster B. F. Kelly

Mr. Kelly firmly believes that safety is just as necessary a part of operation as is coal or water for the engine, or grease and oil for the passenger cars.

"I became interested in safety," he said the other day, "I might say, from the first day I entered the railroad field. As I progressed through the different positions, the more interested I became in my work for safety. I have observed that there are employes who do not familiarize themselves with the duties assigned them, and they do not succeed. I have seen many report for duty and then pick up the daily newspaper and become absorbed in it, soon becoming indifferent and careless to the dangers around them. Whenever I see conditions like these, I try my best to correct them, for I believe I am thus saving

some poor fellow from running into danger and, perhaps, being killed, or injured."

Failure of the employe engaged in train operation to know thoroughly the Book of Rules, Mr. Kelly believes, is one of the principal reasons for their lack of interest in their work.

"We try to overcome this," continued Mr. Kelly, "by examinations in writing on the rules. Not more than 25 questions are given, but to answer them intelligently, the employe must have a fair knowledge of the rules. Knowledge gained by the men in preparation for these examinations has proved beneficial.

"Up here we try to handle the employes in the matter of safety so that they will realize that it is a necessary part of their employment. When I find some fellow who is indifferent in observing the safety rules, I summon him to my office and point out the weakness in his plan for advancement and try to convince him before he departs that the proper line to follow if he intends to remain in railroad service is to work along safe lines. Usually I get the assurance from the man that he was just careless because he didn't know any better.

### Safety Should Be Taught in Schools

"My belief is that we should begin to instill safety into the young mind. Around the larger railroad terminals, I believe the schools should be furnished with safety instruction matter by the railroads. In this way the youth would learn specifically the dangers of steam transportation lines.

"When an employe who observes safety rules, leaves the railroad property, his duty to think and act safely does not cease. When at home with his family he should, at every opportunity, have a heart to heart talk with the folks about safety. When reading the newspapers, if I find something that will improve the family along safety lines, I discuss it. If railroad employes practised safety when at work as well as it is practised by their wives at home, every railroad would be a paradise to work upon. I dare say there is not a housewife, who, from the time she gets up in the morning until she retires at night, is not practising safety.

"Those who believe in safety should practise it to the fullest extent. Those who do not certainly should seek other fields of employment. Work can be done only one way; that is, conscientiously and carefully."

Mr. Kelly is convinced that the safe employe is the most valuable one. He has found, he says, that carefulness of human life and limb means that such a man will be careful of the property of his employer. The man, he has discovered, who goes about his work without regard for his own or his neighbor's safety is just as recklessly careless of the material put at his disposal for the operation of the railroad.

(Continued on page 31)



# Following the Good Will Girls through France

By MARGARET TALBOTT STEVENS

(Continued from the June issue)

## Bordeaux—and a Touch of America—VII

ON the evening of May 6 we arrived at Bordeaux, after a pleasant ride.

There had been a delightful thunder shower with lightning and an unusual electrical disturbance in the sky. The effect was that of a great display of lights behind a screen of clouds.

We rode from the station of Bordeaux to our hotel behind a pair of horses. There are many horses in Bordeaux. Everywhere we see them. There are automobiles too, but not so plentiful as horse-drawn vehicles.

Before the cafes here also sat many people. Often a pink and white cockatoo would be perched on the back of a customer's chair. The chairs are usually painted in gorgeous colorings.

We were assigned to various rooms, some good, a few otherwise. Several times during our trip we have had someone else come along to claim our rooms—just as we were ready to turn in.

It's lots of fun to watch the French when they get into such a dilemma. They "Hey!" and "He!" and "Ho!" to each other, run forward, then back again, pick up a bag, drop it, open a door, then close it and hold the key. Presently they run back and open the door again. Always calling to each other. Oh, it's great sport!

On Sunday morning while waiting for the bus, Nina and I walked to the lovely statue of the Girondins in the public park at Bordeaux. There are many wide streets in this town, quite in contrast to Nimes, Marseilles and Carcassonne.

We left at about 10 o'clock to visit the city and to take a long drive to St. Emilion for lunch.

At the Grand Theatre we were joined by two women of Bordeaux, a mother and daughter; the latter spoke good English, the former only French, but from both we learned much about Bordeaux and its people.

Although it was Sunday the markets and stores were open, and men, women and children were running hither and thither.

We saw the churches of St. Sevrin, St. Michel, Holy Cross, and the Cathedral, the Hotel de Ville, and we entered the royal box of the Grand Theatre. The clock tower of St. Michel is the highest tower in South Western France. Then across the Pont de Pierre over the Garonne River out on the country roads through miles of vineyards and roses, buttercups and daisies we went, our stomachs getting emptier at every minute. With only rolls

and coffee for breakfast it is hard for an American to wait until noon, much less until one o'clock and after. Horrors! something went wrong with one of the cars; the condition was remedied and we proceeded again. Horrors again! The chauffeurs were uncertain of their way to St. Emilion. They went off on the wrong road so we had to turn back and take another way.

With our tongues hanging out and our stomachs sticking to our backs we arrived at St. Emilion, a town with old turrets and towers, churches and old houses, inclined streets of cobblestones and terraces. In a large hall we were met by some of the town officials—and then we ate!

In the afternoon we went into an exquisite old cloister, ivy covered and with trees now growing in the center. Ferns grow out of the walls and there is an atmosphere of something strange and alluring. Can it be that it is the old wine cellars, the grotto that runs underneath the gardens? Let us go down. Ah, the air is damp and cool. What are these large stacks of bottles? We are told that these are filled with the famous Bordeaux wines made only by the monks of this cloister. At intervals these bottles are turned. Then after a long time the bottles are brought down to an open space in the center of the grotto, where the dregs are separated from the wine and the bottles filled with a mixture of brandy, sugar, etc. Nowhere else is this wine made.

Coming out of the grotto we were greeted by a burst of corks from some bottles. We were about to be served with wine from the grotto!

A long drive back to Bordeaux and a reception at the American Nurses Home was next on the programme.

The drive through the country just before twilight in the coolness of the evening was delightful. The peasants came out to greet us. In each yard were piles and piles of fagots. Geese walked boldly down the lanes and sycamore trees, with their tops cut off, formed many a pretty arbor.

The driveway to the Nurses Home is a roadway with a high stone wall on either side. We got out of the buses and walked through the gateway. There stood all of the nurses in glad array, waiting for our arrival. Inside the reception hall we went, the nurses parading in single file after us. How good it seemed to see the American flag above the doorways! This we invariably found wherever the Delegation went.

Then the Nurses sang for us the Star Spangled Banner in French, followed by the Marseillaise, after which we went out

into the garden for tea. Again came the delicious French pastries, hot chocolate, lemonade and tea. Then to our delight, who should come along but the American Vice-Consul at Bordeaux, who is from Washington, D. C., and who wanted to meet the Baltimore girls. He said that it was quite a treat to meet lots of honest-to-goodness American girls—and you may be sure that we could return the compliment to fit the occasion. *After he had had tea with us and walked over to the clinic and back, he was perfectly convinced that our Baltimore and Ohio is the Best and Only railroad in America. More than that, he promised to write to his home folks and ask them to ride on our line at every opportunity. How is that for advertising?*

Before leaving the hospital the nurses sang hymns for us, all in French and quite beautiful. This was the nearest thing to church service we got to on Sunday.

## The Good Will Delegates Reach the Devastated Regions—VIII

THE last lap of the journey through Southern France began on the morning of Monday, May 8, when we left Bordeaux for a five-hour ride to Tours. We lunched on the train and I vowed that morning that never would I grumble about having to walk through six or eight coaches to get to the diner. Today we walked through the narrow aisles of eleven coaches, most of which were of the third class. We stepped over baskets of vegetables, boxes of most everything—rabbits, chickens, dirty children and guinea pigs; there were mothers with half-dressed babies and many people sitting with their feet out in the aisles. It was certainly a conglomeration. Then, by the time we reached the dining car our appetites were nearly gone; one look into the kitchen of a French diner will accomplish this for you. However, I shall speak more of this feature later when I tell you the story of a visit to the French railway station. Suffice it to say that we closed our eyes until we sat down to the tables, for, after all, the food is appetizingly arranged and is well served. Besides, there are wines to be had, which, for some peculiar reason, our own Mr. Baugh never serves as an additional attraction on his menus.

Arriving in Tours we were met by a reception committee, among the members of which were several honest-to-goodness Americans. Two of these, one a representative of the International Harvester Company, the other a former Southern Pacific Railway man, were particularly nice to the Baltimore and Ohio group. The delegates





#### WHAT THE GOOD WILL GIRLS SAW IN FRANCE

1. Miss Lauer (right) and Miss Schultz, of Kenosha, Wis., looking over into Italy from LaTurbie, France. 2. Good "Willers" at Coucy le Chateau. Here are seen some of the buildings of the American Committee. 3. Left to right: Mrs. Conway, of Baltimore, Miss Nina Spengler, and two French officers, looking out of the windows of the Kronprinz's observatory, near Montfaucon. 4. Miss Lauer and Miss Spengler pose for a photograph with the Carcassonne washerwomen. 5. Children who came to greet the delegates in the gardens of Lafontaine, Nimes. 6. Baltimore girls have lunch on the street before a French cafe; left to right are Misses Stevens, Spengler, Quarles and Lauer, and Mr. R. D. Hinds, of the Associated Press, who did much to make the journey pleasant for the Baltimore and Ohio girls. 7. Ruins of an old cathedral at Montfaucon. 8. Cartoon reminding us of the days of fighting, drawn by Captain William Hart, Canadian Army, one of the guides through the Devastated Regions



had a good part of the afternoon and all of the evening to spend as they desired, so each celebrated according to her ideas of a good time. Mr. International Harvester and Mr. Southern Pacific invited us for a visit to some of the old chateaux for which the country around Tours is famous.

In the afternoon we went to a reception by the mayor at the hotel de ville. The mayor is an interesting man, who assured us that when we visited other cities we were visiting France, but that when we visited Tours we were visiting at home, for this was the home of many of our soldiers and officers during the World War. He wanted us to remember this and he hoped that we'd all be homesick for Tours after we had left the city.

After the reception Mr. International Harvester came for one group of us and Mr. Southern Pacific came for another. Nina and Magdalene went with some of the other girls with Mr. S. P., and Mrs. Blair, of Baltimore; Miss Thompson, of Indianapolis; Miss Stephenson, one of our chaperones from New York, and I were the guests of Mr. International Harvester.

We drove over the bridge that crosses the Loire River, and on to the Country Club, beyond the soldiers' headquarters. As we passed along the beautiful highway we noticed a lovely cloud that had formed on the western horizon—a huge pile of snowy layers, tipped with scallops of gold. Dark and gray at first, it grew lighter and lighter, then almost white against the background of the sunset which tipped its edges in gold. Suddenly there came a flash of lightning from its center, giving the cloud the appearance of a magnificent cave, electrically lighted. As we went on the formation grew even more beautiful, and when we turned the car in the opposite direction we looked back again and again to see the lightning flash. It was the loveliest cloud I have ever seen.

On we went, through the city's main street, passing into the green open country, where on our right we gazed upon a handsome chateau; and it is necessary to see a chateau like this to realize how beautiful it is.

Soon we came into a little village of narrow streets and stone houses of one story each. A little church was the largest building in the whole village and that was not large. We turned to the left and found at the end of the block the little River Cher. Here on its green banks walked two young peasant folk, their arms about each other, making their way to a little rowboat at the water's edge. It was a lovely picture in the twilight, and as if to complete its beauty, there hung above the river the same lovely cloud—our cloud—the one we had wondered at a half hour before.

We left the twain in silence and drove back into the city for a wonderful dinner which began with lobster and ended with

strawberries and cream. At eleven o'clock we got back to our Grand Hotel du Faisan, only to find the gates locked and the watchman gone to bed. We finally aroused him with our banging on the doors and bribed him to let us in.

In our rooms we found lovely bouquets of pink and white roses. This was one of the most delightful little hotels that we visited in southern France. The service was most satisfactory and the servants particularly courteous. Miss Webster and I had some dresses pressed, our shoes shined and a dress cleaned. When the chambermaid brought them back we asked for the amount of the bill.

"Oh, mademoiselle," she said sweetly, "it is nothing whatever; it is only a kindness for you." And she backed out quickly and closed the door. I ran after her, but she was not to be found. Later I rang for her and she came. I insisted on her taking a few francs and she finally accepted them.

On the morning of May 8 we arose in time to do a bit of shopping before eight o'clock. Tours has some lovely stores, specializing in linens, lingerie and gloves. With the delegation we visited various cathedrals, through which we were conducted by the abbe of St. Martin's Cathedral. St. Martin is the patron saint of the city of Tours, so you may know that the cathedral of that name is quite magnificent. At one o'clock we took the train to Paris.

#### Anne Morgan and John McCormack

Arriving in Paris we were greeted by Mrs. Dike, the president of the American Committee, and a number of the other officers of the Committee. We were particularly delighted when evening came to find at our own dinner table—whom do you think? None other than our own Anne Morgan, who had come across the Atlantic to be with us. She, as usual, was quite delightful, just as full of fun as if she had been sleeping for a week—and I don't believe that Anne Morgan ever sleeps. When she spied us she exclaimed at once:

"Oh, here are the girls who had that splendid send-off in New York! I think that was the most wonderful thing of its kind that I have ever seen. It was simply marvelous. You girls certainly ought to be proud to know that your company thinks so much of you." (And you may be sure that we are.)

In the evening we went to the Champs Elysees Theater to hear our old friend, John McCormack. Can you imagine—hearing him in Paris—in the midst of an audience that was half American, half French? Encore after encore he received. Shouts of "Bravo!" could be heard all over the theater, and oh, how gracefully John returned and sang, "Old Pal o' Mine," and the "Last Rose of Summer!" It was a treat indeed.

I don't know whether I mentioned anything about the taxis in France or not,

but they are cheaper than travelling in our own trolley cars at home. Seven of us came home from the theater that evening in a taxi—about 20 minutes ride, and the bill amounted to the enormous sum of four francs 75 centimes, or about 33 cents for the seven of us. Of course, we didn't mind tipping the driver a franc.

By the time that we had written a few cards it was long after midnight. We must get to bed. Tomorrow was our own day; we would be free to spend it as we wished. It was our first whole day free.

The story of our shopping expedition in Paris will be told later. We spent a most delightful day and when at last we gathered together in the big dining room, there were many funny experiences to be heard.

After dinner there were the bags and portmanteaux to be packed and marked, letters to be written, hair to be washed, baths to be taken, diaries to be written, etc., for tomorrow we must begin our first trip into the lands that were laid waste by the enemy. Today ended our journey through the lovely lands of southern France; tomorrow would be different. Tomorrow would come the battlegrounds and the cemeteries; tomorrow we would see some of the work being done by the American Committee. Oh, what a thrill it is to feel that we have taken some small part in the upbuilding of the devastated area!

#### Three Pictures of France—IX

WHEN we leave Paris for the towns farther north, it is like leaving a home of luxury and taking up our abode in a hut. And this, indeed, is what the war did for northern France, the section now known as the Devastated Region. On our trip from Paris to Arras I learned many things, but the chief of these was to see France in three distinct pictures—one is France in all her picturesque loveliness before the ravages of war; a second, the sad France that was left after the passing of Death and Destruction; but the third and most magnificent, the picture that should be her pride—the France that has overcome her own sorrows and has risen above the ruins with a glorious fortitude that puts the average mortal to shame.

"I hold it true with him who sings

To one clear harp in divers tones

That men may rise on stepping stones  
Of their dead selves to higher things."

This, France has done. Where bad lands marked the places where burst thousands of bomb-shells, France now has her waving fields of grain. The darker spots of greenest wheat tell where the shells upturned the virgin, and consequently more fertile soil. Fields have been levelled off once more, even at the expense of lives, for still are France's men dying for the sake of their country; unexploded bombs slumber until they are overturned by plowshare and spade.





#### LESSONS IN FRENCH CUSTOMS

1. Dinner at the Lion Rouge, Soissons, in the new dining hall, opened for the first time by the Good Will Delegation. 2. Not a saint with a halo, but "Aunt Mary" in French headdress. 3. Washing clothes at the river shore. 4. A certain Marquis at Marseilles, about to kiss Miss Spengler's hand in farewell. Miss Lauer and Miss Stevens look on in amusement—their turn next. 5. With French peasant girls at the perfume factories at Grasse. 6. Descending the hill from the Notre Dame de la Garde, which overlooks the harbor at Marseilles



On the edges of mine craters we see the tufts of green grass which the cattle now munch peacefully. Deep in the deserted shell hole blossom the daisy and the buttercup (or button of gold—*bouton d'or*). Out yonder, where clouds of smoke and gas hovered over the fields, bend the peasant women, planting their gardens, and all along the roadside are the bunches of beautiful yellow gorse. Poppies grow here and there, their lovely chalices reminding us of the blood that once flowed where they stand on the borders of the old trenches. Caissons that once formed the entrances to dugouts are now transformed into roofs for the houses which the survivors of the war have builded for themselves. And always at the windows are the daintily embroidered curtains. Here also are flowers growing around these humble makeshift houses and blossoming in the dainty windows. Even churches are made of these relics of the war-caissons and bits of sheet iron—and we find them bravely standing beside the ruins of the magnificent cathedrals, whose place in the lives of the French people these humble little buildings must now occupy. It is sad, but wonderful.

Modern structures of brick are beginning to take the places of the old chateaus and though the architecture is far from lovely as compared with the buildings that once stood here, is it not marvelous that these people have rebuilt their houses, stores, and churches in towns where hardly a home was left untouched? The most remarkable part of this third picture is that of a little girl making mud pies on the British front lines. Human beings all have their burdens to bear, and each one, perhaps, thinks his own burden the heaviest of all. But when we look upon the work of the brave people of France, how insignificant we are, and how little are our own troubles! If France can build a flour mill before the war, to be destroyed; rebuild it to be burned to the ground, then rebuild it once more, can we not forget our own little worries?

To-day's experience brought to me these pictures, real pictures of things that have actually happened. Twenty miles from Paris at Senlis, we caught a glimpse of the first ravages of the war. Here was the point nearest Paris touched by the Germans; had the enemy been able to hold out for a few days longer, Paris would have been taken. From there on to Arras the ruins of war grew more and more noticeable. All along the roadsides were the great piles of rusty barbed wire. New plows are turning up the soil for agriculture. Here and there the little British and French cemeteries dot the landscape. The French people love their trees. On each side of the highways for miles and miles we find the double rows of trees. How terrible it was to them to have these destroyed, not only by the gas fumes that also killed everything else in their path, but in a most cruel way—many of the trees that

they could not otherwise destroy were peeled of their bark or had great pieces hacked from their sides. It is interesting to see that a few of the trees that were gassed and supposedly dead are putting out fresh leaves, just as the people are taking a new hold on life despite their losses.

At Peronne where we stopped for luncheon, there is what once was an old chateau, now in ruins. Its lower part is being used as a boulangerie (bakery). Yes, to people who love their chateaus and beautiful houses, what a sacrifice this must be! But they are making the best of everything, and since the survivors of the war must live, there must be bread with which to feed them.

Even a greater blow to the French than ruined chateaus must have been the destruction of that marvelous Cathedral at Albert, now known as the Cathedral of-the Leaning Virgin. The walls that we saw still standing, the lovely mosaic floors, the broken altars, and the statues once so sacred to those who worshipped there, now lying here and there, face downward. Oh, what pictures of horror they recall! At the top of the Cathedral once stood a magnificent statue of the Virgin Mary. The Germans shot it again and again before they were able to make it topple over. Then, for a long time it leaned over at an angle of more than 45 degrees, and finally was shot down altogether. When this happened a superstition said the war would be nearly over. And it so happened. These superstitions are strange things about the French that wars cannot destroy. More than this, in living among the people, we almost begin to believe them ourselves.

As we began to leave the area of poisoned barbed wire and horses' bones, we caught sight of a pile of German helmets, a great heap of them by the side of the road. Soon came houses, some old, some in ruins, many rebuilt. A goose waddled out in front of our bus and "quonk-quonked!" This was Arras, one of the most ravaged towns that has practically come up from the ashes again and again, since its beginning in 54 B. C. Once the richest city in Northern France, but after fifteen sieges by Attila's Huns, Vandals, Normans, and the French Revolution, the "City of a Hundred Spires" was thrown into a heap of destruction. But the spirit of French towns lives above its ruins, and Arras came again into its own in the 18th century only to be cut off from communication with the outside world and to become the center of terrible battles for four dreary years, leaving it a city of desolation.

We were given a touching little story of the rise and fall of this city—a beautiful, sad description of what it meant to its people, but nothing to me is greater than this sentence which I find therein:

"It is our firm will to rise again."

This is the spirit of Arras—and the spirit of France.

## At the Hotels—X

AT the hotels they always set before us the best that is to be had.

Last night we had the following menu: Soup, brain croquettes, roast beef with carrots, lettuce salad, apple sauce.

They do not serve vegetables with many meals, but there is always enough meat. The pastries are most delicious. The bread has very hard crusts, and usually there is no butter served with dinner. In the devastated section we do not have the delicious croissants which we learned to love in Southern France; our breakfast consists of hot coffee and these hard rolls with butter.

Sometimes we are able to get some kind of confiture or jam. I suppose they think that we are pigs to want anything else, and the funny thing about it is that our over-filled American stomachs are getting quite accustomed to the French breakfast.

The hotel rooms are very pretty. The walls are usually covered with a striped paper with dainty flower borders. Many times the long muslin curtains exactly match the paper, both in color and design. I suppose these must be sold together. There is always a clock on the mantle, no matter whether it runs or not, and on several occasions we have found vases of lovely roses on our tables.

In this section we find no baths connected with the rooms, although it is always possible to locate a tub somewhere in the house. We often have a jolly hunt for the bath tub, then someone will sing out: "Oh, girls, come see the funny animal!" And we all run to take a look at the tub and make arrangements for our baths.

## The First Graves Decorated

Our reception at Arras was most lovely and impressive. The old Hotel de Ville, or town hall, which also had been destroyed after the many, many years which had been spent in its construction, was the scene of our meeting.

The mayor, in his red, white and blue sash, received us with an address of welcome, a long one in which he gave pages of historical data. Then came a thrill of pride for us Baltimoreans when our Mrs. Blair responded so delightfully to the mayor's address. It was a beautiful little speech that she made, and the only one made in French by any of our party.

Then came bouquets of roses and pansies (pensees—thoughts), the latter being the adopted flower of the town; refreshments that quite compensated for the lack of a substantial American breakfast. The question came up as to what we should do with our bouquets. Finally we asked Captain William Hart, who had fought with a Canadian regiment, and who was one of our guides, if he knew of a nearby cemetery where we could leave them. He said that he would take us to one.



Leaving Arras we passed by the milk station that the American Committee has established for the babies of the town and then the ruins of another lovely cathedral, once the pride of Arras.

The sun hid itself behind the clouds and the rain began to fall. Already the ground was covered with several inches of mud from previous rains. We saw Captain

Hart's hat go off as he stepped out of the bus and pointed to a cemetery beside the road not far from Vimy Ridge.

"There lie my buddies," was all he said, and we knew that this was the cemetery where we were to leave our flowers. We placed them on as many graves as we could, then left a few before the monument which had been erected to all of those who had

fallen. Solemnly we tramped through the mud back to the carriages.

### Fragments of the War

At Vimy Ridge there was only one house left with a top on it when the war was over. Here were the gun emplacements and trenches. The captain told us of a woman and four children who still live in a tiny



### BACK IN THE GOOD OLD U. S. A.—JUNE 2

The folks at our New York Terminals welcomed the Good Will girls on their arrival home. Marine Supervisor E. A. English and party, on the Tug George M. Shriver, met their steamship, the Paris, at Quarantine, talking with them there from boat to boat. Former General Manager R. N. Begien, returning from a brief European holiday, was with the girls on the promenade deck. The Shriver then pointed up the bay, arriving at the French Line pier in time to get Picture No. 2, showing the girls coming down the gang plank. Our steamship representative, J. G. Horton, had arranged for a preliminary declaration of their baggage on the Paris, enabling them to leave the pier quickly and enter Mr. English's car, Picture No. 1, in which they were driven to Asbury Park, New Jersey's famous seashore resort, for dinner, whence they returned to New York later in the evening. No. 3. The Tug George M. Shriver. No. 4. E. A. English, marine supervisor. No. 5. Captain John H. Burtis, of the Shriver, and crew. No. 6. The Paris at Quarantine, with Health Board and Mail Boats alongside



dugout about half the size of the car in which we were riding; he told us many beautiful and impressive stories which we shall always remember. Also he drew for me the little cartoon which you see here.

Everywhere there were shell holes, barbed wire entanglements and mine craters, sleeping bombs and all kinds of debris from the war. Miles of uncultivated land, awaiting the strength of the tractor to bring it back into its usefulness. Here were more caisson houses—with lace curtains at their windows. Then there are fields that already have been reclaimed and now are covered with waving grain.

The town of Lens, which we passed on the way to Lille, is built of two things—the debris that remained after the war and the spirit of the French people. Bricks are being manufactured, it is true, but everybody cannot afford bricks. Sometimes there are houses that are half-finished; they remain in this condition until their owners can afford to buy enough material to complete them. Some may be finished in a few weeks, others are being built so slowly that it is hard to tell whether it will be a matter of months or of years before they are finished.

Where there are houses of wood, their owners, not being able to paint them all over, do not follow the custom of some Americans by painting the front and leaving the rest; rather than that they paint the roof, bringing strips of paint down over the window frames or door frames, and over the chimney. These French must be artistic. This decoration, together with the hand embroidered curtains at the windows and the little flower beds in the tiny front yards, proclaims to all passers-by that they are natural landscape architects. Everything has its place, and stays in it.

### The American Committee at Work—XI

Today was our first day to visit a center of the work of the American Committee. This was at Anizy. We had quite an exciting time getting to the place. I sat on the front seat of the bus between the chauffeur and the movie man. The latter carried a map of the country as a guide, which he carefully explained to the former as we went along. But somewhere in the network of crossroads a controversy arose between these two heads who were guiding us. The chauffeur spat out words which I, in my imagination, supposed to be "cuss words;" the movie man shook the map under the chauffeur's nose and said a great deal more, both talking at the same time. It was quite funny for the onlooker, but particularly for poor me who sat between them. The captain and the chauffeur of the second car ran ahead to read the sign-board, one of which said that it was impracticable to enter a certain road. The driver, however, decided to the contrary. We entered the road only to discover a

bridge under construction and the impossibility of crossing the stream. After quite a discussion between our chauffeur and the bridge workman, the latter condescended to remove his horse and cart so as to enable the bus to turn around. After this there were several minor arguments, but we finally managed to get to the little town of Anizy.

Here we were met by Miss Morgan herself and the second vice president of the C. A. R. D., Miss Hahn. It was a lovely afternoon that we spent with them. After tea we went to look over some of the work of the nurses, chauffeurs, gardeners and librarians. It is a great and wonderful work, but the most surprising thing is the fact that they do so much with so little working material.

After the war there was no community left whatever for the people in the devastated regions; there was no home life, no interests. The people eked out a scanty existence; their children were—and many still are—undernourished; they had lost their homes, their furniture and their relatives, but worst of all, their spirit had been crushed. They sometimes had food to eat, oftentimes nothing; if they got bread they considered themselves fortunate. Then came the *Comité Américain pour les Régions Dévastées* with its help from America; then came Anne Morgan, under whose magnificent spirit no human being could be depressed. Let it not be forgotten that here is the guiding hand of the Delegation. Always so full of pep and fun, eager for anything that teams of work in behalf of the unfortunate, Anne Morgan stands as the impersonation of our journey. Our meeting with her in New York and in such short acquaintance to have her remember so many of our names and peculiarities was one of the first things that made her remarkable in our sight. Since meeting her in Paris we like her the more. Besides, she must be possessed of fine executive abilities, as well as of other qualities, for she has passed the acid test—those who work for her and with her seem fairly to worship her.

The work accomplished by the Committee is simply remarkable. There are schools where the children are taught; there are manual training classes, cooking schools, gardens, hospitals, milk stations and libraries. Almost everything that a community demands is provided, and the community looks to the Committee as its benefactor. It has brought back the family life to those who live in barracks; it provides for the only education which the children have; it teaches the mothers how to care for their babies and the girls to take care of their homes and their younger brothers and sisters. There is entertainment for all; the foyer is the community center, where father may read, mother may sew, little brother may go to school, where all the family may receive medical attention, and where big sister may enter-

tain her beau. It has opened up a new life for these grateful people; it means everything to them—it is this interest that has revived their broken spirits.

Nor do they stand by and let the Committee do all of the work—they all do their share to help; they contribute whenever they can possibly afford it, they cooperate in every way, and do everything that they can to show their appreciation, for they are the most grateful people imaginable. At Soissons we found the same conditions of the community center, save that the work is being carried on on a larger scale than at Anizy. In fact there are about 20 towns and villages in this section that are now being looked after by the C. A. R. D. Doctors, nurses, chauffeurs, gardeners, schoolteachers and librarians—these are the missionaries of the Committee. These girls who have given their time—and in many cases, their lives—to work in the devastated sections are doing a noble work; one that will live long after the American Committee has withdrawn.

At Lille we lunched in a little hotel with its courtyard in the center, the building surrounding it. At the door, according to custom, we were met by the host. The waiters were in evening clothes. Appearances must be kept up. We were interested to see a shell hole in the wall and passing through the mirror of one of the reception rooms. The sun came out and we sat in the windows of the hotel in order to get warm, for even after dinner we were still chilled from the cold, damp morning ride.

Captain Baptiste, another guide of the party and nicknamed "John the Baptist," offered to take us shopping. "Oh yes, Mademoiselles, but I know where to buy laces; I buy all of my wife's petticoats." And so, after following him about town for an hour, we finally got warm from exertion, for we had to fly to keep up with him despite the fact that he used a cane.

We have had only cold, dreary, rainy days since we left Paris and while we were a bit uncomfortable because of the lack of heat, we managed to get along fairly well.

In Arras we had a wood fire in the dining room. Around this we all gathered after dinner. The captain told stories of the war; some of us read, some wrote in our diaries, but most of us wrote letters home. And I fancy that most of those letters contained a hint or two concerning the New France that will serve to open the eyes of some of those old folks who said such things as: "I reckon the U. S. has done enough for France." I say frankly that these people who make such remarks should be driven through the devastated section of France. Thus only will they learn to realize the spirit of this new country. At least I shall have a few things to tell them when I return.

Getting back to the subject of hotels, we can't say too much for what these people



did to make our visit pleasant, and what if we did have no heated rooms on the cold damp nights? Think of our boys and what they suffered in this country without a thought of shelter such as we have. And let us remember also that we are fortunate in getting any kind of hotel service in a country that has been laid in waste. This is the best that they can offer us.

Yesterday morning while waiting for some of the members of the party to purchase flowers for the cemetery, two of our girls got out of their bus and walked down the street under an umbrella. An old French woman came to the door of her poverty stricken hut and begged the American mademoiselles to come in out of the rain and to share such hospitality as she had to offer. They must sit by her fire and warm themselves. She had only coffee to offer them, but they should have it. Nothing was too good for them. The girls could not resist the plea of this grateful old creature and so they entered.

Inside, all was neat and clean. Nobody was left of her family but one idiot son. Her men's names were on the list: "Mort pour France." Her only daughter, a lovely girl of sixteen, whose photograph she showed us, had been struck by a falling ladder and killed. Only this idiot son was left—a horrible looking specimen with wild eyes and a drooping jaw, but—as she explained, she was his mother and must care for him; he was her all, and although he did not understand, she must cling to him.

How do you suppose that this woman could smile? But she could. It is such bravery that is rebuilding France.

"And are there no homes further south where you may live in more comfort?" asked the girls.

"Ah, mademoiselles, you forget. This is my own country; this is where my home has always been. In a house where this one now stands, my children were born. No, mademoiselles, I cannot leave my country that is so dear to me."

The girls made up a little sum of money between them and offered it to her in the best possible grace they could command. No, she would not accept it, even in the name of our boys who had fought with those of France. The Americans had saved her country, she could accept no more from them.

### A Reception and a Dugout

After lunch at Lille we were invited to the town hall, where we were given a lovely little reception by the editor in chief of the largest newspaper of the town, M. Emile Frere, who made a delightful address of welcome. Miss Ketchum, a school-teacher from Indianapolis, gave a fine reply. After this our photograph was taken for the newspaper and we had a pleasant time conversing with some of those who had come to welcome us. Bouquets of lilacs and roses were presented to each of us; champagne bottles were opened and we

were invited to participate. Several of us asked for the champagne bottle corks for souvenirs.

"Oh, yes, please take as many as you like. But this is a funny souvenir, Mademoiselles."

"For our friends in the dry United States. We shall let them smell the corks and they will be jealous," we explained.

"Ah, yes," they laughed "dry—sec—sec." And they laughed again. It was a big joke for them.

Then M. Emile Frere presented us with a fine little book of stories which he had written while he was a war prisoner. There was a rush for his autograph in these books, and then it was time to go.

Several of the girls had been speaking with some of the French students, young men who presented a rather pretty picture in their tam-o-shanter hats. They invited us to see their home, a student's club, quite a new thing in this section of the country. So we stole a few minutes from our trip and all went to visit the student's club, which we found to be much like our fraternity houses at our own colleges. There was the mess hall, the foyer, the assembly room, etc., with artistic statues here and there. In the hallway was another list, a long one, "Mort pour France."

On our way home from Lille, that is, on our way back to Arras, for any place where we spend the night is called home—we drew up before a sort of trench which led from the roadside to a hole in the ground. Yes, this was a dugout, capable of holding two thousand men. Could it be possible? The captain went to find out if we could enter. He came back with any number of candles. We each took one, and, led by a little girl and her brother, entered the cave. Soon we became a silent procession, going down the slippery clay steps, one behind the other, much in the same manner I imagine, as did our soldiers in their own dugouts. Dark, damp and gruesome it seemed, full of horrible imaginary things. At last we reached the inside where we tramped around the circular cave. Oh, what horrid places for people to sleep, eat and live!

Old springs of chicken wire showed us where the sleeping quarters were, and the charred stick and bits of iron marked the kitchen.

This dugout was once a big stone quarry, enlarged by the Boches. It was good to get out into the lovely sunshine again.

There were many interesting sights to be seen on that trip, but we must pass on, for these we shall see in other places. However, there is one thing worthy of special mention—a camouflaged tree, which takes the place of a real tree. The original was re-placed by the Germans, who used the camouflage as a look-out post.

Back to our little Hotel d'Universe at Arras, dinner, a little time to write and then to fall asleep until tomorrow.

### More Work of The Committee

Rain and cold weather to greet us and to accompany us on our journey to Soissons, which was to be our headquarters from May 12 to May 15. In a cold, driving rain we drove through lands unreclaimed and ruined villages to St. Quentin for lunch.

Such weather but gave us a faint idea of what our soldiers endured. Nobody grumbled, although teeth were chattering and feet were growing numb, they all made the best of it. Captain Hart walked along on the steps of the car, telling many interesting stories, the water dropping down the back of his neck; the girls put up their umbrellas on the rainy side of the car and one of the chauffeurs had two fingers nearly frozen. It was a good test of character and disposition. It proved beyond a doubt that each girl understood, as we drove through piles of barbed wire with shell holes on each side, just what the other was thinking. We turned off our way to go to Bony, the first American Cemetery that we saw. The keeper of the cemetery was an American, from Richmond. He showed us his list of names of those lying there. Eagerly we scanned it to see if by chance some person of our acquaintance might be buried there. We found none, but as we stood there looking across those muddy graves, each one seemed a brother to us—a very dear brother who had sacrificed his all, that persons like those who now were standing beside them might enjoy the blessings of hard earned freedom.

A whole row of those little wooden crosses had the following inscription on them; "Unknown American Soldier."

Quietly we said farewell to the cemetery; silently each took his or her place in the bus. The sun came out for a few minutes, then disappeared. Again came the rain, cold and penetrating. Yes, this was a touch of the weather of the war. But we had a shelter over our heads, and were going to hotels instead of damp, dingy dugouts. There is quite a difference.

At St. Quentin, as at all of these towns, there is much building and many attempts at building. Houses crumbling under the wreckage are being cleared away, and such of the debris as can be used forms a part of the new structure. But this does not mean much, for there are few who are able to buy other building material.

The towns are now beginning to take over their own schools and libraries and hospitals. French girls are taking the places of Americans, and the organization is exactly as it should be. "No Man's Land" is being transformed into fields of grain; scientific gardening is being introduced; municipal buildings are being restored and towns are springing up where they were torn down by the Huns. France has borrowed many thousands of francs for her construction work and the C. A. R. D. is helping her people get back on their feet, so that they may work and pay back



"There are adjuncts to safety that every trainmaster, road foreman, dispatcher, stationmaster and supervisor would do well to observe," stated Mr. Kelly. "As these officials go along the road they should ever think of this debt, or at least pay the interest on it for the next few years. We saw rows and rows of mothers with their babies at the dispensaries, waiting for treatment for the babies. The children from infancy are being taught by the Committee to take care of their teeth and their bodies. Shower baths and tooth brushes are provided at most of the centers. We saw whole families gathered at the libraries on Sunday afternoons. The librarians are patient and capable girls, who never seem to tire of lending their assistance.

Sunday, May 13, was the celebration of Jeanne d'Arc. There were special services in the churches which we were all invited to attend. High Mass was said at the Cathedral at Soissons, and it was here that most of us went. The service was quite impressive. The cathedral, although battle marked, and cold and damp within, is decidedly grand. An elaborate ceremony marked the occasion. A statue of the Maid of Orleans stood before the altar and was surrounded by flowers and palms. Boys of all ages had their places along the sides of the cathedral. Most of them were dressed in white suits with red stockings, belts, ties and hats. About twelve of these were regular choir boys, in the red and white robes. Flowers were abundant and the whole mass was sung by these well trained voices. A military escort was provided for the priests, and the strange rat-a-tat-a-rat-a-tat of fifes and drums brought back thoughts of the days when battles were being fought.

It was necessary for our party to split when we went to the hotels; some went to the Lion Rouge (Red Lion), others to the Croix d'Or (Golden Cross). There are always to be found these delightful names. Even the tiniest shops have alluring titles over their doorways. A shoemaker's shop carried the sign: "The House of the Golden Slipper."

The Lion Rouge had just been rebuilt after the war, but the Croix d'Or was just as the ravages of war had left it.

We visited the city hospital, a marvel of surgical art to these people, but sadly needing many of the things which we would deem necessary. The French ideas of sanitation need the work of missionaries, and teaching these people ideas of sanitation has become a part of the job of the Committee.

Beds crowded closely together, small spaces in which to work, blood spattered clothing of physicians and attendants, and carelessness in caring for food of the patients are a few of the necessary things, it seems, in a French hospital.

Great loaves of bread and foods left uncovered were seen on the floor of the hospital. The careless way in which bread

is handled is enough to horrify the average American. The bread at the bakeries often hangs out of doors. The peasants buy the loaves and carry them home in their hands or under their arms, without a sign of a wrapping. At home the loaves may be piled in a corner on the floor until needed. Yes, France needs its missionaries.

The toilets are abominable, and baths are few. Even in the larger cities the sanitation is none too good. A settlement of factory houses near Soissons has a common court yard, and in this a place where garbage and toilet refuse are thrown. It must be Providence alone that saves this nation from disease.

The Committee has a great work to do. In some respects the country people are not far removed from the primitiveness of the savage. And yet, it would surprise you, perhaps, to know how quickly these people are adopting the American ideas. Many of the women, taught by the Committee, no longer take their laundry to public wash houses or to the streams, but do it in tubs in their own homes. Quickly they learn to care for their babies properly, to nourish them and to give them proper clothing.

At Blerancourt the girls of the neighborhood had prepared a delicious luncheon for us, under the supervision of the domestic science instructor at the Center. These same girls are learning to sew and care for their houses, and although many of them still live with their parents in one-room barracks or caisson houses, they all have hopes of having a real house some day. Each girl, before she leaves the school, makes her own trousseau.

At Vic sur Aisne, we got a good idea of the gratefulness of the French women to the Americans who have worked among them. Miss Stephenson, who is one of our leaders, and who was stationed here during the war, was met at the committee center by probably a dozen French women whom she used to know. They showered her with magnificent bouquets—and kisses. Some of them had walked as far as eight miles, carrying their babies in their arms, just to see "Mademoiselle who had been most kind to them." Their affection was touching. Once these people love you, you are loved forever.

At Blerancourt the children came out and sang the Star Spangled Banner, the Marseillaise and the Battle Hymn of the Republic for us—all in French. The mayor was our host at luncheon and we had a delightful time. On the way to Coucy le Chateau we stopped at a center where we visited the school room. Here a little boy read a beautiful composition which he had written with the aid of his teacher, and presented to Mrs. Chambers, the gold star mother of our party, a handsome bouquet of peonies.

Mrs. Chambers, in replying, said the noblest, most lovely thing that I have heard in France.

"I thank you for these beautiful flowers," she said, "and when I look upon the work that the American Committee is doing to help here, I feel that nothing we ourselves can do will be too much for France. With this appreciation of your wonderful people, I realize now that I have not given you my son in vain."

At Coucy le Chateau we visited the gun emplacement of one of the "Big Berthas." Here we gathered armfuls of the lovely broom that fills this section with beauty. At the C. A. R. D. center here we had tea, a good rest and a tour of the citadel, which greatly resembles Carcassonne. Then came a ride home in the twilight, dinner and rest—after one of our most glorious days.

Oh, I am so glad that we came to France. We see things that we never saw before, we think thoughts that never before entered our minds; we dream dreams that will be with us to the end of time. May the Good Father who watches over these people in France as over our own people at home—who gives these people the same sun, moon and stars that He gives us—guard and keep this wonderful spirit in the hearts of the people of France to the end that these two nations may ever live as brother and brother.

(To be Continued)

## Trainmaster B. F. Kelley is One Good Reason for the Splendid Safety Record of the Staten Island Lines

(Continued from page 22)

keep a watchful eye on the deportment of station and train employees. They should note the condition of the equipment, and whether passenger trains are hauling too many or too few cars. There should be notice taken whether or not trains are dispatched from terminals promptly and whether running time is observed; whether there are unnecessary delays; whether the cars for passengers are properly ventilated. They should watch carefully the handling of mail and express packages at stations, for persons may be injured unless safety is followed here also.

"Finally, our highway grade crossings should receive some attention. There are hundreds of thoughtless persons killed and maimed at these crossings yearly because drivers of cars pay little or no attention to warnings.

"If we are rowing a boat, we can drop our oars and rest at intervals and feel assured that our lives are safe. The same cannot be said of safety for the man working around a railroad. Dangers are ever present, and the individual must be constantly on his guard; constantly pulling on the oar. A moment's thoughtlessness may mean a life time of regret."



# Cincinnati Terminal Employees Hold Third Annual Picnic

By JOSEPH BEEL

THE third annual picnic of the Cincinnati Terminal employees was held on May 26, when 4583 employees, their friends and families gathered at Cincinnati's famous recreation center, Chester Park. The committee in charge consisted of J. Beel, chairman, J. J. O'Donnell, W. J. Maloney and W. C. Fisher. The success of the outing was largely due to the untiring efforts of these gentlemen in arranging the details of the program.

There was a popularity contest and an athletic program, which were followed by a successful euchre, given under the auspices of the Veterans Association and the Ladies Auxiliary.

A primary election was held, prior to the outing, and the employees selected by ballot four male and four female employees as candidates to compete in the popularity contest. This election resulted in favor of Misses Mary Morton, Lucille Baumgartner, Lorain McNally and Charlotte Lauther; Messrs. Joe Auberger, C. H. Everly, H. E. Swepston and F. A. Pendergast, who competed for the prizes—a diamond ring and a gold watch.

Through the kindness of the management of Chester Park, arrangements were made to have tickets presented for each individual candidate, these tickets to serve as admission to the outing; the male and

female candidates receiving the largest number of votes, by ticket, to be awarded the prizes.

Considerable enthusiasm was manifested in the election, which resulted in the election of Miss Mary Morton, clerk, Car Foreman's Office, Ivorydale, and Joseph Auberger, clerk, Assistant Division Engineer's Office. The final results of the ballot were as follows: Miss Mary Morton, 1001, Miss Lorain McNally 699, Miss Lucille Baumgartner 544, Miss Charlotte Lauther 282, Joseph Auberger 746, H. E. Swepston 397, C. H. Everly 265, F. A. Pendergast 649.

The second important feature of the day was the athletic program, which developed the fact that there are many athletes in Cincinnati Terminal. Various amateur records were broken in competition for prizes.

Among the humorous features which followed were the following: Ladies' egg



THEY HAD A GOOD TIME AT CHESTER PARK !

1. The aeroplane. 2. "The most popular man," Joseph Auberger. 3. The Committee; Messrs. Joseph Beel, W. Fisher and J. J. O'Donnell.
4. Winners of the baby contest. 5. The most popular young lady, Miss Mary Morton. 6. Left: youngest Veteran, J. J. O'Donnell. Right: oldest Veteran, James Hughes. 7. Oldest couple on the grounds, Mr. and Mrs. W. Silver. 8. W. J. Maloney buys a ticket for the "Caterpillar"



rolling contest, won by Mrs. McKenzie; ladies' running race, Miss Hughes; girls' running race, Dorothy Bergman; Misses running race, Miss Wehage; peanut rolling contest, Miss Wehage; boys' running race, Paul King and Russell McShane; boys' sack race, Paul King; boys' three-legged race, Paul King and E. Weber; fat men's running race, Hon. W. C. Fisher; men's running race, Joseph Costa; hop, step and jump, running and standing start, Costa and McKenzie; tug of war, McKenzie and Collins; fat men's hop race, R. B. Fitzpatrick; ladies' marksmanship, Mrs. H. Volk; gentlemen's marksmanship, W. J. Maloney; prize waltz, Miss Clara Schulte and W. J. Maloney; baby beauty contest, Ethel Volk; two and one-half year old daughter of Crew Dispatcher H. Volk.

"Bill" Fisher had the biggest family. Jim Hughes was the oldest man, longest in service and longest in continuous service. Mr. and Mrs. W. Silver were the oldest couple. Mrs. Silver the oldest lady. J. J. O'Donnell was the youngest veteran, J. H. Meyers the tallest and heaviest man, J. J. O'Donnell the baldest man. The "wee tots" enjoyed a penny scramble.

Among the officers and employees of connecting divisions who attended were: General Claim Agent and Mrs. E. L. Williams. District Freight Agent and Mrs. C. D. Douglas, Road Foreman and Mrs. W. T. Darling, Trainmaster and Mrs. R. B. Fitzpatrick, and Superintendent of Terminals and Mrs. J. H. Meyers. They brought their families and friends, and came early and stayed late.

#### Observations from the Sea Plane and Other Points of View

Mr. and Mrs. J. H. Meyers, with their daughters Helen and Margaret, and son Jack, enjoyed the day. Sorry little Jack was not entered in the baby beauty contest.

Frank Nock, major domo, with a brand new uniform and head piece, pleased the ladies.

Ed. Schmalz counted the tickets for Miss Lauther. You know the rest.

Bob Jennings counted tickets for Joe Auberger. No wonder he won.

Modesty—Miss McNally withdrew when half the count was made, so that Mary Morton could win. "Mac", that's real sweet of you. Be a candidate again next year. We're all for you.

Frank Ruwe, waited until late at night at the pony track. He wanted to place his bet. Finally he wagered that "Bybee" was the name of a race horse. Shame on you, Frank.

Misses Weber, Goetz, Schulte, Herron, McNally, and Mrs. Schatz were exhausted, trying to catch one of the ponies on the "Merry-go-round."

Bessie Hitch and her mother brought their own sandwiches. Can't fool Bessie; she knows.

W. W. Bybee, E. Sands and E. J. McGinnis made arrangements with Colonel Martin, Chester Park, that after close

of the summer season they will retire to old King Tut's Tomb.

J. J. O'Donnell had everything, including a headache, from parking on the Merry-go-round.

G. B. Farlow insisted on buying a doll, and had to be escorted from the Park by major domo.

T. J. Bowns, always a good sport, as usual with a new hat, parked in front of the Club House and gave the girls a treat. How do you do it, Tom?

Jim Flanagan came in by the back gate again, with the same old smile and a big stogie. Jim, the next time you come in that way, better buy some gold fish. If Eddie Schmalz had not used his influence, you would have been parked in the "calaboose."

Something wrong. Careful search of the park failed to locate C. E. Fish, terminal agent. Have since discovered that he was down and out, with the doctor. How about Cordie, Brice and a multitude of others from Smith Street Office?

C. H. Everly made a good start, but "Oh the finish." Better have Miss Orr or Morton give you lessons, or hire one of them for you campaign manager.

Lucille, it's not all your fault. Through Tommy's jealousy in not letting the boys vote for you, you lost out. Tommy will have to buy the ring now.

Miss Weber parked in front of the booth where "Kewpies" were being raffled, wanted to know if some one would blow a baloon for her. Some Doll!

Miss Lauther, all by herself, made a good showing. Sorry that show bets were not paid.

Miss Ellmore always enjoys the outing. Her presence is conspicuous by her absence.

W. J. Maloney has enrolled W. W. Bybee as one of his scholars at his new rifle range. That's what you need, Bill, pep and practice.

Joe, alias Alaric Auberger, and the Auberger family parked in the free Vaudeville building all day. Joe was rehearsing for his new drama.

News, Costa and McKenzie are our entries in the Olympic games, both ran either first or second in every contest they entered. Costa and his wife also captured second prize in the waltz contest.

Information. Ask Bill McGinley about the Caterpillar; Miss Weiss about the Thriller; Miss Weber about Hilarity Hall; Miss Goetz about King Tut; Miss Schulte about the Whip; Miss Herron about the Sea Plane; Miss Hitch about the Derby Racer; Miss McNally about the Gyroplane; Joe O'Donnell about the free eats and—? Bill Fisher about the Lake; Joe Becl about the ponies; Joe Auberger about the Vaudeville; Eddie Schmalz about the movies; Bob Jennings about the Jazzers; Major Domo about the miniature Railroad and C. W. Bliss about the free tickets.

Promises. Captain Baker, J. M. Burke, J. M. Shay, C. J. Cleary, and two others?

Those who wanted to come without the "Mrs.": A. F. Weissenberg and W. D. Nicholson. Better try some other time.

### "Judge" Wm. T. Holmes, Sr., Dies Suddenly at His Home

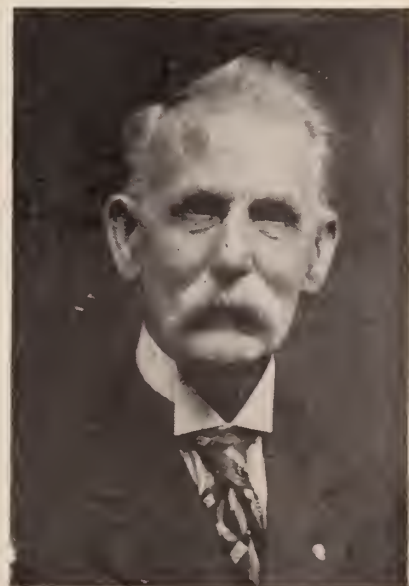
EMPLOYEES in our Baltimore and Ohio Building are all familiar with the kind faced old gentleman who, until a few weeks ago, was in charge of the newspaper and magazine stand on the main floor of the building. This was William T. Holmes, a well known veteran of the Road, and well liked by his associates. On July 1 "the Judge," as his friends knew him died at his home, 714 N. Fulton Avenue, Baltimore, Md.

Mr. Holmes was born on July 28, 1849. He entered the service of the Baltimore and Ohio on September 13, 1870, as a tinner, Mt. Clare Shops. He worked continuously from that time until February 19, 1920, when he was pensioned. But Mr. Holmes did not care for a life of idleness, so, when the opportunity presented itself, he secured a position as salesman for newspapers and magazines at the stand in the Building.

There he made many new acquaintances and renewed the old ones, so that when one day he was missed from his accustomed post and a new face took the place of his, everybody wanted to know what had become of "Judge" Holmes. It was then, in the latter part of June that he was taken ill, and on July 1 he died of cancer of the stomach.

Always in a good humor and ready for a joke, a valuable member of any Veteran's Committee to which he was appointed, and popular with his fellows, Mr. Holmes will be sadly missed.

He leaves a widow and two sons to mourn his death; to these we extend our sympathy.



The late William T. Holmes, Sr.





## Veterans Hold Big Meeting at Parkersburg and Discuss Important Questions

ON June 20 and 21 representatives from the various chapters of the Veterans' Association met with the Veterans of Parkersburg in the splendid new high school of that city to discuss some important questions and to enjoy themselves in a general get-together meeting.

The address of welcome was made by City Solicitor James McCluer. He spoke of the city of Parkersburg and its advantages; of its location in the heart of one of West Virginia's most fertile valleys, and of the growth of the Baltimore and Ohio Railroad in this territory. He commended the "get-together" spirit of helpfulness among the Veterans and spoke heartily of the benefits that could and should be derived from such associations.

A committee on resolutions was appointed, with Grand President George W. Sturmer as chairman of the general meeting, and H. B. Fletcher, of Fairmont, W. Va., as the chairman of the committee. The other members of the committee were:

W. L. Allison, secretary; E. F. Augustine, Parkersburg; H. S. Howden, Cincinnati; D. H. Moriarity, Newark, Ohio; George Reed, Pittsburgh, Pa.; Frank Evans, Washington, Ind.; Charles Richards, Seymour, Ind.; W. C. Compton, Brunswick; C. W. Allen, Baltimore, Md.; N. H. Bennett, Parkersburg; A. Y. Wilson, Cumberland; P. J. Harrigan, Connellsville, Pa.; H. W. Fauver, Martinsburg, W. Va.; Mr. Emmic, Willard, Ohio; B. F. Kelley, S. I., N. Y.; F. M. Keane, Grafton, W. Va.; E. E. Smith, Garrett, Ind.; Dr. Hedges, Brunswick, Maryland.

The afternoon session of June 20 featured the appointment of a special committee, including representatives from each lodge, to canvass members and all other employees concerning their opinions on the pension feature as outlined at the meeting—an independent movement by which each employe becomes a member of the pension feature, contributing regularly to the plan of pensioning employees who have arrived

at specified ages, or who have given a certain number of years in service, or who have become disabled.

The Newark Division, anticipating such a movement, had its report ready. This was read by D. Moriarity and recommended a monthly contribution from each employe of the Railroad, to be deducted from his pay check or otherwise paid; also that a committee be appointed or that a ballot be sent out to determine the wishes of the employees in this matter.

It was also recommended that the superintendent of the Relief Department be asked to furnish data to determine the amount necessary to be contributed by each employe for the support of such a movement.

It was further recommended that this information be based on the number of men now on the pension roll and the number of employees now on the pay roll.

Several recommendations were added concerning the conditions under which pensions would be awarded; however, these measures were not definitely decided on.



Gwendolyn Matheny, who gave several interesting readings at the Veterans' meeting at Parkersburg

### Report of the Committee on Resolutions

Several recommendations were made by the Committee on Resolutions, which were passed by the body. Among these was a resolution that the grand president draw up a suitable circular letter that can be submitted to the various employees of the Railroad, through the local Veterans' Associations, to ascertain if they are willing to contribute an amount not to exceed one dollar per month for the purpose of increasing the Pension Fund; also, that a copy of the letter be sent to the secretary of each association.

This resolution was passed unanimously, with the following amendments:

That the grand secretary be vested with the power of the grand president to write this letter also;

That reply be obtained within 90 days, if possible, and that the circular in question be written within two weeks from this date.

D. Moriarity then told of how the canvassing already had been accomplished on the Newark Division, by having a representative from each craft handle it among his fellows.

C. Allen, of Baltimore, moved that a copy of the letter be published in the Baltimore and Ohio Magazine. This was seconded and carried.

Grand President Sturmer read a telegram of regret from General Superintendent of Transportation W. G. Curren, in which the latter expressed his regrets at not being present. Mr. Sturmer then expressed his pleasure in the proceedings of the day. He further said that the cooperation of the officers of the Baltimore and Ohio proves that they are the friends of the Veterans.

The evening session of the first day opened with prayer by Brother Fauver, of Martinsburg, and the singing of "America" by the audience.

Mr. Sturmer spoke of the unusual talent possessed by members of the Baltimore and Ohio Family, and as a shining example of this, introduced J. W. Hamilton, of the General Manager's Office, Baltimore, who with his two boys, Carl and Nova, gave a little concert of their own. The numbers were most pleasing, Mr. Hamilton playing the flute, his son, Nova, the piano, and Carl, the violin. Carl also gave several vocal solos which brought forth many encores.

"Nobody in railroad circles is happier," said Mr. Sturmer, "than when he is dressed in a new pair of overalls." So saying he introduced four of our boys from the Parkersburg Low Yard Shops; W. H. Penn and C. M. Dotson, electric welders; W. C. Wright and F. Bailey, machinist helpers. These called themselves the "Rusty Hinge Quartette," although their entertainment was quite a bit more enjoyable than the name would suggest. Dressed in brand new overalls, white shirts, white caps, and red kerchiefs, they called forth several encores with their song, "Life's Railway to Heaven."



Miss Mildred Lyons gave a pleasing piano solo, and Mrs. Otto Kingsley, wife of machinist, Grafton, gave a delightful exhibition of yodeling and singing of Swiss and German songs. Mrs. Elizabeth Menafée, Cumberland, gave two excellent readings in a style for which she is noted in Veteran circles.

P. J. Harrigan gave a talk as only "Daddy" Harrigan can. He spoke of the old days on the Railroad and gave some good advice.

J. M. Scott, general superintendent, Wheeling District was then introduced and said in part:

"Fellow Employees: I come bringing to you the best wishes and personal interest of President Willard, whom I left at Wheeling, and who will not be able to be with you. I also bring you the greetings of General Manager Scheer, who hopes to be with you tomorrow.

"I don't believe that there is one thing

that gives me more pleasure than to be taken in as a member of this organization—yes, there is one thing that I take as much pride in—the ladies of the Fairmont Auxiliary have named their Auxiliary the J. M. Scott Auxiliary, and of this I am very proud."

Mr. Scott said further that the Veterans' Association gave its members the opportunity to know each other better, and he asked that each one go from the meeting with a cheerful disposition to render the best service possible.

He spoke of the better facilities which the Baltimore and Ohio now has, of the trackage and equipment; of the success of the new Capitol Limited and of President Harding's passage through Parkersburg on that evening on his westward trip.

Mr. Sturmer announced that there would be a picnic at Cincinnati on August 23, the day being selected for the reason that it is on this date that Vice President

Galloway celebrates his forty years of service with the Baltimore and Ohio. On September 1 Mr. Fries also celebrates his 40th anniversary of Baltimore and Ohio service. On July 25 the Veterans of the Eastern Lines will hold a picnic at Versailles.

H. W. Fauver, of Martinsburg, closed the meeting with prayer, and a rising vote of thanks was given to those who had contributed to the evening's entertainment.

#### Friday Meeting

Friday morning found the Veterans in their cars in line before the court house at Parkersburg, waiting for the signal to start for a drive around the outskirts of the town. It was an interesting procession, 40 automobiles being in line, holding about 150 Veterans. Many of the wives and a few of the children also enjoyed the delightful ride. The Parkersburg Band led the



AT THE MEETING OF THE PARKERSBURG VETERANS

1. The "band wagon" led the parade of autos. 2. The "Rusty Hinge Quartette" entertained in the evening. They are, left to right: Electric Welders C. M. Dotson and W. H. Penn; Machinist Helpers W. C. Wright and F. Bailey, all of Parkersburg Low Yards. 3. Carl Augustine, also of Parkersburg Low Yards, who did double duty as chauffeur for the Veterans. 4. A few of the "old timers," waiting for the parade to start: James Wardley, Connellsville; A. J. Creswell and J. W. Hipsley, Martinsburg; W. C. Compton, Brunswick, and Engineer H. W. Fauver, Martinsburg. 5. Members of the Veterans' families. Left to right: Hugo McGraw, Mildred Lyons, Virginia Augustine, Clara O'Neal, Margaret Helms, Mrs. McGraw



procession, which continued until nearly one o'clock. Flags and banners floated everywhere, and as one good brother put it, "the Baltimore and Ohio Veterans carried the town."

Luncheon was served in the cafeteria of the high school, after which Grand President Sturmer called the meeting to order.

Rev. Patrick Browne, of the local Catholic Church, in giving the invocation, spoke of his friendship among the Parkersburg Veterans. He said that we should make the letters, "B. & O." stand for "Business and Order," and "Be an Optimist." He took Christopher Columbus as an example of great optimism. His parting injunction was: "Be loyal and faithful; be businesslike and orderly; be an optimist."

The addresses of the afternoon were made by Hon. B. M. Ambler, counsel for the Baltimore and Ohio, Parkersburg; Hon. J. W. Vanderwort, also Baltimore and Ohio Counsel, and W. W. Wood, chief of Welfare, Baltimore.

Mr. Ambler spoke of the importance of a railroad like the Baltimore and Ohio. "In Asia," he said, "we find starvation for the reason that there is no Baltimore and Ohio Railroad in Asia."

"Just now," he continued, "there is great agitation in this country among those people known as politicians. The railroads are being overtaxed by people who try to make themselves popular so that they can get into public office, and who seek to place the handling of the railroads in the hands of those who know nothing about them rather than in the hands of those who have spent their entire lives in the business."

"The Railroad has borrowed money to be put into new and better equipment and into other improvements. The Baltimore and Ohio is a ship that the railroad man owns, and it cannot be made absolutely safe and dependable unless the Railroad can put its trust in the men who handle it—upon you men and your families. It must rely on the efficiency and harmony of its employes."

Mr. Sturmer read a telegram that had just been received by Brother Reed, telling of the death of Mr. Reed's mother in Pittsburgh. Mr. Sturmer also spoke of the death and funeral of Mrs. Moore, one of the members of the Ladies' Auxiliary, Parkersburg. The audience was then asked to stand with bowed heads for a moment in memory of those two who had died. Secretary Scullin offered a prayer for the families of the bereaved.

W. W. Wood, chief of Welfare, spoke of travelling through West Virginia several years ago with the agricultural trains and the talks that then were given about alfalfa and better stock. He told of the welfare movement and of the progress of civilization through transportation.

"Hunger," said Mr. Wood, "is gratified by transportation. Our ancestors had

their towns along the waterways of the world, for besides these their only other method of transportation was by means of horses, camels and donkeys. And so it happened in early America that all of the important cities were built on the waterways. Since we have tunnelled the mountains, however, we find cities without rivers everywhere; cities like that of Denver, 5,000 feet above the sea level, with scarcely enough water to float a duck.

"I was born in the west, and the first railroad poster that I remember seeing was one that ran something like this:

"Westward ho,

Eastward go—

Get your ticket on the B. and O."

Mr. Wood then told of the progress of transportation and of the splendid class of men now handling the railroad's work.

Mr. Vanderwort introduced his talk with a number of clever puns. He then cited some points in the history of Parkersburg.

"In 1857," said Mr. Vanderwort, "the Baltimore and Ohio reached Parkersburg. Today it touches eight out of ten of the largest cities in the United States; it reaches 257 cities each of which has a population of over 2500, and comes into contact with 17 per cent. of the people of the United States. There is every reason why you should be proud of the Baltimore and Ohio."

"In the everyday affairs of life it is possible for a man to win victories of peace. Our job is to increase the sum of our loyalty and devotion, and to better our attitude towards our work. In civil life it takes courage just as heroic as in the days of battle. The conductor who keeps his train in order must also remember his politeness to passengers; the engineer must keep his eyes ahead; the brakeman must protect his trains; the fireman must keep his fuel regulated; the repairman must not only know how to repair, but he must remember not to overlook the little points. As veteran engineers, conductors, firemen, brakemen and repairmen, you know that the men who can and will run the affairs of the railroad properly are those who give their loyalty to the Company."

"If each one of us would carve out our own existence according to the powers that God has given us, we would do well."

Mr. Hamilton and his sons followed with another entertainment, and Mrs. Kingsley also entertained. E. F. Augustine then was called to the platform and presented with a handsome travelling bag (inside of which he found a pair of socks), in acknowledgment of the generous amount of work which he had accomplished for the good of the convention. In reply, Mr. Augustine said, in part:

"I am a Baltimore and Ohio man with a Baltimore and Ohio family. I have 40 years of service and I look for 40 more. I started in service driving a mule team and now I am driving one of the finest

engines on the Baltimore and Ohio and I'm proud of it."

"Thanking you for your attention and thanking you for the handsome bag, I remain, a faithful and loyal member of the Baltimore and Ohio family."

A motion was passed that the grand president write a letter to the mayor of the city of Parkersburg, and to the Board of Education of Parkersburg in appreciation of the splendid facilities offered by them and making possible the success of the meeting.

The evening session was more in the nature of a social affair. Treadway's Orchestra furnished the music, the audience sang America, and Miss Gwendolyn Matheny, daughter of Engineer J. W. Matheny, gave several recitations, one of which was a thrilling tale of an engine run made by a woman whose husband was ill.

The Hamiltons again entertained with delightful selections, and little Carl sang even better than on the two previous occasions. Miss Ann Baughmann gave a pretty solo, accompanied by Miss Mildred Carpenter at the piano. Mr. Sturmer spoke of the hospitality of Parkersburg, of the pleasure of the morning's automobile trip. He complimented the Hamiltons on their musical ability and spoke of the Business Getting Campaign and its results. He then introduced H. O. Hartzell, manager, Commercial Development.

Mr. Hartzell told of his interest in the Veterans' Association saying that he had found out through contact with its members that there is a great deal more to this brotherly organization than the average person would suppose. He spoke of increasing the membership of the association and urged a membership campaign, so that more railroaders who have 20 years of service to their credit may know what it means to belong to such an organization.

Engineer Richardson, Fairmont, told some of his experiences as a railroader, of his love of Parkersburg, and paid a tribute to motherhood, making an appeal to the association for recognition of the widows of the pensioners.

The "Rusty Hinge Quartette" again sang "Life's Railway to Heaven" and added two other songs which were quite amusing. Mrs. Menafee, Cumberland, gave several other interesting readings, and "Aunt Mary" of the MAGAZINE told of some of her impressions of France. A rising vote of thanks was extended to the city of Parkersburg, to the various ministers who had been present to open the meetings, and to all who had helped to make the reunion a success.

The closing prayer was offered by Rev. G. I. Wilson, of the First Presbyterian Church.

**HELP PUT THE BIG DRIVE  
ACROSS**

See pages 8, 9, 10, 11



## Charles W. Galloway Ladies' Auxiliary No. 1 Holds First Annual Outing at Tolchester Beach

THE Charles W. Galloway Ladies' Auxiliary held their first annual outing and picnic at Tolchester Beach on July 6. Leaving Light Street Pier on the first steamer at 8.45 a. m. we noticed that President Mrs. Lewis, President of Baltimore Veterans C. W. Allen, and many others, had either forgotten to set their alarm clocks, or had thrown pillows at the said "sleep destroyers" when they announced the hour of arising to catch the steamer. However, they did—with many others—manage to be on hand when the next steamer left at 2.00 p. m. Others,

principally those young and romantically inclined, came down on the last steamer at 6.40 p. m. so that they might have the moonlight trip back—and, fortunately, the moon didn't shine!

About 150 Veterans, with their families and friends, arose early and left the Baltimore Pier on the first steamer, and it was a well worth while trip. Gliding smoothly over the waters of the Patapsco River and the Chesapeake Bay, many interesting sights are seen, such as Locust Point, Curtis Bay and many other facilities of the Baltimore and Ohio. "Why,"

said Mrs. Espey, "there's the place John stood and waved to me last time I came down here."

Arriving at Tolchester there was a grand rush for tables. Not by any means the last on the scene was Grand President George W. Sturmer, and when we had toiled up the stairs under the broiling sun, we found him comfortably seated on a nicely covered platform, ready for the important business of the day, namely "Lunch."

"Safety Jack" Perin and his wife were on hand, as also were Baggage-man W. H. Hanson and his wife. You'd never guess Mr. Hanson had been in the service 53 years and confesses to 75 years of age! Mr. Hanson informed Brother Sturmer and "Ye Scribe" that he had two or three baskets full of good "spring chicken," and that all comers were welcome to help



EVERYONE SMILES AT TOLCHESTER WHEN THE PHOTOGRAPHER SAYS "LOOK PRETTY"

1. Mildred Albrecht, whose great ambition is to grow up enough to work for the "Best and Only." 2. Every rose must have its thorns—this one has TWO. Mr. Hanson, Mrs. Espey and Mr. Sturmer. 3. C. R. Purdy, Mrs. Perin, "Jack" Perin, Mrs. Isaacs, Mrs. Bentley, Mrs. Wall and Mrs. Buxton. 4. "In the Garden of Roses"—Mesdames Hanson, Thomas, Albrecht, Hicks, Jentner, Famback



## A Letter To Be Treasured

Mr. Marshall M. Sayre,  
Conductor (Retired),  
Keyser, W. Va.  
Dear Mr. Sayre:

Baltimore, Md.  
June 9, 1923

Sixty years of faithful service—a life's work of which you may well be proud. That such a record of service may not pass unnoticed, and as an acknowledgement of your sixty years of faithful service, it is my pleasure to present to you on behalf of the Management of the Baltimore and Ohio Railroad this watch, chain and charm.

To mark the invisible hours that fly by on noiseless wing is an achievement in which the race has always taken pride, and a good watch is a masterpiece; but as an achievement a watch does not compare with three score years of faithful service which symbolize the steady, unhesitating, persistent efforts by which you have reached this proud pinnacle of your years.

May the hours this watch marks for you be always brightened by recollections of duty well done, and while you are no longer actively identified with the Railroad, I trust you will feel that you are still a member of the Baltimore and Ohio Railroad family. Again with all good wishes,

Cordially yours,

*C. Halloway*  
VICE PRESIDENT

Much credit is due to the Ladies' Auxiliary for the excellent arrangements made for the care of their members and friends. The arrangements were made under the direction of "Chair Lady," Mrs. G. William Jentner.

## Chicago Terminal Employees Hold Annual Outing

By MRS. W. T. ARMSTRONG

ON July 1, the first annual outing and picnic of the Chicago Terminal Employees' Association was held at Fox River Park, Aurora, Illinois. It was a day of days, and will live long in our memories. The folks were congenial, the day ideal, and everyone enjoyed every minute.

There were games, dancing and fun for all. Many handsome prizes were given for the winners of various events, and everyone, from the oldest to the youngest, entered heartily into the spirit of the occasion. It was a real "Get-together" picnic.

Great credit is due to the officers who arranged the program, and the women folk did their bit to add to the happiness of the day. It was in every way a grand success.

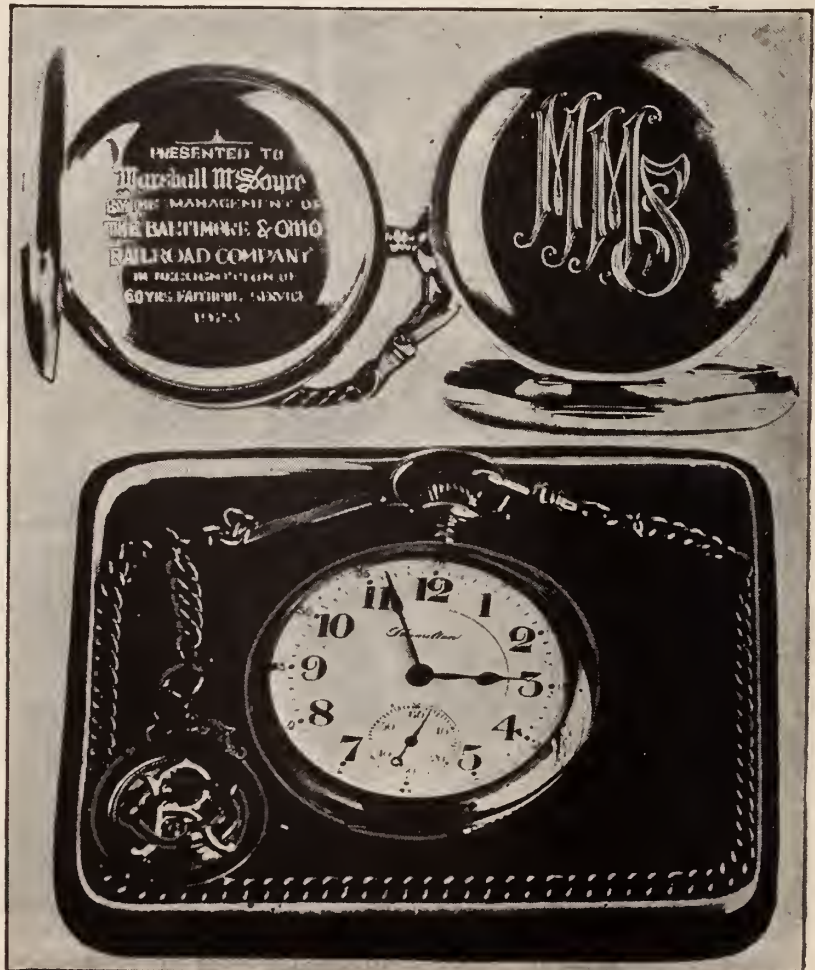
The picnic will go down into history as a memorable one, and it is but the start—we hope—of many more happy occasions of a similar nature.

dispose of it. "By the way," he said, "I don't mean 'live' chickens, I mean cooked ones."

Seated enjoying our lunches, we took a census and found Mrs. Wall, Mrs. Cromwell, Mrs. James Thomas (Hubby came on the moonlight trip!) Mrs. G. William Jentner (another of the romantic "hubby" ladies), Mrs. Isaac, Mrs. Miller, Mrs. Albrecht and Mildred, Mrs. Hicks, C. R. Purdy and many others. All told we are advised that about 500 adults and 19 children made the trip on the three steamers.

After lunch, the taking of photographs was in order. "Look pretty," commanded the photographer, and by the results you can see that they did. Then a walk around Tolchester was in order. First, we—about 15 of us—started to the bathing beach. Leaving there, the writer found his party had dwindled to—One Lone Man—himself. Why the others preferred to remain on the beach we leave to your imagination!

The sights of Tolchester having been thoroughly investigated, a small party gathered under the shade of some—guess they were chestnut trees, and a small Bible class (?) was held. Sister Sturmer tried out our knowledge of the Bible by asking several conundrums of biblical origin. Needless to say, everyone, including Mr. Sturmer, Mr. Hanson, Mrs. Jentner, Mrs. Hanson—and in fact everyone present—"Gave them up." Messrs. Sturmer, Hanson and Perin entertained us with stories of early days on the Baltimore and Ohio, and in the midst of the fun we heard a loud whistle. There was the steamer—we had to go. And so ended our day at Tolchester Beach.



Watch, chain and charm, presented to Conductor Marshall M. Sayre on his retirement after completion of sixty years' service



## Sixty Years Service of Marshall M. Sayre Rewarded with Beautiful Testimonial

THE Scriptures tell us that "The days of our age are three score years and ten." To few of us, however, is given the privilege that has been Marshall M. Sayre's; that of completing sixty years loyal and faithful service in the employ of one company.

Mr. Sayre was born on February 11, 1847. He entered the service of the Baltimore and Ohio on March 1, 1862, as laborer. On January 1, 1866 he was promoted to the position of freight brakeman, and on November 4, 1873 to freight conductor. He was retired on pension December 13, 1922 after being continuously in the service for almost sixty one years.

That such a record might not pass unnoticed, Vice President Galloway, on behalf of the Baltimore and Ohio, presented to Mr. Sayre a gold watch, chain and charm, in acknowledgement of the faithful service he has given.

Mr. Galloway's letter is reproduced on the opposite page, and here also are photographs of Mr. Sayre and the watch with which he was presented.



Retired Conductor Marshall M. Sayre

He entered the Baltimore and Ohio service on May 15, 1912 as axeman, Surveys Division, Engineering Department, remaining continuously in the service until his recent appointment.

During his service with the Baltimore and Ohio, Mr. Ball served in all the minor engineering grades, as well as acting as track foreman during business depressions, thus demonstrating his versatility. While serving as assistant division engineer on March 16, 1920, he was promoted to investigating engineer, Cost Engineer's Office.

Mr. Ball served in the Engineering Corps of the U. S. Army during the war.

Mr. Ball was popular with his superiors and fellow employes, whose sincere congratulations are extended to him on his promotion.

## Daddy Harrigan Hits the High Spots for Veterans at Parkersburg

Are you doing for yourself the things that you pray for in others?

None of my family was ever injured in service. Why? Because we always looked before we leaped.

Since the beginning the Baltimore and Ohio has made but one request of its employes—a fair day's work for a fair day's pay—and a sympathetic interest in its business.

If you will watch closely you will find that the officers of this railroad will respect you for the character which you put into your work.

In 1831 and 1835 the Baltimore and Ohio offered as an encouragement to employ inventors \$4500 to him who would make an engine that would haul 15 tons at the rate of 15 miles per hour. The maturing of the locomotive seems to have been complete, but it has not as yet and it will not be as long as mortal brains and physical beings are working for improvements.

The Veterans' Association is founded on basic principles; two of these are Friendship and Cooperation. Are we carrying out these principles fully? If not, how can we change our habits or our actions so that they will produce the desired results?

Let us take care of the things that we possess without jeopardizing the rights of others.

Don't close your eyes to everything; look out and look up.

Let us sustain our grand officers in their good work.

This railroad depends on you and me to Stop That Leak!

Don't forget that the editor of the Magazine has asked for old time pictures of railroad scenes and railroad people, for a special Veterans' supplement. Send them in!

## Wendell P. Ball, Graduated and Promoted

WENDELL P. BALL has been appointed engineer of maintenance of the Pittsburgh and West Virginia and West Side Belt Railways, Pittsburgh, Pa.

Mr. Ball was born on September 28, 1888, and was graduated in civil engineering from Allegheny College, Meadville, Pa. He then spent two years in signal construction work on the Northern Pacific and Cumberland Valley Railroads.

## Veterans Outing, August 23, Chester Park, Will Celebrate Long Service Records of Vice Presidents Galloway and Fries

ON August 23, the Veterans of the Western Lines will assemble at Chester Park, Cincinnati, for their annual outing, which this year will be of special interest because it will celebrate the completion of long service records by two of our vice presidents. The date will mark the fortieth anniversary of the entrance into Baltimore and Ohio service of Vice President Galloway. Nine days later, September 1, Vice President Fries will have completed forty-two years service with the Company.

Mr. Galloway started as a messenger boy in Baltimore in 1883 at a salary of \$12 a month. Mr. Fries started as an entry clerk at the Storrs Transfer Station,

Cincinnati, on September 1, 1881.

It is most interesting to observe that these two men, with no influence whatsoever, should have started at such widely separated points on what is now the Baltimore and Ohio System, within two years of each other, and should have step by step been advanced because of efficient service to their present responsible positions. It is also most appropriate that the twelve chapters of the Veterans who will get together on August 23 to celebrate their yearly outing, should honor these two fellow Veterans of Baltimore and Ohio service by making such recognition of their splendid records with the Baltimore and Ohio on that day.



Wendell P. Ball, recently appointed Engineer, Maintenance of Way, Pittsburgh and West Virginia Railway



# Women's Department

Edited by Margaret Talbott Stevens.



## Love Letters of D. S. Patcher

No. 3

SWEETHEART:

DO YOU remember  
HOW WE rambled,  
YOU and I,  
OVER THE hills,  
BESIDE the rills  
AND IN the dells?  
AND HOW FROM the hillsides,  
WE PLUCKED the columbine,  
AND GATHERED clusters of  
FOR-GET-ME-NOTS,  
THE WHILE we hummed  
LOVES refrain—  
"SWEET-FOR-GET-ME-NOT"?

SWEETHEART:

DO YOU remember,  
THE YELLOW fields  
OF RIPENING grain,  
RIPPLING IN the breeze  
LIKE GOLDEN eddies  
IN THE sunlit stream?  
DO YOU remember,  
HOW OUR hearts would teem  
WITH gladness as we  
IDLY WATCHED the bees  
SIP THE nectar  
OF THE goldenrod?  
SWEETHEART,  
IT WAS there,  
IN THE sight of GOD  
WE PLIGHTED our troth.  
DO YOU remember,

THE CASTLES

WE BUILT in the air,  
AND THE violets  
I ENTWINED in your hair—  
"SWEET VIOLETS"  
TO HARMONIZE,  
WITH THE deep blue  
OF YOUR beautiful eyes?  
DO YOU remember?  
YOU DO, don't you  
SWEETHEART?

DO YOU remember,  
WE RESTED,  
YOU and I,  
ON THE velvet green  
OF THE mossy bank,  
AND VISUALIZED  
A PARADISE  
OF ETERNAL happiness?  
DO YOU remember,  
HOW BRIGHT the  
WHOLE WORLD seemed—  
NOT A cloud to mar  
THE LIGHT of our love—  
WHILE WE dreamed  
OF THE joy and  
HAPPINESS that  
THE FUTURE held  
FOR YOU and me?  
DO YOU remember?  
YOU DO, don't you  
SWEETHEART?

## Radio in the Home

By MRS. ADA R. C. ABERNATHY, *Wife of Agent*  
*F. R. Abernathy, Lebanon, Illinois*

RADIO is the tad of the hour. However, to many of us it is more than a fad; it is one of the most important inventions of today from which we derive much pleasure.

Just how much radio means to the home it is difficult to state. Its usefulness is practically unlimited, for it is the source of educational, musical and religious entertainment.

In our own home we have a Clapp-Eastham 2-step amplifier. It would be almost impossible to enumerate all the fine entertainments which we enjoy from it every day and evening. In an educational sense, we hear lectures and addresses from

all sections of the United States. Among the speakers are members of the President's Cabinet, the U. S. Department of Agriculture, members of faculties of leading colleges and universities, governors of the various states, army and naval officers, heads of nation wide organizations, leading bankers—in fact, the whole field of human endeavor is represented.

Just think what a privilege it is for growing boys and girls to listen to such entertainments in their own homes!

No matter what your taste for music may be, the radio has the program for you.

We live 33 miles east of St. Louis, but last month we had the privilege of enjoying

the grand operas presented by the San Carlos Opera Company. This was accomplished through the courtesy of the St. Louis *Post-Dispatch*. This paper also broadcasted the glee club program given at Odeon, St. Louis; the Yale Glee Club concerts, and those of the Washington University Glee Club. Every Saturday we have the programs of the St. Louis Symphony Orchestra. We also have the concerts given by the Army and Navy Band at Arlington, D. C., the WGY programs at Schenectady, N. Y., and many, many other fine things from first class broadcasting stations. The best and finest of music is brought to our home. There is lovely vocal music, minstrels, and old-fashioned programs. Jazz, Jazz—and more jazz!

We can hear the senoritas at Habana singing their Spanish ballads and the Scotchman's tenor at Winnipeg singing Harry Lauder's love songs.

Every phase of religious activity is also heard from. Beautiful sacred music, both vocal and instrumental, accompany splendid sermons and addresses, and Catholic masses may be heard in every home on the Sabbath day.

A radio for every Baltimore and Ohio home! Probably there are few who do not have one. Those without radios, however, do not realize, or are not acquainted with, the profitable pleasure derived from such entertainment, I am sure!

## Doughnuts—in Rhyme

By MRS. E. MORRIS, *Wife of Engineer,*  
*Smithfield, Pa.*

1 cup of sugar,  
1 cup of milk,  
3 tablespoons butter,  
2 eggs beaten fine as silk.  
Salt and nutmeg (lemon will do).  
Of baking powder teaspoons two.  
Lightly stir the flour in,  
Roll on pie board, not too thin—  
Drop with care the doughy thing,  
Into fat that briskly swells.  
Roll in sugar, serve when cool,  
Price a quarter for this rule.



Mrs. M. K. Henry, Agent, St. Clairsville, Ohio



## Culinary Column



## Recipes

By MRS. A. J. ALLEN, 2109 Garrison  
Boulevard, Baltimore, Md.

## Pea Salad

I can early June peas; drain, season with salt and pepper. Add one onion, chopped fine; 2 hard boiled eggs,  $\frac{1}{4}$  lb. grated cheese. Mix all together with a good mayonnaise; set on ice for one hour. Serve on lettuce leaf and garnish with stuffed olives.

## Tomato Salad

Select 6 nice smooth tomatoes. Cut off stems and remove pulp; mix it with one table-spoonful of chopped onion and two hard boiled eggs. Chop fine, season with salt, pepper and mayonnaise. Put back inside of tomato and serve on lettuce.

## Bean Soup

1 pint of soup beans, soaked two hours in cold water. Drain and boil with pork, one onion and one carrot. Boil until well done. Add one pint of juice from can of tomatoes; season with salt and pepper; add 2 hard boiled eggs, chopped.

## My Favorite Fruit Salad

By MRS. J. R. EASTON, Uhrichsville, Ohio.

2 bananas,  
2 apples,  
1 orange,  
6 English walnuts,  
Celery,

Cut all these into small pieces, mix with sweetened salad dressing, and serve on lettuce leaves. This will serve four people.

## Various Household Hints

By MRS. E. MORRIS, Wife of Engineer,  
Smithfield, Pa.

BY pouring water over Mother's Oats in double boiler on the night before using—then cooking them in the morning, much better flavor is obtained and the oats are cooked more quickly.

Putting a fish into hot water for about two minutes helps to remove the scales quickly.

Broken gas mantles are excellent for cleaning jewelry and silverware.

If you have a piece of tough meat to cook, put a tablespoonful of vinegar into the water it is to be boiled in. This makes the meat more tender and does not injure the flavor.

Ink spots on the fingers may be easily and quickly removed by using ammonia. Rinse the hands in clear water after washing.

## This Dress Was Made in Garrett, Indiana

SEVERAL months ago, when campaigning for the American Committee for Devastated France, it was the pleasure of one of the campaigning groups to meet some of the girls from Garrett. On the evening that the group stayed over in Garrett, a number of girls from the offices came to the home of Boilermaker and Mrs. Hopper, by whom the Good Will girls were entertained. They all spent a delightful evening, talking over many things, among which was the subject of contributions to the Women's Department of the MAGAZINE. The girls of Garrett expressed a desire to help make the page interesting, therefore, when we wanted someone on the Western Lines to make a dress for this department, we wrote immediately to Miss Gertrude Manion, secretary to the superintendent, for assistance.

Miss Manion wrote us that the dress would be made by Miss Alma Elam, motive power timekeeper, Division Account-

ant's Office, Garrett. The pattern was forwarded and the result is shown in the accompanying picture.

The dress is made of tan linen, and, as may be supposed, is simple in construction. The pattern is No. 4004, and may be had in sizes 16, 18 and 20 years. Size 16 requires  $4\frac{3}{8}$  yards of 36-inch material. Price, 12 cents. Use the regular coupon when ordering.

Address:

The Fashion Woman,  
Baltimore and Ohio Magazine,  
Mt. Royal Station, Baltimore, Maryland.

## To Insure Quick Pattern Service

1. When ordering patterns, use the coupon provided, or copy the form on a separate sheet of paper, filling in the blanks in detail.

2. Do not fail to give both your name and address. We are holding two orders  
(Continued on page 47)



Miss Alma Elam, motive power timekeeper, Division Accountant's Office, Garrett, Indiana; wearing the pretty linen dress which she has made from Baltimore and Ohio Pattern No. 4004



# The Fashion Woman Presents Some Cool and Practical Styles for Midsummer

By PEGGY

## A Smart Little Gown with a Kerchief Collar

4365. Here is a charming model, with costume blouse and two piece flare skirt. The neck is finished with the popular "kerchief" collar. The sleeve may be finished with a wrist length "peasant" portion, or in the newest "short" length. As here shown orange color canton crepe was used, with band of black crepe embroidered in orange floss. This is a good model for linen and pongee.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require  $6\frac{1}{2}$  yards of 36-inch material for the dress with long sleeve and the blouse in full length. In shorter sleeve and blouse length the dress will require  $5\frac{1}{4}$  yards of 40-inch material. The width of the skirt at the foot is  $2\frac{1}{4}$  yards. Price, 12 cents.

## Anna's "Best Dress" is Quite Dainty

4387. This will be charming in organdy, crepe, or voile. It is also nice for linen, with the guimpe of contrasting material. The sleeve may be in wrist length with a band cuff, or in short length as illustrated. The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 10-year size requires  $3\frac{1}{4}$  yards of 40-inch material. Price, 12 cents.



## When Daisy Goes a-Dusting

4360. Gingham or ratine, or Figured voile with facings of white organdy will be most attractive in this pattern.

The pattern is cut in seven sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure.



A 38-inch size requires  $5\frac{3}{4}$  yards of 36-inch material. For collar, cuffs and facings of contrasting material one yard will be required. The width at the foot is  $2\frac{3}{8}$  yards. Price, 12 cents.

## Little Jack Will Like To Wear This Sailor Costume

4380. Linen, drill, Indian head, flannel and serge, also pongee and jersey cloth would be attractive for this style, which appeals so much to the "little seaman." The blouse may be finished in smock style or with the lower edge drawn in bloused effect.

The pattern is cut in four sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{3}{8}$  yards of 40-inch material. Blue linen with white facings would be pleasing, or white drill with trimming of orange or green. Price, 12 cents.

## In Blue and Tan Figured Silk

4369. This is a most attractive frock, suitable for many occasions. The facings on collar and revers and the lacings are blue. The skirt is of tan Camel's hair

woolen. Crepe, linen or gingham and linen, could be used for this style.

The pattern is cut in three sizes: 16, 18 and 20 years. An 18-year size requires  $1\frac{7}{8}$  yard for the blouse and  $3\frac{3}{8}$  yards for the skirt of 40-inch material. The width at the foot of the skirt is  $2\frac{3}{4}$  yards, with plaits extended. To trim blouse as illustrated,  $\frac{1}{4}$  yard 40 inches wide is required. Price, 12 cents.

## For the Porch or Garden

4364. Percale in a pretty pattern is here combined with white linene to make a pleasing version of a popular style. This is a good model also for gingham, damask, or crepe.

The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A medium size requires  $4\frac{5}{8}$  yards of 32-inch material. For facings and belt of contrasting material  $\frac{5}{8}$  yard 36 inches wide is required. The width at the foot is  $2\frac{3}{8}$  yards. Price, 12 cents.

## A Demure Little Dress in Voile, Taffeta or Crepe

4363. The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $7\frac{5}{8}$  yards of 36-inch material. To make underbody of lining requires one yard. For kerchief and puffs of contrasting material  $1\frac{5}{8}$  yard is required. The width of the skirt at the foot is  $3\frac{1}{2}$  yards. Price, 12 cents.

## Comfort For the Little Tot

3921. In this neat and simple play suit the Fashion Woman has contrived to







develop a practical garment. The smock and knickers are cut in one, so the garment stays "together," and is easy to adjust.

The pattern is cut in four sizes: 1, 2, 3 and 4 years. A 2-year size will require  $2\frac{3}{4}$  yards of 36-inch material. Pongee, crash, linen, gingham, chintz and cretonne are nice for this style. Price, 12 cents.

#### Simple, Cool and Lovely

4382. Dotted Swiss and organdy are here combined. The model is practical and suitable for all wash fabrics, as well as for silk and cloth. The collar and panels may be omitted. In red and white dotted percale with trimming of white linene, this style will be very pleasing.

The pattern is cut in four sizes: 6, 8, 10, and 12 years. A 10-year size requires  $3\frac{1}{4}$  yards of 40-inch material. To make sash, collar, cuffs, pocket and sleeve facings of contrasting material requires one yard 32 inches wide. Price, 12 cents.

#### A Charming Apron of Cretonne or Chintz

4361. This pattern is also good for gingham, linen, or rubberized materials.

The pattern is cut in four sizes: Small, Medium, Large, and Extra Large. A medium size requires 3 yards of 27-inch material. Price, 12 cents.

#### Of Voile, Organdy, Gingham or Cotton

4383. The model is also attractive for taffeta, and eharneuse.

The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{1}{4}$  yards of 40-inch material. To trim with contrasting material as illustrated requires  $\frac{3}{4}$  yard 32 inches wide. Price, 12 cents.

#### For the Little Girl

4376. A short waist, shaped in attractive outline, is joined to a full skirt, which boasts of dainty "bag" pockets. The short puff sleeve makes this an ideal frock for warm days. It may be made up in

percale, chintz, crepe, tissue gingham or linen.

The pattern is cut in four sizes: 2, 4, 6, and 8 years. A 6-year size requires 3 yards of 27-inch material. Price, 12 cents.

#### Neat and Serviceable for the House

Pattern 3656 is here illustrated. It is cut in seven Sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size will require 5 yards of 36-inch material. The width of the skirt at the foot is 2 yards.



Gingham, chambray, figured percale, poplin, repp, linen and calico may be used for this model. The sleeve may be finished in wrist or elbow length. Price, 12 cents.

#### A Stylish Blouse in Figured Silk and Canton Crepe

This model is very becoming to slender figures. The back extends over the front

in yoke effect. Becoming plait fulness gives graceful fulness to the fronts.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $3\frac{1}{4}$  yards of 32-inch material. To trim with contrasting material as illustrated will require one yard 40 inches wide. Price, 12 cents. No. 4371.

#### Style and Service is Combined Here

4362. This is very smart in the new figured silks, or in printed crepe or voile. The blouse and skirt are finished separately, but may be joined together under the belt of the blouse. The sleeve is new and distinctive and the lines of the model are altogether slenderizing and pleasing.

The pattern is cut in seven sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $6\frac{1}{8}$  yards of 36-inch material. The width of the skirt at the foot is  $2\frac{1}{2}$  yards. Price, 12 cents.

#### To Insure Quick Pattern Service

(Continued from page 45)

for patterns on which the names and addresses were not given. This means that somebody did not receive her pattern. Will the sender kindly let us know at once where to forward the patterns?

3. Be sure to enclose 12 cents, in stamps or money order, for each pattern or fashion book ordered.

4. Do not forget to mention the sizes and numbers of the patterns desired.

In cases three and four, it is necessary to write you before sending the patterns, thus entailing unnecessary expense and loss of time.

Please notify The Fashion Woman of any failure to receive patterns or of any errors that may possibly occur. We shall be glad to adjust all complaints to the satisfaction of the customer, provided, of course, that we are responsible for the error. Thank you!

#### PATTERN ORDER BLANK

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the patterns listed below. I enclose 12 cents (stamps, check or money order) for each pattern or book of Fashions.

Name.....

Street.....

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

Pattern No.....Size.....

Pattern No.....Size.....

Pattern No.....Size.....

Pattern No.....Size.....

#### Up-To-Date Book of Fashions

Send 12c in stamps, check, or money order for our UP-TO-DATE-BOOK OF FASHIONS.



## Traffic Class "Does" Baltimore Harbor

By H. D. STANGE, Acting Chairman

THE Baltimore and Ohio Traffic Class, Baltimore, which has for its aim the educating of its members in a comprehensive way in the matter of rates, terminal facilities and general conditions on the Baltimore & Ohio, as a part of the curriculum, was given a trip around Baltimore Harbor on the tugboat "Baltimore" during the latter part of June.

Members of the class boarded the tug at the foot of Calvert Street and followed the north shore of the harbor to President Street, Chase's Station, Fell Street, Henderson's Wharf, Canton District to Sparrows Point, thence across the Patapsco River, skirting Fort Carroll, passing Hawkins Point and Leading Point, and into Curtis Bay District to the revenue cutter station, returning by way of Port Covington and Locust Point to the starting point.

Each member of the party was furnished with a pamphlet fully setting forth the itinerary and explaining in detail points of interest covered by the trip, together with a map of the harbor.

The trip proved interesting and instructive, all expressing keen appreciation of the opportunity afforded and declaring themselves greatly benefitted thereby.

### Credit Where Credit is Due

ON page 46 of the March issue of our MAGAZINE a poem called "Johnny's Stummick and Something to Fill It" was printed with credit for authorship to Mrs. Lindsay Van Horn of Martinsburg, W. Va.

**This was an error on the part of the Magazine since Mrs. Van Horn did not claim authorship of the poem in any way whatsoever.**

We received a letter dated June 23 from Reilly and Lee Company, the publishers of the works of Edgar A. Guest, the well known poet, advising that this poem is an almost verbatim copy of Mr. Guest's poem entitled "A Boy and His Stummick," and requesting us to so state in our first available issue.



Large and Interesting Plant of The Indian Refining Company

This, of course, we are glad to do, it being our invariable intention to give proper authorship whenever we reprint anything in our MAGAZINE. Therefore, we apologize to Mrs. Van Horn, Mr. Guest and to the Reilly and Lee Company for this occurrence.

The work of an author is just as much his property as is the product of a mechanic, carpenter or any other artisan and it should not, or course, be appropriated by any other person, unless authority for its use has been granted.

## Monster Plant of Indian Refining Company at Lawrenceville, Illinois

By L. R. HOOKS, Agent

THE picture printed above shows the Indian Refining Company's plant at Lawrenceville, Illinois, on the St. Louis Division of the Baltimore and Ohio.

The Indian Refining Company established their plant No. 1 at Lawrenceville, July 1, 1908, and their plant No. 2 July 1, 1910. In their refinery they employ 796 men, in the crude oil department 450 and in the sales and station departments 975; in addition they have a New York office employing 330 persons. Their daily capacity is 125 cars.

Eighty-nine oil wells are owned in Indiana and 787 owned and operated in Illinois. In addition to this they operate various pipe lines in the two states mentioned and in Kentucky. All crude oil produced in Kentucky is handled in tank cars to Owensboro where it is transhipped by pipe line to the refineries at Lawrenceville. The company

owns and operates 1845 tank cars of various capacities. They maintain at Lawrenceville repair shops in which have been installed modern appliances for making all repairs to tank cars, and it is also possible for them to build their own tank car equipment if desired. A light running repair shop is maintained at Owensboro.

The Indian Refining Company operates 160 distributing stations east of the Mississippi and both north and south of the Ohio River. The petroleum products refined are gasoline, kerosene, asphaltum, greases and various other oils.

The refinery is located on Baltimore and Ohio tracks, and gives our company a large revenue not only in through road haul, but also in switching service. Mr. C. A. Porter is superintendent of transportation of these valued friends and patrons of our Company.



American Citizens from Scandinavia Visit Washington, Travelling





Refining Company at Lawrenceville, Illinois

## Introducing the Capital City to Our Citizens of Scandinavian Birth

THE photograph on this page is of a group of Baltimore and Ohio passengers taken in front of the Capitol in Washington, D. C., on May 6, last. This particular party was en route from Chicago and the Middle West to New York to take the Steamship "Stavangerfjord," of the Norwegian America Line, for a visit to the Scandinavian Homeland.

The Baltimore and Ohio Railroad has become the popular route for these steamship parties to New York, as it affords an opportunity to stop over in Washington and gain a personal knowledge of our national capital.

The Scandinavians make a most desirable type of citizens. An agricultural people, they naturally settle in the western states to work and manage the huge farms of

that section, which contribute so greatly to our national prosperity. They are a sturdy and honest race that love their adopted country as dearly as they do their old homeland. In the late fall, when the snow and cold weather stop the farm work, many of the families take a winter vacation trip to the old country, and often in the spring parties make a vacation trip across the Atlantic before the harvest season sets in.

The route of the Baltimore and Ohio Railroad from Chicago to New York via Washington is almost invariably selected by these steamship parties, for they always want to visit the seat of our government and see the beauties of America's most interesting city before returning to their homeland.

## Baltimore "Sun" Features Article about Baltimore and Ohio Boosters in Clerks' Brotherhood

THE Baltimore Sun carried a leading article in its edition of July 10 covering the efforts being made by the members of the Brotherhood of Railway

and Steamship Clerks among Baltimore and Ohio employees, to secure competitive business for the Railroad through their booster clubs.

J. David Cordle, the general secretary-treasurer of the organization on the Baltimore and Ohio, was quoted as saying that not only are the members of the Brotherhood on the Baltimore and Ohio soliciting business from their shipper friends for their Company, but also that through friendship with the members of the Brotherhood on other lines who occupy positions such as routing clerks, etc., quite a good deal of business is being routed over our Road.

It is interesting to note in this connection that on June 5 President Willard addressed the general committee of this Brotherhood in the general office building of the Baltimore and Ohio in Baltimore, outlining the general attitude of the Baltimore and Ohio toward its employes and speaking of his earnest desire that a pleasant feeling of cooperation should exist between Management and men.

Following this meeting resolutions were adopted by the general committee stating their belief in the fair and equitable attitude of President Willard toward the Railroad's employes, thanking him for his address to them, and urging that each officer and member of the System Board of Adjustment make known to all employes, with whom they come in contact, their understanding of the cordial relationship obtaining between officers and employes on the Baltimore and Ohio and their hope that it would result in greater efficiency and loyalty and an even greater feeling of friendliness.

The resolution was signed by L. B. Snedden, general chairman, and J. David Cordle, general secretary-treasurer, and a copy was sent to the Baltimore and Ohio MAGAZINE.

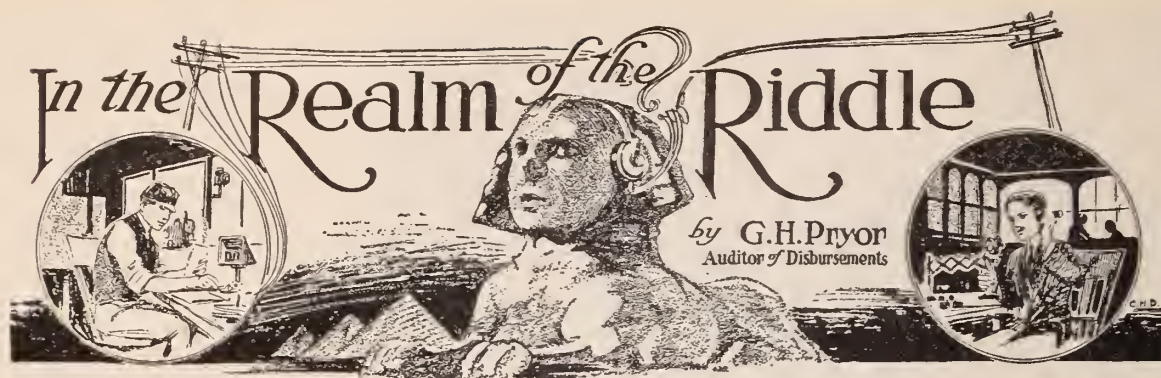
### Please—

Be sure to read carefully the letter on Car Miles written by Vice-President Galloway, appearing on page 8, and also pages 9, 10 and 11. They mean more to the Railroad and its employes than any other page in this issue.



via the Baltimore and Ohio, on the Way to Their Homeland





## Note:

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

THE answers to the puzzles published in the April issue are:

1. Strain-train-rain-ain

2. X Y S T E R  
E T Y M O N  
A N I M U S  
E R A T O S  
S I T T E R  
C Y S T I C

3. Overcome

4. G  
H E M  
H O N O R  
G E N E R A L  
M O R A T  
R A T  
A

5. The National Puzzlers League Convention is to be held in Baltimore.

6. K I N G S E V I L  
T E A L E A F  
B L U R T  
A M Y  
P

7. Orange-Negro

8. E G G T R O T  
A E R U G O S  
T A M A L E S  
P O M E L O S  
R I D E A U S  
C A R R I O N  
N E S T L E D

9. B A R V E L  
A K E A K E  
R E N I T E  
V A I L E R  
E K T E N E  
L E E R E R

10. Coupons

11. C A P  
T A R R Y  
C A N T E E N  
A R T I C L E  
P R E C E P T  
Y E L P S  
N E T

12. Trifle-Rifle

13. Z  
C U P  
K A M A S  
C A M B R I C  
Z U M B O O R U K  
P A R O S E L A  
S I R E D O N  
C U L O M E  
K A N E H

14.

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

15. Pyrethrum

Correct solutions were received from the following:

Ben Franklin, N. Jineer, S. T. Udent, B. Walk, D. Lemma, J. F. Donovan, G. Hartman Pryor, Comrade, Primrose, Pearlle Glen, Atlas, L. M. N. Terry, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; Spica, Whitney Crossing, N. Y.; A. T. Ourman, Park Jct., Pa.; P. M. Pennington, Cumberland, Md.; Gee,

Asheboro, N. C.; P. A. Butterwick, Telford, Pa.; Gemini, Poly, Brooklyn, N. Y.; Wick-o-cincy Cincinnati, Ohio; T. Hinker, Jack O'Lantern, Bangor, Pa.; Tunste, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; K. T. Did, Nyphe, E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Petite, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Arcanus, Eloise, Iowa City, Iowa.; Jemand, Wilmington, N. C.

## New Puzzles

1. NUMERICAL

Old 1, 2, 3 looked down on me  
And seemed to say, "Ah, well-a-day!  
This is not 1 to 8."

Now 5, 7, 3 will quite agree  
His shape oft seems 2, 4, 5, 3,  
And 5 to 8 you are, or late  
You've been upon a spree!

Lafayette, Ind.

Towhead

2. SQUARE

1—A small spreading European tree of the family Rosaceae, or its fruit,  
2—The angle formed by the face and flank of a fortification,  
3—To follow closely or importunately,  
4—Borne with effort,  
5—(Arch.) The thinner part of a wall, as beneath a window,  
6—Having ridges or channels like reeds.

Baltimore, Md.

S. T. Udent

3. INITIAL CHANGE (4)

When mother goes to wash the clothes,  
It's very hard work as well she knows,  
She puts the FIRST the SECOND in,  
And rubs away with splash and din.

Cumberland, Md.

P. M. P.

4. DIAMOND (New International)

1—A letter,  
2—Assistance,  
3—Moving toward from behind,  
4—A native of Africa,  
5—Makes a subject of a lawsuit,



- 6—Groups or divisions of ten,  
7—Having a definite rating,  
8—Was not, (Obs.),  
9—A letter.

El Paso, Tex.

Osaple

# 5. TERMINAL DELETION (5)

(Example: Tablet, able)

The Pullman passes hill and TWO  
The porter's call sounds loud and ALL  
"Last call for dinner"—he is through,  
And gives no more his urgent call.

New York, N. Y.

C. Saw

# 6. RHOMBOID

Across:

- 1—To cause a smart,  
2—Near to,  
3—Landed estates of lords or noblemen,  
4—To cause to run off the rails,  
5—To stay,  
6—A turnpike (Prov. Eng.).

Down:

- 1—A letter,  
2—Mother,  
3—Any weapon,  
4—A highway,  
5—One who tunes,  
6—One who snores,  
7—A composition in prose or poetry  
acted on the stage,  
8—A kingdom in S. E. Asia,  
9—To touch with the lips (Poet),  
10—Never (Obs.),  
11—A letter.

Philadelphia, Pa.

A. T. Ourman

# 7. BEHEADMENT (5)

Upon a train The Royal Blue  
To Baltimore I took a TWO,  
And as the train was shortly due  
To stop—and then my trip was thru.  
The Pullman porter took his cue  
And came with brush to claim his due  
I had no change, so lavish grew  
And from my roll did PRIME a 2,  
At which the porter grinned anew  
And turned almost a lighter hue  
Now pray what else was I to do  
Had I not tipped him, sad but true  
He might have THREED my coat in two  
Which would have caused a great ado  
Upon the train called Royal Blue,  
And now the answer's up to you  
Adieu! Adieu! Adieu!

Brooklyn, N. Y.

Gemini

# 8. HEXAGON

- 1—Walks lamely,  
2—Same as Icarus,  
3—An evil spirit,  
4—Procurators,  
5—Wind from the south (Poetical),  
6—A springtail or podurid insect found  
on the snow,  
7—Acorn cups from the valonia oak  
used by tanners,  
8—To drive air audibly and violently  
through the nose,  
9—A small stamp for stamping dates.

Baltimore, Md.

Tom Crestmore

# 9. CHARADE (Phonetic) (9)

Alas, I fear I am too rash a FIRST!  
To be a puzzler have I made my goal.  
I'll sink, in seas of ignorance immersed,  
Or SECOND on some hidden unknown  
shoal;

For now I know it takes true THIRD to  
burst

Into the mastery of this puzzler's WHOLE.  
Baltimore, Md.

N. Jineer

# 10. INVERTED PYRAMID

(New International—Verified)

Across:

- 1—(Norse Myth.) The abode of Saga,  
the secess,  
2—The checkerberry,  
3—The Iapygians,  
4—A button,  
5—A regular course,  
6—A letter.

Down:

- 1—A letter,  
2—Yes,  
3—Food,  
4—(Obs. or D. E.) To bite gently,  
5—To steam,  
6—A sanctum,  
7—Co., S. Quebec prov., Canada,  
8—(Obs.) A Giant,  
9—(Obs.) Kiss,  
10—Var. of call,  
11—A letter.

Worthing, S. D.

Sherlock Holmes

# 11. BEHEADMENT (6)

(With regards to L. M. N. Terry)

Your Pegasus had me a-guessing,  
For I thought his condition was bad.  
The fact that his leg affected his peg,  
Made all of his friends quite sad.  
And I thought that the beast looked so

PRIMAL

When on me he gazed in distress,  
So I wished to FINAL, the trouble was  
spinal

And dangerous more or less.

Baltimore, Md.

The Major

# 12. REBUS

S  
FUR

Bewitching, these decorations  
Trimming milady's dress,  
So potent for generations,  
Benedicts must confess.

Cincinnati, Ohio.

Wick-o-cincy

# 13. RIGHT STAR

(All New International Dictionary)

- 1—A letter,  
2—Are, (Obs.),  
3—Letter patents,  
4—To withdraw,  
5—Sugar sand,  
6—Genus of fruit pigeons of Southern  
Asia,  
7—Koprosterin,  
8—Nye (Obs.),  
9—A letter.

Mulkeytown, Ill.

Todd

# 14. DELETION (7)

A bank of palms and ferns,  
Sweet music of canaries,  
Imposing Grecian urns  
Upheld by dancing fairies—  
Allurements more than tongue can count  
Adorn Joe Pappas' soda fount!

When you are ALL and hot  
And feel as dead as Hector,  
What better hits the spot  
Than Joe's Marshmallow Nectar?  
O boy! O joy! Delight intense!  
Midsummer bliss for PRIMAL cents!

St. Louis, Mo.

Molemi

# 15. ANAGRAM

A BOND

A BOND, I think,  
That proves a link  
'Twix east and west;  
For travel, best  
That's provided.  
Try it—I did.

Iowa City, Iowa.

Arcanus

# 16. ANAGRAM

My old Victrola stops;  
It's tones delighted,  
Until the accident,  
NO DISC UNITED.

Brooklyn, N. Y.

Gemini

The solver sending in the first complete  
list of answers to the puzzles in this issue  
will be awarded a copy of one of the six  
best sellers, the selection to be made by  
the winner from a list that will be submitted.

To receive proper credit all lists of  
solutions must be in my hands by Sep-  
tember 5th, the answers and solvers list  
will be published in the October issue.

\* \* \* \*

No. 13, a Right Star, is a new form of  
puzzle to these columns. It is shaped  
like this:



The words read the same across and diag-  
onally from right to left.

N. Jineer offers the following very  
interesting mathematical puzzle:

Magic Square:



Arrange the numbers 1 to 16 inclusive  
in a square so that the sum of the four  
figures in each straight line (.i. e. each of  
the four rows, the four columns, and the  
two diagonals) shall equal 34, using each  
numeral once and once only.



# Our Little Railroaders

We little railroad people  
Who live so far away,  
How can we see each other?  
Now let me think—Oh, say!



Let's get our pictures taken  
Then send them in, you see,  
For this page; then I'll look at you,  
And you may look at me.

## Did You Ever Have a Toothache?

### Dear Girls and Boys:

The other day I was talking to a doctor who knows all about the things that people should do to take care of their health.



OUR LITTLE FRIENDS

Elizabeth and Janet Zschiesche, Rogne! Heights, Baltimore, Md.

"Do you see that little fellow?" he asked as a mother went down the street with a little boy of about three years old clinging to her hand. "He has the most beautiful teeth of any child of his age that I have ever seen. I certainly hope that his mother is taking good care of them."

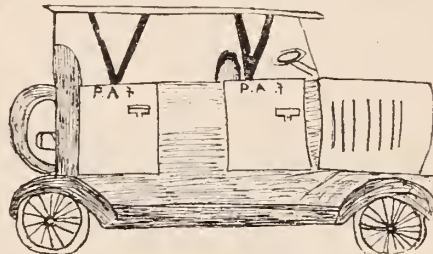
"But, Doctor, they are only his first teeth. These are not the teeth that will last. When he is six or seven years old these will come out and he will get others. Why is it so important to take care of these first teeth?"

"I am glad that you asked me that question," replied the doctor, "for that is just what people can't seem to believe. The good care of the first teeth is of much help to the second lot. Don't you see that if you let the first teeth decay, you are just showing the second ones the way to become decayed before they get through?"

"Just as one bad apple in a bag will make the others bad if it is not taken out right away, so a bad tooth, if it is not cared for right away, will spoil all those around it. A bad first tooth may decay the second tooth that comes in right behind it. All teeth should be brushed after each meal, but at least twice a day. Be sure to brush them early in the morning, so as to have a nice clean mouth to begin the

day with. And never go to bed at night without brushing your teeth. This is most important.

"Did you ever see a big rock that had been split by a little root? Somehow it happens that little seeds get into the cracks of great big rocks. The rain sends a drop of water down to it, the wind blows the dust there, the sun shines down on it, the seed begins to sprout. The little plant begins to grow and to send its roots further and further into the crack until the rock finally splits. And so, the food gets into



Joe Feeney, Granite, Md., will take the girls and boys riding in this auto which he has drawn

the teeth, little bits of food that you could scarcely see with your naked eye. There this food stays. It does not grow as the plant in the rock, but it decays and causes

the tooth itself to decay and crumble away. If teeth are perfectly clean they cannot decay.

"If you have ever had a toothache I know that you do not want it again and you do not want your little railroad girls and boys to get it either, so tell them just what I said, that teeth should be cared for, or when these boys and girls grow old they will have to go through the pain of having their teeth taken out, or else they will have 'snaggled' teeth, which will always give them lots of trouble."

I thanked the doctor for this message, and I am giving it to you just as he told it to me. Do you take good care of your teeth? Please do.

I am sending you just bushels of love.

*Aunt Mary*

### Where Does Anna Hickman Live?

Anna forgot to give her address. If she will write to Aunt Mary and give her address, we will send her the reward for solving the puzzles.



Anna Hickman, Baltimore, Md.





### Dear Little Puzzlers:

The other day I got a telegram from your old Aunt Mary telling me to come at once for she needed my help. You may be sure that I packed my bags full of puzzles and came flying down just as fast as Mr. South Wind could carry me on his back. He's a good old horse to ride, but he always goes so slowly when you're in a hurry.

When I arrived in Baltimore I went into Aunt Mary's office and what do you suppose I found? Nothing but a big pile of papers, just lots and lots of children's letters—answers to the Children's Page puzzles. I turned around and started out. Just then I heard a funny noise, just like somebody sighing. The noise came from under the pile of papers. Quickly I dropped my puzzle bags and began to dig in the pile of papers. And what do you think I found 'way down at the bottom of the pile? Why, bless your hearts, it was your old aunt herself. She had a frown on her face and tears in her eyes.

"Oh, Mr. Puzzle Man," she cried, "won't you please help me out I have so many puzzle answers that I can't handle them. Some of my children even had to go without the flower seeds that I promised them, simply because there were so many replies that I couldn't get the seeds to them in time to plant them."

So that is the reason that I'm going to be with you from now on. I brought my bags full of brand new puzzles, so that there will be lots and lots of them. Here are two nice ones to begin with. Send your answers to Aunt Mary, as usual. Address:

Aunt Mary

Baltimore and Ohio Magazine

Mt. Royal Station, Baltimore, Md.

What shall we have for prizes this month? Well, let's see. Oh, I know. Aunt Mary brought back some lovely post cards from France, so I'm going to ask her to let me send one of them to each girl and boy who sends in correct answers to this month's puzzles. By the way, if you can make up some puzzles of your own, be sure to send them in; *but they must be original*. Now get your pencil busy and see what you can do with these two:

### Word Building Puzzle

#### I.

I am a word of five letters. As a whole I am the name given to a car on which meals are served.

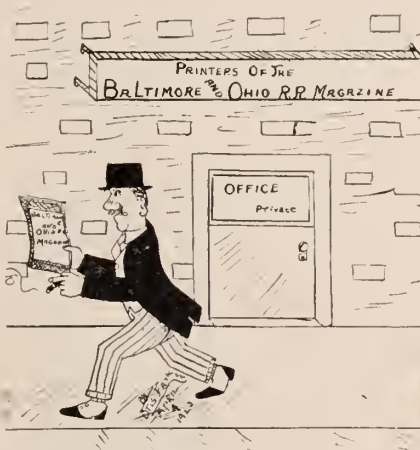
Cut off my last letter and you will have a word that means to eat that meal.

Cut off the last letter of this word and you will have a noise.

From this word cut off the first letter and you will have a little word of two letters that you use many times during the day.

Cut off the second letter of this word, and you will have one letter, which is the name that I call myself.

What is my whole name?



"All good Railroad men should read our Magazine," says Otis L. Fransler, 15 year old son of Conductor O. C. Fransler, Gassaway, W. Va.

2 (Six letters)

My first is in SING, but not in DANCE;  
My second is found in PLAY and PRANCE;  
My third is in CUFF, but not in TIE;  
My fourth is found in TEA and PIE;  
My fifth is in STAY, but not in GO  
My sixth in YES, but not in NO.  
Where'er you cross the street, I'll bet,  
My whole name you will ne'er forget.



### SEEN ON THE BILLBOARDS

Left to right, these pictures were drawn by Elizabeth Zschiesche, Rognel Heights, Md.; Harvey Gaumer, Point Marion, Pa.; Doris Forney, Baltimore, Md., and Elizabeth Johnson, Pittsburgh, Pa.

### Baltimore and Ohio Officers Visit My Town

By MILDRED TOMS, Daughter of Conductor Toms, Charleston Division

MY home town, Weston, W. Va., is small, but it has two large buildings that many of our people are proud of. One is the Insane Asylum. There are only two of these in the state and this is the larger one. It is the largest building in the world of hand cut stone structure. The patients are well cared for and receive good treatment at this asylum. Many prefer it to the other one at Spencer. The other building I mentioned is the Masonic Temple. This is a new building, just completed in 1917. It cost about \$100,000.

The first man to view the site of Weston did so in 1769; the first house was erected in 1781, and the first mayor was Jonathan M. Bennett.

The town was first called Preston, for Preston County. Later it was changed to Flesherville, in honor of the first white settler, Mr. Henry Flesher, of German origin, who erected the first house. This name, however, did not please the pioneers, and in 1819, it was changed to Weston.

In 1834 Weston had 30 houses, one school, four stores, four factories, one flour mill, one tanning yard, and two saddlers. The population was 167, five of whom were attorneys, and two doctors. The population of Weston now is 5700. Weston boasts a Chamber of Commerce and a Rotary Club.

Weston is situated on the West Fork River. Because of an abundance of oil, gas, and coal in the neighborhood, our town is becoming an important manufacturing center. Glass factories, carbon factories, lumber mills and flouring mills form the principal industries of this town. We have seven churches in our town and six schools, including those in the suburbs.

I like my home town because it has a good situation and very nice people. I think the most beautiful thing about it is the insane asylum, which I have already





#### FOLLOWING THE FASHIONS

Drawn by Estelle Barnes, Relay, Md.; C. W. Hay, Jr., Baltimore, Md., and Grace Le Bonte, Baltimore, Md.

mentioned, with its surrounding lawn. The grass is always kept pretty and many flowers are planted there. There is a bed of flowers forming the name, "State Hospital," which I like very much. It is always arranged in the summer for the patients to come out on the lawn when the weather is suitable.

Stonewall Jackson's boyhood home is just a short distance from Weston, at a place called "Jackson's Mill." There was once a grist mill there, but it burned down. The place is now made into athletic grounds for boys and girls. There were several picnics held there during the summer.

The Charleston Division of the Baltimore and Ohio Railroad normally carries 1600 men on its pay roll, and the offices at Weston disburse about \$66,000 every month. The headquarters of the Charleston Division were moved from Gassaway to Weston in 1919. This one change meant the payment of \$7,200 per month additional in Weston, as well as the bringing of business meetings here every month and the visits of railroad officials and business men who come here for conferences with division officers.

#### Letters from Some of Our Girls

Water Street,  
Smithfield, PA.

Dear Aunt Mary:

I heard about you in the Baltimore and Ohio MAGAZINE, so thought I would write to you. I like to read the MAGAZINE very much.

My sister Anna wrote to you, so I thought I would write to tell you about myself.

I love to go to school and be among the children, and my favorite amusement is reading or sewing. I like to write poems and spend a great deal of my time doing so. My letter is not very interesting but maybe I can do better next time. I am,

Your little unknown friend,  
Mary Covadi

Baltimore, Md.

Dear Aunt Mary:

I am writing to you for my first time. I am also sending you a picture called, "A

Room Full of Fragrance." In it is my favorite flower, the Tulip.

Would you please write to me, as I would like to be one of your friends. My grandfather works on the Baltimore and Ohio.

I would like you to have a contest on "Myself," a biography. I am twelve years old, and am in the sixth class. I go to Number 84 school.

I hope you will like this picture.

Your little friend,  
Margaret Greenholtz

#### Helping Mother

**M**Y name is Ruth Carey. Everyone has told me I am terribly lazy, so I made up my mind I would get to work and do everything in my power in the way of work to prove that I am not lazy.

It was nearly housecleaning time and my mother was making curtains and stand covers. At the time I knew nothing about

sewing. I asked mother to let me hem one of the curtains, or do any little job that might help me to overcome my laziness. She was afraid I would not do my work well, so she cut out a curtain big enough for my play house. I hemmed it so nicely that I surprised mother. It really surprised me too.

Ever since that I have been doing little jobs helping mother and am succeeding in overcoming my laziness.

#### Beautiful Flowers Are Found at Richmond, Staten Island

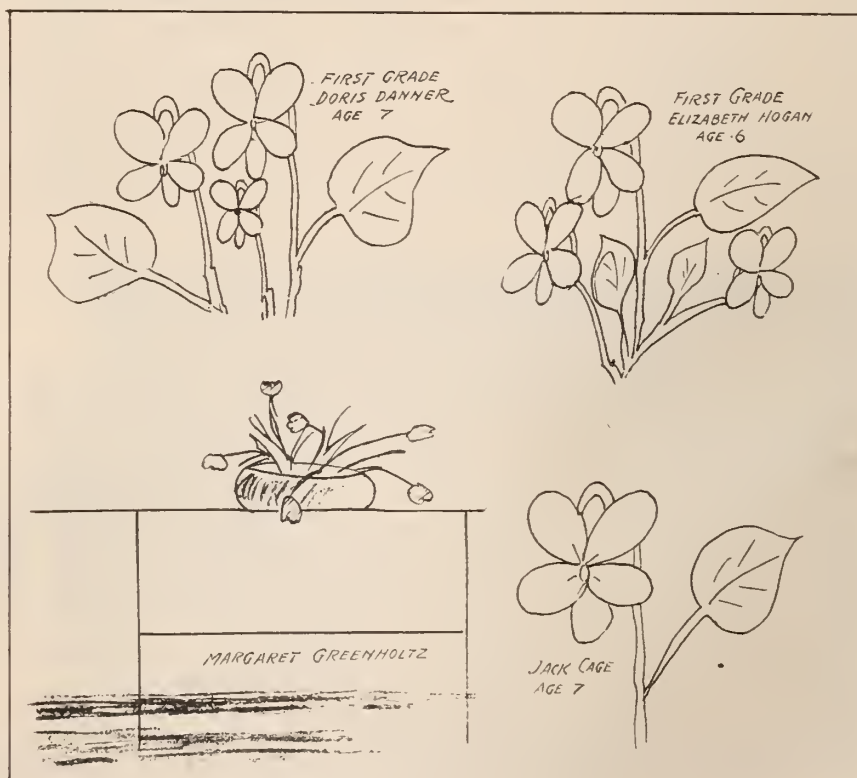
By MARGUERITE McDONALD  
Daughter of Signal Maintainer

**R**ICHMOND is about the only town on Staten Island which has its tall hills covered with pine trees, springs, valleys and brooks. In the spring and summer its fields are covered with flowers of many different kinds.

One of the oldest buildings of Richmond is a church known as St. Andrews, which was completed in the year 1711. It is just the same today as it was then. Major Symes presented to it a deed conveying the church and 133 acres of land "for the use of the Church of England."

The only park we have is the one in which I live. It is known as Richmond Park. Hampton Court, however, is a kind of park, which is continuously covered with various flowers, such as roses, snowballs and violets.

We have a lighthouse which stands right up on the hill.



More pictures drawn by Brunswick children



## Glenwood Baltimore and Ohio Social Club

By **EDRIC C. GREAVES, Secretary and Treasurer**

THE Glenwood Baltimore and Ohio Social Club is now an assured success, judging from the two entertainments given under its auspices.

The Club's initial dance and entertainment was given on April 19. Shop Superintendent and Mrs. C. M. Newman were second to none in tripping across the waxed floor. Of course genial "Doc" Marshall joined in the merry throng with his pretty, blushing bride to be, Miss Eugenia Gormley, Pittsburgh. District Master Car Builder E. B. Miller surprised his host of friends by displaying his adeptness in the dancing art and particularly in his perfect selection of fair and charming partners. Cumberland was represented by its popular shop superintendent, "Jack" Howe, who is still a bachelor. Superintendent J. D. Beltz, Pittsburgh, was also seen tripping along with some of the fair damsels and thoroughly enjoying himself.

Superintendent, Motive Power C. A. Gill and Chief of Welfare W. W. Wood were the distinguished guests from Baltimore. Mr. Wood made a short address, in which he encouraged social clubs among Baltimore and Ohio employes and congratulated Glenwood on having organized one. During dancing intermissions, a musical program was rendered and Miss Kathryn E. Farrell won all hearts with her beautiful voice. She was presented with a large bouquet of roses.

The hall was attractively and tastefully decorated and the music excellent.

The Club's second dance was given on May 11, and closed its in-door activities until Fall.

The officers are as follows: President, Superintendent C. M. Newman; Vice-Presidents, Master Mechanic C. E. McGinn, Storekeeper C. A. Marshall, District Chief Clerk C. P. Kalbaugh and Assistant Superintendent E. J. Case; Secretary and Treasurer Edric C. Greaves; Assistant Secretary and Treasurer, Miss Kathryn E. Farrell.

Entertainment Committee: C. A. Marshall, chairman, Misses Elizabeth E. Flynn, Edna Moxley, Claire Farrell, Frances Leeper and Olga Morris; Messrs. H. F. Schwab, M. R. Powell, W. W. McPharron, B. H. Rush, Roy W. Eves, W. H. Battenhouse and P. T. Poole.

## Railroad Electrification and the Electric Locomotive

By **Arthur J. Manson, Manager Transportation Division, Westinghouse Electric & Manufacturing Company.** 332 pages, 6 in. by 9 in. 149 illustrations, 19 tables. Bound in cloth. Published by Simmons-Boardman Publishing Company, 30 Church Street, New York.

THE increasing cost of fuel and other expenses which make up the railway budget, as well as certain limiting mechanical and operating characteristics of the steam locomotive, have contributed, especially in recent years, to increasing the desirability of adopting electric motive power as the solution for many operating difficulties. While this book is written for the benefit of those who are, or would be most directly concerned with the operation and maintenance of electric locomotives, it contains specific information so arranged as to be of value to any one in any way con-

cerned with the problems incidental to railroad electrification.

In a brief way, the author touches upon some of the outstanding and most important advantages which may be expected to result from the electrification of existing steam railway facilities, either of an entire system or of certain sections.

Four chapters are devoted to explaining the underlying theory of common electrical phenomena, particularly those which relate to the application of electricity to railway operation. Five chapters are then given over to the explanation of the generally accepted types of motors used to supply power for electric locomotives.

The principles of train operation are discussed and a comparison of the inherent advantages of electric and of steam locomotives is made.

The book contains an explanation of the various means used for accelerating and decelerating electrically operated trains. There are also included descriptions of the air brake equipment and of the methods used for regenerative control. The principal features of electric locomotive design and the design of the transformer equipment are discussed at considerable length.

The last three chapters are devoted to the solution of an actual electrification problem dealing with the factors influencing the choice of an electric locomotive for an installation of a given character.

The book also includes an appendix which reviews briefly the history and salient features of various American electrification projects. Included in this section are 11 tables which show at a glance important characteristics and details of construction as applied to electrical operation of railways in every country where steam railways have been electrified, or where the initial installation was electrically operated.



Picture by courtesy of G. T. McMillen

MAY 27, WHEN THE RIVERSIDE "SNAPPERS" BESTED CUMBERLAND "RED SOX", 13-7

The arrow shows C. W. Van Horn, then Superintendent, Cumberland Division, in the bleachers. Among others shown here are: W. E. Yarnell, A. N. Martin, T. F. Shaffer, C. S. Crogan, G. A. McGinn, E. A. Cosgrove, J. E. Barnhart, P. H. Gröscup, F. M. Powell, A. C. Coglan, T. R. M. Reese, G. N. Cox, C. M. Gearhart, W. M. Naughton, G. W. Eichner, J. R. Carnes, C. W. Fries, S. L. West, and J. R. Dyche





# Safety Roll of Honor

## Baltimore and Baltimore Terminal Divisions

**Foreman J. H. Biden.** May 1. Walking from Wicomico to Mt. Clare observed broken flange on wheel, P. R. R. 48627. Notified conductor, train stopped and car set out.

**Mr. Edward Fauver.** Boothwyn, Pa. May 6. Advised operator, Chester, by telephone, of defect in track. Repairs made promptly. Mr. Fauver has been thanked by Superintendent Hoskins.

**Engineer W. G. Bryan.** Local freight engine 2574. Picked up on line of road 32 grease cups. All found to be in good condition for further use. Mr. Bryan has been commended for "Stopping a Leak."

**Engineer R. R. McClelland and Conductor H. B. McNeal.** 12.30 a. m., April 25. Discovered fire on bridge near Anacostia Junction. They extinguished fire.

**Operator E. L. Shipley.** Waterville Junction. April 29. Observed burst journal box on car in train of No. 94. Train stopped and car set off.

## Cumberland Division

**Brakeman F. T. Browning.** Deer Park. May 16. Observed eight inches of flange missing in wheel of Baltimore and Ohio 326930 in passing train. Advised conductor and car set off.

**Engineers H. S. Hoffman and L. B. Crane.** May 8. While passengers on Train No. 3, lent valuable assistance to engineer in charge of Engine 5078, with broken main pin, in getting engine in condition to take train forward.

**Material Distributor C. R. Shrader.** Hardman. May 17. Observed broken yoke on truck of car in passing train. Advised conductor and repairs made.

**Car Repairman C. D. West.** Altamont. June 13. Observed broken flange on wheel under car P. & R. 89644, Extra 7124. Car set off.

**Brakeman J. G. Leith.** June 10. Walking from Shenandoah Junction to Hobbs, observed broken arch bar, Baltimore and Ohio car 323136, Extra East 4437. Made arrangements to have car set off.

**Mr. William DeVers.** Grafton, W. Va. While walking on platform at Piedmont, W. Va., observed broken rail on eastbound track. Reported to Agent Huth. Section force called and repairs made. Superintendent has written Mr. DeVers thanking him.

**Mr. Clifton Alabaugh.** June 5. While working in a field near bridge No. 5, between Hancock and Berkeley Springs, smelt smoke. On investigation found bridge on fire. Ran down track and flagged branch passenger train, probably averting serious accident. Fire extinguished and repairs made to bridge with slight delay to traffic. Superintendent has written to Mr. Alabaugh thanking him for his interest.

## Connellsville Division

**Engineers H. F. Livingstone and E. A. Dunn, Fireman J. R. Kennison.** June 4. Indian Creek. Rendered valuable assistance in making repairs to engine 5016, train No. 42, averting serious delay to other trains.

**Mrs. Rosa Downey.** Glencoe, Penna. May 18. Reported broken rail to Agent Glencoe. Mrs. Downey has been thanked by Superintendent.

## Pittsburgh Division

**Operator S. C. Six.** "FY" Tower. April 22. Discovered 33rd Street bridge on fire. Carried water from nearby barrel and extinguished flames.

**Operator W. G. FitzGibbons.** Laughlin Junction. April 14. Observed hot box in train passing tower. Train stopped and condition corrected.

**Operator C. R. Watson.** Laughlin Junction. May 17. Observed brake beam down in passing train, on two occasions. Trains stopped and repairs made.

**Operator J. Glancy.** "FY" Tower. May 14. Observed broken flange on passing train. Train stopped and car set off.

**Operator S. C. Six.** "FY" Tower. April 21. On his way home observed 33rd Street bridge on fire. Carried water from nearby barrel and extinguished flames.

**Operator A. A. Hostetler.** Downieville. May 12. Noticed car door swinging on passing train. Stopped train and closed door. Also on May 13. Observed loose wheel on car in passing train. Reported to proper officer.

**Operator Nora Erdel.** "FY" Tower. May 7. Discovered five small fires on 33rd Street bridge, and with assistance of Baltimore and Ohio patrolman, extinguished flames.

**Operator J. P. Davidson.** Layton Tower. May 5. Observed chain dragging under car of passing train. Train stopped and repairs made.

**Operator E. H. Hartman.** Eidenau. May 3. Observed brakes sticking on passing train. Train stopped and condition corrected.

**Operator P. H. Scheffler.** "FY" Tower. April 22. Discovered two small fires on 33rd Street bridge. Secured water and extinguished flames.

## Wheeling Division

**Brakeman W. E. Dennison.** Archer. June 24. Discovered broken wheel, Baltimore and Ohio 224247. Car set off.

**Car Inspector J. T. Drummond.** Bridgeport. April 11. Discovered broken wheel, mail car No. 40, Train 58. Close inspection is commended, as at time it was very dark.

## Charleston Division

**Engineer R. N. Jeffries.** Weston. June 2. While working in his garden, observed brake beam dragging in passing train. Train stopped and repairs made.

**Track Foreman W. G. Smith.** Gassaway. June 11. Forwarded 11 grease cups to Stores Department for further use.

**Brakeman E. M. Burkhammer.** June 3. Found defective track condition near Orlando Junction. Reported to foreman and repairs made.

## Cincinnati Terminal

**Car Inspector H. S. Prathers and Agent H. D. Woodmansee.** June 9. Reported brake beam dragging under Baltimore and Ohio 191796. Train stopped and repairs made.

## Newark Division

**Mr. A. Walker and Ticket Agent McFarland.** Newark, Ohio. April 28. Observed pilot too low on Pennsylvania engine 8225. Reported to Superintendent. Superintendents of Baltimore and Ohio and Pennsylvania Railroads have commended these gentlemen.

**Mr. Frank Blacmer.** Roxbury, Ohio. May 13. Observed landslide near Roxbury. Crossed river to secure exact location and reported to Stockport office. He has been thanked by Superintendent Kruse.

**Operator F. R. Thomas.** Lore City, May 7. Observed brake beam dragging on train of 1st No. 85. Defective part removed.

## Ohio Division

**Fireman Earl George.** May 17. Passing Dorsey, Ohio, observed broken rail. Arranged flag protection and advised section men to make repairs.

**Brakeman H. B. Smith.** May 25. Mineral. Discovered brake beam down, Baltimore and Ohio 136488. Reported to proper officer and repairs made.

## St. Louis Division

**Operator W. H. Richards.** Finney, Ohio. June 10. Observed bent truck under I. C. 27265, load iron, passing his station. Train stopped and car set out.

**Car Inspector Frank O'Shats.** Flora, Ill. Observed broken rail near Flora station. Reported to track men and repairs made.

**Conductor W. D. Cox.** Extra East, 2926. May 1. Observed broken truck under car. Train stopped and car set off.

**Road Foreman A. S. Rogers.** North Vernon. May 11. Observed brake beam down under car, Extra 2746. Train stopped and repairs made.

**Brakeman R. G. Rinehart.** Dearborn. May 18. Observed brake beam down on car in Train No. 94. Train stopped and repairs made.

**Second Trick Operator H. J. Bokenkamp.** Beckemeyer, Ill., recently heard of five young men who had accepted positions in Detroit, Mich. He visited these young men and found it was their intention to use a competing line from St. Louis to Detroit, but induced them to travel via Baltimore and Ohio. Operator Bokenkamp's efforts resulted in additional revenue for our Company, and are much appreciated.





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

It is the custom for trainmen to assist passengers in alighting from trains, but when I appear upon the steps to alight, the one who is extending a helping hand is not much in evidence. I need aid just as well as a young person who is tripping down the steps and indeed far more so. If a passenger along in years should fall, it might result seriously.

Another thing. Where a passenger has baggage on a seat or in the aisle, it would be the proper thing for the train attendant to ask to have it placed in the rack. This can be done without giving offense, and space for incoming passengers is made available.

#### The May Magazine

There was a feast of good things in the May MAGAZINE. I read every word of Mr. Willard's address and have put away in my memory several items worth while. I was surprised to find that the Company pays \$90,000 a year for engine sand.

Before the May MAGAZINE was issued, I received a lovely little letter from Aunt Mary, written in Gay Paree. I felt quite proud when it was received, especially as the writer denominated me as "the youngest man in America."

The letters of Miss Stevens from the other side I reserved for my Saturday trip to Bethlehem, and I enjoyed every line, as well as her communications appearing in the June and subsequent issues. They were all fine.

#### How to Get a Husband

I am now going to tell the girls how to land a husband. I saw a young lady on Train 524 the other Saturday, who was armed with thimble, needle and thread. I mentally exclaimed there is a young lady with a stocking bag full of stockings, and she intends to utilize the time on her Saturday trip in mending the weekly budget, but I was mistaken. It was embroidery work she was doing, and the men do not care much for that.

Now, let the girls trot out the bag full of stockings; stockings that are suffering for attention, and see how the men will crane their necks and plan for an introduction.

Susan Anne Trageser, seven years of age, my sweetheart, told her mother on the day she was seven that there were two things

she wanted to see. One was a wedding ceremony, and the other an operation. Recently, a fashionable wedding was celebrated in one of the Bethlehem churches and Susan's first wish was fully gratified. Her parents' invitation did not embrace one to the child, but she was given one especially. Susan is a native of Baltimore and is proud of it.

I have my eye on some young gentlemen who are beginning railroad life in our service. One from the Annex who has been coming to my desk in the Law Department for papers destined for Mr. Glessner, has been promoted to a position in the office of Senior Vice President Shriver. I told Mr. Glessner some time ago that he would make good, and Mr. Glessner agreed. Modesty is well developed in this young man's vocabulary, and so I will not designate him by name. He might not like it.

William L. Marbury, noted lawyer of Baltimore City, came into the office the other day and advancing to the railing that separates the clerks from visitors, he said to me—"It looks good to see you here; takes me back to the days of John K. Cowen." I felt a thrill when Mr. Marbury even associated me for a moment with the late General Counsel. Everybody loved Mr. Cowen. He never thought of himself. He graduated at the head of his class at Princeton, and when President John W. Garrett asked his son Robert, also a Princeton student, if he could name a really capable man to serve the Baltimore and Ohio Railroad as general counsel, he immediately replied—John K. Cowen.

Ronald J. Horsey, of this office, graduated from the Law School, University of Maryland, the exercises being held at the Lyric, Baltimore on June 9. I have great admiration for this young gentleman. He is wonderfully reticent; is busy thinking while the other fellow is indulging in a flood of garrulity. He came to the Law Department in 1920 and I hope he will stick, and be a part of this fine organization long after I have worn out several harps on the other shore.

The Faculty of the Maryland University offered a prize of one hundred dollars to the student submitting the most meritorious thesis. Ninety one gentlemen complied. Mr. Horsey's paper was deemed to possess the requisite qualifications and he was awarded the prize. Hon. John J. Cornwell, general counsel, delivered the oration. Afterwards he warmly congratulated Mr. Horsey.

### Engineering Department

Correspondent, OSWALD EDEN

As an aftermath to the wonderful (?) weather we have been having, two of our engineers decided to take unto themselves a "chief engineer." An account of the wedding will be published as soon as full details are received.

It is with great regret I report that "Major" Charles Goldsborough, assistant engineer, died on June 25.

"Major" Goldsborough was born April 19, 1845 at Easton, Md. He was educated at Maryland Agricultural College and graduated from there in 1864. He first entered the service of the Baltimore and Ohio in 1866, as a rodman, rising to the post of assistant engineer, which position he held at the time of his death. While in the service of the Baltimore and Ohio he was in charge of right of way surveys, construction, track laying, etc. Major Goldsborough was a most careful draftsman, and a great many of the drawings made by him in the Baltimore and Ohio's files are almost works of art. He was buried at Easton, Maryland on June 26.

### Office of District Engineer Pittsburgh, Pa.

Correspondent, J. M. WHEALAN  
Accountant

F. C. E. is again footloose as Friend Wife has taken herself and the kids to the country. Those fellows whose in-laws own a patch of country somewhere are certainly in luck. In fact, some fellows seem to have all the luck.

Wilbert, otherwise known as "Bill," is much impressed with himself because he has been promoted, and on that account will not have to sit with the girls anymore. He is leaving shortly to assist Messrs. Barrett, Borland, et al, in the reconstruction of the "Pike" bridges. Sorry to see you go, "Bill," but watch your step!

Brother Craig has just discovered the fact that there are some good people living on the south side of the Monongahela River, and the result is, quite naturally, another "Beechview" booster. Mr. and Mrs. Craig and family are a welcome addition to the ranks of the South Hill's residents.

We understand that David Harum sort of met his match in a lumber deal recently, and, in the course of the negotiations, discovered that \$10.00 per thousand is not necessarily a standard price for lumber when the other fellow has it and you want it.



The late "Major" Goldsborough, Engineering Department





The Baggage Department Mermaid—Miss Ethel Maxwell Stephens

What has become of the social crowd which in times past was wont to gather at stated intervals to woo the Muse? Here it is the open season and no one has had a word to say about getting together. Of course, J. P. R. is gone, and his laugh has gone with him, but there are certainly enough left for a foursome at least. How 'bout it, boys?

We are pleased to announce the addition to our forces of Messrs. Butts and Zouck, and there is no doubt but that they will fit in splendidly with the organization.

The picture business has lagged somewhat and there are doubts about our having any for publication. However, before the summer is over we hope to be able to submit pictures of our girls in the office. But in making this statement, we have in mind that fact that unless the date of issue of the MAGAZINE is speeded up, there is grave danger of the girls marrying and leaving us before their pictures can be printed. (With apologies to R. M. V.)

NOTE: Business of genuine embarrassment, regret and promises to do better on the part of the editor! R. M. V.

#### Office of Chief Engineer Maintenance

By J. R. DYCHE

The employees of this department, General Offices, recently got together and decided that they would like to have a small space in *YE GUDE OLE MAGAZINE*, and have elected J. E. Barnhart as their correspondent.

Now, as Mr. Barnhart is still a little bashful in his new role, I have taken the initial contribution upon myself and will introduce our correspondent.

Mr. Barnhart entered the service August 15, 1911, as clerk, Maintenance of Way Department, New Castle Division, and has gradually pushed to the front. He has served as shop clerk, Martinsburg Shop, clerk, Office Chief Engineer, Maintenance of Way, Baltimore, chief maintenance of way timekeeper, Cumberland, Md., maintenance of way clerk, Wheeling, W. Va. From Wheeling he was again transferred to Baltimore as assistant chief clerk to E. Stimson, chief engineer maintenance, which position he now holds.

Mr. Barnhart, in his present position, has an excellent opportunity to, and does, keep

constantly on the look-out, and takes steps to "Stop that Leak" as effectively as it can be done.

Mr. Barnhart is a World War veteran, having served in the Medical Supply Depot from July 1, 1918, to June 1, 1919, when he again returned to the good old Baltimore and Ohio.

Mr. Barnhart is an energetic and loyal employe and has the interests of the Baltimore and Ohio at heart. We may expect some interesting notes from our department in future.

#### General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

Charles Hines, who acted as special agent at Chicago during the incoming Shriners' movement, returned just in time to act as "next to the best man" at his sister's wedding, June 6.

The mermaid in the accompanying picture is our "office beauty," Ethel Maxwell Stephens.

The other day there was a hurried call for an efficient baggageman to accompany the Presidential Special on its trip to Alaska. After a hasty survey, W. A. Clark, baggage agent, Camden Station, was selected.

While the duties connected with this journey do not represent all play, it looks like an enviable trip, and we are looking forward to some interesting reports from Mr. Clark.

The baggagemen who had anything to do with the handling of baggage for the Shriners' Convention at Washington the first week in June, are to be commended. Not a single complaint has been received in this office. This is greatly appreciated by the Department.

#### Found

A Western Union Telegram, dated at Philadelphia, June 7, which reads as follows: "J. J. MC.

NEWS OF YOUR ENGAGEMENT HAS JUST BEEN RECEIVED AT THIS OFFICE. HEARTIEST CONGRATU.



CUMBERLAND, MD., OFFICE FORCE IN 1915

W. E. Yarnell, A. N. Martin, T. F. Shaffer, C. S. Crogan, G. A. McGinn, E. A. Cosgrove, J. E. Barnhart, P. H. Groscup, F. M. Powell, A. C. Cogan, T. R. M. Reese, G. N. Cox, C. M. Gearhart, W. M. Naughton, G. W. Eichner, J. R. Carnes, C. W. Fries, S. L. West and J. R. Dyche





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J. N. G."

Owner may recover telegram by calling at the Lost Article Bureau, General Baggage and Milk Department. No questions will be asked. Police Department need not investigate.

#### General Freight Claim Agent

Correspondent, NORMA H. APPLIGARTHE

Don't you hear them bells? What bells? Why wedding bells. Believe me, they are ringing for the girls of this department. Miss Lilly Sheffer headed the list by marrying our own "Big Ben" Schmidt on June 5. Can't you see them walking down the church aisle together; little Lilly and Big Ben? They say the best goods come in small packages, and I'll bet you that in future Big Ben will follow in the wake of little Lilly, like a big steamer being towed out by a little tug.

The next on the list is Miss Iona Newcomb, who became Mrs. Elmer F. Lauer, on June 19. We haven't the pleasure of Mr. Lauer's acquaintance, but feel sure he is a perfect "32," Mrs. Lauer carrying the heft of the family. Congratulations!

Next comes our multigraph specialist, Miss Sara Morris, who was married to Mr. Michael Goldstein, June 24. We are going to miss you a lot, Sara, but you have our best wishes.

We understand our friend Wooten is about to become a benedict, but the time and date of the wedding are a dark secret, so we will say no more for the present.

Members of the Baltimore and Ohio Accounting Association in this department, who made the special trip to New York on Decoration Day, are still telling us of the wonderful time they had and how royally they were treated on this trip. Here's luck to the Association and wishing them many happy returns of the day.

Greetings to our latest recruits: Mrs. Francis McShane, Miss M. P. Martin, Messrs. C. Feldman, E. A. Shorb, J. Fineman, G. W. Christy, Z. Taylor and W. Fountain.

The opening of King Tut's tomb seems to have started a craze for Egyptian effects, not only in fabrics but even in style of hair.



THEY WENT A-HIKING

Left to right: Misses Harr, Segrist, Brune, Helfrich and Gerhold

We had a surprise one morning when one of the young ladies walked in and displayed her "King Tut Bobbed Hair." How about it Dell—What next?

They say girls do not make good athletes, but for a record jumper I think we must hand Miss Kistner the palm; from the Voucher Writers Division to the Accountant's Division, is some jump; believe me.

Our timekeeper, Mr. Aro, was recently presented with an increase in his family; a son. He was so overjoyed he had to take a week's vacation.

Just a little hint to our readers! While enjoying your vacation don't forget the correspondent. Bring home a few snapshots (Make 'em snappy) and give us the dope, why and wherefores, and we will do the rest. I am sure your friends will enjoy them.

Edward P. Snyder, formerly of this office, has accepted a position in the senior Vice-President's Office.

Most of our old engagement rings are being guarded with a "Band" now-a-days, but Miss Katherine Donneley has started a new list; she has a brand new diamond. Who will be the next to follow?

The accompanying snap shot is of Miss Ella M. Horn, ten months old daughter of Clifford Horn, this office.

#### Purchasing Department

Correspondent, S. J. O'NEILL

Miss Francis Sherlock, the "Lone Star" of the Lumber Department, and Miss Marie Wynne, Purchasing Department, are to be seen daily studying time tables and maps, preparatory to winding up the final details in connection with the extensive trip which they are planning for this summer.

Some of the boys in the office had a bully time in Washington during the Shriner's Convention. Among the ones who report the biggest doings are "Chap" Laupus, Otto Kainberger and "Pete" Shaw. From all accounts, those three "Birds" didn't miss a thing. Our friend, Harry Householder, also went to Washington, but he had his wife with him.

"Kandy Kid" Earl Otto, alias "Leghorn Luke," is endeavoring to impersonate Huckleberry Finn with his imported Malay Grass Hat. That's the boy that likes two ball games at Oriole Park for the price of one.

#### Relief Department

Correspondent, H. IRVING MARTIN

A pleasant smile was on the face of Father Diedrich Knickerbocker at dawn

on Decoration Day, as he looked upon the bright faces of the members of the "Sister Knickerbocker" Club of the Relief Department who reported to take a trip to Harper's Ferry and a hike through the surrounding country. Misses Esther Harr, Lillian C. Gerhold, Elizabeth Brune, Marie Segrist and Elizabeth Helfrich checked in to take the trip.

When the party reached the station at Harper's Ferry they felt the need of more substantial food than they had absorbed at reveille, having touched the breakfast food but lightly. The baggagemaster at the Ferry having loaned them his small son as escort and guide, good drinking water and a camping place were located. The members of the club unloaded the delicatessen, built a fire, and were quickly munching "hot dogs" with sundry relishes. "We are told that the bill of fare also included baked beans, rolls, pickles, coffee and ONIONS. (Once the man who "only had fifty cents" could feed a healthy girl on that sum, but the high cost of something or other has knocked that theory cold.) Resting awhile after this "light lunch" the club climbed to Chimney Rock. After many slips and troubles they reached their goal and remained an hour and half admiring the scenery and filling their kodak. With the aid of heavy sticks they finally succeeded in getting to the foot of the hill, much in the fashion of "Jack and Jill."

After another rest they again climbed, this time to Hill Top House, as they wished to see Harper's Ferry from every angle. Well repaid for their climb they returned to town, and as the shoe boxes were empty long since, got another substantial meal at one of the restaurants on "Main Street."

The two hours remaining till train time were spent chatting and telling ghost tales.

A clear day, lots of fun, and the photographs here reproduced make my story a "Twice-told Tale."

#### Telegraph Department

Correspondent, CATHERINE J. OWINGS

We welcome Miss G. L. Porter, who has recently been employed in this office, vice N. A. Murphy, transferred to E. T. Horn's office.

We were agreeably surprised by a visit from Mrs. Samuel Kelly (formerly Miss Mary B. Tansill), who was employed in this office and was at one time correspondent of the MAGAZINE. Mrs. Kelly who now lives in Fairmont, W. Va., has been spending a short time with her parents in Baltimore. "Mary," we hope you will make your visits more frequent.



Ella Margaret Horn, whose daddy is in the General Freight Claim Office



Recently the Telegraph Company has been admirably represented in our office by three distinguished visitors, namely, M. C. Allen, division plant superintendent, New York; E. P. Totman, division supervisor, maintenance, New York; and G. W. Richardson, division supervisor, lines, Cleveland.

The accompanying photograph is Robert G. Miller, son of Chief Clerk R. F. Miller. Young Robert is a student at the Staunton Military Academy and is home for his summer vacation, after having accredited himself well in his first year's studies.

As a token of appreciation and esteem in which the members of the Telegraph Department hold W. L. Brown, he was presented with a gold watch and chain on his seventieth birthday, June 7. Mr. Brown entered the service of the Western Union Telegraph Company in November 1885, and has served that Company loyally and efficiently for thirty-eight years. We extend congratulations and the heartiest wishes for many more happy birthdays, "Uncle Billy."

The chief has so many carbon copies to make that onion skin paper must be used. This causes Miss Catherine to cry!

#### Valuation Department Baltimore, Md.

Correspondent, J. A. Renahan

It is good to see Miss Ritter back at work after her long illness.

Our two Ohio warblers have been at it again. After hearing Turner and Bowditch sing in the Glee Club concert the latter part of May, we'll say they are both good singers.

We now have a regular camel (Campbell) in our office—brought here from—Pittsburgh. That's one time we put one over on Sahara.

Bobolink! Bobolink!  
Let this be your song:  
Richmond had her hair cut  
And we girls are for it strong!

Ruther Tucker promised to love, honor, and disobey "Billy" Russell on June 28. We wish them a long and happy married life.



R. G. Miller, son of Chief Clerk Miller,  
Telegraph Department

It looks as though a country club for Baltimore and Ohio employes is within our reach. Who knows but what we may yet learn how to play golf!

The writer has been told that a member of the Building Pilot Engineer's force was seen in Philadelphia recently with a very attractive young lady. We also understand he missed two trains to Philadelphia. Wonder which end of the journey caused him to become excited? Judging from the attention paid to the young lady, it must have been on the Philadelphia end.

#### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

W. B. Dudderar, assistant auditor, Coal and Coke Receipts, was one of a party of four who made an automobile tour of the country, June 4 to 23 inclusive, touching the following cities en route: Philadelphia, New York, Albany, Buffalo, Niagara Falls, Toronto, Can., London, Can., Windsor, Can., Detroit, Toledo, Cleveland, Pittsburgh, Cumberland and Hagerstown.

Fairly good weather was encountered during the entire trip, embracing a run of 1875 miles, and trouble was limited to one blowout, making the tour an enjoyable affair.

Phone call for "The Shiek of the Office." Boy, page O. R. Lutz!

On June 22 about twenty of the girls of this office surprised Miss E. P. Russell by giving her a "Shower" of linen and various other "pretties" for her approaching wedding, which took place on July 3. Miss Russell retaliated by showing the girls her trousseau.

We wish Miss Russell good luck and a long happy married life.

A better day than June 16, could not have been made for an outing, and the Office Bowling League was lucky to strike such a day for its Second Annual Shore Party.

Willow Grove Spring Shore was the spot, and the boys went direct from the office. Sandwiches and appropriate beverages were on hand when the party arrived.

The afternoon was ideal for outdoor sports, and the boys made good use of the time. Johnnie Muth claims the Quoit Championship of fifteen counties and two precincts, for consecutive ringers. An effort was made to get Nix, Miller and Pritchard in a 100 yard dash, but to no avail. The ball was tossed around and the married men seem to be in good shape for their impending battle with the bachelors.

An excellent meal was served at 6.00 p. m., and the boys certainly did make fried chicken, fish, crab cakes and numerous side dishes disappear. After eating, the time was spent in various ways, enjoying the quiet peace of a perfect afternoon, and when daylight failed, the majority of the boys made their way to the cars and home.

The affair was voted such a success that a return party is planned for July 21.

#### Office of Assistant Comptroller Deverell

Correspondent, J. A. RUPP

A good beginning is a big step in the right direction. Anything that is started may be hard work at first, but doesn't the work usually become more interesting as we tackle each new part of our project? After the foundation has been properly laid for a well planned course, one's progress is as fascinating as the growth of the skyscraper.

July, the patriotic month brought to mind a little school play the writer participated in 14 years ago entitled: "The Fourth of July Oration," in which the chief actor played the role of an enthused orator.

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Some of the lines he recited which I recall were: "Spread Eagle, Glorious Resurrection, Stars and Stripes Forever and Patriotism, that's the feeling that must fill your heart; with a heart overflowing with genuine patriotism words rise spontaneously to the lips." Words no longer rising spontaneously to the lips, am concluding with a couple of office notes.

The following gentlemen have severed their connections with this office during the past three months to take positions with the U. S. Railroad Administration, Washington, D. C.: L. F. Gallion, W. H. Behler and R. C. Flavin.

A note of importance inadvertently omitted from our notes was the news of the stork's visit to the home of J. P. McNulty. Will the youngster be a policeman when he grows up, Mac?

We welcome to this office the following new stenographers; and wish them good luck: C. E. Lewin, J. S. Peach, G. J. Voll, and George Stevenson.

#### Office of Auditor Disbursements

Correspondent, LILLIAN E. SCHUELER

Recently a group of girls were making plans for summer school. They are not all going to the same school. If you'd listened you would have heard above the excited babble expressions like this: "this at Cornell," "new course at Columbia," "wonderful swimming at Chautauqua" or "Sargeant," but they were all planning one grand week end in New York before they settle down to studies. One of the girls, who seemed to be sort'a "listening in" without saying much, piped up with the



question as to what road they were using to New York. Somebody answered, mentioning a competing line. "And why do you prefer them?" This from the questioner. No ready answer came but after a second or two one of the girls said, "Well, I know that line better because I pass their station on the bus." Everybody laughed and voted the response clever. But when the suggestion that they try the Baltimore and Ohio came, they thought a minute and then said that there really was no reason why they shouldn't. And so it's to be a Baltimore and Ohio party to New York.

A few one-way tickets to New York aren't much, you say? Probably not, but "one-way" is sure to mean "return trips" also. Why? Because we have so much confidence in our service that we know if it's once Baltimore and Ohio it is sure to be always Baltimore and Ohio. The important thing is that we are helping them form the best habits.

Felicitations to Miss Marie Bohlman, who will leave us shortly to enter the state of connubial bliss. We think Mr. Schluderberger's choice could not be improved upon. We wish them in their new life every happiness and (this is a nice word we just thought of) longevity.

A porch party was given at the home of Miss Aubrey Silance, 3417 Mondawmin Avenue, on June 11, in honor of the happy pair, to give us an opportunity to convey the good wishes we have expressed above. The occasion also proved to be a reunion of many girls who left this office to take the same step. Their happy smiles must have been an assurance to Marie that she was taking the right step.

After all the choicest bits of gossip had been exchanged, Mrs. Mollie Merrican Ford, one of our recent brides, played the wedding march and the prospective bride and groom led the way to the beautifully decorated dining room. It was not until Marie saw the white ribbons, wedding bells and the little bride and groom in the center of the table, that she realized she was the honored guest of the evening, which sends the age-old adage that "a woman cannot keep a secret" flying skyward.

The guests were Mesdames Elton Aist, Robert Ford, Richard Hammond, and Stella Tipton; Misses Marie Bohlman, Mary Neck, Ethel Porter, Ethel Fifer, Jean Schaffer, Lottie Fuller, Anita Simering, Marie Linzey, Marie Hohlman, Grace Zimmerman, Irene Hulse, Lottie Hulse, Virginia Seene, Regina Coster, Gertrude Kimball, Emily Tripp, Selma Herzog, Bertha Scott, Dorothy Robinson, Lillian Schueler and Josephine Silance.

One of the attractions of the Shriner's Convention, visited by several thousand people, was the Baltimore and Ohio historical exhibit of ancient and modern locomotives and cars. This transferred E. L. Bangs temporarily to the service that he loves—historical work.

At the big Shriner's parade on June 6, Messrs. Wilmer and Thomas had grand stand seats on the curb on the avenue. The low seat and limited space must have been rather "tough" on the fat man.

Misses Grace Zimmerman and Ethel Porter have undergone serious operations but have now returned, a little thinner, perhaps, but just as cheerful. We're glad to see them well again!

The marriage of Miss Ethel Fisher and J. Albert Marsh, on June 2, at St. Luke's Lutheran Church, was an event in the history of our office. The bride, who looked like a picture, wore a beautiful gown of

cocoa shade Molly-O crepe, with hat and slippers to match, and carried a bouquet of pink roses. The wedding trip was kept secret but it leaked out and we learn they honeymooned in the mountains. Through this marriage the Payroll Bureau lost an energetic and popular clerk. All join in extending congratulations.

Henry Ford has a new follower in the Payroll Bureau. Be a good sport, Selma, and take us a-flivvering!

Arthur Shanahan now walks with an exaggerated swagger, having just received a promotion from the Statistical Bureau to the Journal Entry Bureau. We trust he will succeed in his new duties. Mr. Shanahan, you will remember, is the young swain who recently won a contest for being the handsomest man in Hagerstown. Imagine his chagrin and his disappointment when it was discovered that the promoters of the contest were escaped patients of Spring Grove!

The Voucher Register Bureau, has suffered the loss of one of its real assets in the transfer of Joseph Pardoe to the Transportation Bureau. We wish him the success that he deserves.



The late Frank Tinsley, Office of Auditor Merchandise Receipts

Well, the secret is finally out. One of the secretaries in the office has had the noose thrown around his neck—he has given THE girl THE ring.

We are told that two of our young belles will spend their vacation at Coster, Md., and for the occasion have purchased tweed knickers. We envy the Solomon's Island boys.

A new battery has recently been installed in the Radio Station "E. F. T." and the records can now be readily heard in all parts of the office.

Within the last month two of our able clerks were transferred to work on the divisions. Ted Butts, Fuel Bureau, has gone to Pittsburgh to work in the Engineering Department and Eddie Deal, Voucher, File and Index Bureau, is doing yard work at Willard, Ohio. Sincere wishes for success!

We sympathize deeply with Mr. Yienger in the recent loss of his mother, and we want him to feel assured that we all would gladly

lighten the burden of his sorrow if we only could.

The Baltimore and Ohio Baseball team now playing in the Inter Club League deserves much praise. Mr. Pryor, manager, has been successful in getting together a snappy and hard hitting team that the Road should feel proud of. The games they have played fully demonstrate the fact that they are in for the pennant and that they are going to make a good fight for it. Let's all get together and root and then we know they'll win. Following is the remaining schedule for this season:

DATE	OPPONENT	PLACE
July 21	Mt. Washington	Mt. Washington
July 28	Standard Oil	Dundalk
Aug. 4	Md. Casualty	Md. Casualty
Aug. 11	Walbrook	Md. Casualty
Aug. 18	Md. Swimming	Dundalk
Aug. 25	U. S. F. & G.	Mt. Washington
Sep. 1	Gas & Electric	Walbrook
Sep. 3	Mt. Washington	Mt. Washington
Sep. 8	Standard Oil	Md. Casualty

#### Auditor of Freight Claims Department

Correspondent, NELLIE F. COLLISON

The advent of Gladys Marie Corinne Geraghty on May 31, at St. Joseph Hospital, caused much excitement. "W. A." was such a proud daddy that he made the rounds of the office for congratulations. Stopping suddenly before "M. D." and asking her if she was going to congratulate him on the arrival of his little daughter, in a startled tone she replied, "Yes, thank you!"

The "Dear Paul and Our Lillian" series is nearing a climax. Our Lillian made her final preparations to promise "Dear Paul" to be his wedded wife on June 30.

Um-m-m! "S. W." what is this we hear about September and vacation time being so slowly on its way, and is it true you are expecting company to share this vacation with you?

Our Miss Margaret Will is now an appendix-less-heroine, and each one of us wish to tell her how glad we are to know she is convalescing so nicely. We wish to add that "G. B. H." is now wearing a bright smile to the office in place of that woe-be-gone expression that seemed to be obsessing him.

#### Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

The next issue will show pictures of our prize winners, W. S. Mangold, claim checker, Revision Department, and Theodore Hassling, junior clerk, Revision Department, who were fortunate enough to win the \$20.00 prize offered by the Baltimore and Ohio Railroad for students making sufficient averages in the Railroad Accounting Course conducted by Assistant Comptroller F. A. Deverell, of the Johns Hopkins Faculty, at Homewood.

We note that the long boy, "Bobbie" Gerhardt, sojourned in Washington, D. C. during Shriners' week and came back with two gold medals as trophies of the regatta feature of that convention. Boys, keep up the good work.

Millard Watkins, a promising young business man of Syracuse, N. Y., and former interline clerk of this department, recently called and we were pleased to learn that he is getting along well. Millard, we will recall, was one of our whirlwind soldier boys. One of the last to leave here and one of the first to return, and all through the fray "Over There" on that memorable trip personally conducted by our Uncle Samuel! We want to remind our young friend that



the Baltimore and Ohio touches many points where his concern has agencies, and when practical, we would be glad to have him remember his Alma Mater, the Baltimore and Ohio, when the question of transportation presents itself. Continued success, and call again!

A million and half tried this as one of the tests used now in the schools. When you have leisure, look it over. Set down figures, mixed up, three wide, seven high, six sets of them, and add in two minutes. They tell me you're normal if you do it in that time.

We note with interest smiles galore after a certain young woman's return from a short vacation, and the cause of this delight was a reunion of the Second District of Pennsylvania Normal School where "Our Mary" went to attend that event. Nothing like reestablishing old acquaintances and maintaining tried and true friendships. The event must have been charming, indeed, when speakers were there to represent classes in the last five decades.

A soldier is dead, the hostilities of life have ceased, the last review has been held and taps have been sounded. Our late friend, Sergeant Frank Tinsley, departed this life after a short illness on June 4.

Funeral services were conducted June 7 by Rev. George J. Kromer, Chapel of the Guardian Angel P. E. Church, and by a representation from Central Lodge, Knights of Pythias, of which body he was an active member since its inception. Interment was at Loudon Park. A squad fired a volley over the grave. Mr. Tinsley had been identified with the Baltimore and Ohio Railroad since June 9, 1882.

For thirty years he was a member of the Fifth Regiment, Maryland National Guard. He was lieutenant of the regiment during the Spanish American War. We shall miss his fatherly counsel and pleasant disposi-

tion. Mr. Tinsley was a member of the Knights of Pythias, Baltimore and Ohio Veterans Association, Interline Clerks Welfare Association and Veterans of Foreign Wars. The latter organization had charge of the funeral arrangements.

Mr. Tinsley is survived by four sons and three daughters; three of the sons saw active service in France. The family has our condolence.

#### Auditor Passenger Receipts

Correspondent, C. C. WARWICK

The most prominent of our office romances culminated, on June 2, in the marriage of Miss Jessie Disney, formerly of this office, to Head Clerk, Train Earnings Bureau, Z. T. Meushaw. After announcing that they would leave for New York on the four o'clock train, the bride and groom slipped away at two o'clock. The would-be serenaders declare that: "A little rice pudding now and then—is relished by the best of men." They contend, however, that rice makes a better missile than a dessert.



Home of Thomas Mylet, near Annadale, S. I. built through the assistance of the Relief Department. Mr. and Mrs. Mylet are standing in front of the house

We are glad to have John Finn, assistant chief clerk, back with us. The news of his unfortunate accident was received with much regret.

June 13 will go down in history as the birthday of one of our future Presidents. "Joe" Meyd is all "fussed up" over the arrival of "Little Joe." Mrs. Meyd was formerly Miss Elizabeth Minnick, of this office.

We were all sorry to learn of the illness of Miss Margaret O'Leary and hope she will have fully recovered before these notes appear in print. We miss her cheerful disposition and ready wit.

#### New York Properties

Pier 22, North River

Correspondent, JOHN NEWMAN

Our editor has already permitted me to show to an appreciative circle of admirers pictures of my grandchildren, so I have an audacious request to make that, if the rules and regulations of his office do not restrict the showing "off" of pictures of employees and their families, he will allow me to show the picture of my sweetheart, the girl named Barbara of whom I made mention

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Gentlemen: I am interested in the instrument checked below:  
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(Mention any other instrument interested in.)

Name.....

Street Address.....

Town.....State.....

in one of my homilies as the girl who "wamped" me. The picture shows you that she is still at it.

#### The House That Tom Built

The accompanying photo shows Chief Rate Clerk Thomas Mylet's new home at Annadale, Staten Island, recently completed and now occupied by the happy possessor and his family. Mr. and Mrs. Mylet are shown in front of the house. Moving into it materialized Tom's most cherished wish and was brought about by the aid of the Baltimore and Ohio Relief Department. The house stands on ground bought by Mr. Mylet many years ago when, after getting a wife, they yearned for and became ambitious to own a home. A most worthy and honorable ambition it is to become your own landlord and janitor. It sort of "adds inches to one." When a man goes to the polls and an inspector after inspecting him and getting his house address asks: "tenant or owner?" it feels like a mouthful to say "owner." It converts a plain citizen to a respected citizen. "Tom's" house or "property" adjoins the extensive and well cared for grounds of the Annadale Club-house and his ambition now it to make his ground match that of the classy neighborhood, to which end he has tanned his skin and skinned his hands rooting up stumps and planting seeds, but in his heart is song, the theme of which is "Home, Sweet Home," *tempo allegro, con espressione.*

#### Staten Island Lines

Correspondent, G. J. GOOLIC

Congratulations are extended to John V. Costello, assistant chief clerk to superintendent, who recently announced his engagement to Miss Francis Connine. Miss Connine was formerly employed on this division as ticket agent.

Employees of the Staten Island Lines extend their heartfelt sympathy to the family of John H. Junius, conductor, who died at his home on May 29.



Barbara, John Newman's Sweetheart





ON THE STATEN ISLAND LINES

Left: Trainman H. Owens, Conductor James Lynch, Trainman F. Duffy, Trainman B. Dawson and Engineer Cahill. Right: Station Master W. P. Slattery, whose motto is "All Trains Leave On Time"

Miss Kathryn Francis was employed as stenographer, Division Engineer's Office, July 1, vice Mrs. V. C. Nelson, resigned.

#### Seen and Heard Along the Line

"Buck" Farley, our "illustrious" trainman, will give lectures this winter on "How I won the World War."

J. V. Ryan, claim agent, has challenged "Jack" Sharp to a wrestling match.

"Devoti," the well known linguist, will give lessons on "English to Foreigners."

All rookie brakemen take notice—Henry Goolic is contemplating signing up with the Giants. Ask Fetzer, he knows.

Pettigrew awoke one morning recently to find that his wife had rented a home in Port Richmond.

John Costello desires that the Railroad Club run another package party. Crackers are cheap, John, why wait?

D. Lawson requested "Jimmy" Lynch to let him off one day last week; having in mind that "Jimmy" was trainmaster.

"Dan" Carney, tinsmith helper, is practicing for a new show. "How I fix stoves in two parts."

It needs no prophet to foretell the wonderful outlook of the baseball team, Staten Island Railroad Club.

In the last five games played they have won four, and the game lost was because of inability of several of the best players to get the necessary time off to play.

On June 23 the W. A. Marshall Coal Company were the victims, and it is needless to say that the Coal Company lads never had a look in.

Our shining star, John Larkin, assumed the pitching burden, and his masterful control, change of pace and varied assortment of curves were more than the Marshall cohorts could overcome.

The record speaks for itself.

S.I.R.R. CLUB	OPPONENTS	
9	West Brighton K. of C.	0
6	Lehigh Valley R. R.	2
3	Standard Varnish Works	5
5	New Jersey Zinc Co.	2
8	W. A. Marshall Coal Co.	7

With a high class of pitching talent to draw from, the Railroad Club hopes to set a new record in the annals of its activities.

Here is a funny one we heard—a man said to his friend, "Say 'Bill' its dem hot, you know it? Why it's a hundred in the shade." His friend replied, "Well, you don't have to stay in the shade."

Miss E. Runnow, stenographer, Storekeeper's Office, isn't worrying what it is in the shade; she supplies her own draft from a hand fan. "Lend it to us, please?"

### Baltimore Division

Correspondent, W. H. TARR

One of our photographs shows our most popular train snapped at Barnesville, Md., by Brakeman M. L. Ford. Note exhaust of the engine against a cloudless sky. Not a sign of smoke. This indicates perfect performance on the part of engine crew. Train is on ascending grade.

H. W. Biller, agent, Woodbine, Md., attended reunion of Company "A", 304th Signal Battalion, 79th Division, at Penn Harris Hotel, Harrisburg, Pa., May 26 and 27.

"Miss Evelyn Isabel Miller and Ensign Roland M. Huebl, United States Navy, were married yesterday at Christ Protestant Episcopal Church by Rev. Dr. Murray W. Dewart, rector. Miss Miller was given

in marriage by her father, C. Henry Miller, Jr. The maid of honor was Miss Lyola Schultz, and Lieut. John T. Harris, United States Marine Corps, was best man. After a wedding trip, Ensign and Mrs. Huebl will return to Baltimore for a short stay preparatory to leaving for their future home on the West Coast."—*Baltimore Sun*.

Miss Miller was formerly employed in the Division Accountant's Office. Congratulations!

Miss Katherine Feeser, Division Accountant's Office, was one of the bridesmaids at Miss Miller's wedding and presented her with a chime clock as a gift from the office force.

This division has received congratulations on the successful and efficient manner in which the Shriner's movement was handled.



Santoro shows the Warm Weather Ravings of the folks at New York





BALTIMORE DIVISION "HIGH LIGHTS"

Left: "Big Chief" Moriarity ready for his dip. Right: Brakeman M. L. Ford snaps the "Capitol Limited" on up grade at Barnesville, Md. Note absence of black smoke

Division Accountant J. H. Lindsay has invested in a Chevrolet. His chief clerk, B. G. Cavalier, has purchased a Light Six Studebaker.

J. J. Bennick has resigned from the Division Accountant's Force to go into business for himself, we understand, in the building line.

Miss Melba Robinson has become a new member of the force and Miss Silvia Lazarus has resigned to swell Dan Cupid's list.

Another of our photographs shows "Big Chief" Moriarity, General Superintendent's Office, spending a day at Wobsville, Lake Wobb.

### Mt. Clare

Correspondent, W. H. ZELL

#### Freight Track

George E. Nix, work checker, while on his way to work on the morning of May 25, noticed Baltimore and Ohio box car 181294, in a train which was ready to leave Mt. Clare. In passing the car he noticed that one wheel was sliding, and after investigation found that a block of wood was wedged between the steel underframe and the wheel, which caused wheel to slide. Mr. Nix had train stopped and block removed. This observation of Mr. Nix prevented an accident, and "Stopped a Leak." Keep up your good work, George! Instead of letting George do it—we all should be on the lookout for things of this sort.

On May 24, M. M. Buettner, better known as "Max," work checker, became the father of a nine and one half pound girl. Now "Max," guess there will be other things to check up besides steel cars. Good Luck to you and the Missus!

On June 1, we had the pleasure of welcoming our well known friend and material

man, Norman St. John. Norman was doing some inspecting work at Koppel, Pa., but has returned.

**1.00 GEM SAFETY RAZOR**

Buy 2 tubes of **Welskin Shaving Cream** at 50 cents per tube or \$1.00, and a **\$1.00 Gem Safety Razor**, complete with blades, will be sent you **FREE**. Clip this ad and send \$1.00. Your money back if not satisfied.

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### East Side, Pa.

Correspondent, CHARLES H. MINNICK

Our sincere sympathies are extended to Blue Line Engineer "Bill" Markey because of the death of his son, Robert, who died on June 17.

In two of the pictures on the next page are Mr. and Mrs. H. Davies, with Mr. Davies' mother and three year old son. Mr. and Mrs. Davies have just completed one year's service in charge of the East Side restaurant. Their pleasing courtesies have made many warm friends for them at East Side.

### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

#### The Shriners

"THEY CAME, THEY SAW AND THEY CONQUERED," and they were some crowd! There were many things in connection with their visit to this city that are of great interest to all Baltimore and Ohio people, and undoubtedly some of the Company's photographers and others have furnished interesting items for the MAGAZINE; but one or two things may possibly have escaped notice, so, although in danger of repetition, your correspondent ventures to add "a few remarks" for the occasion.



### MOUNT CLARE CELEBRITIES

Upper row, left: Machinist Apprentice Emory Kuszmaul; center: W. F. Mahaney, General Car Foreman's Office; right: Pipe Fitter William J. Kuszmaul. Lower left: Mount Clare believes in "Safety First." Foreman John F. Ford is the inventor of this novel sign. Note "Safety Hand" which moves as switch moves. Right: Annie, little daughter of Wilbur S. Vincent, Accounting Department

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Restaurant Manager H. Davies, his mother and three year old "Sonny"

One of the most interesting features was the presentation to Imperial Potentate James S. McCandless by General Manager Scheer, of a memento giving tangible evidence of his eventful trip over the Baltimore and Ohio Railroad.

Mr. Scheer, accompanied by Freight Agent D. M. Fisher, and City Passenger Agents "Jack" Lewis, presented the Imperial Potentate with a handsomely bound album, which was prepared under the direction of Superintendent of Motive Power C. A. Gill, containing various views of the engine (No. 5087) which had hauled his train into Washington; one view of which was entitled "THE TWO BIG BOYS" showing Mr. McCandless standing beside the engine.

Cabinet-sized photographs of President Willard and Vice-Presidents Shriver, Galloway and Fries were also included in the collection.

The album was lettered in gold to show that it was presented to "Sunny Jim" by the Baltimore and Ohio Railroad Company.

Mr. McCandless expressed his gratification and appreciation of the thoughtfulness of the officers of our Company, and told the committee that the Baltimore and Ohio was his own road, he being originally from Parkersburg, W. Va. He also spoke of the consideration that he had been shown and the recognition that he had received by virtue of the office he held, after he was on the rails of the Baltimore and Ohio.

Our spacious yard and platforms were almost literally turned upside down during the eventful period of occupation by the army of invading shriners. We had twenty-three temples parked in our yards, and the gayly decorated cars and gaudy costumes of the Nobles caused the old Baltimore and Ohio Yards to present an appearance that will not be forgotten for

many a long day. In addition to our usual number of tracks it was found necessary to lay four additional tracks in Eckington yard. Our yard was finely illuminated by the use of five extra electric light poles, each of which had two brilliant lights. In addition to this there was a large light on the corner of our office building which threw into bold relief the beautiful decorations that were on the front of the building during the convention.

(Concluded on page 80)

## Baltimore Terminal Division

Correspondent, H. R. LINCOLN

During the recent spell of humidity, when a cake of ice would have felt more comfortable than the office chair, and the mercury was trying its utmost to escape the confines of the glass tube, we and our partner in crime took a trip to Bay Shore or Sandy Beach (or was it Riverview?) for the purpose of a dip in the "briny." On arrival we nearly encountered one of the fair sex from Camden and (No gentle reader it is NOT her little brother) consequently the purpose of our trip was forgotten and the accompanying picture is the result. We were



Dan Dolein, Storekeeper's Office, East Side, enjoys himself at National Park, N. J.

close enough to hear part of the conversation which ran as follows: "A'int nachur wunnerful?" To which the reply was made in a voice trembling with emotion; "A'int love Grand?"

Numerous requests having been made for a picture of H. L. Goodman, secretary to the superintendent, known from Philadelphia to Brunswick as "Goofey." Hence the "close-up" as they say in the "Movies."

Considerable difficulty was experienced in persuading the young man to pose; cajolery, threats and pleading of no avail, bribery was resorted to in the form of a "Kemel." Goof smokes from twenty to thirty fags each day, and is not particular as to what blend—Piedmonts, Chesterfields or Fatimas, and never, never "mooches" more than one at a time, and rarely more than three from one person each day. It is safe to conclude that as he passes on to the "Great Beyond" his last words will be "Gimme a cigarette."

Brunswick, Md.

Correspondent, R. L. MUCH

On page 80 photograph is of Dr. Julian F. Ward, medical examiner, Winchester, Va. and Joseph A. Krause, a dis-



Mrs. H. Davies, wife of manager, East Side Restaurant

abled fireman, who has been of great assistance to Dr. Ward in handling clerical work, etc.

Dr. Ward's first connection with the Baltimore and Ohio was in the Civil Engineering Department, commencing in 1867. After six and one half years he severed his connection with the railroad, when lack of money halted construction on practically every railroad in the country.

Dr. Ward was graduated from the School of Medicine, University of Virginia, in 1877, and served in the medical corps, United States Army, in Texas and Mexico, until 1880, when he resigned. He then took up private practice in Baltimore and became acquainted with former President Garrett. In March 1881 he accepted a position as medical examiner, Relief Department, and he has served in this capacity over the entire line, Philadelphia to Chicago.

Dr. Ward says "The late Dr. Barnard, who was undoubtedly the founder, and at that time secretary of the association, before determining to resign his position in order to become assistant to president, called me to Baltimore to perform the duties of chief medical officer. I filled this office until the Maryland Legislature annulled the charter under which the association had been functioning. I then asked to be returned to Winchester as medical examiner, and have remained here ever since."

"It will be recalled that the Relief Association, after its charter had been annulled, was reorganized as a department of the



Baltimore Terminal Portraits—See note



Railroad. In the early days it was not very popular, but now, after forty-three years of operation it is proving more popular daily in every feature.

"You will see my service is now nearing the half century mark, and I do not know anyone who entered the service with me, who is now on the active list."

The position of medical examiner is by no means a "small job." Dr. Ward has proven his ability to the many who are under his jurisdiction. In Brunswick, he is highly respected and beloved by everyone who knows him.

Joseph A. Krause, a member of the Relief Department, who is permanently disabled because of an injury received while on duty, voluntarily offers his services to assist Dr. Ward in the Brunswick office work. He is secretary of several fraternal organizations and is popular with his fellows.

### Cumberland Division

Correspondent, JOHN J. SELL

Vacation time is with us. Keep cool and practice Safety First.

Employees of the Cumberland Division are to be congratulated on their efficiency. When it comes to doing big things and doing them right, they are on the job. After breaking all records of miles per car per day, they jumped in and handled one of the biggest passenger movements ever handled in so short a period of time, this being the movement of the Shriners' Conclave in Washington, D. C. More than forty special trains were handled east in addition to regular trains, and over twenty westward. Keep up the good work, boys!

Crossing Watchman Pennington, Polk Street Crossing, calls our attention to a near accident on his crossing on May 24. An eastbound freight train was approaching just as a westbound freight cleared the crossing. A little girl ran across, not noticing the approach of the eastbound train, or Crossing Watchman Pennington's stop signal. Virgil Atkinson, a High School student, saw the danger and by quick action succeeded in getting the little girl, who was a pupil of Columbia Street School, off the track. Young Atkinson is to be commended for his prompt action which probably averted a fatal accident.

Engine 5087 was fitted up in Cumberland Roundhouse to handle the Honolulu Special carrying the Imperial Potentate of the Shriners' Conclave, Cumberland to Washington. Cumberland Shop employees are to be congratulated on the good work they did on this engine, also the Back Shop employees who fitted up Engine 7100 in such fine shape for exhibition at Washington.

The Queen City Social Club, consisting of employees in the Superintendent's and Division Accountant's Offices, and their families, held their first outing at Patterson's Creek June 23. Over one hundred attended. Swimming, fishing and other outdoor sports were enjoyed, and basket luncheon served. Superintendent Brown and Assistant Superintendent Faherty visited the picnic. A good time was had by all. More of these enjoyable outings will be held during the hot weather.

The Cumberland Division recently had the pleasure of congratulating Superintendent C. W. VanHorn on his promotion to general superintendent of the Maryland District. While we regret that he has left us, his promotion was well merited by his good work here. We are glad that his new duties will bring him to the Cumberland Division.

Superintendent R. W. Brown, who has taken up his duties on the Cumberland

Division, is given a hearty welcome, and his success in this field is assured. He is well qualified to take up the work laid down by Superintendent VanHorn, and every employee on the division will do his part to keep it at the head of the list.

We have been breaking records recently in miles per car per day, fuel consumption reductions, Stop That Leak drive, etc. Every employee on the Division is keyed up to the point of saying "just show us what you want next," and at the same time, maintaining the high standard of efficiency, and striving for something better. That is the spirit that wins!

"Aunt Mary's" letters from "Over There" are very interesting. Let us have more of them. Knowing "Aunt Mary's" aptitude for seeing and relating, we look for interesting numbers in the near future.

We have requested several of our local employees to take their cameras on their vacations. We will look for some good pictures for the next issue.

The new Capitol Limited between Washington and Chicago is the pride of all employees, with its on time record. The Cumberland *Daily News* recently carried a story from Paw Paw, W. Va., that the local residents of that town are setting their clocks and watches by this train as it passes on the dot daily. Let's keep up this good record. Forty days on time performance shows it can be done.

### Martinsburg Shop

Correspondent, W. L. STEPHENS

Mr. and Mrs. J. H. Copenhagen have returned from a delightful trip west, having spent several weeks visiting relatives and friends at Lima Center, Wis.

"Pete" Loehenbaugh continues to whistle his way through life. Nothing seems to dampen his spirits. Whistle away, "Pete." Whistle and the world whistles with you. Weep and you weep alone.

LOST—Engineer Keplinger's ice cream spoon. Finder please return to "Red" Darlington at the office.

Charley Davis reported Piney Auld to the S. P. C. A. for shooting a dead rabbit. "Piney" pleads "Not Guilty" to the indictment of cruelty.

Mrs. Mary E. Trout, widow of the late F. W. Trout, died June 17 after a few weeks illness. She was born near Hancock, Md., November 9, 1852, and at the time of her death was over 70 years of age. Fifty-five years ago she married Engineer F. W. Trout and since that time has lived here. A wide circle of friends mourn her death.

Earl Harmon Johnson, Baltimore and Ohio employee, and Miss Laura Klee Eppard were married here June 18. Congratulations!

May 24 will long be remembered here as the date of the inauguration of the George M. Shriver Chapter, Ladies' Auxiliary. An account of the proceedings was given in the June issue of the MAGAZINE.

### Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

A word fully spoken is like apples of gold in pictures of silver. (Proverbs.)

Over a million ties are in storage at our plant. Another track, No. 8, greatly increasing our storage capacity was built recently.

Mrs. Mary Catherine Lichter, mother of Tieman W. T. Lichter, died at her home, Patterson Creek, on May 13, Mother's Day. Mrs. Lichter was highly respected in her community. Walter and family have the sympathy of fellow employees.

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The Cross Tie-gers are still playing a game now and then, splitting their victories and losses about fifty-fifty.

B. L. Sisler and B. T. Short were among employees losing an entire pay period recently because of illness.

Mr. R. M. Wirka, engineer, Forest Products, U. S. Forest Products Laboratory, Madison, Wisconsin, spent a few days at the plant recently, making observations.

Carman E. B. Saville has made some nice improvements on his bungalow, and Watchman H. E. Gulick has built an addition of three rooms to his home, both located at Mellins.





Many a time, in Washington, Division Claim Agent Landis wished that "the sands of the desert" would "grow cold"

Mrs. Walter Gurtler, wife of station clerk, who recently underwent treatment at a Martinsburg hospital, is visiting her sister at Piedmont.

Mr. J. M. Johnson, Century Wood Preserving Co., Pittsburgh, Pa., was a recent plant visitor.

We now boast another baseball team, the Green Spring Juniors, ages from 13 to 16 years, all sons of employees. They opened the season by defeating a boys team from Paw Paw, 14 to 1, on May 21.

Mr. George E. Rex, Vice President, National Lumber & Creosote Co., an expert on timber preservation, was also a plant visitor during June. He expressed himself as highly pleased with the Baltimore and Ohio Treating Plant.

Tieman J. A. Gowans, granted leave of absence, has moved his family to Baltimore. He is employed by the Baltimore Car and Foundry Co. "Jim" expects to return to work for the Best and Only at a later date.

A number of Old Town, Md., high school students, accompanied by the principal, Mr. Monroe Keister, visited the plant on May 22. The students found much to interest them, especially the chemical laboratory. Included in the party were Hazel Adams, Mary Carder, Helen Twigg, Myrtle Wilson, Katie Athey, Evelyn Barrager, Marion Bloss, Daisy Kifer, Elizabeth Kifer, Alice Staniforth, Rebecca Staniforth, Lester Haugh and Monroe Keister.

The United Brethren Sunday School held the first picnic of the season on the beautiful plant picnic grounds along the Potomac, on May 26. Everybody had a grand time and too much to eat. In a doubleheader ball game, the Green Spring Juniors, mentioned above, again defeated their Paw Paw friends 21 to 7, while the Cross Tie-ers suffered defeat by the Paw Paw Regulars 11 to 7.

Mrs. Mary E. Short, commissary manager, was hostess at a delightful party at the commissary on May 26, in honor of her son Charles, of the U. S. Marines. About fifty were present.

Lucy Catherine Haines-Duckworth

On Memorial Day, at midafternoon, as the sun had just began to tint the western hills with gold, the spirit of a young wife and mother completed its earthly existence, and passed to the Great Beyond.

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Lucy Catherine Haines-Duckworth, daughter of the late John W. and Sarah C. Haines, was born at Donaldson, W. Va., on November 1, 1879, living her entire life in her childhood home. United in marriage to Tieman H. E. Duckworth on January 25, 1916, she continued to reside on the old home place, which she and her young husband purchased. Hers was an exemplary Christian life. United with the M. E. Church in early girlhood, she was ever a consistent and active worker. Her death followed a second major operation at the Allegany Hospital at Cumberland.

The high esteem in which she was held in the community was attested by the large attendance at the funeral held at Forest Glen, conducted by her pastor, and the many floral tributes. Besides her husband, two sisters and three brothers, Mrs. Duckworth left two little daughters, Sarah Virginia, age six years, and baby Elizabeth, sixteen months, to mourn a loving mother's tender care and affection. The bereaved ones have the sympathy of the entire community.

Considerable enlargement of our plant, greatly increasing our capacity; is included by our management in this year's program. These include an additional treating cylinder, working tanks, storage tanks, generator and engine air compressor, boiler, additional tie and piling tram cars and other equipment which means remodeling of our present building and many other changes. The addition of this cylinder will enable our company, in addition to treating cross ties, to which the plant has been devoted almost entirely in the past, to treat bridge ties and other construction material requiring straight creosote process.

Our congratulations and best wishes go with our former superintendent C. W. Van Horn, recently promoted to general superintendent, Maryland District.

Remember **SAFETY FIRST**. Are you railroading now as well as you know how? Do not lose sight of the **CAREFUL CROSSING CAMPAIGN**, WHILE you are doing your part to boost **CAR MILES**.

Look on page 79 for picture of Miss Edna Lee Brantner, eighteen years old, youngest daughter of Mr. and Mrs. J. M. Brantner, Martinsburg, and honor member of the 1923 class, Martinsburg High School. Miss Brantner was winner of the gold medal for proficiency in typewriting out of a class of 53. She is an elocutionist and an accomplished musician, playing the mandolin in the High School Orchestra and was captain of the High School basketball team for two years, during which time she matched her team with great credit against Hagerstown, Frederick, Shepherdstown, Boonsboro, Waynesboro, Charlestown and other places. She was a general favorite among her class mates, being affectionately known as the "Class Booster." We predict a successful future for her. Mr. Brantner is a well known Romney Branch engineer.

Keyser, W. Va.

Correspondent, HARRY B. KIGHT

The accompanying photograph is Noble Charles C. Landis, who—when not attending Shrine conventions, is our division claim agent. He is here shown on the observation end of the car in which he is travelling to the Imperial Shrine sessions at Washington, D. C.

Noble Landis was conspicuous for his successful handling of several special trains into Washington for the ceremonial. He



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states that in each case no claims for goods "damaged or lost" were made.

"That Allah may always be with you, Charlie, is the sincere wish of the West End.

Engineer J. B. Shultz and wife attended the Air Brake Convention held at Denver in May.

Did you ever hear East End Conductor O'Connell tell about the deer that they hit with a stone and knocked senseless a long time ago, and how they put it in the caboose, thinking it dead? After a little while it revived and nearly tore the caboose to pieces! Ask him about it.

When our Company began to reclaim materials around the shops at Keyser they stopped one of the greatest leaks. Now instead of scrapping everything that has been used, it is looked over and if possible used again. Even the tin roofs of box cars are saved and used again, and after "Sarg" O'Brien finishes blowing the paint off the old roofs they look like new.

It makes a correspondent feel good to meet a fellow from another division and hear him say "I enjoy reading your notes in the MAGAZINE as it keeps one in touch with what is doing among the employes in the old home town." Keyser employes, other divisions are watching us and what we are doing, through the MAGAZINE, and if we do not have much news they will think there is not much doing here. Give me your support. Send in the news. Let's keep 'em posted.

We extend to Dr. and Mrs. Maxwell our deepest sympathy in the death of their little son Godfrey.

"Pete" Ervin followed a Shriner's band all over Washington during the Convention and came back home with his feet so badly blistered that he could scarcely walk. He is better now, thank you.

Passenger Engineer "Bill" Rafter bought a pet monkey the other day but his wife wouldn't let him keep it so he gave it to Fireman Hollen. Someone said Hollen had it for a mascot on his engine, and was using the monk to dig down coal for him.

Announcements were received recently of the marriage of Miss Irene Harvey to Fireman Charles Blamer. Congratulations!

Brakeman Kenneth Hildreh also joined the rank of benedicts on June 12 when he entered into a life long contract with Miss Elize Kight. The happy couple will be at

home to their many friends at Keyser after they return from their honeymoon.

What a sight it is to see the fellows check in at the shops these days! More men are working at the local shops than ever before in the history of Keyser and everybody is happy! Housing conditions in Keyser, however, are bad and families are very much crowded. Remember, fellows, that the Relief Department is your friend when you contemplate building. You will do well to get in touch with them. Be your own landlord!

We regret to report the death of Veteran Engineer Richard Purdy. "Uncle Dick" was pensioned in 1899 after having served our Company for 48 years. Our deepest sympathy is extended to the family.

Your correspondent has been assigned to the agency at Deer Park for the summer. I shall be unable to keep in touch with West End readers as readily as I do at Keyser, and I hope if you have any news you will send it to me at Deer Park Hotel. Your co-operation will be appreciated.

Several years ago "Pat" Rankin came to Keyser as a student at Potomac State College. During vacation he was employed as a brakeman on the West End. He studied faithfully and worked for our Company every vacation during his time here. When he finished at Potomac, he went to the University at Morgantown and kept his turn on the road, working whenever he was out of school. Recently he returned from Morgantown, having completed his studies. Now his shingle hangs out, in a down town office, reading "Finnell and Rankin, Attorneys-at-Law."

We congratulate you, "Pat." We know it has not been all sunshine and the friendships you made while you were one of us will always be kept sacred.

Sabraton, W. Va.

Correspondent, L. M. GUMP

Business on the M. & K. Sub-Division has taken a jump and indications are that it will continue at the present high level. Car mileage is being given serious attention and results are encouraging.

Sabraton's new band is being heard from frequently. We expect to see them on parade by September.

Fishing is the order of the day! Recently several Sabraton celebrities engaged in the sport and the host of the evening, Supervisor Fretwell, made the following statement to a representative of the Associated Press: Fish caught—6—All large. Fish that got away—43—All immense. Headaches—7—Various. Grouches—7—Assorted.

Because of advances made by several members of the party the names of those who were present have been omitted.

The chest of Robert Dominec Kennedy expanded three inches recently—he's Uncle Robert now.

Road Foreman Henry filled Mr. Brown's place while he was on vacation. "Bill" is like wine—grows stronger with age—he lifted a car over a fifteen foot embankment with the Sabraton tool cars! His stay was limited and just as we were getting acquainted he left. We expect him back again next year.

"Curly" Johns' dogs are especially trained to hunt rabbits and he recently gave an exhibition of the best one's ability. He put the dog on a fresh trail and freed it; however the dog didn't seem interested, it strolled around a while and then went back into its house. The crowd assembled for the exhibition congratulated Mr. Johns upon the keenness of the dog and went home. No

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one knows whether the dog is still living. The date of the next exhibition has not yet been announced.

Attention! Agents and Foremen on the M. & K.! Have you stopped to think that nothing concerning your doings appears in this column? Things happen on line of road just the same as in terminals—ofttimes more so. When you have a news item drop the correspondent a line and then watch for it in the MAGAZINE. The shop and train men can do their part as well. Don't wait for the correspondent to do all the thinking—he has little opportunity to get over the road. Now you chaps with the long heads and sharp pencils, get busy and let us hear from you.

Store Keeper Farrell's new saxophone is a beauty but his land-lord, Boiler Maker Johns, says he can't say as much for the sounds "Red" gets out of it. "Curley" has built a little shed in the back yard for "Red" to practice in.

### Connellsville Division

Correspondent, C. E. REYNOLDS

On June 5 a dinner was given in honor of Superintendent Brown, who has gone to the Cumberland Division, and was attended by members of the Connellsville Division Staff and their wives. After dinner, Mr. and Mrs. Brown were presented with a silver service set, the presentation address being made by Division Engineer Gibson in a very able manner. Toast Master McElheny handled his job in his usual jovial manner. The floor was then cleared and all present enjoyed a dance.

Just before Mr. Brown departed for Cumberland, he sent the following letter to ALL EMPLOYEES—CONNELLSVILLE DIVISION:

"As you are no doubt aware, I am leaving the Connellsville Division to take the superintendency of the Cumberland Division. I therefore wish to take this opportunity to express to each and every employe on the Connellsville Division my appreciation of



— Safety First —

Seen at Connellsville





#### CONNELLVILLE CELEBRITIES

their loyal efforts during my stay to make the operation of this division a success.

"During the time I have been on the Connellsville Division a number of previous high marks have been out-distanced, and I readily realize that this has been due to the loyal and efficient manner in which all employees on the division have placed their shoulder to the wheel to bring about such results.

"In behalf of my successor I can only ask that you give him the same loyal and honest support that you have given me while I have been with you, and I am satisfied that if this is done, you will not only maintain the present standard of efficiency on the Connellsville Division, but will surpass even the highest marks you have made for me.

"I regret to leave the Connellsville Division, as I have, during my stay, considered each and every employee a friend, and trust the fact that we are from now on to be connected with separate divisions on the Baltimore and Ohio Railroad, will not in any way sever the friendly relationship that has existed between us."

A son was born recently, to Conductor and Mrs. J. J. Alt. The little one has been named Francis. Congratulations!

Our baseball team is now playing regularly. The club expects to have a better season than ever in its history. Manager Bowser announces that he will book only first-class aggregations. Come to the games and give the team your support.

The "efficient" messenger, Division Accountant's Office, Ralph Cockrell, has left us to take a position as machinist helper in the Shops. His past experience with a bicycle should be of great assistance to him.

M. L. Lohan, chief clerk to division accountant, won a prize at a card party recently. We want to know what the prize was, but "Mike" won't tell. Of course, we don't blame him for not saying it was a rubber doll.

One of our cartoons is Leo Duncan, maintenance of way labor distributor, Division Accountant's Office. Leo believes in playing "Safety First" when he plays his banjo for the dances at Dunbar.

On June 17 a nine pound boy was born to Mr. and Mrs. Raymond Griffith, South Connellsville, Pa. The baby is their first child, and has been named William Albert.

The proud father is employed as weighmaster, Connellsville Scales.

We haven't received any news from "Swanmount" lately.

Lenora Grace, stenographer to division accountant, has bought a Ford Racer; it's some CRANK, without a self starter. After it gets started, it rambles right along.

We regret to announce the recent death of Conductors Charles E. Enos and John H. Harshman. Both men were reliable employees and their many friends on the Connellsville Division express deepest sympathy to the members of their families.

#### Pittsburgh Division

Correspondents, EARL FAIRGRIEVE and MARY BREEN

On June 16 G. W. Martin, formerly superintendent Pittsburgh Terminals, but now guiding the destinies of the Connellsville Division, was called to Pittsburgh suddenly. Upon his arrival he was whisked rapidly away to the Traffic Club, where he was the recipient of a testimonial dinner given by

the staff officers of the Pittsburgh and Pittsburgh Terminal Divisions in appreciation of his efficient work while in action at Pittsburgh, and incident to his promotion to the superintendency at Connellsville, where he goes to take up the burden left by Superintendent R. W. Brown, promoted.

All the staff officers of the Pittsburgh and Pittsburgh Terminal Divisions were gathered round the festive board, and they had as their guests, General Superintendent Peck, Engineer Maintenance of Way E. G. Lane, and District Superintendent Motive Power G. A. Schmoll. After the wants of the inner man were satisfied, "Colonel" Martin was presented with a beautiful gold watch and Shriner pin as a token of the esteem in which he was held while our leader at Pittsburgh. Mr. Martin expressed his appreciation and was given the good wishes of all present.

A. H. Gribbin, car accountant, Pittsburgh, who has been ill for a long time, recently underwent a successful operation and is now convalescing. He will soon be back.

Stationmaster Drake was one of those Shrine persons who recently made a caravan to Washington. Although "Tom" helped to tramp through the blistering rays of Old Sol, he is none the worse for his experience and is back at the old stand directing his work with characteristic vigor.

All arrangements have been completed for the outing of the Veteran Employees at Olympia Park, July 25. This is going to be some outing and if you want to have a good time among people that you know, don't miss the opportunity to be present. Amusements have been provided to suit all and you can jazz yourself to death on the dance floor. Heap big time—Ketchum date. No forget. Beeg Time.

The little girl posing as a conductorette in our photograph on page 68 is the niece of Miss Ann Welsh, stenographer, Mr. Graffius' office, Glenwood, little Miss Peggy Remaley, age 13 months.

We extend our congratulations to W. F. Booth, recently promoted to superintendent of terminals, Pittsburgh, vice Mr. Martin.

The children in the photo on page 68 are Betty Jane and Dale, niece and nephew of Miss Nell K. Murphy, D. F. A. Office, Pittsburgh.



#### CONNELLVILLE BABIES

Left: Virginia and Jerome, children of Conductor J. S. Perdew. Right: Earl Fenton, eight months old son of Brakeman W. E. Lawson



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Miss Gertrude Clay, secretary to Transportation Assistant Gorsuch, and Miss Lucile Mermelstein, stenographer, Car Accountant's Office, recently returned from a jaunt through the West. These two young ladies were in Hollywood and hobnobbed with the movie stars and starlettes and brought back some weird tales of the wonderful time they had.

**Glenwood Roundhouse**

Correspondent, JANE P. PASSMORE

At a recent dance given by the Telegraphers Union in Palm Garden, no one was in more demand than General Foreman J. M. Applebe and Trainmaster Allen. They are getting around to all the dances and seem to enjoy every minute.

Employees of Glenwood Roundhouse extend their sincere sympathy to the Bolton family in the loss of their son and brother, Orland Bolton.

Tender Repairman Dominick Iacovina has a smile that won't wear off. Reason; twins, a boy and girl. H. B. Crisswell is celebrating the arrival of a daughter, Shirley Virginia. Congratulations!

Talk about hot weather! Sometimes the temperature in the Master Mechanic's Office hits the mark at about 150, especially when District Boiler Inspector F. A. Sliger enters and his first remark to Boiler Clerk "Jim" Kilroy is "Well Kilroy, how is the Boiler Wash Sheet"—then poor "Jim" has to listen. Now Fred says he is going to take a course in shorthand to try to keep up with "Jim."

The Mechanical Department, Pittsburgh Division, is sorry to lose Terminal Superintendent G. W. Martin, who has been appointed superintendent, Connellsville Division. His place on the Pittsburgh Division is taken by W. F. Booth.

A banquet was tendered C. A. Marshall, storekeeper, better known as "Dock," who has left the service of the Baltimore and Ohio to enter that of the Wabash Railroad. He has our best wishes for success in his new position.

General Foreman R. M. Baker stole a march on us not long ago and took unto himself a wife. Congratulations!

Recently General Foreman Gibson started on his vacation and we thought he was

going to take a little trip. Instead he seemed to want to help a fellow in distress and went to the assistance of Inspector M. Reynolds, who joined the ranks of benedicts.

A few days ago our fuel clerk requested leave of absence for a couple of days. We felt sure that she was going to take the fatal step, but when she returned she informed us that she had acted as bridesmaid for a friend. Now she will know the ropes. When is it to be, Mary?

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**Pittsburgh Freight Station**

Correspondent, ELMER H. STOLTZ

We are sorry to learn of the injury to our "Old Friend," Michael J. Flavin, delivery clerk, Pittsburgh Freight Station. While discharging his duties, his leg was broken. We wish him a speedy recovery, as we miss him.

Our old friend Thomas Rhinehart has been transferred to position of cashier, Braddock, Pa. We are glad to hear of his promotion and wish him success.

We have at Pittsburgh Freight Station an athlete named J. T. "Slim" McFarlan. As a baseball player, he is a wonder. "Slim" will compete with anybody on the System for sliding to first base, especially on Belgian Paving Blocks. "Slim" is a good baseball player, but he has "TWO" many thumbs. When it comes to sliding and ducking for lost balls "Slim" wins the prize.

**PITTSBURGHERS ENJOYING LIFE**

1. The Freight Office Force on an outing. 2. Bill Clerk Anthony Aiello. 3. Left: "Aunt Kate" right: Mrs. Erda Edmundson. 4. Geoffrey Oberdick, secretary to assistant terminal agent

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Left: Betty Jane and Dale. Niece and nephew of Miss N. K. Murphy, Division Freight Office, Pittsburgh. Right: Peggy Remaley, niece of Stenographer Miss Anne Walsh

### Monongah Division

Correspondent, ANNA MARY UNKS

We offer our congratulations to "Tom" J. Ward, who has recently been appointed terminal supervisor of all yards between

Connellsville, Pa., and Chicago, Ill. Mr. Ward has been terminal yardmaster, Fairmont, for the past two years during which time he has shown the skill and good management which has resulted in his promotion. Good Luck to you, Mr. Ward!



Betty Passmore, stenographer, Freight Office and "Nic" Stringer, motive power clerk, Pittsburgh

Everybody on the Monongah Division is busy planning weddings, vacations, etc., so we haven't much news. However, we all intend having our pictures taken and think this will make up for the delinquency.

Clarksburg, W. Va.

Correspondent, VERNON A. LYON

We are glad to be able to show you this month a group photograph of the Clarks-



### IMPORTANT PEOPLE ON THE MONONGAH DIVISION

1. The boys who turn out the locomotives in Grafton Shop. 2. Master Mechanic W. B. Porterfield never "bites off more than he can chew." 3. Assistant Superintendent J. McClung. 4. Here are the men who keep 'em moving at Clarksburg. 5. "The Brains of the Motive Power Department," Grafton: "Doc" Dean, Thomas Deegan and "Happy" Casteel. 6. "You guessed it." Just married—George Bailey



burg Freight Office employees. Their names appear under the picture, and we back them against all comers. Let us see some of the other West Virginia District Freight House forces. There's a plenty of handsome boys and girls on the district!

We are glad to see Ticket Clerk Edwin L. Dent at his post again, after an absence of several weeks because of illness.

The citizens of Clarksburg appreciated highly the interest taken by the Baltimore and Ohio in the clean up campaign, which was held in advance of "Home Coming Week," June 10 to 16. Out of town guests were greeted by the "Home Coming" spirit immediately on stepping off their trains. The Passenger Station was repainted, inside and out, and the surround-

## Charleston Division

Correspondent, C. W. DIXON

*"Inquired who he was and what he had done."*

Those working by our side and those under us know who we are and what we have done; but do those over us—those who are our superior officers—know who we are and what we have done? Can we do something that will cause them to ask the above question?

Everyone on the Charleston Division is wearing the smile that won't come off as this article is being written. We set up a new mark to shoot at on CAR MILES during the week ending June 7. We don't know just what kind of a look we will have on our faces when this is published, but we hope that we can say that even the first week of June has ceased to be a record breaker.



### Sell Shirts

Sell Madison "Better-Made" Shirts, Pajamas, and Nightshirts direct from our factory to wearer. Nationally advertised. Easy to sell. Exclusive patterns. Exceptional values. No experience or capital required. Large steady income assured. Entirely new proposition. WRITE FOR FREE SAMPLES. MADISON SHIRT CO., 503 B'way, N. Y. City

money as you are to get it, you will be astonished to find how much more satisfaction you feel in keeping dollars than in spending them. Let's use the same logic in connection with the "STOP THAT LEAK" Campaign.

Even Benjamin Franklin in his day was an advocate of the "STOP THAT LEAK" movement, for in "Poor Richard's Almanac" we find the following quotations,—



CLARKSBURG W. VA. FREIGHT OFFICE FORCE

Front row, left to right: Thomas Cornell, Inez Cogar, Margaret Leyden, Jennie Mowrey, Laurence Focoler, Robert Grant. Standing: C. F. Grumbine, Monnie Underwood, Lillian Farnsworth, Mary Grosscup, Gail Arnett, Rachael Bush and Nellie Comer

ing grounds beautified. The station was appropriately decorated.

Of special interest was the Baltimore and Ohio exhibit, which included the venerable locomotive "Atlantic" and the coach "Pioneer." The old coach "Pioneer" from Nova Scotia, the first coach to run in Canada, was also on exhibition.

General Yardmaster H. R. Harper has been promoted to the position of terminal trainmaster, Fairmont, W. Va., vice T. J. Ward promoted. Yardmaster H. M. Harris, Belpre, Ohio, will succeed Mr. Harper here. Good luck, Ray!

We regret to report the death of Walter P. Burton, veteran watchman at Barnes Crossing, who passed away on June 18 at St. Mary's Hospital. He was buried at Frostburg, Md., on June 20. Mr. Burton has been in the employ of the Baltimore and Ohio for many years and is well known by hundreds of employees. In his youth he was employed as brakeman, and later—as he grew older—as watchman. He is survived by one sister and a step-daughter, to whom our sympathy is extended.

Talking about CAR MILES! If Ernie Cutlip, train baggage master, Weston, was turned loose for one month with his little "Yellow Flivver," he could make more car miles than we could keep track of, but even at that he is a living exponent of the Careful Crossing Campaign.

This brings up the question as to what is a living exponent of the Careful Crossing Campaign. Our opinion is that the best living exponent of the Careful Crossing Campaign is the fellow who is still able to drive his car.

Mr. Driver, did you ever stop to think that if you get careless at Railroad Crossings you would hardly see an account of it in the newspapers! Someone else would read the account. You read the Detour Signs and you "Follow the Arrows"—why not read the Crossing Signs and follow the instructions?

Let's not forget the "STOP THAT LEAK" Campaign! If you saw a silver dollar lying in the street, you would go after it and get it. Each dollar of your salary or wages is just as precious as that dollar in the street. If you are as eager to have

"Beware of little expenses; a small leak will sink a great ship." And "Many a Mickle makes a Muckle."

### Parable of the Boat and the Fish

Now, there was a certain man called Schide who had a boat, a wife, and a friend called the division accountant, whose wife was also with them. This man having fished for quite a while by the site of the dam at the town called Weston, called his friend, the division accountant, unto him and turned over to him one talent, viz.: the fishing tackle, requesting him to make use of this talent until this certain man returned. Now, this certain man started off in his boat and had gone about one mile, more or less, up stream, when he heard unusual noises from below. Hurriedly returning, he found his friend, the two ladies and a strange man feverishly trying to separate the talent from that which it had yielded, consisting of a catfish of no mean dimensions. He who had been left in charge of the talent was hopping around, first on one foot and then on the other, proudly asserting that if a man wants to know how to catch fish, let him first live

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his boyhood days in Baltimore and all this shall be added unto him. The next day at even, three families partook of the fish, after which the fragments were piled into the boat and dumped over the dam. **MORAL:** The division accountant swears that he will not fish any more by a dam site.

#### Frank Filosofy

A chisel without a temper is like a man without one. A chisel with too much temper breaks—just so with a man.

A torch without oil is like a man without a purpose.

The division correspondent has received a card from "Aunt Mary" dated Paris, France, May 20, extending greetings to the Charleston Division employees.

#### Who's Who and What Ails 'Em

Conductors J. D. Fury, B. E. Jeffries and J. R. Cox have returned from a fishing trip.

Engineer R. J. Vassar is improving after his recent illness and is able to be out.

We sympathize with Fireman L. H. Fitzgerald, who recently lost his father and mother through death, both having passed away within a period of six weeks.

Road foreman P. D. Marsh and Instructor of Fuel Economy C. E. Buckley attended the International Railway Fuel Association Convention at Cleveland, Ohio.

M. D. Dean secretary to superintendent, is confined to his home in Baltimore because of illness. We hope for a speedy recovery.

We were surprised, and agreeably so, the other day when Captain E. H. Nichols, Division Engineer's staff dropped into Weston and resumed his former duties. "Nick" has been on sick leave for several months. We are glad to welcome him back.

We are glad to announce the wedding of Miss Dovie Justus, Superintendent's Office, to Mr. Roscoe Hall, Weston. We understand the ceremony took place nearly a year ago, and how the happy young couple have kept it a secret for so long, we cannot understand. We also announce the wedding of William C. Borneman, Division Accountant's force, and Miss Gertrude Meadows of Clarksburg, which took place during the early part of June. We extend to both couples our hearty congratulations, and the wish that they may enjoy many happy years together. We don't seem to be able to get along without the unions. How about it, J. C. C.?



Brakeman G.W. Short, Charleston Division

Elsewhere in these columns will be found a photo of F. W. Short, passenger brakeman. Mr. Short has been in service since March 1, 1918, and is one of our popular employees. He is good looking, too.

We are glad to know and to publish in these columns, that John Nodes, former secretary to Mr. Trapnell and who graduated from Ohio State University this year, was one of the twenty-six students selected for their honorary scientific society. To become an active member of the organization, worth-while research work must have been accomplished by the elect.

#### Heard on a Street Corner in Weston

"Hello Jim! What's you doin'?"  
 "Nuthin'."  
 "Gettin' caught up?"  
 "Yes, gettin' purty well straightened out."

#### This Day One Year Hence

Charleston Division CAR MILES 35 per day.

W. C. Borneman and family visiting relatives in Clarksburg.

Evolution no longer a theory. College Professor who has been teaching evolution past two years discovered to be a jack-ass. We have been a long time waiting to have the theory proven, but what can we say when the proof comes with a kick like that.

#### Ohio River Sub Division Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

We have the champion fisherman of 3rd Street, who is also our handy cooper, Jess Nolan. While sleeping on Neale's Island recently, with his rod and line by his side, a 70-lb. fish climbed out of the water and up the sandy beach, attached itself to the hook and begged "Jess" to take it home. If any one wants fish, let "Jess" know, he will supply you. The lily pond at City Park is now open for all LICENSED fisherman, but "Jess" does not go there.

Speaking of fish, "Tallyman" Perkins informs us he is to be married July 4. He says he has as much right to get married as some others, and that it is as cheap to keep two as one. Poor fish! By the time this appears in print he will have been hooked long enough to know better. Did we hear Hutchinson, Bush, or other old timers make any remarks?

You have heard the old adage, "A wise man sometimes changes his mind, a fool never." After receiving three black hand letters containing divers threats, we have changed our mind about writing about John McGraw and the flood, which we announced in the last issue we would do. Our natural inclination is to go ahead and tell, and we don't like to be intimidated, but we want to live as long as anyone else, as something might happen that we wouldn't know about, so the details of this unhappy affair will have to be secured from the wild Irishman himself. We'll say this much, however; when any of the employees at Ann Street see John starting up the stairs with a huge bottle of water, they all take to life boats, purchased by them since a certain episode.

All Parkersburg employees extend their sympathy to Miss Maud Moore, clerk, whose mother passed away at the family home after several months illness. Mrs. Moore was well-known to most of us, and many employees paid their last respects by attending the funeral in a body.

Charles Jones, sweeper, better known as "Dog," was absent because of illness for two weeks. All of us were sorry for "Dog," and missed him as it was hard to get a man to do this long-headed work. Everyone was glad to see him back. He wields a mean broom, as the platform boys will testify.

Chief Clerk and Mrs. B. F. Butcher recently returned from Atlantic City, where "Butch" found enough water to bathe in. He came home spouting about the good



#### CHARLESTON DIVISION LEADS THE PARADE

On May 30, a parade was held in Weston, W. Va., under the auspices of the American Legion. The Charleston Division had two floats calling attention to the Cross Crossings Cautiously Campaign, which commenced June 1. The Weston "Democrat" says that they were the most striking floats entering the competition.





Parkersburg, W. Va., sends us, left: Conductor and Mrs. W. F. Beaty, with Vera and Eugene. Upper right: Delivery Clerk W. J. McEvoy. Lower right: Mr. and Mrs. "Dick" Martine

time he had, but when we asked for his picture for the MAGAZINE, he hurried home and hid all his photos, that is, he thought he did, but his nefarious scheme was thwarted, and the one he overlooked appears in this issue. Friend wife says, "make the flowers roses in case she should die a violent death when 'Butch' beholds himself in the MAGAZINE clad only in a bathing suit."

J. K. Cromley is entertaining at his home his daughter, son-in-law and little granddaughter, Anna Rose, who drove through from New Smyrna, Fla., in their car, making the trip in a few days. They expect to spend the summer here.

Baggage-master and Mrs. Robert E. Foggin are happy over the advent of little Miss Betty Irene, who put her name in the family pot on June 10. Betty is a discriminating kid to choose a home where there is no competition. Where's the candy and cigars, "Shorty?" Show your appreciation.

On the evening of May 28, after their regular business session, Parkersburg Lodge No. 560, B. of R. C., honored Miss Margie Lasure and Charles Matheny, who obtained their withdrawal cards that evening to form a Union of their own on June 6. A delicious lunch was served to about forty members, during which time toasts were offered by several members. J. W. Stocking presided with dignity and ease as toastmaster, introducing the speakers with his customary brilliancy, the main speaker of the evening being our own Col. McEvoy who brought down the house with his address. Miss

Ethel Owens looked after the punch bowl, while the correspondent filled with grace her usual position at the dishpan. The latter part of the evening was spent in music and dancing, and altogether the affair was a great success.

Freight House employes extend their sympathy to Tallyman A. M. Gerhold, whose father died recently.

"Boss" McPherson, platform, is going around with a million dollar smile. When we inquired why such a high-grade grin he informed us he was building a new brick house on Quincy Hill among the society people, and it's going to be some house! When "Mac" gets up among those high bugs he will have to wear his shoes and a white collar every evening. He'll be a "climber" for sure.

If you don't know Conductor "Bill" Beaty, running between Parkersburg and Wheeling, you have heard of him. He's been in the service 20 years, long enough for everybody on the System to get acquainted with him. Well, nothing in the MAGAZINE interests "Bill"—nothing in it about the trainmen, it's just for the Transportation Department, that's all. Just for this we are featuring him in this issue, without his knowledge or consent, and hope we may awaken his interest sufficiently to get him to open the Magazine to this page where he can look in the eyes of himself and family and remember that he is a married man.

Strong as he talks sometimes, "Bill" has his weakness, chief among them being his tendency to run off at the jaw about Mrs.

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Bill, but we don't blame him for this. He has the distinction of being married to the first lady in Parkersburg holding a position as a member of the Parkersburg School Board, and he is justly proud of the fact. He is also fond of teaching the ladies how to drive their autos, and will come at the call of the fair owner of any make of car from a "tin lizzie" up. There's nothing stingy about "Mrs. Bill," girls. If you are in need of his services send out an S. O. S., Mrs. Beaty will hear your cry and send "Bill" to your assistance. Oh, yes, we almost forgot to say "Bill" is also fond of fishing, in fact he is fond of a great many things, which we will not mention at this time.

Lately we notice Agent F. A. Carpenter riding in a handsome Paige sedan. Things are looking up a little around the Freight House. Time was, and not long since, when nobody but the messenger boy had enough dough to buy a car.

Clyde Beabout and "Billy" Dick, Low Yards, have each become the possessor of a fine Nash. Won't Henry Ford "Nash" his teeth when he hears of these good prospects gone wrong? Anna Graf says these Nash cars sure look swell, but "do they ride easy?" that's what she wants to know? "Billy" Dick, take notice. We think this means you.

"Had" Harris, day yardmaster, Belpre, has been promoted to terminal trainmaster, Clarksburg. While we regret that Mr. Harris and his family will be moved from Parkersburg, we are glad of his good fortune. The Baltimore and Ohio is quick to recognize merit, and "Had's" advancement will be gratifying to his many friends.

The Baltimore and Ohio has many talented and loyal employes all over the System, but our own town stands second to none in cleverness and loyalty. It may not be seemly for us to toot our own horn, nevertheless we are only human and have all the weaknesses and frailties that human flesh is heir to, and we do like to brag about our exceptional employes.



Chief Clerk and Mrs. B. F. Butcher at Atlantic City



Glance around and you will see the picture of W. J. McEvoy, delivery clerk, Freight House, who entered the service June 8, 1901, and has been in continuous service ever since. Mr. McEvoy has always had the interests of the Baltimore and Ohio at heart, serving on the Safety Committee for two years, and is as keenly interested today as when he was an active member of the committee.

Dick Martine, operator, accompanied by Mrs. Martine, visited Cleveland the latter part of June, presumably to see a specialist Look at his photograph in this issue. His health is as good as anybody's. He simply camouflaged to get a few days off, but it was so hot he was glad to come back home.

Miss Willa Trainer, who underwent an operation in a Cleveland hospital recently, is much improved, although she will not be able to resume duty for several months.

J. M. Allison, trucker, suffered a severe stroke of paralysis on June 14. He is slowly improving and his recovery is expected.

Have you read Aunt Mary's account of the Veterans' Reunion and Get-together meeting in Parkersburg June 20 and 21, published in this issue? If you haven't, do it now. You'll find it worth while.

### Ben's Run, W. Va.

Correspondent, W. G. DRAINER

Conductors I. E. Burd and G. R. Clark were off a few days in May, the former looking for a good Oorang Airedale and the latter looking for a good fox hound.

J. W. Gordon, first, Williamstown, C. F. Laughlin, first, St. Marys, have been enjoying a rush during the early season, handling carnival and show trains in addition to their assigned duties.

We are pleased to learn of A. N. Peters' advancement and also welcome F. C. Moran as Division Operator.

G. R. Van Valey, agent and yardmaster, St. Marys, enjoyed the Colored Minstrels immensely and is now looking for a car that starts with "T."

Extra dispatcher B. F. Hall assigned to third Moundsville June Bulletin.

## Western Lines

### General Offices

Correspondent, THOMAS J. MURPHY

### Office of General Manager

Incident to the appointment of H. A. Iuler as assistant trainmaster, Walter K. Noe has been promoted to chief clerk and J. R. Ahalt to assistant chief clerk.

It is with keen disappointment that we announce that Charlotte Lauther was not the successful candidate at the Cincinnati Terminal Shops Outing at Chester Park on May 26.

As a booster for the Chester Park Outing let it be said that John A. Sheeran did his part nobly in advertising the affair, as he paraded the third floor during the better portion of one whole day with a rear-end display sign.

E. F. Medosch and family have returned from a vacation in the country, where "Ed" no doubt, picked up some plots for new short stories, in the writing of which he is rapidly gaining distinction.

As intimated in the May issue that far-

away look in the eyes of May Agen had a meaning all its own. She was married on June 19, and any of us who did not have the opportunity of extending good wishes to her on the occasion do so herewith.

Carroll Knopp, alias "Half-Pint," the diminutive telegraph messenger, admits to many affairs of the heart, the latest conquest being Virginia, a petite belle of Madeira.

### Office of Superintendent Transportation

Place a merit mark to the credit of our chief clerk in the acts of mercy column; he started out to pay his respects to a deceased friend, but being unacquainted in the locality where the "dead man lived" and being of a confiding and trusting nature, he placed himself at the disposal of a street car conductor of Gaelic origin who directed him to an Irish wake, in which he was not interested.

Phyllis Meiers spent her vacation, and we don't know what else, in New York, which she reports as being rather uninteresting after having become accustomed to Fairmount.

George Lange, now a full fledged clerk but still in possession of all his boyish proclivities, spent his vacation making mud pies with the other children in Lincoln Park.

C. J. Moeves is fishing in that old stream where the biggest ones always get away; in between times he is thinking how he can frame George.

E. A. Duncan at the she side!

The following rip-trackr(h)apsody/pathetically rendered by the anvil chorus and accompanied by rain on a tin roof, has been respectfully dedicated by some of our co-workers to "some more" of them:

We have a man in our department,  
Who's full of mournful sighs,  
He hems and haws at all the world,  
Under stormy or sunny skies.  
When "Bill" is due for a Saturday off,  
And perchance he passes near,  
Our friend looks out and scornfully sighs  
"It's going to rain, I fear."

If there's to be an outing day,  
And "Old Gloom" hears about it,  
He'll shake his head, have his say  
And loudly howl against it.  
When Kistner happened to mention  
That the Reds were winning a game  
He claimed it was an accident  
Or maybe the umpire's to blame.  
When the Giants came to play the Reds  
Our "boiz" had no chance,  
But our team won—no luck we say—  
Still his hymn of gloom he chants.  
So if you're planning some pleasure trip,  
Away from the Railroad fray,  
Just keep it quiet and let not a word  
Reach the ears of W. C. A.

The correspondent is receiving no items from the various offices and unless aid is given his column will eventually represent a few observations he is able to make within the transportation office. Hellup!

## Cincinnati Terminals

Correspondent, JOSEPH BEEL

W. J. Maloney, heavyweight chief yard clerk, has been on a diet for several weeks and is reducing rapidly. If "Bill" keeps on trying to beat old man "Bogey," he'll soon have "Gene's" crown.

Operator Harry Fritsch, Elmwood Place, Ohio, reported a "catch" of 78 or 87 fish while at Hartwell recently. We don't

doubt Harry's word, but suggest that he take our adding machine next time so he can keep better tab on 'em.

Motor Car Repairman Harry C. Cook, enjoyed a visit from the stork which left a baby girl. We extend best wishes.

J. W. Kunker, signal supervisor, suffered a slight attack of grip. We are glad to report that he is again in our midst with the same jolly and always willing disposition.

Donations are in order to purchase a new skyscraper for our assistant division engineer. Your contributions will be gratefully received, and can be sent direct. Evidently this would be more appealing if you could cast your orbs upon the one he is now sporting.

It is suggested that someone search Mackenzie for that rabbit's foot and give others a chance to carry off high scores. "Mac" is the "lucky bambino" in our midst.

We are all glad to see a certain smiling face in a certain corner of the Superintendent's Office. Miss Herron has returned after a three months' leave of absence, and all wish her continued good health.

It has been overheard that the girls are going to stop drinking coffee at noon in order to obtain a complexion like a certain car record clerk. They certainly envy him that complexion. How long does it take you to get that way, "Frank?"

The Maintenance of Way Department boasts a man who likes his work so well that he forgot to go on his vacation. Is there any other Department or Division who can say as much as we can for "George B. F.?"

Girls! Bobs are still in style. When entering Storrs office recently, we thought a new clerk had been employed, but it was discovered it was none other than one of our old stand-bys, with her hair bobbed. Bobs are very becoming to "Bobby."

## Cleveland Freight Traffic Department

Correspondent, A. H. STROME

Cigars and candy were much in evidence in the Traffic Department at Cleveland during the forepart of June.

A. R. Strome, assistant chief clerk, passed the treat for a nine and a quarter pound son born June 5, while W. P. Richmond, freight representative, treated on an eight pound son born June 18. Both mothers and babies are reported as doing nicely.

The "Boss" will have to excuse the boys if they are not so prompt in their attendance, as he cannot expect them to work both day and night shifts.

The Baltimore and Ohio Railroad was well represented at the Annual Outing and Election of Officers of the Cleveland Traffic Club, held at Nela Park on June 18, as is shown by the accompanying photos.

Reading from left to right. 1st Row: H. W. Lapp, traveling freight agent; L. T. Kegler, agent, Massillon; C. M. Groninger, district freight agent, Akron; L. N. Roller, freight representative. 2nd Row: J. G. White, freight representative; E. J. Crampton, agent, Canton; C. M. Gosnell, division freight agent, Akron; H. J. Glancy, freight representative; J. C. Kimes, assistant general freight agent; R. H. Troescher, agent, Akron; T. C. Smith, trainmaster, Akron; C. F. Farmer, division freight agent, Youngstown.

In the other photo, we have Annette Kellerman's brother—nee W. P. Richmond, freight representative.



Newark, Ohio

Correspondent, B. A. OATMAN

NOW FOR A GOOD START—WHAT HAVE YOU DONE TO HELP THE CAR MILE CAMPAIGN? WE FEEL THAT NEWARK DIVISION IS WELL CANVASSED IN THIS RESPECT AND DOING FINE TOWARD THAT MARK OF "40" BUT ETERNAL VIGILANCE IS ABSOLUTELY NECESSARY IF WE ARE TO MAINTAIN OUR GOOD PERFORMANCE ALONG THIS LINE. KEEP THIS FEATURE ON YOUR DAILY PROGRAM. LET EVERY DEPARTMENT ENTER INTO THE CAMPAIGN! IF YOUR DEPARTMENT IS NOT UP TO STANDARD ALONG THIS LINE TAKE STEPS TO CORRECT SO THERE WILL BE NO POSSIBILITY OF NEWARK DIVISION FALLING BEHIND ON THE CAR MILE SHOWING WHICH IS BEING IMPROVED ON ALL DIVISIONS ON THE BALTIMORE AND OHIO.

the bench after facing "Our Gandy" it was necessary to use a fan so they could get their breath which had been exhausted by reaching for the one that looked good. Gee! if we are to have such pitching the balance of the season, there will be a silver cup in our glass case sure. It's a shame to take all the games, but what can we do if we have the best team in the Twilight League!

Manager Stanford reports all members of the Baltimore and Ohio team doing their best. Wet weather has hindered their practice as well as the playing of the full schedule to date. As in past years, the interest of Newark fans centers around the Baltimore and Ohio Team, and they always produce the goods when taking part in a ball game. If there is any doubt in regard to this statement, refer to Trafford Paul who has been watching the performance of the team closely this season.

ARE YOU TRYING TO STOP THAT LEAK?

We would like to be able to present to the

way to gather some wild flowers in a wood. As Archie is now taking care of a well developed case of poisoning, he agrees with the boys that he does not know flowers from poison ivy.

Master Mechanic Cooper had a wonderful week with the Shriners in Washington.

CAR MILES BRING GREAT BIG SMILES.

WATCH THE CROSSINGS! STOP THE LEAK! BOOST THE CAR MILES!

We are pleased to be able to present to MAGAZINE readers, especially on Newark Division and Sandusky station, a good photo of Harry B. Siehl, otherwise known as "The Shick," who is employed as clerk to car foreman, Sandusky, Ohio. His railroad experience covers a period of only three months but he does his work like a veteran. His motto is "Get the reports in on time," and he does. They also say "Harry" is a wizard at dancing. Perhaps a visit to Cedar Point will give the ladies a chance to look him over.



CLEVELANDERS GO ON AN OUTING  
Left: W. P. Richmond; right: Baltimore and Ohio Members of the Cleveland Traffic Club

Good photographs galore of the Capitol Limited, our swell new train, and of our Good Will delegates, certainly make the May MAGAZINE interesting. We are indeed grateful to Miss Stevens for the good reading presented and look forward with eagerness to the continuation of her interesting and descriptive stories relative to her trip abroad.

DO YOU KNOW THAT IF WE WATCH THE CROSSINGS—we will help STOP THAT LEAK—and see the CAR(S) MILE)

We are glad to have Sandusky station represented again in the columns of the MAGAZINE. We do not know why, but since Miss Martin, former correspondent, changed her name to Miller, we have had nothing from there.

Since Sandusky is again represented, I take pleasure in introducing to our readers, Rolland Schemenauer, member of the force of Agent R. E. McKee, who will in future keep us posted on what is going on at Sandusky.

Batter up! That was the way our Pitcher Gandy had the men who faced him in the opening game. All the batters were up, "up in the air." They could not see them let alone hit them. As the men retired to

readers of the MAGAZINE, the photographs of our Newark Division lady operators and agents. We have several located at Lore City, Mineral Siding, National Road, Summit, Havanna, Constitution and Stewartsville.

Who will be the first to mail division correspondent photo and service data for publication?

CROSS CROSSINGS CAUTIOUSLY!

You no doubt saw in the May MAGAZINE, the cartoon by the famous "Billy" Ireland. The *Columbus Dispatch* granted permission to reproduce it. It is right up to the minute in connection with our Crossing Campaign. If every reader will do just as the driver did in the cartoon, there will be no necessity for any further campaign.

Mr. Ireland refers to the machine in the cartoon as "This Old Crock will not cross a track till some member of the party gets out and flags us across."

This is good advice—let's follow it this summer.

Clerk R. H. Mort, formerly in Foundry Office, Newark Shops, has resigned to accept a position with Mr. Henry Ford.

The boys have one on Archy Goodwin, welder in Newark Pipe Shop. Archie went motoring on Sunday and stopped on his

Accounting Department  
Correspondent, R. T. GEORGE

We regret to announce the death of Mrs. Levina Rupp, nee Snyder, at her home in Archbold, Ohio on May 24, at the age of 36 years.

She was born in Fulton County, Ohio on September 17, 1866 and was married to David Rupp on May 20, 1884.

She leaves to mourn their loss, a husband, eight children, of whom one, E. S. Rupp, is chief clerk to division accountant, thirty four grandchildren, four brothers, two sisters and many other relatives and friends.

Funeral services were held on May 27, and interment made in Aeschliman Cemetery.

Ralph Shaw, Division Engineer Corps, has been promoted to chief clerk to division engineer, and Howard "Dan" Fleming has been transferred from assistant car distributor to Division Engineer Corps, because of resignation of Herbert Rine.

Donald Jordan has been appointed stenographer, Division Accountant's Office.

We have with us today Martha Jane Floyd, one week old daughter of "Mose" Floyd, maintenance of way timekeeper. "Mose" dug up one of his cans and bought cigars for the boys, and received their congratulations.





Harry B. Siehl, clerk to car foreman,  
Sandusky, Ohio

A. B. Vermillion, chief, Bureau Rates of Pay, was a visitor at Newark on June 12.

Fred B. Fulk, section foreman, Newark Division, has been promoted to track supervisor, effective June 16 with headquarters at Barnesville, Ohio. Congratulations!

W. H. Dowden, C. T. time clerk, has returned after attending the Shriners' Convention at Washington, D. C. Through the efforts of Mr. Dowden, twenty-one Shriners, some of whom were accompanied by their wives, made the trip from Newark to Washington via Baltimore and Ohio, and all were pleased with the service rendered and enjoyed the beautiful scenery through the Allegheny Mountains. Much credit should be given Mr. Dowden, who through his efforts secured this business for the Company despite strong competition from another road.

#### Columbus, Ohio

Correspondent, R. KENNETT

Assistant Correspondent, EDITH ROACH

Dispatcher Sutherland recently spent a few days in Baltimore on committee business.

Machinist King is running opposition to Boiler Maker Hauser in the chicken business. They both claim its only a matter of time until our market will be overstocked.

Operator Finley has been off duty for three weeks because of sickness.

Engineer Austin Toole is off duty because of sickness. We understand he is improving and will soon be able to resume duty.

Operator Kitzmiller has joined the Baltimore and Ohio family.

Engineer Herbert Brown had the misfortune to burn his arm while on duty, causing him to be absent a few days.

Dispatcher Geil is now doing all his traveling in his new Overland.

#### Local Freight Office

Correspondent, EDITH ROACH

M. D. B. is acting chauffeur after office hours.

"Joe" Bassani has a new car (Lizzie).

Mr. and Mrs. Vantilburg have moved to East Columbus for the summer.

The Sites Sisters entertained the Ladies' Sewing Club on May 22 at their home in

Grove City with a chicken supper and everything that goes with it.

We are sorry to learn of the serious illness of Miss Marie Welsh, a former clerk in this office. She is in Mt. Carmel Hospital where she underwent an operation.

Misses Hazel Cashner and Edith Roach spent a few days in Washington, D. C. and Baltimore. While in Washington they visited Mr. and Mrs. R. S. Dodds. In Baltimore they had the privilege of going about the property. They appreciated the hospitality shown them.

Among Shriners at the Convention from here were Lee Tucker, lieutenant of police, and Thomas Yeager, clerk, East Columbus.

The sewing club met at the home of Mrs. A. E. Andrus on June 5. Recitations were given by Kathryn Jean Knapp and Harriett Knapp.

#### Sandusky, Ohio

Correspondent, R. SCHEMENAUER

Cedar Point is now open and a large passenger business is being handled. The first excursion of the season from Newark to Sandusky was well attended and larger crowds are expected.

The freight business at this point is heavy. The trouble is not to get the business but to furnish cars to supply the demand. Sand, stone and paper are the principal commodities shipped and are about as heavy as can be handled.

Fred Walsh, operator, has been granted a six months' furlough.

The Kelly Island Lime and Transport Company, has just commenced operations on the Baltimore and Ohio Docks, and are putting them in shape to meet their requirements. They have placed a new track and also a new derrick with which to coal their many sand boats, they being the largest sand loaders in this section of the country. After they have completed the necessary improvements they will add to the number of cars loaded at Sandusky and will give a big boost to the outbound freight business here.

#### Car Shop Notes

Car Foreman Frank E. Cheshire did not say it, but we promise he would like to tell the world that little Miss Cheshire is the finest ever.

Clerk H. B. Seihl has been parking his windshield at Bellevue often in the last few weeks. Any further developments will be given in a future issue.

The recent death of one of our veteran car men, Adam Nutter, has caused regret among his many friends and fellow workmen.

There are over two hundred men employed at the local shops and they are helping out the car situation to a great extent.

**STOP THAT LEAK AND REMEMBER CAR MILES BRING MANY SMILES!**

Just to cool things off a wee bit, gaze at our photo which shows a large icicle hanging from the water tub at Sandusky.

The icicle measured 20 feet long, one and one half feet in diameter and weighed slightly over one thousand pounds. Cashier J. A. Weingates is standing in the picture.

#### Mansfield, Ohio

Correspondent, C. R. STONE

#### STOP THAT LEAK!

Harry Kale, Freight House Foreman, is thinking of installing a radio in order to tell his men what to do without leaving his shipping tickets. Harry always tells the draymen that if you can't get in one door, get in another. What it takes to run the Freight House Harry has, and he lines them all up in his pleasant manner.

H. C. McDougal, trucker, recently spent ten days at his home in Fairmont, W. Va., "Mac" says he helped plow up the ground getting ready for corn and potatoes, beans, etc. We suggest that he bring some good old corn on the cob back with him.

#### CROSS CROSSINGS CAUTIOUSLY!

W. O. Stockwell, agent, recently visited his mother at Chandlersville, Ohio. Mr. Stockwell is a busy man, but he meets all demands in the Baltimore and Ohio Way.



Look at this from Sandusky  
and keep cool



# Hotel Sheridan-Plaza

CHICAGO

Sheridan Road at Wilson Ave.

UPTOWN CHICAGO'S  
MOST FAVORED HOTEL

For greater comfort on your next visit to Chicago, stop at the beautiful new Hotel Sheridan-Plaza. Eighteen minutes from downtown; elevated express and surface lines; motor busses to and from downtown, through Lincoln Park, stop at the door. Music and dancing.

500 Rooms, Each with Private Bath.

Exceptional garage accommodations.



The Road building boom in Mansfield at the present time is giving the Baltimore and Ohio a generous share of the various commodities used in connection therewith. We predict that before long there will not be a road leaving Mansfield that will not be in good condition and that tourists will find it to their advantage to include our town in their tours.

The Baltimore and Ohio lost their first game by a score of 2 to 1. The boys deserved to win but there had not been much practice, because of weather conditions. We fought a good battle and were defeated by the close score mentioned. J. A. Dudley and Tom Kitchart both pulled several Tris Speaker plays by running back to the wall and spearing line drives over their shoulders, that had all the earmarks of triple and circuit routes, respectively.

L. L. Kerr, general yard master, manager of the Baltimore and Ohio Baseball team, has given us a lineup and score board

record of game between our boys and the Westinghouse team. Mr. Mulquinn, the former manager, made a deal with Mr. Kerr regarding the changing of ownership and the change was made, although the money involved was not made public. Kitchart's home run with two on in the fourth put the game on ice for our boys and they were never in danger thereafter. Lineup and score:

BALTIMORE AND OHIO	WESTINGHOUSE
Loy, ss	Swinehart, 1st
McCullough, 2nd	Knopp, 2nd
Zediker, 1	Victor, ss
Reynolds 3d	Currey, 3rd
R. Keifer, cf	Bookmon, rf
McDougal, c	Mace, cf
C Keifer, p	Coons, lf
Hess, lf	Perring, c
Kithkart, rf	Fisher, p

R H E  
Baltimore and Ohio 4 0 0 3 0 0 0 0 x 7 10 2  
Westinghouse..... 4 0 0 0 0 0 0 0 0 4 8 4

Another campaign has been added to our

list; Cross Crossings Cautiously. Too much cannot be said regarding it as there are so many people injured and killed by disregarding signals placed at remote places to protect the public.

The illustration drawn by Mr. Gay Lowry pictures horror and despair on the faces of the occupants of a car being demolished by a train as it speeds on its way. On the other side is the man who is safe, having taken no chances of beating the train to the crossing. In five years there have been 9,101 killed and 24,208 injured. Let us STOP, LOOK AND LISTEN and then Cross Crossings Cautiously.

## Chicago Division

Correspondent, F. N. SHULTZ

Divisional Safety Committee

Permanent Members

S. U. HOOPER, Chairman.....	Superintendent, Garrett
T. J. ROGERS, Vice Chair'n.....	Train Master, Garrett
GERTRUDE MANION, Sec'y.....	Sec'y to Supt, Garrett
J. E. FISHER.....	Train Master, Garrett
F. D. BATCHELLOR.....	Division Engineer, Garrett
J. L. LEWELLYN.....	Master Carpenter, Garrett
F. N. SCHULTZ.....	Division Operator, Garrett
E. J. MCSWENEY.....	Master Mechanic, Garrett
D. HARTLE.....	Road Foreman Engines, Garrett
W. E. FRAZIER.....	Road Foreman Engines, Garrett
BRUCE STOUT.....	Captain of Police, Willard
P. H. CARROLL.....	Signal Supervisor, Garrett
DR. W. A. FUNK.....	Medical Examiner, Garrett
F. W. REYNOLDS.....	Div. Storekeeper, Garrett
W. J. MULVHILL.....	Supervising Agent, Garrett
J. B. HERSH.....	General Yard Master, Garrett
DARLE HARTER.....	Dist. Foreman of Elec. Dept., Willard

Rotating Members

D. L. M. VOORHEES.....	Engineer, Garrett
C. D. BABBITT.....	Conductor, Garrett
THOS. LEESON.....	Fireman, Garrett
O. C. HUDSON.....	Brakeman, Garrett
A. W. LOBDELL.....	Bridge Inspector, Garrett

## South Chicago

Correspondent, ESTHER J. MOBERG  
Storekeeper's Office

We were pleased to hear of Mr. Altherr's promotion, but sorry to lose him. Mr. Altherr does not forget South Chicago, however, and drops in occasionally, always with his usual cherry smile, yet with one big thing in mind—"Get cars Released promptly."

At the same time, we welcome J. H. Maginn, assistant agent, South Chicago, succeeding Mr. Altherr. Mr. Maginn was for some years chief clerk to Mr. Draper, agent, Chicago. Our sincere good wishes to you, Mr. Maginn, in your new field.



AT SOUTH CHICAGO

Left: Frank Quinn and William Rosenthal. Right: Raymond O'Brien and Edward Murphy





EMPLOYEES' CHILDREN WHO WERE GRADUATED FROM CHILLICOTHE HIGH SCHOOL THIS YEAR

1. Cornelia, daughter of Passenger Engineer P. A. Ruhlman (Graduated from Defiance, Ohio, College). 2. Ethel M., daughter of Engineer W. F. Brown. 3. Margaret, daughter of Engineer Fred Brock. 4. Louise, daughter of Engineer L. Hard. 5. Howard, son of Traveling Freight Agent O. B. Oyer. 6. Frank Kramer, clerk to road foreman. 7. Lawrence, nephew of Yard Conductor C. I. Gickler. 8. Elzroth, son of Engineer L. Dotson. 9. Thelma, daughter of Conductor H. Wheeland. 10. Mildred, daughter of Machinist P. J. Palmer. 11. Naomi, daughter of Brakeman R. L. Willis. 12. Elizabeth, daughter of Engineer A. Sansom. 13. Charles, son of Operator Frank Lechner. 14. Lauren Dennewitz, clerk, Division Accountant's Office. 15. H. Bertram, son of Chief Clerk to Superintendent H. S. Adams



We extend to H. L. Severance, our best wishes. Mr. Severance has accepted position as chief clerk to General Foreman J. E. Quigley, succeeding O. E. Anderson, who has accepted position as gang foreman, Car Department. Mr. Severance formerly held position as car clerk under C. H. Garing, Willard, Ohio. We are glad to have him with us.

The accompanying pictures were taken by Miss Ella Blohm, clerk, R. A. Kleist's Office.

That the people of South Chicago, Ill., appreciate what the Baltimore and Ohio is doing for them is shown by the following article, which appeared in the *Daily Calumet* on a recent date:

"The Baltimore and Ohio Railroad is the only railroad that is boosting South Chicago along its line. It is the only road that is stopping its fast trains at South Chicago. Down in Washington, D. C., the Baltimore and Ohio has a big sign in the depot, advertising the fact that the "Capitol Limited," their new crack train, stops at South Chicago.

"It is a very popular move on the part of the Baltimore and Ohio Railroad, as the other eastern roads running trains through South Chicago do not stop here. \* \* \*

"Many South Side people who travel east are using the Baltimore and Ohio because they can board the train at South Chicago station when going east, and get off here when coming back."

## Ohio Division

Correspondent, A. E. ERICH

Ohio Division Employes,

How about

Increasing car miles

On our division?

Do you know

It is shown on the report, that the

Very highest average miles per car per day,

Including bad order cars, on this division was,

Seven years ago,

In April 1916, when we reached 78.6?

Our performance, week ending June 14, was 62.6.

Now that's good, but let's beat the 1916 record.

On Decoration day, a fine young gentleman was matriculated to learn the intricacies of instructor of fuel service, thereby better enabling him to follow his fathers' (John C. Wilkins) footsteps. This makes the family now consist of two boys. About the same time we noticed that in honor of this important event "Wilks" was having his residence "decorated" with a new coat of paint. Let the good work go on "Wilks." Congratulations!

Carl Boll, formerly clerk, Freight Office, has accepted a position in the General Car Foreman's Office, filling that made vacant by Edson Wilhelm, who has been promoted to car tracer, Superintendent Transportation Brooke's office, Cincinnati. We wish both success in their new positions.

Seemingly out of a clear sky, and without advance notice, came the announcement of the marriage of Miss Ruby Timmons, clerk, Division Storekeeper's Office, to Wade McGee, who is in the contracting business. They were married on May 26 in Covington, Ky. Good wishes and congratulations!

Among the June weddings was that of H. J. Bresnahan, brakeman, who was married to the daughter of Thomas Clark, passenger engineer. Our heartiest congratulations and best wishes are extended.

J. E. Weaver, former section foreman, has been promoted to supervisor, with headquarters at Washington C. H. We wish him success.

Our sympathies are extended to F. C. Donaldson, conductor, in the death of his mother.

The stork recently visited the home of L. T. Griffin, brakeman, leaving a girl. Best wishes!

**CROSS CROSSINGS CAUTIOUSLY!** Do you know that in five years 9,101 persons were killed and 24,208 injured at railroad highway crossings in the United States? The latest figures show that 80 per cent. of the accidents at crossings were to occupants of automobiles. Just think "*Cross Crossings Cautiously*" just before crossing a railroad track, and do your part in reducing such figures. **CROSS CROSSINGS CAUTIOUSLY!**

Our sympathy is extended to Dr. Glen Nisely, Company surgeon, in the death of his



Another High School 1923 Graduate. Paul Groninger, stenographer to division freight agent

father and sister, who were instantly killed when the automobile they were driving was struck by a train at Jasper Mills, Ohio, on June 19.

The accompanying photographs (with the exception of Miss Cornelia Rhulman) are graduates of the Chillicothe High School class of 1923. All of these young people are children of Baltimore and Ohio employes, or are themselves employed at present with this Company. The 1923 class of this school was the largest in its history, the total number being ninety.

Miss Rhulman graduated from the High School, Chillicothe several years ago, and this year, on June 13, graduated from Defiance (Ohio) College.

## St. Louis Division

Correspondent, ALTO SMITH

President Harding and party passed over the St. Louis Division, Cincinnati to St. Louis, June 21. The train was successfully handled, arriving at St. Louis on time. It stopped at Washington, Vincennes, Olney, Flora and Salem and the President made short addresses at each point, shaking hands with the people who had assembled to hear him. Mrs. Harding was given a large and lovely bouquet of roses by the townspeople of Flora. The President's special was ably manned by G. L. Durland, conductor, H. Kempton, brakeman, H. R. Davis, baggagemaster and Enginemen

James M. Downey, J. D. Arrington, H. Brannaman and J. Cleveland.

H. Johnson, conductor and George Klier, dispatcher, spent several days fishing at Carlyle, Ill. recently. Henry caught fish and George posed for pictures. Anyhow that is what Henry said. Our other great fisherman on this division, Tin Shop Foreman J. J. Rose and Labor Foreman E. C. Bateman, Washington, took Machinist "Ed" Nimnicht fishing with them recently. Nimnicht left his rod and line for a while and on his return found the cork under water. He pulled out what he supposed to be a large eel. After striving heroically for half hour to kill it with a fence post Bateman and Rose returned and informed him that the eel was a snake that had been dead many hours when they put it on his hook.

Claim Agent James Bradford spent his annual vacation with Mrs. Bradford motor-ing through the Ozark Mountains, Missouri. He was relieved by C. Graham, General Claim Agent's Office, Cincinnati.

Perry Kerr, the "kid" operator at C. W. cabin, who has been "pounding brass" for the Baltimore and Ohio for forty-five years, has a water bucket which it is rumored he has had since he entered the service, and it is so dear to him that he will not part with it. The bucket recently had a hole punched in it but Perry, well versed in ways to "stop the leak," fixed it by plastering the hole with soft soap, and the bucket is still in service. We can all "stop the leak" by finding something to plaster the holes with.

A new road foreman of engines, David Edwin Creager, arrived on this division on June 16, weight nine and one-half pounds. The happy father, C. H. Creager, has already instructed him that there is a big waste of fuel in letting an engine pop-off.

Telephone Maintainer R. N. Henry, Milan, Indiana, resumed duty June 18 after an absence of five months because of illness. Telephone Maintainer J. M. Mills relieved him.

R. S. Isenogle, statistical clerk, Master Mechanic's Office is in the sanitarium, Olney, Ill., receiving treatment.

Our popular south end local brakeman, N. R. Hodges, is a new member in the ranks of the Benedicts and is spending his honeymoon in California.

S. E. Tucker, agent, North Bend, Ohio, recently decided to go "back to the farm." He sold his property (everything except the Ford) took a leave of absence and moved to the country. After an absence of two months and a half, "Si" came to the conclusion that railroading is a better job than plowing corn and milking cows, and he is back at North Bend looking for a house and will soon resume duty as agent.

Chief Caller Frank Wright, Flora, Ill. who has been away because of serious illness, returned to duty on June 1. We are glad to see you back with us again, Frank.

L. A. Smiley, chief clerk to master mechanic, has just completed a new house on E. Van Trees Street, Washington, Ind., and will move into it shortly.

G. L. Badger, second trick operator, Dearborn, Ind., is sporting a new sport model Buick.

"Bill" Green, car repairman between Storrs and Cochran, is champion apple-eater of the division. John Young, operator at Cochran, is responsible for the story that he starts to work with not less than a peck. When hot boxes are plentiful it is





#### OUR NEW CORRESPONDENT AT FLORA SENDS US—

Left: The Cone Yard Force. Standing, left to right: A. E. Anderson, George L. Langley, M. E. Logue, E. Buckmueller, J. Feldman, G. W. Hunt (General Yardmaster), Clarence Zeiger. Seated: W. C. Williams, Walter Newman and Joseph A. Whalen. Right: Earl, son of Yardmaster L. B. Thompson, North Vernon, Indiana. Earl graduated from Seymour High School this year, and is now employed as extra yard clerk

necessary for him to buy another peck or two along the line to fill out. "Bill" is also a record breaker when it comes to applying brasses; he recently applied ten new brasses to as many cars at Cochran, between trains 67 and 60, or in about two hours, consumed a half peck of apples, went to Finney on No. 60, applied two more brasses, eating the remaining half peck of apples, walked to North Bend, brassed another car and returned to Storrs on No. 80. Frequently "Bill" takes someone along to help; they carry the apples and "Bill" brasses the cars. It is great to hold the record for two f(eats).

The death of Engineer Herbert F. McMullen on June 8 was a shock to his host of railroad friends. Mr. McMullen, known as "Herb" to us, was one of our best known and most popular engineers. He was noted for his sunny disposition and readiness to perform any duty when called upon. He took service as fireman in September, 1910 and was promoted to engineer in December, 1917. He was laid to rest in Washington, Indiana, June 10. Funeral services were conducted by Masons. For the benefit of those who desired to attend the funeral a special train was run from Flora to Washington and return. He leaves a wife, three children and a host of friends who deeply mourn his loss.

#### Toledo Division

Correspondent, C. E. Thrasher

The accompanying photograph is of F. H. Wolke, brakeman, trains 53 and 56. Mr. Wolke was granted leave of absence effective June 19 to enter service of the Lincoln Shale Products Company, South Fork, Ky. This Company owns 504 acres of rich oil shale, and it is estimated that there are seventy six million tons of shale located on it. Laboratory test shows that one ton of shale will produce 43 and seven tenths gallons crude oil, 59 pounds ammonia sulphate and 1800 cubic feet non-condensable gas. Mr. Wolke has been in the service of the Baltimore and Ohio for 24 years. His many friends wish him success in his new business.

What is matter with the news this month? Haven't received much from any one. Presume everybody is on vacation, and is having such a wonderful time that they have no time to write a few lines, to tell us about the big fish they caught, or how nice and cool the weather has been. Some of them will probably return the proud owners of Brooklyn Bridge, Singer Building or the Great White Way. Vacationists, Beware! There's one born every minute.

#### A Good One

An enterprising coal dealer in Montreal adopted for his "slogan," which he printed on his stationery, the following motto: "It's a Black business, but we treat you White."

A customer, upon receiving his account recently for his supply of coal at the price of \$22.00 per ton, inclosed his check in payment, and at the same time suggested that the merchant should change his motto to read: "It's a Dirty business, but we Clean you Good."—*Judge*.

#### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

Walter C. Stine, machinist helper, surrendered without extradition papers to one of Kentucky's fairest, and entered the Matrimonial Arena to battle under a life contract. We wish you good luck and plenty of it.

Service is the watch word of Master Mechanic McMillian and a very potent factor in his achievements. Herein let me quote the words of that beautiful poem, by Francis Gable.

If you ask me to define Success  
On one word only I'd lay most stress;  
With seven letters that word I'd spell;  
Yet mean as much as a book might tell.  
That word is SERVICE in fullest meed,



AWAY OUT IN HUEY, ILLINOIS, INTEREST IN THE CAREFUL CROSSING CAMPAIGN IS INTENSE

Left: No. 23 approaching Huey. Center: Ethel Meyer, daughter of Mayor of Huey, helps the campaign. Right, Train 24 at Huey



Service in sorrow, service in need.  
 Service alike, to rich and poor  
 Service to help the weak endure.  
 Service that makes the strong more kind  
 Service of body, spirit and mind.  
 In joy, in sadness, in sore distress,  
 Service alone will define Success.

Mrs. Nancy Jane McMillan, Benwood, West Va., mother of Master Mechanic A. E. McMillan, is paying him a visit. Having rounded out the ripe old age of 82 years, she is still alert and bids fair to live for many years to come. May her visit here be pleasant and enjoyable, and may she return with pleasant memories of Dayton, Ohio.

Master Mechanic J. A. Tschuer, and his official staff: Messrs. E. R. Creel, C. A. Burge, R. C. Gallagher, J. M. Warmick, J. P. Walters, David Cassidy, J. L. Cole, and Norman Butler recently visited East Dayton. Their stay was brief, but pleasant. They had nothing but words of commendation for our shop and roundhouse, and our method of handling business. Come again, gentlemen, we were proud of your visit.

Cleanliness is the motto of General Foreman W. A. Gilmore, as he figures this the "Thrift Spirit" in railroad operation. This surely has an appealing effect on the casual observer, and is a big factor in "Stop That Leak" campaign, which is making progress around our shops and yards. A real incentive to higher ideals.

That the Toledo Division is enjoying the height of prosperity is evidenced by the fact that more trains and cars are moving now than ever in the history of the road. Every effort is being made by the employees to keep America's First Railroad in front. Their motto, Efficiency, Service, and Carefulness, has gained the confidence of the traveling and shipping public.

We will soon have some good cartoons from Walter Wentworth on Safety and "Stop That Leak."

A shadow was cast over our shops in the recent death of Robert E. Doudican, for 33 years an honored employee of the Baltimore and Ohio Railroad. His death occurred after a brief illness. "Bob," as he was familiarly known to all of us, leaves



Brakeman F. H. Wolke, Dayton, Ohio

behind him a memory of love and respect, which will be cherished by all who had the pleasure of knowing him. He was laid to rest in Calvary Cemetery by his shop mates, and tears filled their eyes as they gazed for the last time on him, they loved so well in life.

It is pleasing to see Louis Tolby back on the Lima local, after his absence of a few months with a mashed foot. "Lou" reports foot O. K., run O. K., and every other thing O. K.

#### Remember This!

In the Railroads' Crossings Accident Campaign,  
 It's up to you to steer clear of the train  
 And remember this to the very last—  
 The *SAFE* time to pass is when the train has passed.

#### Car Miles!

#### Lima, Ohio

Correspondent, O. L. WALLBURG

Assistant General Yardmaster John Nanna is all set now after moving his household goods from Chillicothe to Lima. He is now a "Lima Bean." His transfer to Lima was a welcome addition to our family on the Toledo Division. Make yourself at home, John, but for goodness sake you didn't have to burn up four perfectly good cord tires on your bus in your anxiety to get back to Lima last week. We were going to stay here for a while anyway.

That Kid Dan Cupid can't stay away. What do you think? SH—Whisper it! John McGoff, machinist, and Ella Brown, daughter of Oil Distributor Maurice L. Brown, slipped over to St. Rose and said "I will" and "I do" in the presence of Rev. Father Bouschere before breakfast on May 2 and are now enjoying their honeymoon. Congratulations and best wishes.

"Leo" Swick, our agreeable and efficient assistant ticket agent took leave of absence for 30 days, commencing June 10. We miss his pleasant ways and smiling face, but will try and console ourselves in his absence with "Skinny" Thompson, who has been working the night shift at the window. Brother Nungester filled in where Brother Thompson has been officiating.

Martin Dibling, machinist, one of our oldest employes in point of service, having served the company 49 years, passed to his eternal reward on May 16 as a result of an operation. In his passing the Company loses an efficient employee, the community an upright citizen, his friends a loyal and delightful member of their associations and his family a devoted husband and kind father. Who can say anything but praise for so splendid a record as a workman, as a man, as a husband and father? We are all daily walking toward that same gate and when we enter it, what will our record show? That depends on us entirely. Our sympathy is extended to the bereaved family.

Switchman Harry Conaway is still confined to his home because of serious illness. We hope fervently that you will recover entirely and shortly, so that you can be with us once more Harry.



ON THE ROMNEY BRANCH

Left to right: Engineer J. Fultz and Conductor George Miller. Extreme right: Brakeman Edward Miller. Right panel: Edna Lee, daughter of Engineer Brantner



Those of our employees who heard Dr. Shattuck, tell of his experiences in the heart of Africa, enjoyed a treat. Dr. Shattuck took five miles of moving pictures while in Africa and they will be shown in Lima sometime in October, probably in the Central High School Auditorium. Don't miss them, boys. Bring the children. This is a treat from the management. You will regret it, if you miss them.

Ask yourself the question. What can I do to increase car miles. Then answer it by your actions. How much it increases depends on us. Did you see how easy it was to beat that bunch east of the Ohio River. We didn't exert ourselves and didn't know we had broken a record, but we had. Now, let's go to it strong and show them what we can do. All together now, boys, let's go. 40 is the goal.

Washington, D. C.

CORRESPONDENT, W. L. WHITING

(Continued from page 62)

We were newly painted for the occasion and consequently presented a clean appearance to our visitors.

Our outbound shed was converted into a first class restaurant, which was well patronized, and the orders of good cookery often made some of us "ordinary folks" hungry.

The shed was fitted up with an elaborate kitchen containing eight large ranges and four sinks, together with all the other paraphernalia that goes with good eating houses. There were also ten telephone booths and a Western Union Telegraph office on the platform for the use of the Shriners.

Arrangements were made for the handling of the voluminous mail arriving so that there was no delay in delivery. Incidentally there was a rail placed the entire length of the platform outside of the restaurant, but whether this was for the benefit of those who were dining well inside or for some other purpose we cannot state.

Many expressions of appreciation of the manner in which they were treated while in our yard as guests of the Baltimore and Ohio were heard, and in return we were treated to one or two impromptu concerts by some of the bands that accompanied the Temples. One concert that was given on our platform by the band of El Rio Temple was especially fine, and appreciated by those of us who were in the office.

During the week President Willard visited our station, and expressed his satisfaction at the manner in which the Convention matters had been handled. Especially was he pleased with the appearance of the great 7100 engine which was in our yard.

A pleasing item to report is the fact that notwithstanding the tremendous amount of traffic in and around our yards during the Convention week we stand ONE HUNDRED PER CENT in Safety! Not a single accident or mishap of any kind occurred, although at times the congestion was serious.

In spite of the apparent set backs to the ordinary freight business that the above business suggests it is nice to know that we did a splendid incoming and outgoing business during the entire time, and that the usual summer lull has scarcely given any evidence of its presence so far.

Miss Katherine Gerhardt recently acted as bridesmaid at the wedding of her brother, Bernard. There is an old tradition that anyone acting in this capacity will be calling upon some good friend to assist at a like ceremony before long, the first mentioned being the one who needs the brides-

maid. How about it, Katie? Perhaps "Andy" could answer this better!

The stork has again been busy, this time visiting the home of Tallyman Frank A. Gillioti, leaving a bright little girl to make the home happier. Good luck, and many happy returns to the fortunate parents!

Our Sick Report is as follows: "WE HAVE NO ONE TO REPORT."

Our old friend Michael F. Kelly, who has been in the service for thirty-two years (his last job being that of sealer at this station) has been placed on the pension list, and is earning the reward of long and faithful service. He has been sick for many months.

While these notes are being written the Baltimore and Ohio "Presidential Special" with President Harding and party on board, en route to Alaska, is passing our windows. From the outside it is certainly a "Train de Luxe." What it must be on the inside can well be imagined. Accompanying the President on his eventful trip are two of our good Baltimore and Ohio people who are well known at this station. Division Passenger Agent W. V. Shipley, is in charge of the train, and this is a guarantee that every possible comfort will be extended to the distinguished passengers. General Baggage-master W. A. Clark is also with this train, and it is safe to say that his part of the business will receive the closest attention. Mr. Clark was for many years employed at Washington, part of the time with the old Blue Line Transfer Company, when they were operating here, and later as tallyman on our platform. He was transferred from here to the Baggage Department, Camden Station, and has made rapid progress in his work, so that the

honor accorded him today is a reward for faithful service. He is still a young man, and great things are expected of him.

Some of the things we hear when we don't have a Gun!

C. A. R.—"E. St. L.—Mo. Pac.—D. & R. G.—and W. P."

P. S. S.—"Take 'em away, Monty, take 'em away. Cooperate."

J. B. E.—"Send up the bill of lading or invoice."

W. M. T.—"What time is it, Gladys?"

J. T. M.—"How about that C. D.?"

E. W. K.—"Teddy, I'm about out of bills."

J. H. P.—"Is the afternoon mail in yet?"

W. L. W.—"Give me your time slip."

J. T. C.—"The doggonist mess you ever saw!"

I. E. C.—"Any butter car today?"

W. S. C.—"Any postal cards tomorrow?"

H. G. H.—"Can I help you?" No gun needed for this one!

R. V. M.—"I want AIR."

K. G.—"How about the way cars?"

J. C. R.—"They can't get by ME."

S. E. H.—"You will have to pay a switching charge."

J. H. H.—"New laid eggs, one dollar a dozen."

## Erratum

On page 15 of the May 1923 MAGAZINE appeared a group of pictures showing some of the employees on the first run of the Capitol Limited, eastbound.

Picture No. 2 read "Engineer Leek and Fireman Smith at Garrett."

This was in error and should have read "Engineer C. E. Beltz and Fireman T. G. Kearns." We regret the mistake.



BRUNSWICK VETERANS

Medical Examiner Dr. J. F. Ward and his assistant, Joseph Krause



# Engineer Jarrett and His Crew Rushed First Aid to a Burning Child

By M. W. JONES, *Former Secretary to Superintendent Charleston Division*

**A**N incident well worth telling came to the attention of your correspondent through a chance remark. On following it up we found the following story:

Recently while returning from Clay Court House to Charleston on the south end of the Charleston Division, Engine 1739, in charge of Engineer E. L. Jarrett, held a meet order with Extra North 2952 at a place called Dorfee—a small coal mining settlement. While waiting for the opposing train, Engineer Jarrett heard a child scream. Looking out of his cab window he saw a little girl, probably six years of age, run out on the porch of her home—some distance away—with her clothes on fire. Without hesitation Jarrett jumped off his engine and ran to her assistance, pulling off his coat as he ran. He wrapped the coat around her, smothering the flames, not, however, before she had been badly burned.

The first aid kit carried in all cabooses was secured, and with the assistance of Conductor J. L. Smith and Brakeman C. Sumpter, the little one was made as comfortable as possible until the services of a doctor could be secured. Jarrett immediately, through the assistance of neighbors, had a telephone message sent to the superintendent of the mines and medical aid was secured. It was with great regret that we learned that the child died the following day.

The little one was named Frankie Walker, the daughter of Homer Walker of Dorfee, W. Va. At the time of the accident the father was absent at his work, and the mother had left the child with one younger, at home, while she went to a near-by

grocery store for supplies. A photo of Engineer Jarrett, and one of the little one will be found with our story.

Engineer Jarrett was born in Jarretts Ford, W. Va., on the Charleston Division, in 1878. He first entered the service of the old Coal and Coke Railway (now a part of the Charleston Division) as a fireman in 1901, being promoted to engineer in 1903. His record is an excellent one, and he, with his companions, Conductor Smith and Brakeman Sumpter, are to be highly commended for their excellent and prompt exposition of what "Good Neighbor" really means.

## Conductor Hagdon Will Soon Get His Wish

**G**EORGE HAGDON was born December 31, 1855, in Cincinnati, Ohio.

His first railroad service was with the old C. H. & D. as a messenger, in September, 1873. He was furnished with two saddle horses, one of which he rode each morning, the other each afternoon, delivering freight notices in Cincinnati. Two years later he was promoted to the position of yard clerk. Mr. Hagdon tells us that in those days crews were required to make up their own trains, and it was the yard clerk's duty to see that they had full tonnage. In 1879 Mr. Hagdon took charge of a yard engine, switching freight house tracks, etc., and in 1884 was promoted to yardmaster. In 1885 he was appointed trainmaster, and in 1886 passenger conductor, running between Cincinnati and Richmond, Ind. In 1888 this division was sold to the Pennsylvania Railroad and Mr. Hagdon took



Conductor George Hagdon, Toledo Division, who soon will reach the 50-year mark in Baltimore and Ohio Service

a passenger run between Cincinnati and Toledo, which he still holds.

Mr. Hagdon's greatest desire is to round out 50 years of service.

## What the Magazine Saw Last Month

General Superintendent Van Horn, looking over on Automobile Row, Mount Royal Avenue, Baltimore.

V. F. Riley, secretary to General Manager Scheer, with his coat off, trying to work on the hottest day in the year, in car 902, Philadelphia train shed.

Conductor Huffman showing two of his "guests" through "The Capitol Limited," explaining to them why he is proud of his train and why they should always use the "Best and Only."

Engineer Tayman, moving "The Capitol Limited" on time daily between Washington and Cumberland.

Steward Reiser giving a daily exhibition of why the Baltimore and Ohio dining car service is the best on earth.

Conductor Shipley, smiling every other day, as he takes "The Capitol Limited" out of Mount Royal, giving an exhibition at all times of the "Perfect Passenger Conductor."

A Pullman Porter, Train 10, calling attention of his passengers after leaving Cumberland to the fact that if they "look out this side, they will see the famous Capitol Limited, which has never yet been late."

A Pullman conductor on No. 17 telling a passenger in the smoker, "Yes sir, the Baltimore and Ohio is giving fine service. You can set your watch by this train's arrival at Pittsburgh."

Mary Breen, Pittsburgh, promising to give us more live notes for the MAGAZINE.

General Manager Voorhees getting ahead of General Manager Scheer in car miles for the week ending July 7.

The General Manager's Office, Baltimore, failing to send any notes to the MAGAZINE for July.

Tell us anything worth while that you have seen!



Engineer Jarrett and the little girl whose life he tried to save



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during May, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Brown, Samuel C.....	Engineer.....	Conducting Transportation...	Pittsburgh.....	36
Colegate, Charles S.....	Tool Room Man.....	Motive Power.....	East End, Baltimore.....	35
Cowan, John.....	Baggagemaster.....	Conducting Transportation...	Pittsburgh.....	40
Davis, Merrick E.....	Engineer.....	Conducting Transportation...	Newark.....	35
Hawkins, David.....	Laborer.....	Conducting Transportation...	Baltimore.....	22
Hoffman, Jacob B.....	Foreman.....	Maintenance of Way.....	Chicago.....	27
Liggett, James B.....	Engineer.....	Conducting Transportation...	Wheeling.....	40
May, Barton C.....	Bridge Carpenter.....	Maintenance of Way.....	Connellsville.....	22
McAllister, Thomas H.....	Car Repairer.....	Motive Power.....	East End, Baltimore.....	35
Moore, Richard C.....	Conductor.....	Conducting Transportation...	Baltimore.....	40
Posey, Leonidas.....	Operator.....	Conducting Transportation...	Ohio.....	43
Shewbridge, James L.....	Laborer.....	Maintenance of Way.....	Cumberland.....	50
Stouffer, Benj. F.....	Pumper.....	Maintenance of Way.....	Baltimore.....	51
Walsh, Jefferson J.....	Carman.....	Motive Power.....	Baltimore.....	36
Waltz, Oscar W.....	Pumper.....	Maintenance of Way.....	Baltimore.....	46
Way, Jacob J.....	Coach Cleaner.....	Motive Power.....	Wheeling.....	22
Wilhelm, Charles F.....	Locomotive Cleaner.....	Motive Power.....	Ohio.....	22
Wood, Thomas S.....	Janitor and Assistant Baggageman.....	Conducting Transportation...	Connellsville.....	43
Zapf, Charles.....	Engineer.....	Conducting Transportation...	Toledo.....	55

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to March 31, 1923, amount to \$5,135,060.85.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Benjamin, James E. W.	Water Station Foreman.....	Maintenance of Way.....	Cumberland..	May 14, 1923....	44
Boner, Adam P.....	Boiler Inspector.....	Motive Power.....	Newark.....	May 19, 1923....	25
Burkhart, William A.	Conductor.....	Conducting Transportation	Cumberland..	May 3, 1923....	41
Gonzales, Francis.....	Porter.....	Transportation.....	All.....	May 20, 1923....	31
Landon, Thomas.....	Pass. Conductor.....	Conducting Transportation	Baltimore....	May 7, 1923....	44
Legoe, Zack T.....	Paint Cleaner.....	Motive Power.....	Baltimore....	May 14, 1923....	27
Provance, Ephraim...	Engineman.....	Conducting Transportation	Baltimore....	May 20, 1923....	43
Wholey, William W. W.	Engineman.....	Conducting Transportation	Baltimore....	May 20, 1923....	47



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## William H. Wilson

William H. Wilson was born in Fayette County, Pa., on December 14, 1857. In his younger days Mr. Wilson followed the profession of farming. He was married in 1880 to Miss Grace E. Bird, and has two sons and three daughters living.

Mr. Wilson entered the Baltimore and Ohio service as yard brakeman on May 26, 1893. He was promoted to yard conductor on August 28, 1897, which position he held at the time of his retirement.

## John W. Jones

John W. Jones was born on July 2, 1857. He entered the Baltimore and Ohio service January 16, 1890, as brakeman at Keyser, W. Va. Because of an accident, he was transferred to position of oilman in February 1892. In January, 1893 he was transferred to fireman and on December 20, 1896 to engineer. Because of another accident he was given position of pumper at Hagerstown, Md., on January 1, 1901, which position he held at the time of his recent retirement.

## George O. Evans

George O. Evans was born in 1874. He entered the service at Mount Clare Shops on September 8, 1874, as boilermaker's apprentice, under Master of Machinists John C. Davis. After heating rivets for one year, he was assigned to help his father on boiler work. In 1886, when work was commenced on the 400 and 500 class freight engines, Mr. Evans was promoted to boilermaker. In 1905 he was placed in

the tool room at Mount Clare, holding a position there at the time of his recent retirement.

## Michael F. Kelly

Michael F. Kelly was born in 1854. He entered the service as caller at Columbus Ohio, on July 1, 1892. After a few months he was transferred to the Baggage Department at Newark, Ohio, remaining there until he was appointed Freight House foreman, Willard. In 1892 he was appointed yard clerk, Newark, and later assistant foreman and assistant ticket agent. In 1916 he was transferred to the Washington Freight Office where he remained until his recent retirement. Mr. Kelly is a member of the Baltimore and Ohio Veterans Association.

## John W. Lyhan

John W. Lyhan was born in County Cork, Ireland, on June 3, 1858. At the age of three years he was brought to the United States by his parents, who settled in Jackson County, Indiana. Mr. Lyhan entered service in March, 1875, as water boy. In 1877 he was promoted to section laborer, in 1879 to engine wiper and in 1880 to freight fireman. In 1885 he was promoted to freight engineer and in 1898 to passenger engineer, which position he held at the time of his retirement.

Mr. Lyhan was married in 1887, and has one daughter and one son.

## P. J. Adams

Patrick J. Adams was born at Tunnellton, W. Va., on April 15, 1857. His first

railroad experience was as a laborer, with the Pittsburgh and Connellsville R. R. at Connellsville, in 1872. This road was later purchased by the Baltimore and Ohio. On April 1, 1877 Mr. Adams was promoted to foreman, on March 20, 1884 to acting supervisor, Washington, Pa., and on January 1, 1892 to supervisor, Connellsville. Because of ill health Mr. Adams was transferred to position of track inspector on December 17, 1913, which position he held at the time of his recent retirement. Mr. Adams has served the Baltimore and Ohio faithfully for over 50 years, all of which time has been spent in the Maintenance of Way Department.

## Millard F. Taneyhill

Millard F. Taneyhill entered the Baltimore and Ohio service on April 2, 1872. He served as a laborer for four years, apprentice four years and in 1880 was made a mill machine hand. He retired on November 10, 1922.

On June 4, 1923, Mr. Taneyhill was presented with the fifty year service button at a meeting of the Baltimore Chapter of the Veterans Association, at Moose Hall, Baltimore.

## Locomotive Catechism A Useful Book—Order through Magazine Office

WE have just received a copy of the 1923 edition of a book entitled "Locomotive Catechism," by Robert Grimshaw. It is a good book and one that would be of use to every engineer, fireman and shop employe. It explains fully the handling and operation of all kinds of locomotives. It answers over four thousand questions with reference to steam and electric locomotives, and various kinds of air brakes. The book is specially helpful in preparing for an examination.

Locomotive Catechism contains over 900 pages and 500 illustrations. The price is \$4.00 per copy. It may be secured from the Baltimore and Ohio MAGAZINE, Mount Royal Station, Baltimore, Md.



FAITHFUL SERVICE REWARDED—RETIRED EMPLOYEES

Left to right: W. H. Wilson, John W. Jones, George O. Evans, Michael F. Kelly, and John W. Lyhan



Look for the Honor Stations!

STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, April, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

## EASTERN LINES

## BALTIMORE DIVISION

Brunswick, Md.	\$4.35
Brunswick Transfer, Md.	753.36
Frederick, Md.	3.38
Georgetown, D. C.	5.83
Hagerstown, Md.	14.07
Harrisonburg, Va.	1.78
Laurel, Md.	2.23
Mt. Airy, Md.	1.78
Rockville, Md.	2.18
Summit Point, W. Va.	1.43
Uniontown, D. C.	3.02
Washington, D. C.	13.30
Washington Junction, Md.	1.64
Wilmington, Del.	22.22
Miscellaneous	5.28

TOTAL.....\$835.80

## BALTIMORE TERMINAL DIVISION

Camden Station, Md.	\$72.90
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## CUMBERLAND DIVISION

Cumberland, Md.	\$48.52
Harpers Ferry, W. Va.	1.02
Independence, W. Va.	1.97
Martinsburg, W. Va.	3.55
Moorefield, W. Va.	5.81
M. & K. Junction, W. Va.	3.88
Oakland, Md.	18.32
Paw Paw, W. Va.	10.67
Piedmont, W. Va.	4.05
Romney, W. Va.	5.45
Springfield, W. Va.	2.05
Terra Alta, W. Va.	1.29
Tunnelton, W. Va.	1.50
Miscellaneous	.76

TOTAL.....\$108.84

## CONNELLSVILLE DIVISION

Boswell, Pa.	\$5.82
Cheat Haven, Pa.	3.88
Confluence, Pa.	2.15
Connellsville, Pa.	47.12
Friedens, Pa.	1.06
Friendsville, Md.	1.15
Glencoe, Pa.	1.31
Meyersdale, Pa.	2.41
Morgantown, W. Va.	22.30
Mt. Pleasant, Pa.	13.45
Rockwood, Pa.	1.53
Smithfield, Pa.	3.29
Somerset, Pa.	17.15
Stoyestown, Pa.	1.98
Ursina, Pa.	3.66
West Salisbury, Pa.	10.67
Miscellaneous	1.38

TOTAL.....\$140.11

## PITTSBURGH DIVISION

Butler, Pa.	\$2.99
Claysville, Pa.	3.12
Ellwood City, Pa.	1.98
Suter, Pa.	1.00
Miscellaneous	2.29

TOTAL.....\$11.38

## EASTERN LINES—Con.

## PITTSBURGH TERMINAL DIVISION

Allegheny, Pa.	\$80.42
Pittsburgh, Pa.	312.13
Miscellaneous	.36
TOTAL	\$392.91

## MONONGAH DIVISION

Belington, W. Va.	\$18.09
Bridgeport, W. Va.	1.01
Clarksburg, W. Va.	59.93
Ellenboro, W. Va.	3.48
Fairmont, W. Va.	39.41
Grafton, W. Va.	21.34
Lost Creek, W. Va.	11.07
Moatsville, W. Va.	2.49
Monongah, W. Va.	1.29
Philippi, W. Va.	3.29
Wallace, W. Va.	2.59
Wilsonburg, W. Va.	15.16
Worthington, W. Va.	6.32
Miscellaneous	.79

TOTAL.....\$186.26

## CHARLESTON DIVISION

Adrian, W. Va.	\$10.94
Buckhannon, W. Va.	20.89
Burnsville, W. Va.	11.16
Charleston, W. Va.	3.68
Clendennin, W. Va.	27.92
Copen, W. Va.	1.85
Cowen, W. Va.	2.69
Elkins, W. Va.	13.17
Falling Rock, W. Va.	1.19
Flatwood, W. Va.	53.28
Heaters, W. Va.	2.15
Holly Junction, W. Va.	4.00
Midvale, W. Va.	9.90
Ten Mile, W. Va.	1.80
Villa Nova, W. Va.	1.65
Weston, W. Va.	36.37
Miscellaneous	4.71

TOTAL.....\$207.35

## WHEELING DIVISION

Bellaire, Ohio	\$50.23
Belleville, W. Va.	10.50
Bridgeport, Ohio	1.00
Hartford, W. Va.	1.33
Huntington, W. Va.	110.97
Jacksonburg, W. Va.	3.54
Martins Ferry, Ohio	10.79
Millwood, W. Va.	12.25
Moundsville, W. Va.	15.24
Owensport, W. Va.	1.27
Parkersburg, W. Va.	294.17
Pine Grove, W. Va.	2.02
Ravenswood, W. Va.	30.73
Sistersville, W. Va.	5.59
Spencer, W. Va.	40.17
Wheeling, W. Va.	517.46
Miscellaneous	3.12

TOTAL.....\$1,110.38

Eastern Lines	\$3,065.93
Western Lines	2,110.60

Grand Total.....\$5,176.53

## WESTERN LINES

## OHIO DIVISION

Athens, Ohio	\$3.82
Blanchester, Ohio	3.19
Chillicothe, Ohio	1.19
Miscellaneous	1.52

TOTAL.....\$9.72

## ST. LOUIS DIVISION

Beardstown, Ill.	\$2.45
East St. Louis, Ill.	183.31
Louisville, Ky.	102.95
Mitchell, Ind.	9.40
North Vernon, Ind.	14.38
Paris, Ind.	3.99
Seymour, Ind.	2.70
Taylorville, Ill.	16.05
Vincennes, Ind.	11.14
Miscellaneous	.82

TOTAL.....\$347.19

## CINCINNATI TERMINAL DIVISION

Brighton, Ohio	\$2.27
Kenyon Avenue, Ohio	89.37
Norwood, Ohio	5.58
Smith Street, Ohio	133.80

TOTAL.....\$231.02

## TOLEDO DIVISION

Dayton, Ohio	\$110.40
Hamilton, Ohio	56.49
Lima, Ohio	32.97
Middletown, Ohio	5.06
Toledo, Ohio	89.44
Miscellaneous	.34

TOTAL.....\$294.70

## AKRON DIVISION

Akron, Ohio	\$43.20
Canton, Ohio	27.83
Cleveland, Ohio	181.97
Dover, Ohio	1.47
Elyria, Ohio	21.80
Lorain, Ohio	3.17
New Castle, Pa.	22.85
New Philadelphia, Ohio	15.35
Niles, Ohio	14.76
Youngstown, Ohio	19.76
Miscellaneous	.53

TOTAL.....\$352.69

## NEWARK DIVISION

Columbus, Ohio	\$125.04
Malta, Ohio	5.42
Newark, Ohio	3.74
Miscellaneous	.39

TOTAL.....\$134.59

## CHICAGO DIVISION

Chicago, Ill.	\$692.81
Fostoria, Ohio	1.92
Garrett, Ind.	15.42
Tiffin, Ohio	5.33
Willard Transfer, Ohio	17.68

TOTAL.....\$733.16

## KENTUCKY LINES

Martin, Ky.	\$7.53
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A. E. DAY,

Chief of Weighing Bureau,  
Transportation Department

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.



## Help Stop Leaks by Check-Weighing

By A. E. DAY, Chief of Weighing Bureau

IN commenting on the results obtained by which revenue was increased in the month of April \$5,176.53, a word of commendation is due agents at the following stations, with a small population and handling a limited amount of tonnage, yet with substantial gains in revenue as shown:

above, kindly write me a friendly letter, sending copy to superintendent, stating frankly their best judgment as to why better results are not possible?

The accompanying photographs are of Agent P. H. Stuck, Oakland, Md., Agent F. A. Reeder, Williamsburg, West Virginia, and Agent P. T. Dowell, Ravenswood, W. Va., who, considering the limited tonnage handled at their stations, are making remarkable showings in revenue secured through check-weighing and revising classi-

### Honor Stations in Check-Weighing

AGENT	STATION	POPULATION	AMOUNT OF INCREASE
C. A. Orrahood	Flatwood, W. Va.	300	\$53.28
G. A. Ferguson	Spencer, W. Va.	2050	40.17
J. T. Dowell	Ravenswood, W. Va.	1285	30.73
J. D. Kennedy	Clendennin, W. Va.	2500	27.92
H. P. Stuck	Oakland, Md.	1225	18.32
F. A. Reeder	Wilsonburg, W. Va.	700	15.16

In marked contrast to this are stations, towns and cities with a population much in excess of 2500, handling a vastly greater amount of L. C. L. tonnage, some doing nothing in this commendable work and others showing less gain in revenue than these stations handling so limited an amount of L. C. L. tonnage.

Will agents at stations with a population of 2500 or more, showing less gain in revenue by check-weighing than shown

fications of L. C. L. freight received by them.

Statements showing results obtained at all stations on the System are published in the MAGAZINE each month, and show clearly that there is no better way to assist the campaign to "Stop That Leak" than by giving the important matter of check weighing close personal supervision.

Messrs. Stuck, Reeder and Dowell are to be commended for their efforts.



F. A. Reeder, agent, Wilsonburg, W. Va.

ceived from the Baltimore and Ohio was appreciated. A man came in a few days ago and asked the fare to Pittsburgh, Pa. I gave it to him, and in addition told him the best road from Chicago was the Baltimore and Ohio, quoting a few of the conveniences he would secure by using it. When he came for his ticket all I had to do was write it out "Via Baltimore and Ohio." At this office I only sell tickets on Sundays, but at my former office I had two chances to sell east of Chicago, in both cases the destination was New York. Needless to say they went over the "Best Road." I do not forget the good treatment I received on the Charleston Division, and any business I can route via Baltimore and Ohio will go that way."

## "Cast Thy Bread—and it Shall Return"—from Far-Off Idaho

SOME two or three years ago, a telegraph operator who had recently landed from New Zealand, dropped into the offices at Weston, W. Va., looking for a job. He was put on the extra list by the chief train dispatcher, and for a while made fairly good time. The summer season passed, however, and work became somewhat scarce for extra men, and therefore

Mr. Thomas M. Copeland moved on west. A few days ago, one of our staff received a letter from him in Idaho, reading as follows:

"I wonder if you remember the bird who used to waggle the key at Weston? Just to show you that I have not forgotten the Baltimore and Ohio or yourself, will tell you what I did this day. It in itself will show whether the good treatment I re-



"THEY STOP LEAKS"

Left: Agent P. T. Dowell, Ravenswood, W. Va. Right: Agent H. P. Stuck, Oakland, Md.

### Set Clocks By Capitol Limited

Proving that the Capitol Limited, new Crack Flyer Baltimore and Ohio express train from Baltimore to Chicago, is a convenience to others than those who use it for transportation, the following letter was received at the Daily News office last evening:

Paw Paw, W. Va., May 21, 1923

Editor Daily News  
Cumberland, Md.

Dear Sir:

Since the new Baltimore and Ohio all Pullman train, the Capitol Limited, was put into service, the people of Paw Paw have watched it with great interest. There being no regulation time clock in town, people now find out the exact time as it passes through Paw Paw, both east and west, and set their clocks and watches by the train, as it is always on time.

Yours very truly,

C. E. WENTLING.

—Cumberland Daily News



*Here is a Meaty Letter which may help make a Record for the Company*

## "Three and a Half Million Dollars Revenue for Columbus in 1923"

Columbus, Ohio

April 6, 1923

E. D. Baldwin, Agent  
W. H. Hukill, General Yard Master  
L. E. Smith, Night General Yard Master  
C. B. Van Blarcum, General Foreman

Gentlemen:

Our report of freight revenue for March at Columbus shows \$251,637.85 as against \$196,581.34 for February, and \$181,637.35 for March of last year.

This is a substantial increase, and I predict a heavy year for 1923. Let's make "Three and a Half Million Dollars for 1923" our slogan, which will mean an average of about \$291,000 a month. This may appear a high figure to shoot at but I believe we can make it.

Everybody will have to push, and push hard to do so, but there are so many ways to help, that if everybody gets back of it we will be able to put it over.

First—Every car order possible to fill, should be filled, and yard masters will see to it that there are no empty cars in the yard that could be applied on an order and are not.

Move all cars promptly, both loaded and empty.

Keep your yard cleaned up.

Deliver all cars for connections promptly, and see that none is left over at midnight, as the per diem will eat up your revenue.

Car foreman can assist greatly by cleaning his repair tracks every night; also by careful and close inspection of all equipment so that the cars may reach their destination safely and not cause an accident that would make us squander a part of our "Three and a Half Million."

Upon the agent depends a great deal—

To load the cars to capacity, thereby conserving the car supply.

To see that merchandise is properly loaded and secured, avoiding a loss to part of our "Three and a Half Million" by claims.

To report to yard master promptly as soon as cars are made empty on industrial and team tracks. In fact, to figure ahead by sending a word to the yard master stating "B. & O. 169432 on No. 5 team track will be empty at noon today, and Smith Fertilizer Company want it badly to load" is an example of how you can help us make our mark.

By urging all employees at the freight house to practice extreme courtesy to shippers, even though they do not come in contact with other than the truck drivers who bring and come after freight. These fellows appreciate courtesy, and, incidentally may have much more influence with their bosses than we know of.

*Make the Baltimore and Ohio a nice place to come with freight*

There are many other ways not mentioned in this letter by which the business may be increased. They all come under the plain head of "common sense, and the right spirit towards our good Company."

Just remember that to make a rate of interest at which you would care to loan your money, the wheels must be kept turning. Standing still means Inefficiency and Losses; Per diem and Demurrage mean a Deficit, or a rate of interest so low that you would not look at it in loaning your own money.

*"Courtesy by all is a business getter"*

Every employe should be a solicitor.

Every employe should be a Baltimore and Ohio Booster.

When we furnish the cars and move them promptly we are delivering service that does it's own boosting.

Let's all keep one foot in the air and we'll make it!

"Three and a Half Million Dollars in 1923 for Columbus, Ohio!"

Copy to—M. N. Freese—D. F. A.

To please push.

Copy to—H. G. Kruse, Supt.

To note.

Yours truly,

M. H. Broughton,

T. M. C. T. D.



# Annual Convention of Relief Department, Pittsburgh

By J. HARRY RIES

THE Annual Convention of the Relief Department was held at Fort Pitt Hotel, Pittsburgh, Pa., on June 28 and 29.

The convention was called to order at 10.00 a. m., June 28 by Acting Chairman G. C. James, Philadelphia Division, and with J. Harry Ries, Baltimore Division, acting secretary.

The following credential Committee was appointed by Acting Chairman G. C. James: Hugh W. Auld, Baltimore Division; Thomas M. Deegan, Mononagh Division; Henry E. Hansen, Chicago Terminal Division.

Credentials of the following 83 delegates were found to be correct entitling them to seats in the convention:

**AKRON DIVISION:** Julia V. Quinn, Samuel D. Poxon, Albin Nore, Gilbert L. Irish, Gilbert B. Moon.

**BALTIMORE DIVISION:** E. Frank Thomas, John H. Ries, Elmer C. Russell, Hugh W. Auld, William J. Edgette, J. R. Frothingham.

**CHARLESTON DIVISION:** David R. Barrett, Clero M. Baker, Emanuel B. Russell, Harry Fox, Charles A. Orrahood.

**CHICAGO DIVISION:** John L. Cogley, James H. Garrett, George F. Stiner, H. W. Buchholz, Harry Raffel.

**CHICAGO TERMINAL:** G. Christiansen, Henry E. Hansen, Henry H. Siem, Joseph W. Alberts, Walter E. Lowry.

**CONNELLSVILLE DIVISION:** Wm. E. Zimmerman, M. M. Patterson, Jr., Wm. G. Keffer, Christina M. Lindley, Michael F. Riley, John H. Bowman.

**CUMBERLAND DIVISION:** Chester P. Sulick, Walter S. Holzman, George E. Sirbaugh, John T. Williams, Raymond Russler, Edw. H. Ravenscroft.

**MONONGAH DIVISION:** Thomas M. Deegan, Clyde E. Sisler, Frederick W. Cole, Anna M. Unks, Casper D. Lang, George H. Welsh.

**NEWARK DIVISION:** Thomas J. Andrews, Samuel D. Gallagher, Thomas A. Reagan, Frank S. Mahurd, Jacob W. Beal, Frank R. Ryan.

**NEW YORK DIVISION:** MAX MARDER,

Peter F. McKaigney, Patrick J. O'Conner, Cliff. J. Speckman, Arthur J. Tolley, John A. Whalen.

**OHIO DIVISION:** Oscar Anthony, Henry F. Eggert, Daniel Gilsdorf, Clarence W. Lewis, Francis M. Nolder, Byron C. Pyle.

**PITTSBURGH DIVISION:** Harry E. Groves, John P. Harris, Patrick J. Leonard, Robert E. Hastings.

**ST. LOUIS DIVISION:** Joseph Beel, N. E. Hackler, Ernest W. Sargeant, Henry W. Oldenburg, James F. Handley, Christopher J. Nolan.

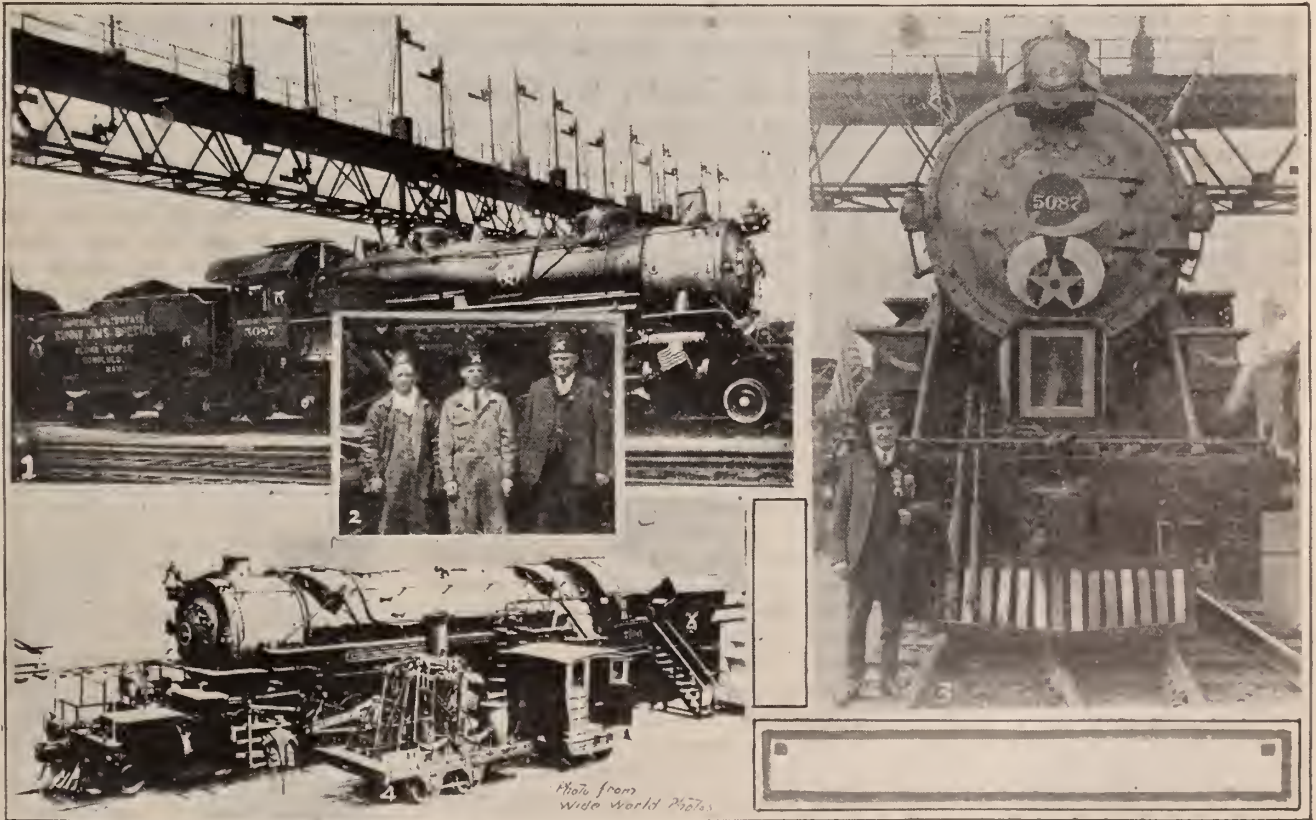
**TOLEDO DIVISION:** Russell W. Holmes, Raymond J. Mahoney, Carl Koch, Arthur N. Kopp, David Bogart.

**WHEELING DIVISION:** J. E. Southworth, Geo. O. Cristwell, Edward A. Duffey, John W. Mason, William E. Hicks, Andrew E. Strode.

The following nominations were made for permanent chairman; G. C. James, Baltimore Division and H. W. Buchholz, Chicago Division, Mr. James was elected and appointed W. E. Hodell, sergeant-at-arms.

Nominees for vice chairman were Henry W. Oldenburg, St. Louis Division; Robert E. Hastings, Connellsville Division; and John T. Williams, Cumberland Division. Robert E. Hastings was elected.

Miss Anna M. Unks, Monongah Division; Julia V. Quinn, Akron Division; and



SCENES AT THE SHRINERS' CONVENTION, WASHINGTON, D. C., WEEK OF JUNE 4

The Baltimore and Ohio left nothing undone to provide for the comfort of the Shriners who were our guests en route to the great convention at Washington, D. C. Trains were uniformly on time, parking facilities convenient, clean and orderly; commissary arrangements beyond criticism. Among the lights of the 1923 Annual Pilgrimage, the part which the Baltimore and Ohio played for its guests was among the brightest.

1. Engine 5087 handled the Imperial Potentate's Special, in to Washington, and was decorated by Cumberland Shop Employees. 2. Road Foreman W. Cramblitt, Engineer W. R. Windstead and Fireman T. M. Atkins. The conductor of this train was A. Zepp. 3. "The Two Big Boys," Imperial Potentate James McCandless and Engine 5087. 4. The oldest and newest in locomotive styles; the "Atlantic" and Engine 7100, on exhibition in Baltimore and Ohio Yards, Washington, during the convention. One of the early passenger coaches is shown alongside the "Atlantic." Engine 7100 was prepared for exhibition by Cumberland Shop Employees





Baltimore and Ohio Eckington Yard, Washington, D. C., where about 200 Pullman cars were parked for the accommodation of visiting Shriners

J. Harry Ries, Baltimore Division, were nominated for the office of permanent secretary. Mr. Ries was elected.

Nominations for members of the operating committee were as follows: W. E. Ross, St. Louis Division; E. Frank Thomas, Baltimore Division; W. E. Hicks, Wheeling Division; J. L. Cogley, Chicago Division; H. E. Groves, Pittsburgh Division. Mr. Ross was elected for a period of three years.

The following nominations were made for member of Advisory Board, Transportation Department; M. M. Patterson, Connellsville Division; Albin Nore, Akron Division; L. W. Graham, Monongah Division; C. E. Sisler, Monongah Division; T. J. Andrews, Newark Division; A. E. Strobe, Wheeling Division; H. E. Groves, Pittsburgh Division. L. W. Graham was elected for the three year period.

Nominations for member, Advisory Board, Motive Power Department, were as follows: J. W. Alberts, Chicago Terminal; D. Gilsdorf, Ohio Division; T. M. Deegan, Monongah Division; C. P. Gulick, Cumberland Division; H. W. Oldenburg, St. Louis Division; G. Hamer, Newark Division; J. W. Alberts was elected.

J. S. Cusick, member, Operating Board, Chicago Terminal; made a short address in connection with Relief matters.

On June 29, the convention was called to order at 9.00 a. m. by Chairman James, 79 delegates being present.

Nominees for member, Advisory Board, Maintenance of Way Department, were as follows: F. A. Taylor, Cumberland Division; R. Russler, Cumberland Division; F. Nolder, Ohio Division; H. W. Auld, Baltimore Division; F. S. Mahurd, Newark Division. Messrs. F. A. Taylor and F. Nolder were elected.

Superintendent W. J. Dudley, Relief Department, made an interesting address

covering the important features of the Relief Department work.

The convention passed unanimously a resolution authorizing the Operating Board to communicate with the Pension Committee in connection with the matter of increasing pensions by employees making monthly contributions.

The convention adjourned at 1.00 p. m.

## Death of Charles W. Spengler

*Forty-four Years in Service, Father of Nina Spengler, Our Good Will Delegate, Dies at His Home in Strasburg, Va.*

ON June 7, Charles William Spengler, who had served the Baltimore and Ohio faithfully for 44 years at Strasburg and Strasburg Junction, died at his home.

Mr. Spengler was the son of the late William and Katherine Spengler. He was born on June 28, 1860. Three years ago he was paralyzed, and since then until the time of his death he had been helpless.

Many of our readers will remember that when Miss Nina Spengler, our Good Will Delegate, was first elected to go to France, her father then was ill and it was with some hesitation that she left for the journey. Miss Spengler was fortunate enough to arrive home a few days before her father's death. Our sympathy is extended to Miss Spengler, to her mother and to her brother, Paul, who are left to mourn their loss.

With the exception of one year, when he was agent at Staunton, Mr. Spengler spent the whole of his 44 years of Baltimore and Ohio service as agent at Strasburg and Strasburg Junction. He was untiring in his efforts to please, and he consequently made many friends among railroaders, shippers and the traveling public.

The funeral services were held at his late home, Rev. Hamaker, of Strasburg Christian

Church, officiating. The Masonic Lodge members of Spurmont Lodge acted as honorary pall-bearers and were in charge of the ceremony at the grave. Interment took place in Riverview Cemetery.

## Here's a Fighter for Safety!

*Conductor H. E. Rowman Makes Personal Drive in Careful Crossing Campaign*

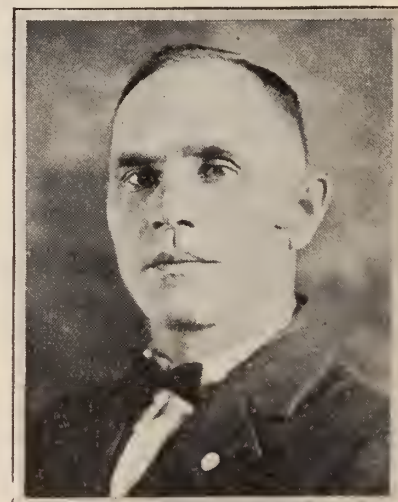
THE accompanying photograph is of Charleston Division Conductor H. E. Rowan, who has been specially energetic in connection with the Cross Crossings Cautiously Campaign.

Mr. Rowan has personally constructed small wooden frames and placed posters at all crossings in and around Weston, W. Va., headquarters of the Charleston Division.

In addition to this he has been active in distributing pamphlets and other literature in connection with the campaign. He has also talked to many people on the subject.

In a letter to Mr. Rowan, Superintendent Trapnell says: "If we could all realize our responsibility and obligation in connection with this work there could be no question as to the result, nor would there be any further necessity for organized activity to spread the Gospel of Safety First at grade crossings. I think those who are active in the campaign, as you are, have every right to feel—when the result shows a reduction in the number of accidents—that their action and interest has resulted in saving human life and preventing suffering. There is no greater reward that a man could have than the consciousness that he has done this."

It gives the MAGAZINE pleasure to publish this tribute to Conductor Rowan and to express its appreciation of the work he has done.



Conductor H. E. Rowman



# Stifel's Indigo Cloth

Standard for over 75 years

*"The white won't weaken"*



**R**AILROAD men and Stifel's Indigo Cloth have been "pals" for over 75 years. The cloth is *strong*, wears everlastingly and *keeps* its looks. The leading Shirts, Overalls, One-Piece Garments and Women's Dresses are made out of it. Look for the boot-shaped trade-mark on the cuff.

*Garments sold by Dealers everywhere. We are Makers of the Cloth only.*

**J. L. STIFEL & SONS**

*Indigo Dyers and Printers*

Wheeling, W. Va.

New York, 260 Church Street

Chicago, 223 W. Jackson Boulevard

St. Paul, 724 Merchants Nat. Bank Building

St. Louis, 604 Star Building

Baltimore, Market Pl. & Pratt St., 117 W. Balto St.

St. Joseph, 201 Saxton Bank Building

Winnipeg, 400 Hammond Building

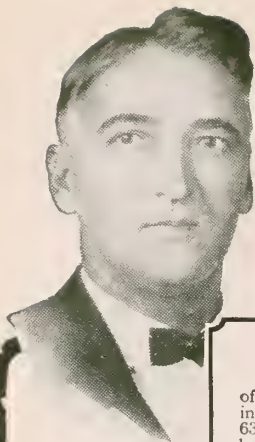
San Francisco, 508 Postal Telegraph Building

REG. U.S. PAT. OFF.



This boot-shaped trade mark on the work clothes you buy means long wear.





J. R. HEAD,  
of Kansas, who lives  
in a small town of  
631 people. He  
has made as high  
as \$69.50 in one  
day, selling Comer  
All-Weather Coats.



E. A. SWEET,  
an electrical engi-  
neer, is making  
from \$600 to  
\$1,200 a month and  
works only about  
four hours a day.



W. S. COOPER,  
of Ohio, who finds  
it easy to earn over  
\$500 a month sell-  
ing Comer  
All-Weather Coats.

# Will You Give Me a Chance to Pay You \$100 a Week?

I want to make an offer whereby you can earn from \$100 to \$1,000 a month, cash. You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

## These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work.

If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his

first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year.

Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40.00 a day?

## A Clean, High-Grade Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders.

And now I am offering you the chance to become our representative in your territory and get your share of that three hundred thousand dollars. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order. You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only three average orders a day, which you can get in an hour or so in the evening you will make \$100 a week.

## Maybe You Are Worth \$1,000 a Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need 500 men and women and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. I will send you a complete outfit. I will send you a beautiful style book and samples of cloth. I will tell you where to go, what to say, and how to succeed. Inside of thirty days you can have hundreds of dollars in cash. All you need do today is write your name down below, cut out the coupon and mail it to me at once. You take no risk, you invest no money, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

## Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance without waiting—without delay and without investment—to go right out and make big money. Do it. Don't wait. Mail the coupon now.

**C. E. COMER**  
**THE COMER MFG. CO.**

Dept. SX—68

Dayton, Ohio

**My  
Special Offer  
to Railroad  
Men**

**Mail  
This Special  
Coupon Now**

**THE COMER MFG. CO.**  
Dept. SX—68 Dayton, Ohio.

Please send me without expense or obligation, your special proposition, together with complete outfit and instruction, so I can begin at once to earn money.

Name .....  
Address .....  
Write plainly.



# Baltimore and Ohio Magazine



AQUA-PLANING  
30 MILES AN HOUR  
CHESAPEAKE BAY

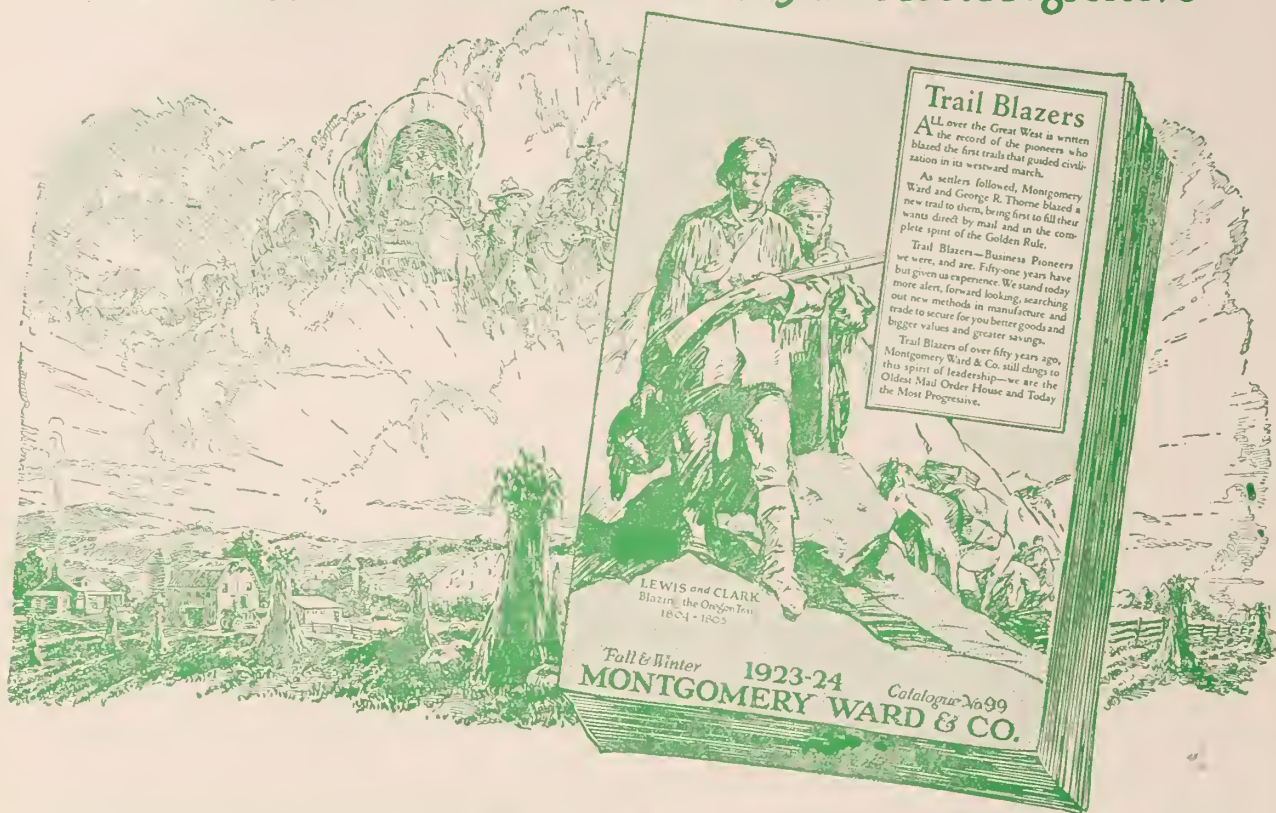
August

1923



# Montgomery Ward & Co.

The Oldest Mail Order House is Today the Most Progressive



## This new Fall and Winter Catalogue—Is Yours Free

The new, complete Fall and Winter Catalogue is now ready and will be sent you free. You need merely fill in the coupon below.

You may just as well profit by the saving this big book offers you.

In your home, this book will be a price guide and a shopping pleasure. You, too, may as well know the right price to pay, and you may as well save money on nearly everything you buy.

### This Book Offers You a Saving of \$50 this Season

Over forty million dollars' worth of goods have been bought at the lowest prices especially for this book—a part of our work to hold prices down and to make possible this saving for you.

So if you write for this book, if you use this book, and if your family uses this book, there will be a saving of over \$50 in cash for you this season.

But this book offers you more than a saving—more than low prices. It offers you the satisfaction and the economy of always getting dependable and serviceable goods.

### Ward Quality and Right Prices

For over fifty years Montgomery Ward & Co. has tried, first of all, to sell only serviceable goods that stand inspection and use.

We take great pride in Ward Quality. We always quote the lowest possible price. But we try always to have our quality a little higher.

So to write for this book, to use this book every week, not only means a saving in cash, but satisfaction with everything you buy and the saving that long service always brings.

### Everything for the Home, the Farm and the Family

**FOR WOMEN:** This book shows the best New York Fashions, selected in New York by our own New York Fashion Experts. And everything is sold without the usual "fashion profits." This book will be a delight, a matter of style news, and a saving to every American woman.

**FOR THE HOME:** Carpets, furniture, bedding, electrical devices, everything new for home use, everything used in decoration and to make the home modern and complete. And the prices always mean a saving.

**FOR THE MEN AND THE FARM:** Everything a man uses or wears, from tools and hardware and famous Riverside Tires, to virgin wool suits—often one-third less than prices you are paying.

The coupon below brings this new, complete Fall and Winter Catalogue to you and your family—entirely free.

You, too, may as well profit by its saving. You need simply fill in this coupon and all the saving and satisfaction and pleasure this book brings will come into your home for you and your family.

### Your Order will be shipped in Less than 48 Hours

Our new perfected system of filling orders is now over a year old.

And our records prove that during the past year nearly all orders were shipped in less than 48 hours.

48 hour service is our promise to you. But we do better than our promise—because a large percentage of our orders are actually shipped within 24 hours.

So you can order from Montgomery Ward & Co. and feel sure that nearly every time your order will be shipped in less than 48 hours, and frequently within 24 hours.

This Coupon brings this new Catalogue Free

To MONTGOMERY WARD & CO.

Dept. 89-H

Chicago, Kansas City, St. Paul, Portland, Ore., Fort Worth.

(Mail this coupon to the house nearest you.)

Please mail me my free copy of Montgomery Ward's complete Fall and Winter Catalogue.

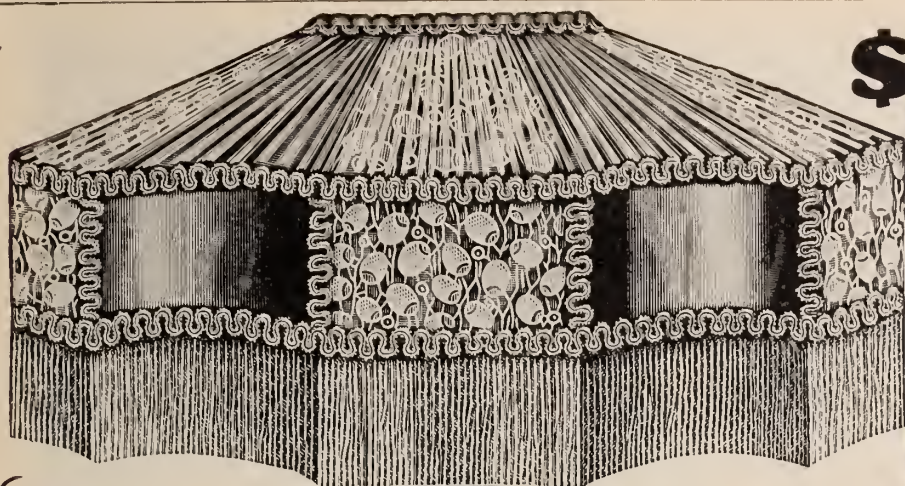
Name .....

Address .....

**MONTGOMERY WARD & CO.**  
CHICAGO KANSAS CITY ST. PAUL PORTLAND, ORE. FORT WORTH

Please mention our magazine when writing advertisers





**\$1.00**  
**Down**  
**Brings This**

## Gas or Electric The Lamp—

Comes equipped for choice of gas or electricity. Has 2-light Benjamin socket for electricity only, with 8-foot silk cord ready for use; or comes with 6-foot rubber hose, burner, mantle and chimney for gas.

### Mahogany Finish

Standard is 60 in. high, 3 in. in diameter. Highly polished French mahogany finish.

## The Shade—

Made in Fifth Avenue design, 24 in. in diameter, of delft blue silk, shirred top, alternating plain and fancy art silk panels. Twelve panels in all, tinsel braid border, with four inch Chenille fringe. American beauty shirred lining. The harmonious color scheme gives effect of red light shining through a blue haze—a rich warm light. Shipping weight, 27 pounds.

### Marshall Silky Fringe Pull-Cords

Also pair of Marshall silky fringe cords with 3½ in. silky fringed tassels, giving an added luxurious effect.

For gas use, order by No. G6332NA.

For electricity, order by No. G6333NA.

Send only \$1 with the coupon, \$2 monthly. Total Bargain Price for lamp and shade, \$19.85.

### Free Bargain Catalog

Shows thousands of bargains in home furnishings: furniture, jewelry, rugs, curtains, phonographs, stoves, dishes, aluminum ware, etc. All sold on easy terms. Catalog sent free, with or without order. See the coupon.

## Floor Lamp With 5th Ave. Silk Shade

Here is something you have always wanted—a beautiful floor lamp with handsome and elegant Fifth Avenue silk shade—to add an extra tone of elegance and luxury to your home. On this generous offer you can see just how this floor lamp and silk shade will look in your home, without risking anything. Send only \$1.00 with the coupon below, and we will send it complete to your home on approval, equipped for use with either gas or electricity. We take all the risk.

## 30 Days Trial

When the lamp outfit comes, use it freely for 30 days. See how beautifully the colorings of the handsome silk shade blend and harmonize with everything in the home. How useful it is, too—so handy for reading, can be moved around with ease to furnish a beautiful light and rich warmth and coziness to any room in the house. If after 30 days trial you decide not to keep the lamp, just return it at our expense and we will refund your \$1.00 deposit, plus any freight or express you paid. You cannot lose a single penny.

## \$2.00 a Month

If you discover that this lamp is a tremendous bargain at the price we ask and you decide to keep it, send only \$2.00 a month until you have paid the total bargain price of \$19.85. Yes, only \$19.85 for this luxurious lamp and silk shade complete. Compare this value with anything you could buy locally at anywhere near the same price—even for spot cash! Straus & Schram gives you this bargain price and almost a year to pay. We trust honest people anywhere in U. S. No discount for cash; nothing extra for credit. No C. O. D.

## Price Slashed!

Decide now to see this beautiful floor lamp and silk shade in your home on approval on this price smashing offer. Think how the nickels and dimes slip away for useless things; save them for something worth while that will give satisfaction for years. Send coupon with only \$1.00 now! Satisfaction guaranteed.

**STRAUS & SCHRAM, Dept. C401 Chicago, Ill.**

## MAIL THIS COUPON NOW! STRAUS & SCHRAM Dept. C401 CHICAGO

Enclosed find \$1.00. Ship special advertised Floor Lamp and Silk Shade as checked below. I am to have 30 days free trial. If I keep the lamp, I will send \$2.00 a month. If not satisfied, I am to return the lamp and shade within 30 days and you are to refund my \$1.00 plus any transportation charges I paid.

- ☐ Gas Floor Lamp No. G 6332NA, \$19.85.  
☐ Electric Floor Lamp No. G 6333NA, \$19.85

Name .....

Street, R. F. D.  
or Box No. ....

Shipping  
Point .....

Post Office .....

State .....

If you want ONLY our free catalog of home furnishings, mark X here ☐



# Baltimore and Ohio Magazine



Volume XI

Baltimore, August, 1923

Number 4

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

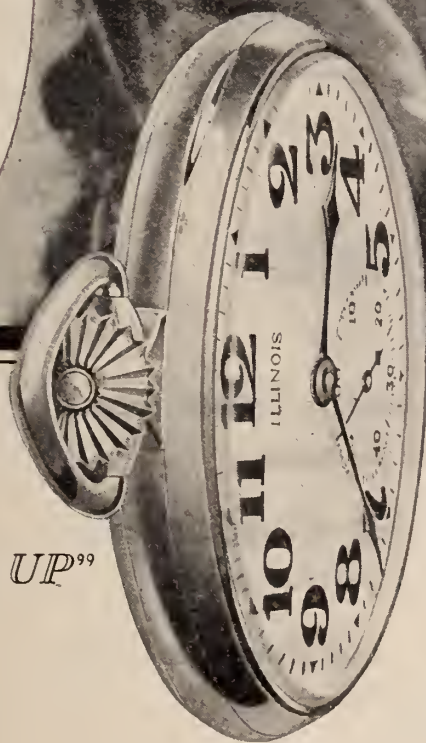
## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.





"3 UP"

Sangamo Special and Bunn Special watches are adjusted to keep accurate time in this position, in which your watch is frequently carried.



## The Sangamo Special

An unusually high-grade, thin model, 16 size movement, made especially for the railroader who desires an attractive, durable and accurate timekeeper.

A complete watch containing 23 selected ruby jewels, adjusted to 6 positions, temperature and isochronism.

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*Makers of Fine Watches  
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## Prides of The Baltimore and Ohio—No. 7



# The Skilful Fireman

Perhaps you think a fireman doesn't  
have to use his brains,

But it takes a heap of thoughtfulness to  
keep clean, smokeless trains;

Black smoke is never pleasant, so I work  
toward my goal—

To make our patrons "comfy"—and I  
save the Company's coal!

MTS.  
CHD.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, AUGUST, 1923

NUMBER 4

## The Trade Mark Contest—Highest Honor to Miss Leonora Lansdowne

THE September, 1922 issue of the MAGAZINE announced that one hundred dollars would be awarded to the person submitting the best trade mark, slogan or advertising idea representative of the Baltimore and Ohio Railroad.

Each entry was sent in to the MAGAZINE Office accompanied by a blank, sealed envelope containing the name and address of the person submitting, and entry and corresponding envelope were given the same number for identification. The designs were examined strictly on their merits and the judges finally decided that No. 400 was the best design submitted. When envelope No. 400 was opened, it contained the name of Miss Leonora P. Lansdowne, Engineering Department, and she was, therefore, awarded the prize.

There were upwards of twelve hundred designs, all told, sent in. It is not known how many persons entered the contest because some, undoubtedly, submitted more than one design. Miss Lansdowne, for instance, sent in ten different designs. The only envelopes containing the names of contestants that were opened, in addition to Miss Lansdowne's, were those of the persons sending in the designs shown in the accompanying cuts. Permission was secured from all of these to reproduce their designs in this issue.

From letters of inquiry received at the MAGAZINE Office asking when the results of the contest would be announced, it is apparent that people from many parts of the country submitted entries. These inquiries came from employes of other railroads besides the Baltimore and Ohio, from passengers who had seen copies of the MAGAZINE on the trains, from advertising men and others.

It was evident soon after the designs began to come in that intense interest was being taken in the contest. Fully half of the ideas submitted showed considerable study and thought, and many of them were worked out with elaborate care and a good deal of skill. About one out of four was designed either in pen and ink or in colored crayon, and the skilled hand of the draughtsman was evidenced in many.

The basic idea in the contest seemed to be thoroughly understood by most of the participants and the principal constructive criticism that can be fairly made comes under the headings of "too great elaboration in design," and the use of the initials "B. & O." as the basis of designs. A good trade mark must be a simple one, must make its impression with a glance of the eye. There were some extremely pretty designs which failed because they "said too much." The designs which used "B. & O." could not be considered seriously because

it is now, and has for years, been the wish of our Management that wherever practicable the full name "Baltimore and Ohio" be spelled out rather than the abbreviation in initials. It is only fair to add that some striking, clear and effective designs were worked out with the initials "B. & O."

When one considers the long period during which the Capitol Dome in the circle has been the mark of the Baltimore and Ohio, it is surprising how many other designs were worked up. Of course the Capitol Dome predominated—in many variations, both as to design and the wording used in connection with the design. The phrase used most often in connection with the Capitol Dome was "The Capitol Route," the play on the word "Capitol" being obvious. Another much used theme was that developing the Pioneering History of the Baltimore and Ohio, "The Pioneer Route" being a favorite slogan. The "Service" idea was developed in many attractive forms, showing un-

mistakably how thoroughly the contestants associate Service with the Baltimore and Ohio. "Safety" was another engaging theme and the Scenic Beauty of our line was also greatly stressed. One especially convincing design showed the Capitol Dome in the conventional circle, in the upper half of which was the railroad name, and below and balancing it the three words, "Safety, Service, Scenic."

Many of the contestants sent notes explaining why they felt their ideas worthy. The strongest letters came from those who championed the familiar and favorite Capitol Dome design and who deprecated the possibility of losing the years' old prestige which it has won as representative of the Baltimore and Ohio.



Miss Lansdowne's Winning Design





#### EXCELLENT SUGGESTIONS IN THE TRADE MARK CONTEST

Reading from left to right, these were submitted by: Top row: Charles G. Schuckman, Baltimore, Md.; Walter W. Wennman, Office of Traffic Vice President, C. B. & Q., Chicago, Ill.; Leonora P. Landsdowne, Baltimore, Md. Second row: R. T. Everett, Building Engineer, Cincinnati, Ohio; E. B. Isenogel, Division Storekeeper, Dayton, Ohio; C. L. Allard, Assistant Photographer, Baltimore, Md. Third row: Lester Kerner, Office of Engineer Maintenance of Way, Cincinnati, Ohio; William C. Pinschmidt, Office of Chief Draftsman, Baltimore, Md.; W. B. Borgel, Office of General Passenger Agent, Cincinnati, Ohio. Fourth row: W. H. Fogle, Chief of Tariff Bureau, Baltimore, Md.; Edward A. Hain, Mt. Clare Shops, Baltimore, Md.; Jeanette Lohman, Cincinnati, Ohio. Bottom row: Robert F. Klebe, Office of Cost Engineer, Baltimore, Md.; Oliver J. Wittenberger, Stenographer to Superintendent Chicago, Ill.



The designs were gone over at intervals by Miss Olive Dennis, inspector of passenger service, G. B. Luckey, chief photographer, and the editor of the MAGAZINE, acting as judges. Their decision was unanimous that No. 400 was the best submitted and they so reported to J. S. Murray, assistant to president, who was in charge of the contest. It so happened that in a preliminary examination of the designs, before the judges' report reached him, Mr. Murray had also picked No. 400 as his choice.

The fact that Miss Lansdowne's design was selected as the best submitted in the contest, does not mean that it will be adopted as the invariably used trade mark of the Baltimore and Ohio. But the appropriateness, simplicity and history of the basic idea, make it adaptable for so many purposes that it will certainly be of great usefulness to the Railroad.

In reporting the results of the contest to President Willard, Mr. Murray gave the following reasons in explaining why No. 400 had been judged the best design.

1. It is adaptable to all uses for which the Railroad might want it; advertising, stenciling on cars and other property, stationery, timetables, etc. From an art standpoint the capitol dome can be reproduced in variations of halftone and line cut effects, depending on the use to be made of it, viz.: whether as a stencilled trade-mark on cars, stationery, newspaper advertising, etc.

2. The trade-mark selected has a dignity thoroughly in keeping with the requirements of the Baltimore and Ohio.

3. It holds the selling and good will value of the similar designs incorporating the capitol dome in the circle, as used in past years, and omits the non-essentials such as, "All Trains via Washington," etc. Although the trade mark we have selected is different from any previously used, it will still be instantly recognized as representative of the Baltimore and Ohio.

4. Although numerous "selling" slogans were submitted in other designs, there was none which, if incorporated with the trade-mark we have selected, would have added any value to it. On the contrary it is felt that any "selling" slogan incorporated with the design selected would detract rather than add to its value.



Miss Leonora Lansdowne, Engineering Department, Baltimore, and prize winner in the Baltimore and Ohio Trade Mark Contest

Miss Lansdowne receives the honor of being adjudged the winner because she was not satisfied with one, two or three attempts, but spent night after night on the contest, exercising her ingenuity and using her skill in draughting until she had submitted a well rounded and complete selection of carefully worked out ideas. It happened that perhaps the very simplest idea submitted in the whole contest, won, especially when it is considered that the prize winning design is really but a simplification of the several variations of the Capitol Dome design used in past years by the Baltimore and Ohio.

But genius is often in making a simple—a plain thing—even simpler. And Miss Lansdowne knew how to do just this!

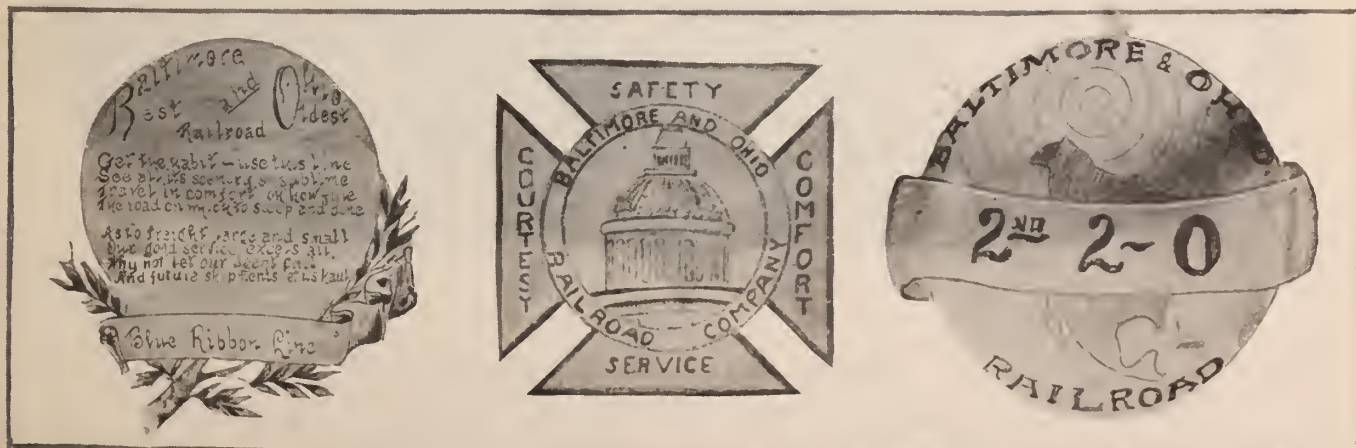
## Introducing Miss Lansdowne

MISS L. LANSDOWNE,

who has been awarded the prize of one hundred dollars for a Baltimore and Ohio Trade Mark, is an employee in the Drafting Room at our Baltimore and Ohio Building, Baltimore. She is a Baltimorean by birth, and will celebrate her fifth anniversary with the Company in September.

Miss Lansdowne attended public school and then high school, specializing in art. Whenever there was illustrating to be done, Miss Lansdowne did it. On Saturdays she studied art and china painting at the Maryland Institute, Baltimore, later taking up water color painting, design, commercial art and sculpture, perspective drawing, charcoal from life, and still life. She was also in

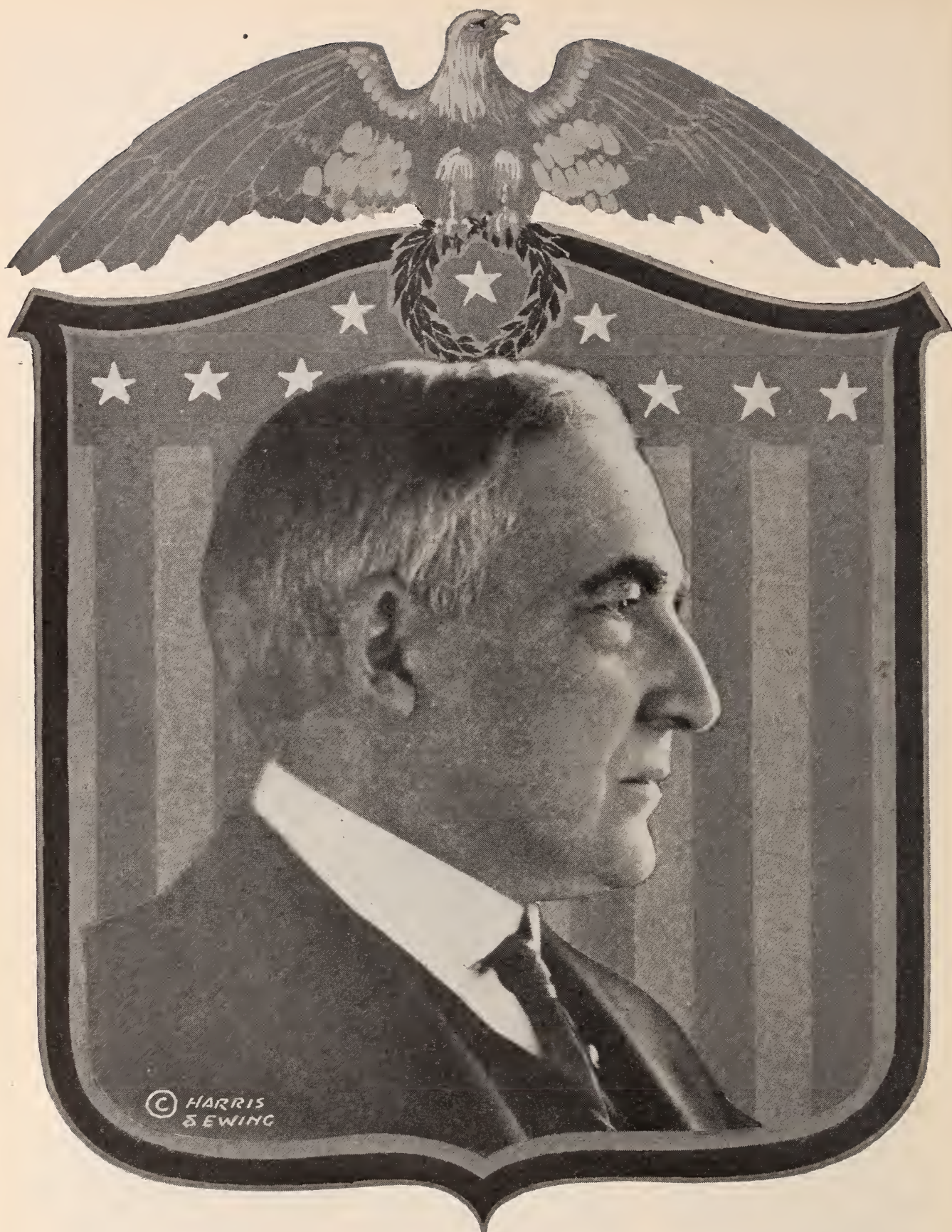
(Continued on page 17)



### SEVERAL UNIQUE DESIGNS

Submitted by, left to right: A. F. Barley, Jr., Rate Clerk, Office Auditor Merchandise Receipts, Baltimore, Md.; F. C. Bailey, Assistant Engine House Foreman, Newark, Ohio; Roland D. Cundiff, Office of Master Mechanic, Riverside, Baltimore, Md.





**WARREN GAMALIEL HARDING**

Born November 2, 1865

Died August 2, 1923

Inaugurated Twenty-Ninth President of the  
United States on March 4, 1921



## IN MEMORIAM

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ON JUNE 20 last President and Mrs. Harding and official party left Washington on their way to the Northwest, Alaska and Canada. The Chief Executive met many of his fellow citizens, saw the beautiful parts of the country that they had chosen for their homes, learned at first hand much about their problems, and greeted the hospitable citizens of the friendly nation along our northern border. He also spoke of the world problems facing our country, and of his plans and hopes for helping solve them.

The journey was conceived and carried out in the spirit of friendliness, the friendliness which was his dominating characteristic, and which, especially since his sudden death, has been recognized as so worthy of high praise and sincere emulation.

The initial movement of the Presidential party over our line from Washington to St. Louis gave to a large number of our employes the privilege of sharing in an unusual way in the expression of this friendliness. Many of them had performed some service in connection with the movement of the special train, which helped make the journey safe, comfortable and pleasant, and these especially will look back with reverent memory to the occasion, so often repeated, when the President and Mrs. Harding came out on the rear end and evidenced their friendliness in smiles and words of kindly greeting.

Inexpressibly sad, in contrast, is the homeward journey of the fallen chief back to the Nation's Capital. It is being completed as this is written, through lines of sorrowing Baltimore and Ohio employes and other citizens.

As we grieve over his sudden passing we are thankful for his life, so rich in friendliness for his fellow men, and we join in the prayers that are being offered up on every hand that his devoted and courageous helpmeet may be strengthened and comforted by the sympathy of a united nation and by Divine guidance and support.





#### A NATION'S HOMAGE TO ITS DEAD CHIEF

1. The Engine carries its tell-tale signs of mourning. 2. Engineer John A. Nixon brought the funeral train into Washington from Cumberland on August 7. 3. Silent mourners pay their tribute at our Cumberland Station. (Pictures 2 and 3 are reprinted by courtesy of the *Baltimore American*.) 4. Engine 5217 at Cumberland, starting the last stretch of the long journey back to Washington. 5. Conductor Hill Carter, who took the Presidential Party from Washington to Cumberland on June 20, retraced his course on August 7, but this time with the body of the Fallen Chief. 6. The funeral car itself with army and navy guards on observation platform



# "Inject the Human Element into Railroading and You'll Get Success,"

Says H. B. Voorhees, Newly Appointed General Manager,  
Western Lines

By MARGARET TALBOTT STEVENS

ONE Sunday morning four years ago I was filing some papers in the Office of the General Superintendent of Transportation, Baltimore. At the sound of footsteps I looked up. There stood the G. S. T. himself.

"Good morning," he greeted me pleasantly, "didn't you have any church to go to this morning?"

"Oh, good morning, Mr. Voorhees. Yes, indeed, but—"

He was looking at his watch.

"Well, it's ten o'clock. What time does service begin?"

"At eleven, Sir, but—"

"You still have lots of time to get there then. Get your hat and run along. It isn't necessary for you to be down here on Sundays."

Not necessary for me to be down there on Sundays! And it was the "big boss" who was saying that—actually telling me to get my hat and run along to church. He *must* be human. Why, bless your heart, I thought all that "big bosses" expected of their employes was regular machine work. I had heard a lot of that "cog in the wheel" talk during the war, and I had come to believe that I was just one of the cogs; I must do my work like the rest of the machinery. I could hardly believe that this was H. B. Voorhees himself telling me to go to church. Were all the "big bosses" like him? A file clerk, you see, does not often come into contact with many of the executive officers—unless it's the case of a lost file, and then the circumstances are different.

Needless to say, it did not take me long to get into my hat and coat and follow his advice. All the way to church I thought about it, and the more I thought about it, the more I began to believe that those "higher up" must have hearts after all.

In the four years that have passed since then I have found out many more things about the "big bosses." Why, they all have hearts. They're human, just like you and me. The only wonder of it is that, with all the work that they necessarily must do, they ever get a chance to show us that they are human. But they do show it. They show it right in their work. And since that Sunday morning,

which I remember so distinctly, H. B. Voorhees, then general superintendent of transportation, has become manager of our New York Properties, and now holds the enviable position of general manager, Western Lines. Therefore, when it became the job of somebody on the staff of the Magazine to interview General Manager Voorhees, it was with a feeling of pride that I picked up my notebook and took the train out to Cincinnati to have a talk with my old boss.

Henry Belin Voorhees was born at Saratoga Springs, N. Y. on January 22, 1876. He attended the public schools and several private schools in New York, had two years of college and at the age of 16 entered the Rensselaer Polytechnic Institute, Troy, N. Y. He was graduated from here with the class of 1896 as civil engineer. He was of a railroad family and, as he says, he had no idea of becoming anything else than a railroader. His father was a superintendent on the Delaware and Hudson Railroad at the time that our general manager was born, subsequently becoming president of the Reading Railroad. Mr. Voorhees remembers that as a boy his one ambition was to become a railroader. As other children pile up blocks to build houses, he built engines of them.

He first entered railroad service with the Philadelphia and Reading Railroad on March 1, 1897, as assistant supervisor. He tells an amusing story of himself at that time. He didn't tell it for publication, but I am sure that he won't mind.

As assistant supervisor his salary was \$60 per month. He lived in a little village and learned to save his money. Then came the day when he was promoted to supervisor with a salary of \$90 per month.

"I have never felt so rich in all my life as I did then," says Mr. Voorhees. "In the country place where I boarded there was nothing to spend my money for. My board cost me \$17 per month, and I lived in boots and corduroy trousers. If I wanted to be quite a spendthrift and have a gay time, I sometimes managed to spend \$25 of my month's earnings. I saved at least \$65 of it. Yes, I was quite rich. I saved up \$500. That,

I had an idea, would be quite enough to keep me from worrying about finances for the rest of my life. I began to think of how I would spend it. I decided first of all to get my life insured. It was one of those 20-year policies and it cost \$140 a year. And I took it out just before Christmas! Ah, little did I think of the many future Christmases that I would have to scratch around to get that \$140. You see, I wasn't married then."

His promotion to trainmaster came later, and on December 1, 1901 he came with the Baltimore and Ohio as assistant engineer, maintenance of way, Pittsburgh. On July 1 of the next year he was made assistant trainmaster, Cleveland, and on August 15, division engineer, Baltimore.

On September 1, 1903 he was promoted to assistant to general superintendent of transportation, and on February 1, 1905 to superintendent and general agent, Philadelphia.

On May 10, 1910 he was called to the general offices, Baltimore, as assistant to the president, and on July 1, 1911 was made general superintendent of transportation, and was transferred as general superintendent of the Baltimore and Ohio Southwestern on May 1, 1912. On July 1 of the following year he was made general superintendent of the old C. H. & D. and Cincinnati Terminal Division. He continued in this position until July 1, 1916, when he was made general superintendent, Northwestern District, with headquarters at Cincinnati. On October 1, 1917 he was made general superintendent of transportation, and on July 1 of the following year he began to act in this capacity for the Allegheny Region.

On September 15, 1919, he was made manager of the New York Terminals, and on March 1, 1920, general manager, New York Terminals, New York Railroads and Staten Island Rapid Transit. This position he held until June 1, this year, when he was promoted to the position which he now holds, that of general manager, Western Lines.

And now, why, after experience like that, should Mr. Voorhees be concerned about a girl who worked



unnecessarily on Sundays? Simply because he is human; simply because he believes in injecting the personal element into business. Hear what he says:

"In ordinary commercial enterprises the employees are brought together in one place. In the railroad it is different. The employee must become a part of the organization, but he is not a machine. We must depend upon the man's integrity and his desire to do a good job of railroading when the boss is not there. If we can make him feel this desire, then our work and his work will be successful.

"I believe in making employees understand our problems. There is nothing hidden; there is no mystery about railroading. All our reports are filed and employees may see them and understand them.

"Officers are human beings and are willing to see the employees and to talk with them, and to help them to understand the railroad problems."

"Suppose, Mr. Voorhees," I asked, "a clerk, or even a messenger boy should come to you and ask you, 'What shall I do to become an executive officer?'—what advice would you give him?"

"I should tell him to make his work stand out so that it would receive the notice of those whom he serves. I would tell him to develop the desire to succeed and not to stay in a rut. Any deserving employee who is not willing to stay in the rut—and there are so many who are willing to stay in the rut—can find

the way to promotion if he will. But he must not drift with the tide."

"They tell us, Mr. Voorhees, that you folks are away ahead of your schedule in coal and ore movement. Tell me something about it.

"In most years at this season all railroad men and industries are worried about the coal and ore movement. This year it is estimated that we had 25,000,000 tons of coal to move to the Great Lakes, and 60,000,000 tons of ore from the Great Lakes. On August 1 this year, three months of the season will be over and four months will remain. The railroads have already handled and dumped into boats 14,000,000 tons of coal, leaving 11,000,000 to be handled; we have handled 27,000,000 tons of ore, leaving only 33,000,000 to be handled."

Mr. Voorhees then spoke of phases of operation in which economies could be effected, dwelling particularly on car mileage and car loading. "The savings that can be effected by increasing each carload one ton per car are astounding," he said. "And the Baltimore and Ohio is carrying the flag for the railroads," he continued.

"And what do you think of our new Capitol Limited?"

"One of the finest things that we have," he declared with emphasis. "It is giving not only splendid service to the public, but it is giving our employees something to be proud of. We are all proud of it."

He smiled.

"I was standing at the station at Garrett, Indiana the other day and

no less than three different people came up to me and said: 'There's the engine that pulls the Capitol Limited.'"

Then he told the story of a conductor whose car had developed a hot box. Instead of setting the car off and leaving it he had it attended to immediately.

"Yes, Sir," he told Mr. Voorhees, "I had to get her cool quick and then go, for that Capitol Limited was behind me!"

"That," said Mr. Voorhees, "illustrates my point about the human element. That man was personally interested in the success of the Capitol Limited. He understood the problem; he had learned to do not only what was expected of him but a little more. It is our job to let employees like him understand that we appreciate such action."

So that is the story of the man who appreciates men, who treats them as men, and who expects them at all times to handle their jobs as men would handle them. And they are doing it.

## This is Real Team Work

By A. E. ERICH, *Secretary to Superintendent, Chillicothe, Ohio*

IN the month of June, Engine 5106 arrived at Parkersburg on Train 11, with fire door in such condition that it could not be closed. Finally the right section broke in two, making the fire door inoperative, with part of it missing entirely. Engineer William Cadden and Fireman R. C. Collins, who had been called to go out on this engine from Parkersburg to Chillicothe, after learning of the trouble, instead of waiting for another engine and causing delay to train by so doing, or waiting for repairs to be made, voluntarily agreed to operate the engine in this condition. Although greatly handicapped, they brought the train to Chillicothe on time.

Mr. Cadden is one of the oldest engineers on the Ohio division, entering service July 16, 1880, and is the third oldest on the seniority list. This crew always use TEAM-WORK in their handling of passenger trains, and in the manner in which they do their work, the above co-operation being a sample of their stopping a "DELAY-LEAK."

### Car Miles—

Excluding bad order—for first week in August, show 31.6 for the System. Forty miles per car per day is the mark we want to reach this month.

**It Can Be Done!**



Engineer Cadden and Fireman Collins, Ohio Division



## Chesapeake Bay Famous for Many Things besides Magazine Covers

THERE is a lot of work in getting good cover designs for our MAGAZINE. Often, also, there is a lot of fun, such as is suggested by the picture on the cover of this issue.

After canvassing many of the departments in Baltimore to discover a young lady who is an expert swimmer and who had plenty of nerve, we finally discovered Miss Maude S. Todd, secretary to Assistant General Freight Agent C. S. Roberts. Miss Todd has won several prizes in swimming races and no stunt around the water fazes her. So when we said: "Have you ever done any aqua-planing behind a fast

motor boat?" and she said: "No," and we said: "Would you be willing to try—to make a cover picture for the MAGAZINE?" and she said: "Yes,"—we got busy.

First we called on Cabinet Shop Foreman H. B. Wheeler, at Mount Clare, to make the aqua-plane, since one could not be purchased in Baltimore. Then we asked Dan Smith, newsdealer at Camden Station and motor boat enthusiast, where we could get a fast boat and he recommended R. M. Welsh, assistant superintendent of the repair shop of the Consolidated Gas, Electric Light & Power Company, whose craft does better than thirty miles

an hour, and Mr. V. I. Lenz, whose boat is only a trifle less fast. Then we got a "life saver" in the person of Lawrence W. Brown, statistical clerk in the General Freight Office. And finally came the job of getting Chief Photographer G. B. Luckey, Miss Todd, the plane, boats, the Bay and the proper time together. Some of the intermediate steps following are shown in the accompanying group of pictures.

Miss Todd is the daughter of E. W. Todd, tariff inspector, Pittsburgh, and entered the service of the Railroad in the General Freight Office in Pittsburgh in June, 1917. In 1920 she came to her present position in Baltimore.

Mr. Brown, whose help in getting the picture was greatly appreciated, and whose presence on the job in



MAKING THE COVER PICTURE FOR THE MAGAZINE

1. The fast boat that pulled the aqua-plane at a thirty mile clip, Skipper Welsh at the wheel, Miss Todd "on deck."
2. Tandem style—Miss Todd and Mr. Brown.
3. The water nymph herself.
4. The "Benwick," convoy speedster, Skipper Lenz at the wheel.
5. Roman charioteers has nothing on this sport for thrills



the role of "life saver" was quite reassuring, entered the service in December, 1912.

Chesapeake Bay is not nearly as well known as an ideal summer vacation ground to people outside the immediate environs of the Bay, as it should be. There is hardly a body of water in the world which offers as many fascinating boat trips as does the Chesapeake. From Baltimore, Washington, Richmond, Norfolk and other cities, staunch little steamers ply the waters of the Bay and poke their prows up into the delightful, numerous little rivers tributary thereto. These rivers tap a fertile farm, garden and fruit country and the decks of the boats are usually piled high on their trips to the city markets with the most tempting products of the soil.

And piled high near this produce are barrels and boxes and crates of the succulent sea and bay foods for which the Chesapeake and surrounding waters are famous. It is a rare treat to be close to the markets to which these products are sent in season, and the person who has yet to tempt his appetite with the Chesapeake Bay crab in the multitudinous ways in which he appears on bills of fare, or on Tangier Bay, Smith's Island or any of the other famous varieties of Chesapeake Bay oysters, has a treat in store for him.

Within a radius of thirty miles of Baltimore hundreds of Baltimoreans and people from surrounding towns have summer places, known as "shores." These are built principally on the little rivers which enter into the Bay and provide attractive home sites with summer pleasures such as boating, fishing, canoeing, swimming.

The Chesapeake Bay is also famous for its many motor and sail boats, and the summer months are a veritable succession of races and regattas between the various clubs and sections. The development of these summer competitive meets has been very fast during the last few years and the Chesapeake will soon be nationally known as a summer rendezvous for all kinds of water sports, in keeping with its ideal qualifications.

Don't forget the large number of boat trips offered at small expense out of Baltimore on the Chesapeake and surrounding waters. Try such a trip over some convenient week-end and then send your friends over the Baltimore and Ohio to have a similarly pleasant holiday.

To all those who helped us make this cover, and especially to Miss Todd, we extend hearty appreciation.

## Brakeman Howard Crawley an Unsung Hero

By CHARLOTTE MARLOWE

*Magazine Correspondent, Parkersburg, W. Va.*

**T**O JUMP from a moving freight train as it was running along the river bank, run into the water, swim out and bring in two small boys, place them on the bank, hurry out again and bring another one in who had become panic stricken at sight of the first two boys drowning, would be a pretty neat day's work for most men. The average man would have knocked off work, called it a day, and hurried home to change his wet clothes and tell everybody all about it.

But not so with Brakeman Howard (Babe) Crawley, of Parkersburg. After bringing the three youths in question to safety, Brakeman Crawley hurried to his train, which the engineer had slowed up to give him time to finish the job, swung onto the train and went about his work as usual. And be it said also that he didn't hunt up a newspaper reporter as soon as he was off duty, and to this day none of the papers has had a line on this happening.

On July 10, Engine No. 1114, in charge of Engineer Baker and Conductor Payne, had stopped for orders near the point where the Baltimore and Ohio bridge crosses the Ohio at 6th Street, Parkersburg. It was going ahead again, moving slowly, when Brakeman Crawley heard cries for help from both the drowning boys and a crowd of small boys on the bank. He acted at once, bringing in the two small boys locked in each other's arms, and quickly returning for another boy,

who had become panic stricken in seeing the two boys drowning. The spot was in deep water, over a place in the river where the sand diggers had been removing sand from the bed of the river.

Your correspondent heard of it by accident, tried to find out about the matter from Mr. Crawley's superiors, but found them all close-mouthed about it, saying Crawley wanted nothing said about the matter, and his wishes would be respected.

Finally, after going to the Crawley home and talking with his wife and mother-in-law, Mr. Crawley was persuaded to talk enough about the incident to permit of this account. Even then he was inclined to make light of the matter, saying he had been a strong swimmer all his life, and that the boys were small and easily managed. But it matters little that Brakeman Crawley happens to be a fine swimmer, for his prompt action and courage were brought into action at just the right moment, he saved a triple tragedy and deserves the highest commendation.

The accompanying photo, taken at their home at 1013 Swann Street, Parkersburg, shows Mr. and Mrs. Crawley and their two fine boys.

## Fifty Thousand Copies a Month

**W**E are now printing 50,000 copies of each issue of the MAGAZINE and we are getting calls for more copies almost daily. We also frequently get back a few copies of each issue from various points on the System, but seldom does the container indicate from what point they come.

If the department getting an oversupply will kindly advise the MAGAZINE office, we will be able to use its oversupply to send to those places that need more copies.

Please check your need against your supply and see if you have an oversupply. Let's send your surplus, if you have any, to those points needing more copies.

Department heads are earnestly requested to see that the distribution of the MAGAZINE is carefully supervised. The cost of publishing the MAGAZINE is considerable and we wish to avoid all waste.



Brakeman "Babe" Crawley and his interesting family



## Wearing Out His Welcome

SITTING on the ground near the railroad track were two tramps. Just in front of them a thin line of smoke curled upward, proclaiming the fact that the two had breakfasted. The baldheaded tramp filled his pipe, leaned over towards the smouldering embers and pulled out a half-charred stick, the end of which was still glowing. From this he lighted his pipe and began to put out the fire by pushing the stick into the ground.

"Wait a minute," called Redhead, "gimme a light."

Baldhead handed over the stick. Redhead lighted his pipe, then gave the stick a toss over into a tuft of sage grass.

"Hey, there! Don't do that!" yelled his companion, getting up and stamping out the little blaze that already had started from the burning stick. "That's likely to set fire to the whole blamed place."

"Well, what about it? Movin' along today, aint we?" asked Redhead. "Reckon it'll make any difference if they do have a little light around here?"

Baldhead pulled his whiskers.

"Well," he said, "the old gink up at the house yonder didn't sic the cops on us. Dunno as I'll ever come along here again, but if I do, I'm dog-goned if I want to wear my welcome out."

Now Baldhead was one tramp in a thousand; Redhead represented the other nine hundred and ninety-nine. This being true, it is not hard to see why the Baltimore and Ohio had \$500 worth of damage done by tramp fires during the month of May this year. However, it might be a little hard to understand just why our entire fire losses for that month amount to over \$28,000; it may also be hard to understand that the greater number of these fires was caused not alone by accident, but by carelessness and by non-observation of Safety rules.

For example, there were four fires caused by smoking, amounting to \$1,090. To remedy this, the "NO SMOKING" rules must be enforced.

Rigid and proper inspection and maintenance of ash cans on engines and proper fire protection, such as water barrels and pails on bridges, would have prevented a loss of \$2,924 because of hot coals. The Honor Roll notes in last month's MAGAZINE will give an idea of how some of our watchful employes have been instrumental in putting out fires on bridges.

If some of our bridges had been sufficiently and properly grounded; if no lead covered cables had been allowed to enter the buildings, a loss of \$20,000 would have been averted.

If proper and regular inspection had been made for defects; if there had been proper clearance of wood-work behind stovepipes, standard thimbles installed in dampers, etc., there would not have been a loss of \$150 because of defective flues.

If the operator of an acetylene

torch had used special precaution when working around wood equipment to see that all fires were extinguished and all possibility of fire from sparks eliminated before leaving equipment, there would not have been a loss of \$1,500 from this source.

These are a few of the reasons why it pays to keep our eyes open. Careless employes are a menace to the Railroad. Remember the story of the tramps; let us not wear our welcome out, but rather let us keep it by playing safe, by strict observance of the rules and by doing all in our power to prevent this one of our greatest wastes.

## Fireman James Q. Shaw Saves His Scoop a Mile and Then Some for the Other Fellow

FIREMAN JAMES Q. SHAW, New Castle Junction Yard, Akron Division, on engine 1947 with Engineer Charles Chaplin on the East Lead job, has recently proved to his entire satisfaction that the slogan "Save a Scoop a Mile" represents a call to performance which is entirely possible and practicable.

After establishing by actual weight test that the average scoopful of coal he fires weighs eleven pounds, he kept count of the number of scoops fired during an eight hour tour of duty during which engine 1947 was worked at about the usual capacity and had no delays.

He found that his coal performance, using three to four scoops to the fire, was as follows:

Hour	Scoop	Pounds
1st	15	165
2nd	34	374
3rd	25	275
4th	16	176
5th	26	286
6th	28	308
7th	16	176
8th	16	176

For eight hours this shows 176 scoops, or 1936 pounds, or 242 pounds of coal per yard engine hour. Average steam pressure of 170 pounds was maintained. The engine was in good operative condition.

Fireman Shaw fired locomotives on the Hocking Valley Railroad and the West End Cumberland Division of the Baltimore and Ohio before being transferred to the Akron Division. He spends some of his spare time studying the theory of his work, with the aid of correspondence instruction, and expects to keep right on trying to reduce the fuel consumption on his engine while maintaining full working steam pressure.

If this example is followed by other yard firemen it is safe to say that the Akron Division fuel performance in yard service is due for a real improvement.

### Car Miles—

Car Miles is still the liveliest operating subject on our Railroad. Past records of individual divisions indicate that with proper coordination the mark set of 40 miles per car per day can be realized. And it will be reached some time soon on the Baltimore and Ohio! Will you have a share in doing it?



Fireman James Q. Shaw



# "Washington Enshrines the Heart Throbs of America"

And a little girl living there writes anonymously some lovely verses about the souls that march by in her dreams, souls who have made her city—and ours—the glorious thing that it is

Washington, D. C.  
March 20, 1923

Editor, Baltimore and Ohio Magazine  
Baltimore, Md.

My dear Mr. Editor:

Several times I have wanted to write to you but for various reasons the writing was deferred. My brother tells me I should get a contract from Mr. Post, to write cereal ads, and sister says if I would quit moping around the house like a sick owl it would be better for me and everyone else.

I do not know why I am what I am; but I do know I am what I am because I am. We do not make ourselves; and we are as powerless to prevent seeing and feeling as we do, as human energy is powerless to stay the sea-seeking river in its course.

It is because of Margaret Talbott Stevens' great poem, "The Lincoln Memorial," in your February issue, that I have at last determined to write. I do not know the exact number of times I have read her poem, but many.

The opening and closing couplet,

"How blessed is the man who dares to speak the thoughts that sear his breast,  
Who challenges opposing worlds, does well his part, leaves God the rest,"

came to me as the coming of a white dove across the great waste-lands of mediocrity, bearing in its mouth the olive branch of hope.

Surely, said I, if the male may dare speak the thoughts that sear his breast, shall not the female also seek by brave utterance to quiet the flames of immortality which beat at her breast? Then, because of the couplet,

"Strange tales of chivalry they tell, of courage strong, of noble hearts,  
And songs of men whose spirits dwell no longer in the busy marts,"

I began moodily to ponder why the American people cannot see that our beautiful city, Washington, is the center of American life, the heart and soul of human hopes and aspirations.

Here are enshrined the heart throbs and pulse beats of America and American memories; here, in Arlington Cemetery, reposes the honored dust which symbolizes American chivalry; and here abides the spirit of America's future.

It might have been because of the winds rollicking through the trees, or it might have been the starlight which, though radiant in its brightness, seemed sorrowful—I cannot say—I only know a vision of the souls of the past appeared in the sky. A bulging cloud, drifting along, hid from my view the starlit sky; and in the moment of passing, a bird began to sing—only a bird—but it seemed to assume the form of Christ, who, with his "Peace, be still," commanded the winds to cease.

Apart from the rest, Washington was kneeling in the snow as at Valley Forge, and, at a little distance, the great-hearted Lincoln was removing the shackles from a negro. This innumerable throng appeared to be the souls of the pioneers and colonists, marching on to the visionary Washington of their dreams—the Washington which has now become a beautiful reality.

The winds are in the trees tonight,  
The winds are in the trees:  
And ever, as I sit alone  
In such drear hours as these,  
A fever riots through my veins  
In fitful maladies.

The stars shine dolorously bright  
In the illusive sky,  
Where countless dead, with solemn tread,  
Go marching, marching by;  
The countless dead that are not dead,  
The souls that cannot die.

I see each face, its time and place—  
As mortals reckon years—  
And some are sad, and some are glad,  
And some are stained with tears;  
And some, so pitiful and pale,  
Are etched by human fears.

A father here, a sister there,  
A mother, bent and gray,  
A friend or two, that someone knew  
Ere youth had slipped away,  
Go marching on, forever on,  
Along their endless way.



## Our Employes Helped Prevent Disastrous Fire at Washington, Indiana

Good Neighbor Spirit Commended by City's Business Men

**R**ECENTLY a serious fire occurred in Washington, Ind., destroying the merchandise establishment of Cabel and Kaufman, who have been in business in Washington for 71 years, and doing damage estimated at \$200,000.

Master Mechanic Herlihy was aroused by the fire alarm, and was one of the first men on the ground. Mayor McCarty was present and in discussing the situation with Mr. Herlihy feared that the entire block would be destroyed and that the fire would spread to other parts of the city. On the suggestion of Mr. Herlihy a fire truck was sent to the Baltimore and Ohio shops, a distance of one mile, to secure men and hose. They secured 1800 feet of hose and 18 men, who had just been relieved from their tour of duty on the second trick. Fire Marshall Bateman and Assistant Fire Marshall Ivy, Baltimore and Ohio Shops, voluntarily assisted in the fighting of the fire for four hours.

The action of the Baltimore and Ohio employes was commended highly by Mayor McCarthy, and President Ben Allen, Business Men's Association, wrote Superintendent Stevens as follows:

"On behalf of the entire membership of the Business Men's Association, permit me to extend to you, and through you to all other officers and employes of the Baltimore and Ohio, our most sincere appreciation for the splendid and efficient services so promptly rendered during the disastrous fire which seriously threatened the entire commercial district of this city.

"I assure you that such service as you and your force rendered on this occasion is deeply appreciated by everyone, and is a visible and concrete manifestation of the motto of the Baltimore and Ohio 'Being A Good Neighbor.'

"We hope you will appreciate the sincerity of our feeling in this matter."

also hope that this splendid testimonial will be used to the greatest advantage by our freight solicitors and, in fact, by all our employes, to bring new customers to the Baltimore and Ohio so that they too may learn of the dependable service given by our Company.

### Introducing Miss Lansdowne

(Continued from page 7)

the camouflage class during the war and at that time she had three posters accepted and used—valuable service in the war emergency.

While attending classes at the Maryland Institute, Miss Lansdowne helped paint a set of scenes to be used at the Lyric Theatre for the concert by the French Orchestra. She has also worked on scenery and color costumes for plays given at other theatres.

Miss Lansdowne does not find much time for art work now; however, she is still much interested in it and never misses an exhibition here, in Philadelphia, or in Washington. Her work in the Drafting Room of the Engineering Department is most practical, and despite her artistic inclinations, she finds it quite interesting. She hopes some day to be a "bigger railroad man."

Miss Lansdowne considers 13 her lucky number. It was on Friday, September 13, 1918 that she came to work with the Baltimore and Ohio. Her work took her to the thirteenth floor, and the picture shown on page 7 was taken on Friday, July 13, this year.

The prize check came to her as an agreeable surprise, and Miss Lansdowne, is, as any of us might suppose, delighted. The prize winning design which she submitted, though simple, did not win first place without a good deal of thought and work on her part, for it was but one of ten designs which she sent in, and on which she worked night after night until her best ideas on the trade mark had been executed and entered.

## The Weil Clothing Company Pays Remarkable Tribute to Our Fast Freight Service

**T**HE accompanying cut, showing the top of the order blank used by the Weil Clothing Company of St. Louis, is a remarkable tribute to the splendid schedule maintained by our famous fast freight train No. 97.

In his letter of May 5 to Freight Traffic Manager Stuart A. Allen, Chicago, Mr. Ralph Weil, president of this company, said:

"Would you be interested to know just what 'America's Largest Clothing Store' thinks of the Baltimore and Ohio freight service?

"Though only thirteen years old we have gained an enviable position in the clothing world through our methods of buying and selling high-grade merchandise for cash at decidedly low prices. As the dominating feature of our success has been the rapid turnover of merchandise it is only natural that the stocks be kept complete at all times; that all shipments of new stock arrive on schedule and that new purchases be routed to effect delivery at the time desired.

"For thirteen years we have used your service, and now deem it so indispensable that our newest order blanks to eastern manufacturers have been inscribed in heavy type: "Ship Via B. & O. Train No. 97."

Such a tribute does not come as the result of indifferent service nor from spasmodically good service. It can only result from the consistent maintenance of a fast schedule, and the giving of uniformly fine service in other respects to these good customers of ours.

We appreciate Mr. Weil's letter and the compliment paid our crack westbound fast freight train and we

Manufacturer .....

**SHIP VIA** American Railway Express  
B. & O. Train 97

Ship to

**WEIL**  
CLOTHING CO.  
N. W. Cor. Eighth Street and Washington Avenue  
ST. LOUIS, MO.

Buy



# Western Lines Pressed Eastern Lines The First Week in August

Actual Record, July, Excluding Bad Order Cars

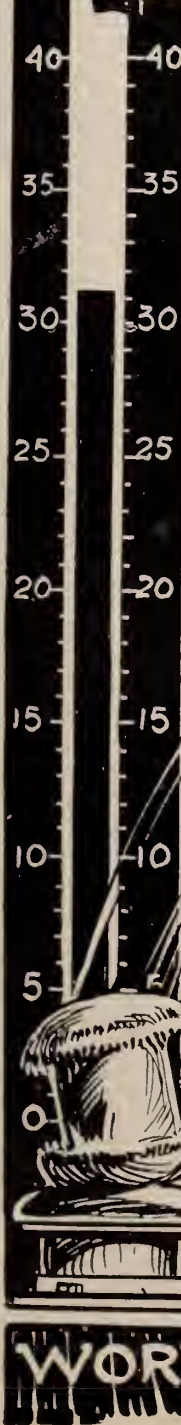
Eastern Lines	-	-	-	-	-	-	-	31.3 Miles per Car per Day
Western Lines	-	-	-	-	-	-	-	31.0 Miles per Car per Day
System	-	-	-	-	-	-	-	31.2 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF				
			July, 1923				Aug. 1923
			1-7	8-14	15-21	22-31	1-7
New Castle	46.8	4-21-23	34.7	41.2	36.6	33.0	30.8
Cleveland	35.1	10-14-20	23.8	22.9	24.9	25.5	25.6
Newark	47.0	4-30-12	28.1	24.6	22.2	22.4	23.8
Chicago	51.4	4-14-23	39.9	41.9	39.4	39.2	38.6
N. W. District	39.0	4-14-23	32.6	33.6	31.7	31.1	30.7
Ohio	81.2	4-21-16	56.7	51.0	56.6	58.7	59.0
Indiana	33.6	2-21-20	27.2	24.1	24.5	26.1	28.3
Illinois	34.0	9-7-16	24.7	24.8	25.7	28.1	28.9
Toledo	31.9	12-7-20	26.1	25.8	27.4	28.5	26.8
S. W. District	33.0	10-21-20	29.5	28.3	30.0	31.4	31.0
Western Lines	35.3	5-7-23	31.3	31.3	31.0	31.3	31.0
System	34.7	4-21-23	30.9	31.1	31.5	31.3	31.6





# Hard for Car Mile Leadership in July. Shows General Improvement



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF				
			July, 1923				Aug 1923
			1-7	8-14	15-21	22-31	1-7
Philadelphia.....	80.2	6-30-15	56.2	56.8	56.8	52.1	60.2
Baltimore.....	19.2	11-21-13	15.3	17.7	18.6	17.0	16.6
Shenandoah.....	29.8	1-21-14	20.8	19.2	19.2	17.3	21.9
Cumberland—East.....	103.3	5-14-23	83.7	93.0	87.4	95.9	96.5
Cumberland—West.....	94.3	6-21-23	73.2	70.1	77.4	74.3	69.3
M. & K. Branch.....	18.7	11-7-22	13.2	11.1	13.5	13.9	10.1
Cumberland Total.....	91.4	5-14-23	76.6	79.4	80.0	83.2	80.1
Maryland District.....	45.7	7-21-23	40.7	43.9	45.7	43.9	44.2
Monongah.....	21.5	5-7-23	16.5	14.5	16.5	16.9	18.0
Wheeling.....	20.3	8-7-20	13.4	14.8	15.1	15.0	14.6
Ohio River.....	44.7	6-7-16	39.0	32.7	33.8	37.0	35.1
Charleston.....	21.7	6-7-23	9.6	9.4	14.1	13.4	18.0
West Virginia District.....	21.0	5-7-23	15.5	15.1	16.7	16.9	17.6
Connellsville.....	44.4	4-7-23	34.3	30.0	31.2	28.3	31.1
Pittsburgh.....	48.5	4-7-23	35.8	36.6	34.5	36.2	37.8
Pennsylvania District.....	46.3	4-7-23	35.2	33.3	32.9	32.2	34.4
Eastern Lines.....	34.9	5-14-23	30.8	31.2	31.9	31.3	32.4





## Help When It's Needed Most

### Red Cross Service Car Will Demonstrate First Aid Methods to Employees

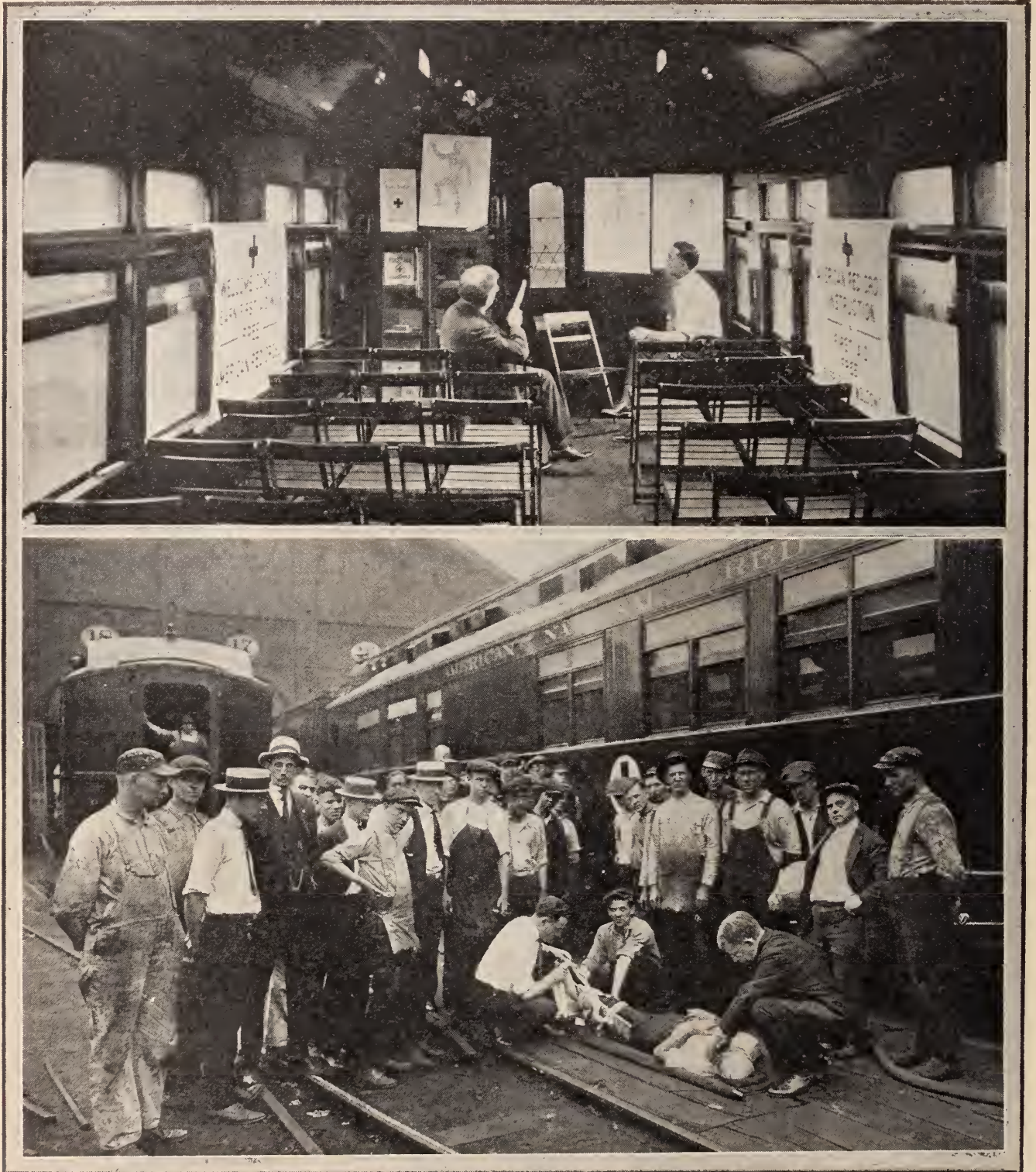
**I**N an effort to reduce the number of deaths from injuries in the nation, the American Red Cross First Aid service car has started out over the Baltimore and Ohio System and in the five months it will spend on this Company's lines it is ex-

pected that many thousands of railroad employees, industrial workers, Boy Scouts and others will be prepared to give efficient aid to those who have been injured.

This trip of the first aid car, which began in Philadelphia on July 21, marks the

resumption of this sort of work by the American Red Cross after the suspension brought about by the World War. It is planned to cover the entire country, and the railroads will co-operate by carrying the car from place to place.

The car is of the standard Pullman type and contains a lecture room seating 50 persons. It is so arranged that in case of necessity because of some disaster, it can be converted into a hospital accommodating



AMERICAN NATIONAL RED CROSS SERVICE CAR AT MOUNT CLARE

Above: Interior of car Lecture Room. Below: Group of Mount Clare Shop employees receiving instructions in first aid



30 patients. There is a surplus supply of food, blankets, stretchers and first aid materials for any purpose the car may be called for. At the conclusion of the five-months' trip over the Baltimore and Ohio Railroad, the car will go to the Illinois Central Railroad and then to other roads until the entire country has been covered.

Major M. J. Shields, first aid field representative of the Red Cross, will be in charge of the car. He will be assisted by Dr. W. A. Redel and others who will travel with the car. Instructions have been issued by C. W. Galloway, vice-president, Operation and Maintenance, for the Baltimore and Ohio Railroad, to subordinate officials to give every assistance in handling the car while it is on the Company's lines.

Meetings will be held in all the railroad shops, freight houses, freight yards, and other places where there are groups of workers. When possible, the force will be taken to the car's assembly room. Otherwise the demonstrations will be given in the shop or other buildings where the

men and women can be assembled. When the car is in a city or town, one of the doctors will make a tour of all the industrial plants and give talks on first aid work. Police forces, fire fighting companies, municipal employes and others will be shown approved first aid and resuscitation methods. There will be lectures for the public, when first aid for the home will be shown. Anyone desiring to learn approved methods for taking care of cuts, burns, injuries of any other kind, the resuscitation of persons overcome by gas or by falling into the water, will be welcomed to the car. In each city visited the surgeons and instructors on the car will announce when meetings will be held.

Officials of the American Red Cross have discovered that thousands of minor accidents lead to death or permanent injury primarily because no one was present at the time of injury to give efficient first aid service. Proper application of remedies, bandages, tourniquet, etc., it is claimed, will many times save a human life, and this is the primary reason for the under-

taking of the trip by the Red Cross.

Due notice will be given our employes at the places on the car's itinerary, of the time of its arrival. The accompanying pictures show the car and its officers giving instructions to some of our employes in Baltimore.

## Vice-President Fries Addresses Mid-Day Club, Springfield, Illinois

By E. A. FERGUSON, D. F. A.

SPRINGFIELD, Illinois, was favored on June 20 by a visit from Vice-President Fries, who came as a guest of the Mid-Day Club, and who spoke to members of the club after a luncheon in his honor at the Leland Hotel.

The luncheon was the most successful in the club annals in point of interest in our guest and his subject, and our vice-president was greeted by a large delegation of our representative business men. To show how appreciative our city was of his visit, I quote below part of an editorial from



AFTER HIS ADDRESS BEFORE MID-DAY CLUB, VICE-PRESIDENT FRIES AND PARTY VISITED THE BEAUTIFUL LINCOLN MONUMENT IN SPRINGFIELD, ILL.

Front row, left to right: R. L. Galleher, Assistant General Freight Agent, Cincinnati, O.; R. S. Sneed, Assistant Traffic Manager, C. & I. M. Ry., Taylorville, Ill.; Hon. Charles Baumann, Ex-Mayor, Springfield, Ill.; H. R. Lewis, Freight Traffic Manager, Cincinnati, O.; Archibald Fries, Vice-President, Baltimore, Md.; Hon. James M. Graham, Attorney, Springfield, Ill.; Edward Hart, Jr., Asst. Frt. Traf. Mgr., St. Louis, Mo.; George W. Squiggins, General Passenger Agent, Cincinnati, O.; J. A. Simmons, Traffic Manager, C. I. & W. R. R., Indianapolis, Ind. Second row: Prof. A. R. Crook, Director, Illinois State Museum, Springfield, Ill.; C. P. Burrus, Freight Representative, Springfield, Ill.; E. A. Ferguson, Division Freight Agent, Springfield, Ill.; D. C. Odell, Division Freight & Passenger Agent, C. I. & W. R. R., Springfield, Ill.; T. C. Burwell, Traffic Manager, A. E. Staley Mfg. Co., Decatur, Ill.; W. A. Bryan, Traveling Freight Agent, Springfield, Ill.; T. T. Long, Local Freight Agent, Springfield, Ill.; C. S. Stout, Secretary to Mr. Fries, Baltimore, Md.; A. H. Gottschalk, Merchant, Springfield, Ill. Third row: Elmer J. Kneale, Secretary Mid-Day Luncheon Club, Springfield, Ill.; H. W. Fay, Custodian Lincoln's Tomb; W. L. Bowlius, Division Freight Agent, Wabash R. R., Springfield, Ill.



the *Illinois State Journal* of June 20, which is self-explanatory:—

"That the public may know both sides in the railroad controversy, railroad officials who have any gift at all in writing and speaking, have set about to state their position. They are doing a very fine job and it is good for the public welfare that the carriers have such men. At noon today Archibald Fries, vice president of the Baltimore and Ohio, will speak under the auspices of the Mid-Day Luncheon Club. Mr. Fries will devote himself to the railroad question. He comes accompanied by a large number of Baltimore and Ohio officials. Aside from its interest in what he may have to say from the railroad's standpoint, Springfield owes it to a high representative of one of its important railroads to give him a hearty welcome. The local division of the Baltimore and Ohio grows in importance and magnitude each year and is destined to play a very much greater part in our municipal development."

The accompanying photograph shows a few of the reception committee and railroad officers, visiting Lincoln's beautiful Tomb.

### For Pittsburgh Employes Carnegie "Tech" Offers Big Opportunities

OF particular interest to railroad workers are the Carnegie Tech, Pittsburgh, Pa., night courses. The scope covers nearly every branch of industry and the arts. The range of the work is wide enough to interest the young worker who wants to specialize, or the one who wants to increase his efficiency in general.

The courses of special interest to railroad people are civil, mechanical and metallurgical engineering; machinery courses in pattern making, foundry work, machine shop practice, forging and heat treatment of steel, practical chemistry, lead burning, mechanical drafting, storage batteries, oxyacetylene welding, electric equipment and construction, automobile maintenance and operation, algebra, geometry, physics and English.

In each of the shops used in these groups has been installed the most modern equipment and facilities obtainable. Expert instruction, combined with up to date equipment with which to impart it, are promptly reflected in the student's mental capacity.

The fees for the night course at Carnegie are computed on the basis of \$5.00 a year for each instructional hour a week, with minimum charge of \$30.00 and maximum of \$50.00.

Full details may be obtained by writing to the Carnegie Institute of Technology, Schenley Park, Pittsburgh, Pa.

### Death of Former General Superintendent E. W. Hoffman

THE May issue of our MAGAZINE told of the appointment of former General Superintendent Hoffman, Northwest District, as general agent at Cleveland, Ohio. This change was made because of the long continued illness of Mr. Hoffman and in the hope that a complete relief for a time from the arduous duties of an operating officer would quickly bring back the health which he was making so courageous a fight to regain. He went to Los Angeles, where it was felt that the change of climate and the equable temperature would enable him to recover his lost ground, but his was a losing fight and he died on August 3.

Mr. Hoffman was born on November 9, 1877. He began his railroad career early in life and in 1908 was made general yardmaster for the C. H. & D. at Indianapolis. He became trainmaster at the same place in 1910, and superintendent of transportation in 1913. He was made assistant superintendent of the Toledo Division in 1914, superintendent of the Ohio Division in 1918, and superintendent of the Chicago Division in 1919. In 1920 came his promotion as general superintendent at the Chicago Terminal and in 1921 as general superintendent of the Northwest District. He was made general agent on April 15, last.

Mr. Hoffman's career as an officer of the Baltimore and Ohio was characterized by

fine interest in his work and ability and energy in handling it. No task was too hard for him—he was ready to tackle any problem and he liked men about him who were able and willing to give without stint to the job at hand. Despite the determined spirit which characterized his railroad work, however, he was well liked by all his associates because he was fair and square in every relationship.

Several years ago ear and nose trouble developed without apparent cause. It gradually spread and eventually his lungs became affected. His death occurred in Los Angeles, and his funeral, in Indianapolis on August 10, was attended by many of his railroad associates and friends.

He was married, but had no children. The sincere sympathy of his fellow workers is extended to his widow.

### Our New Coal Traffic Manager, Harry A. Cochran

SCARCELY an issue of the MAGAZINE is published without a story telling of the promotion of comparatively young men to positions of great responsibility on the Railroad. The stories all spell "OPPORTUNITY" in big, bold-faced letters and he who runs may read in them not alone the achievement of the other fellow, but also an equal chance for himself to make good.

If there is more important information to give the readers of the MAGAZINE, we do not know it. The slogan "Land of Opportunity" is America's particular possession and pride. Men who are willing to work hard, men who are loyal, men who realize the fundamental truth that what helps their employer helps them, are daily demonstrating that this slogan never applied with greater truth and force to American industry and particularly to American railroading than it does today. What a drab and uninteresting world this would be without competition in human endeavor, without rewards commensurate with results produced!

Our story this month is about a comparatively young man, for H. A. Cochran, made coal traffic manager on July 16, following the death of his chief, H. M. Matthews, was born on January 14, 1871. He entered the service of the Baltimore and Ohio as a stenographer in the General Freight Office at Wheeling in 1897 and in 1899 had become through several promotions chief clerk to the coal and coke agent at Pittsburgh. In 1905 he was made assistant coal and coke agent at Cleveland. He went to Baltimore as coal freight agent in 1911 and in 1916 was made general coal freight agent there.

On January 15, 1918, after the



The late E. W. Hoffman



railroads had gone under Federal control, Mr. Cochran was loaned to Federal Fuel Administrator Garfield and became assistant to the transportation advisor in that department. He later became manager for tide-water distribution for bituminous coal in the Fuel Administration and when its work was concluded Mr. Cochran was assistant director of bituminous distribution. He helped wind up the affairs of the Fuel Administration until July, 1919, then became traffic manager of the Davis Coal and Coke Company and the Pittsburgh Terminal Railroad and Coal Company. On January 1, 1920 he returned to the Baltimore and Ohio as assistant coal traffic manager.

Mr. Cochran was a member of the Committee on Bituminous Coal which prepared the 40 per cent. rate increase case in 1920, and in the reduced rates hearing, in 1922, he was witness on bituminous coal rates for all the carriers in the eastern territory. He was also a witness for all the carriers in the Ohio-Michigan coal case.

Employees generally of the Road know of the large tonnage of coal and coke handled by the Baltimore and Ohio. They may not know that coal and coke, together with ex-lake iron ore, over which the new manager has jurisdiction, comprise on an average of 50 per cent. and over of the total tonnage of our System.

Mr. Cochran has often been characterized in the hearing of the writer as "one of the finest fellows on the Railroad." Perhaps the following suggests one reason why:

When leaving his office he said to me:

"Have you read Bruce Barton's article in the last issue of the American Magazine on 'How Much Money Would Satisfy You?'"

It happened that I had read and enjoyed this interesting symposium of opinions from representative business men all over the country. Mr. Cochran said:

"The thing that impressed me was this—that so many of the men interviewed by Mr. Barton said they had never given his question much consideration; that early in life they had been anxious to earn a substantial competence but that when they had accumulated this they were so much in love with their work that they kept right on going, and not primarily because they wanted to make more money."

After all, it is love for your work and for achieving something that makes you happy in your job.

### Fireman William White, Staten Island Lines, Saves Trespasser from Death

By G. J. GOOLIC

ON May 6, while No. 975, engine 1349, was running between Hugenot and Annadale, Fireman William White, Jr., observed a trespasser walking close to



H. A. Cochran, recently appointed Coal Traffic Manager

the westward track on which train was running. He called engineer's attention to the man, and whistle was sounded and bell rung.

Disregarding these warning signals, the trespasser came closer to the westward track, and engineer applied his emergency brake. In the meantime, Fireman White went out on front of engine, and as it was about to strike the trespasser, lifted and swung him clear of the locomotive.

Investigation developed that the man was under the influence of liquor and unable to care for himself. He was placed on board train and taken to St. George.

By his prompt action, Fireman White undoubtedly saved the trespasser from serious injury or perhaps death, and he has been warmly commended by his superior officers.

### Good Work Wins Promotion for Ticket Clerk Harry B. Kight

A NUMBER of years ago the west end of the Cumberland Division was represented but indifferently in the Among Ourselves Department of our MAGAZINE. One morning came a surprise at the MAGAZINE Office. It was a letter from a young fellow at Keyser. He too, had noticed that his territory was neglected and he made the very practicable suggestion that if the editor was willing, he would be glad to put "his people," as he called them, at Keyser and vicinity, on the map. The result was that hardly an issue of the MAGAZINE has been published since which has not contained items about and interesting to the "West Enders." The young man was Ticket Clerk Harry B. Kight,

and it gives the MAGAZINE especial pleasure to announce that on August 15 he was promoted to the position of travelling passenger agent.

Mr. Kight is a splendid illustration of a man who does his own job well, and then reaches out in an aggressive yet becoming way, to see what else he can do to promote the interests of his Company. His name in Keyser is a synonym for "service" and one has only to spend a day with him at his work, to see what a real asset he has been to the Railroad as a builder of good will among his fellow townsmen. It is never any trouble for him to do for his employer all the things he would do if he owned the Railroad himself.

On his own initiative he has arranged for attractive displays of our advertising literature, in the stores of Keyser. He has talked the Washington trip idea to his friends, in season and out, and actually been a real salesman of the service that we are offering in the Freight and Passenger Departments. Many times the writer has learned of real revenues that he has secured to the Baltimore and Ohio which, had he been less interested, might just as well have gone another way.

He has been on terms of friendship with the publishers of the newspapers of Keyser, and has been able to get published in them many stories about the Baltimore and Ohio, its service, and its employees, all of which has helped build the neighborly feeling which the Railroad wishes to exist between it and the communities it serves.

His work for the Road is an inspiration to all who know him, and is a splendid example of what a man can accomplish when he puts real interest into his work. His promotion is richly deserved and his fine qualifications mean larger success for him in the new field of greater opportunity.

Harry B. Kight was born at Westernport, Md., on June 5, 1887, and was taken to Keyser by his parents in 1888. He attended Keyser Public Schools for nine years. He entered Baltimore and Ohio service on December 11, 1903 as messenger in the office of Car Foreman E. B. Miller. He remained there about one year and was then consecutively caller, boiler-maker's helper and brakeman on the Cumberland Division, West End. On September 1, 1913 he was appointed night ticket clerk, Keyser, and later, day ticket clerk, which position he held at the time of his promotion to travelling passenger agent, August 1, 1923. During the summers of 1921, 1922 and 1923 Mr. Kight was agent at Deer Park Hotel, Md.

In his new position, Mr. Kight will cover the territory from Cumberland to Connellsville, Grafton to Weverton, and Hagerstown, Romney, Somerset and Cambria branches.



# Brain and Brawn

The **BRAWN** of man erected the Power Plants that harness the current of the mighty Niagara.

The **BRAWN** of man erected huge skyscrapers, bridges, tunnels and other large structures—**BUT**

The **BRAIN** of man **CONCEIVED** them.

The **BRAIN** of man organized the working out of plans to make them possible. In short the **BRAIN** of man utilized the **BRAWN** of man and trained it, making it possible to erect and operate these huge structures.

No matter how perfectly designed by the **BRAIN** of man, or how perfectly made by the **BRAWN** of man—they can never be perfectly **OPERATED** unless in the operation there is a superior combination of **BRAIN** and **BRAWN**. Nowhere is this better exemplified than in the operation of a modern locomotive. **BRAIN** designed it—and it takes some **Brawn**, but **MORE** brains to operate it.

In the firing of a locomotive for example—**BRAWN** is **DESIRABLE**—but **NOT ESSENTIAL**. Some of the best firemen are big, brawny men, but they are not good firemen because they are big and strong, but because they use their **BRAIN** to **SAVE THEIR BRAWN**. This is proved by the large number of small, wiry men who are **EXCELLENT** firemen. They have no brawn to speak of—but they are **GOOD FIREMEN**.

**WHO IS THE BEST FIREMAN?** Certainly not the man who can put the most coal into the firebox in a given time (this is the product of brawn alone)—but most certainly it is the man who can put the most coal into the firebox to **GOOD ADVANTAGE**, utilizing to the highest possible degree all the heat units in the fuel. This does not mean using more coal—on the contrary it means using less—a great deal less.

"How then," says the Fireman anxious to learn, "**CAN I UTILIZE MY BRAIN TO SAVE MY BRAWN?**" The answer is—read "Good Firing." The **DON'TS** on the back cover page show you how to make your work easy—i. e., to make your **BRAIN SAVE YOUR BRAWN**. Incidentally you will

## Save a Scoop of Coal a Mile!



Note the fellow on top—using his brains makes his work easy and economical. The fellow on the bottom doesn't use his brains, and has to work much harder—much of his energy going up in dirty, wasteful smoke



# Cumberland Shop Saving Thousands of Dollars Monthly by Reclaiming Headlight Turbo-Generator Parts

By HARRY E. CHILDS, *Electrical Foreman  
Cumberland, Md.*

THE reclaiming of scrapped railroad material of almost every description has become a matter of course. The possibilities in connecton with reclamation and the economies to be effected, are so vast as to be almost limitless. This is clearly shown in the following pages in which an effort has been made to describe briefly what is being done with one class of material with which the Electrical Department is concerned—the various parts of the generating unit used in our locomotive headlight equipment.

The turbo-generator set, which is suitably mounted on the locomotive, consists of a steam driven turbine, direct connected to a 500 watt generator, which supplies current for the headlight, cab lights, and signal lights. These turbo-generators, while efficient, are subject in their operation to a severe and exacting service which is rather destructive to their delicate parts, resulting in frequent repairs or renewals. With upward of 2700 locomotives owned by the railroad, each of which is equipped with one of these small lighting plants, a large quantity of parts naturally accumulates through becoming worn or defective. A portion of these parts wear in such manner as to preclude the possibility of repairs, and are necessarily scrapped. A substantial number however, permit reclaiming, and such parts are salvaged and made virtually as good as new, with a small amount of work, in accordance with a reclamation program which is being carried out on the System, four central points handling the work for their respective districts.

At Cumberland, special facilities have been provided for handling this work for the

Cumberland Division and the West Virginia District, and of the methods and practices used the following is descriptive. To insure the desired refinement of finish and the accuracy of fit so essential to the required interchangeability, a system of thorough inspection and testing of the various parts after repairs have been made, is followed out, guarding the material and workmanship so that perfect service is secured from the parts in operation.

In addition to the reclamation work shown in pictures the generator armatures and field coils are also repaired by the Railroad as they become defective. This work is also of extensive character but as it is handled at



Harry E. Childs

our two electrical repair shops, Baileys Station, Baltimore, for the Eastern Lines, and Ivorydale, Ohio, for the Western Lines, no detailed description of the work is given at this time. The purpose of this article is to illustrate the activity of reclaiming turbo-generator parts at Cumberland.

It will be noted from the table shown below that in an average month, a total saving of \$3180.50 is shown, which represents the difference between the cost of reclaiming the various parts, including shop and storehouse expense, and the cost of new parts. This amount, applied on the working allotment, would be equivalent to giving 22 additional mechanics employment for one month. This is a splendid example of the benefits that accrue to the employes personally through the practice of saving or reclaiming material.

The next four pages show in pictures the essential operations in the reclamation of headlight turbo-generator parts.

## A Railroader's Epitaph

By W. N. MITCHELL, *General Southeastern  
Freight Agent, Atlanta, Ga.*

WHEN in Richmond, Va., on June 30, W. N. Mitchell, our general southeastern freight agent, with headquarters at Atlanta, Ga., copied the epitaph on a tomb stone in memory of James E. Valentine, a locomotive engineer killed in a collision on December 20, 1874, age 32 years.

It read as follows;

Until the brakes are turned on time,  
Life's throttle valve shut down,  
He wakes to pilot in the crew,  
That wear the martyr's crown.

On schedule time on upper grade,  
Along the homeward section  
He lands his train at God's Roundhouse,  
The 'morn of resurrection.

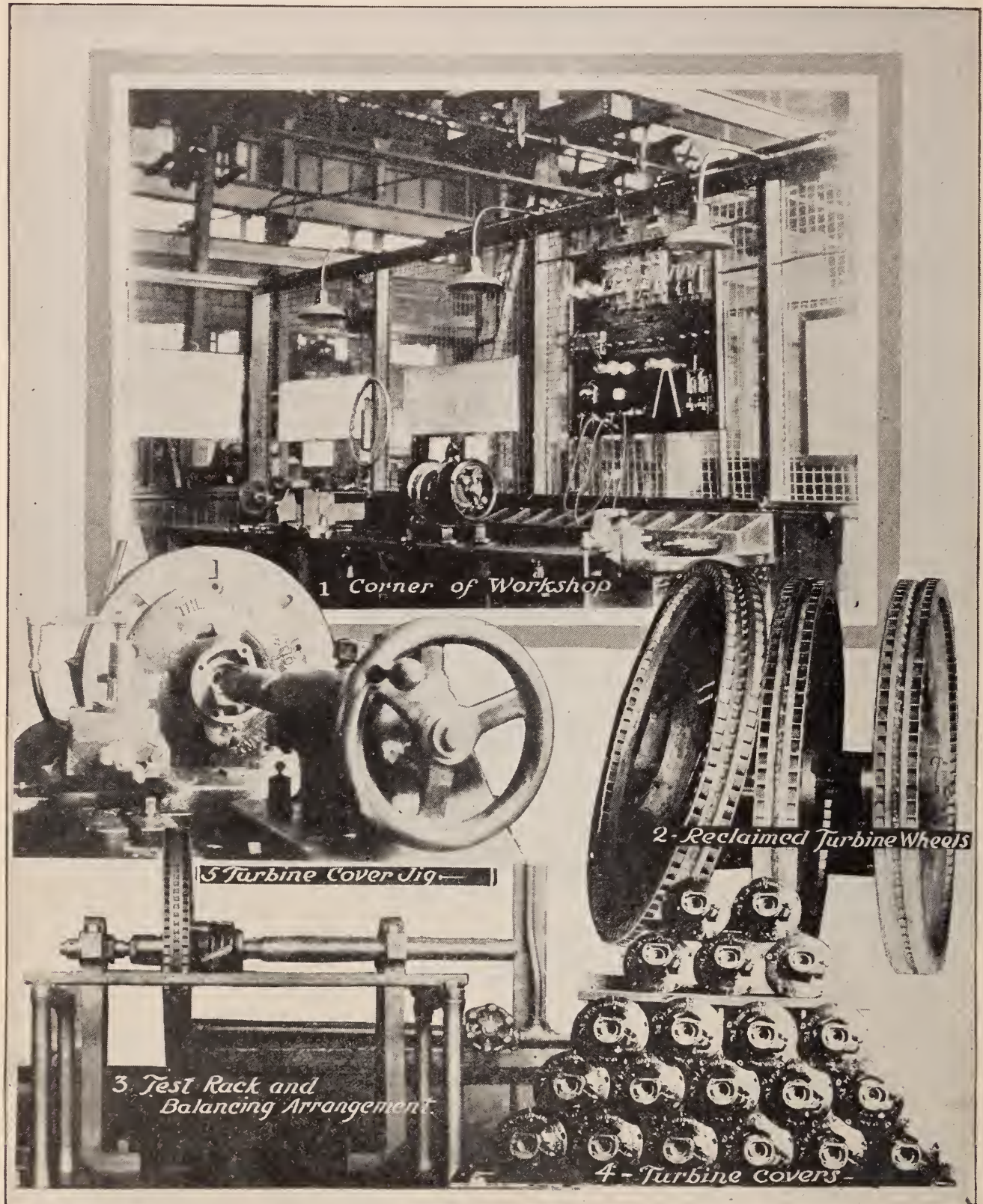
His time all full, no wages docked,  
His name on God's payroll,  
And transportation thru to Heaven,  
A free pass for his soul.

## Headlight Turbo-Generator Parts Reclaimed at Cumberland Locomotive Shop for an Average Month

NAME OF PART	Quantity Reclaimed	COST OF RECLAIMING				Cost if New Parts Had Been Used	Difference between Cost of Reclaimed and New Material, or Saving as Compared to Use of New Parts
		Labor	Material Including Storehouse Expense	Shop Overhead Expense	Total		
Governor Arms.....	81	\$21.56	.....	\$5.04	\$26.60	\$136.89	\$110.29
Governors Complete.....	60	6.16	\$9.59	1.24	16.99	112.80	95.81
Anti-friction Rings.....	95	7.70	32.55	1.80	42.05	106.40	64.35
Governor Valves.....	32	9.24	14.92	2.16	26.32	156.16	129.84
Turbine Casings.....	17	22.33	2.13	27.55	52.01	299.71	247.70
Turbine Wheels.....	52	48.51	7.20	11.33	67.04	1092.00	1024.96
Turbine Covers.....	51	21.56	3.20	5.04	29.80	382.50	352.70
Generator Frames.....	65	35.42	5.11	8.27	48.80	633.75	584.95
Turbo-generator Shafts.....	110	36.96	1.06	8.62	46.64	288.20	241.56
Nozzles (Complete).....	51	17.71	25.44	4.14	47.29	248.88	201.59
Nozzles and Guide Pass. Plates.....	47	11.55	.....	2.70	14.25	141.00	126.75
Totals.....		\$238.70	\$101.20	\$77.89	\$417.79	\$3598.29	\$3180.50



# The Reclamation of Headlight Turbo-Generator Parts

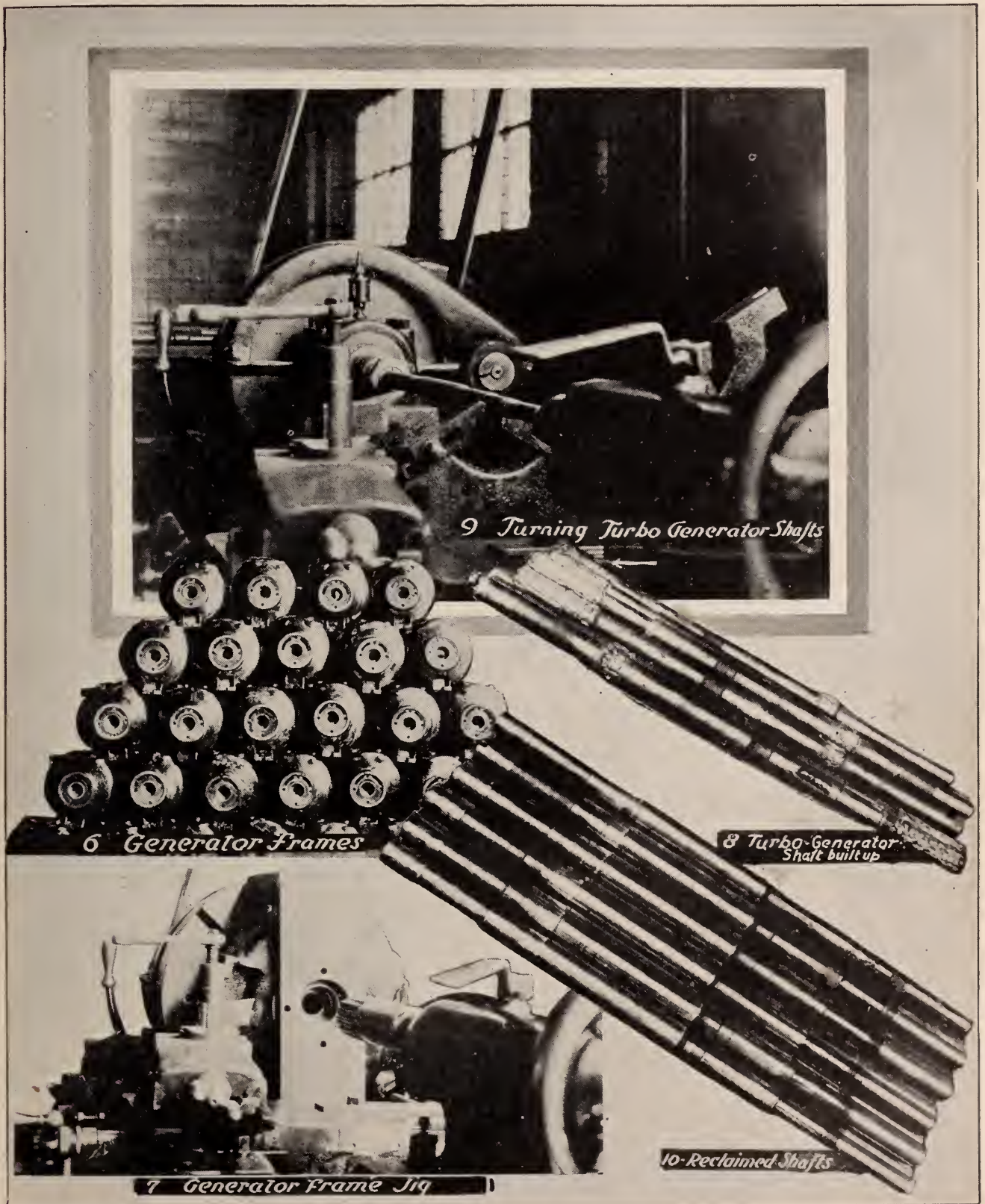


## RECLAMATION SAVES NEEDLESS EXPENSE

1. View of work bench; note test board, complete in every detail. The generators are brought to workroom, dismantled, thoroughly cleaned and inspected for worn or broken parts, then assembled and mounted on test stand for final adjustment. Picture frames shown contain descriptive prints of Turbo-Generator parts. 2. Reclaimed turbine wheels. 3. Test rack and balancing arrangement used in reclamation of turbine wheels. This is one of the finest in the country, as wheels can be balanced to weight of a match stick, or run 1 to 8000 RPM. This gives view of governor in operation. New wheels cost \$21.00 complete with governor. 125 have been successfully reclaimed at average cost of approximately \$1.00 each. 4. 27 reclaimed covers. 5. Showing method of boring and bushing covers. Face plate, or boring jig, is screwed on lathe spindle and grooved in such manner as automatically to center the part quickly and with absolute accuracy. Covers are then bored and bushing applied and reamed out to insure perfect bearing fit. Covers cost new \$7.50 and are being reclaimed at average cost of \$.58 per unit



# The Reclamation of Headlight Turbo-Generator Parts

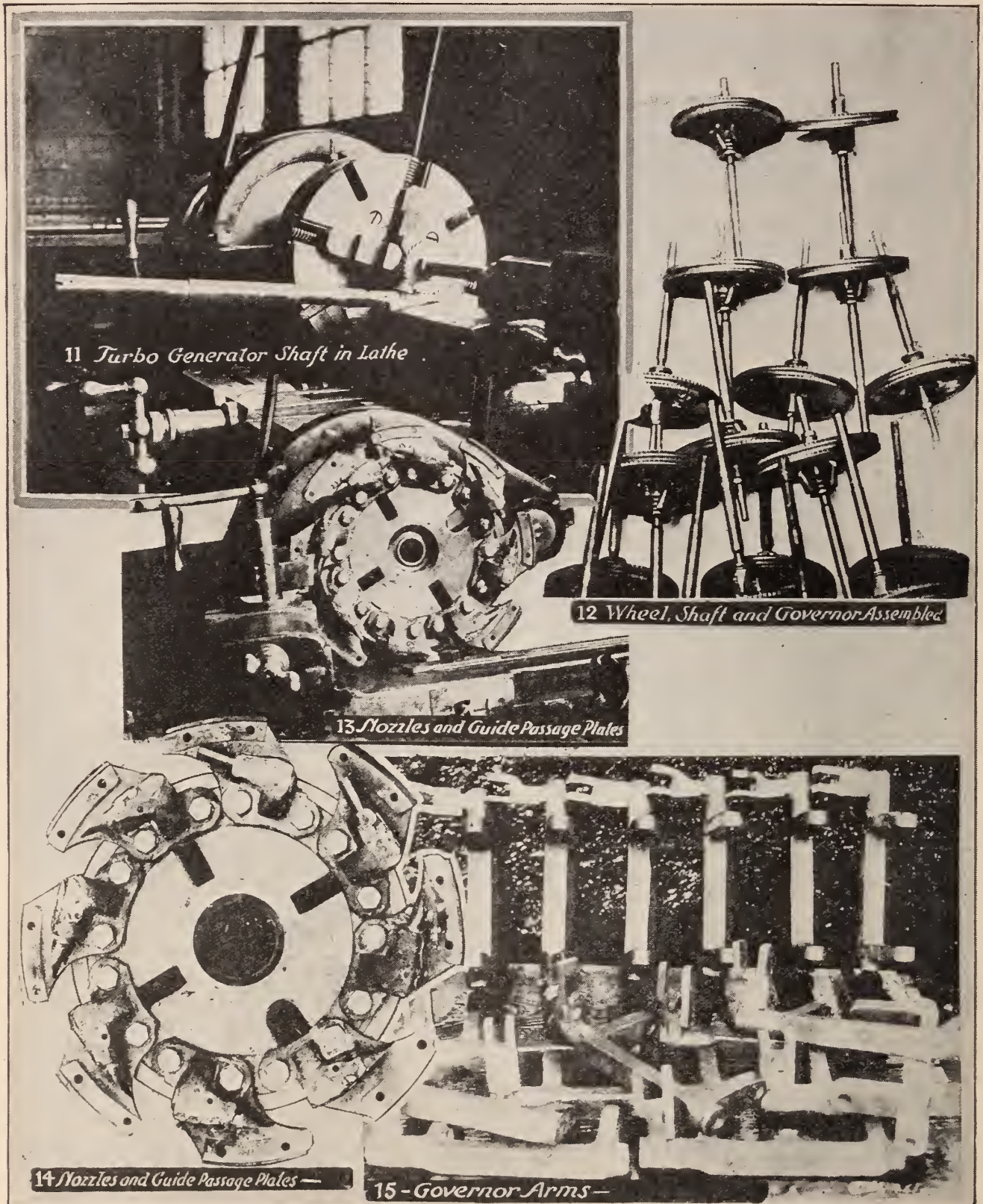


## WHY BUY NEW ONES WHEN RECLAIMED FRAMES AND SHAFTS WILL DO?

6. Thirty reclaimed Generator Frames. 7. Showing method used to mount, bore out and bush frames. "U" brace or boring jig is fastened to a face plate which is screwed on lathe spindle. Jig is grooved in same way as turbine cover jig, in such manner as automatically to center the frame quickly and with absolute accuracy, without necessity of bringing them to center by usual chuck method. Frames cost new \$9.75; are being reclaimed at average cost of \$.75 per unit. 8. Shafts with worn bearing surfaces built up by electric welding process preparatory to turning. 9. Shafts undergoing turning of bearing surfaces. Note method of chucking and centering. Chuck is simple, having taper body to conform to lathe spindle with split end which is threaded for tightening nut. Bore of split end is such that slight turn of nut clamps the shaft while automatically centering it. Opposite end of shaft is centered on tail stock and steady rest used to eliminate vibration and springing. 10. Bearing surface of shafts after they have been straightened and turned ready for key seating.



# The Reclamation of Headlight Turbo-Generator Parts

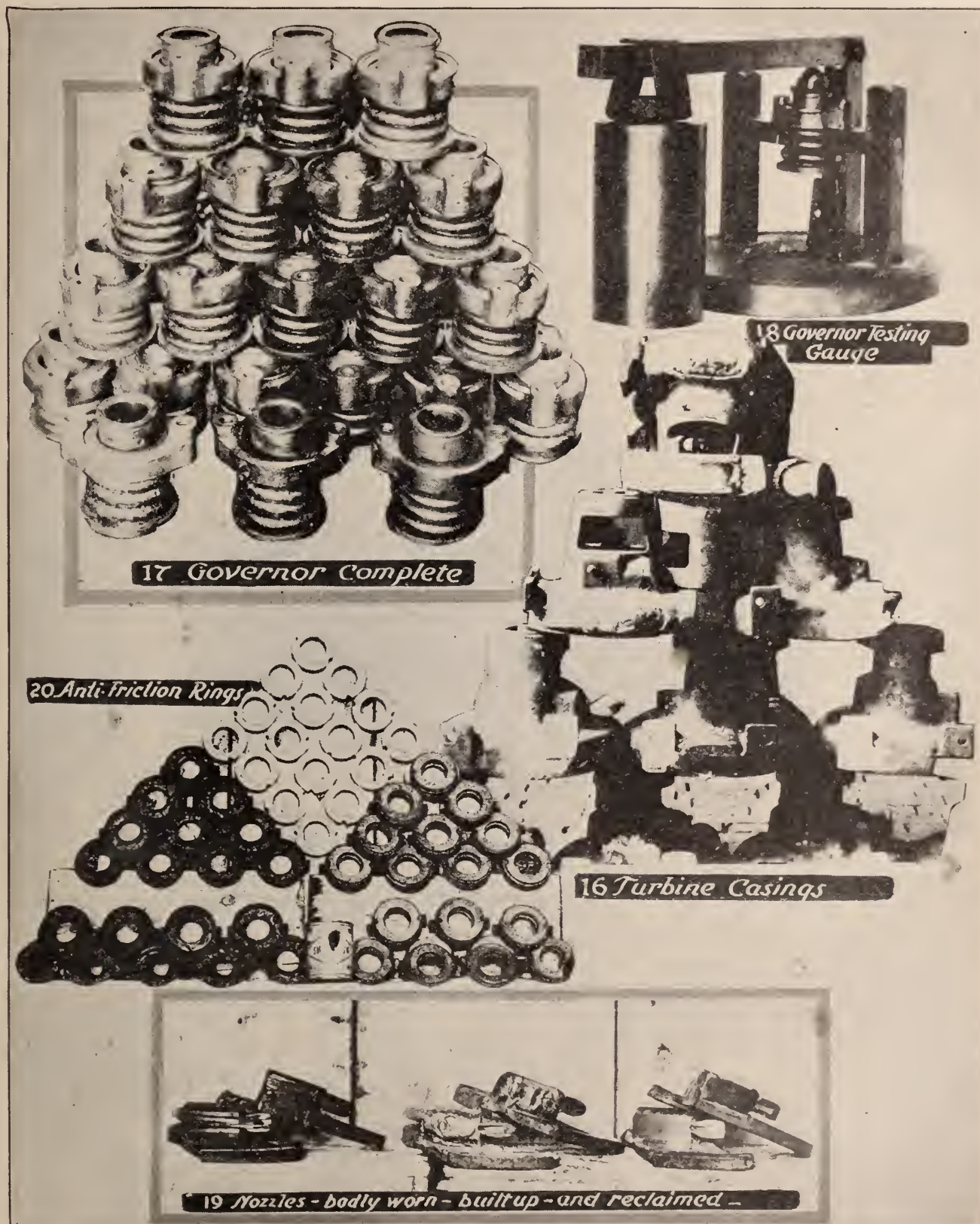


## RECLAMATION A SURE WAY TO STOP THAT LEAK

11. This shows the simple method by which Turbo-Generator shafts are chucked in lathe and key-ways milled. New type E-2 shaft costs \$2.62. Reclaimed, including building up by electric welding, truing and milling of key-seat, cost is \$.42. 12. Nineteen reclaimed Turbine Wheels, with shafts and governors assembled. 13 and 14. Showing method of turning steam nozzle and guide passage plate, after worn surfaces built up by acetylene welding. Worn out nozzles removed and new ones applied. Guide passage plates are then bolted to a face plate or jig which is grooved to provide proper radius for turbine wheel clearance and give proper curvature to steam nozzle. Jig permits eight of these units to be turned in one operation. Where guide passages are worn out, they are discarded, but many units are reclaimed. Where this is done, average cost of reclaiming complete is \$.50; cost new \$4.88. When new guide passages are required \$1.69 each must be added. 15. Reclamation of governor arms is simple. Small pieces of scrap material are shaped and riveted to prong of arm as shown. Cost of new arm is \$1.69, reclaimed arm \$.33



# The Reclamation of Headlight Turbo-Generator Parts



RECLAIMED GOVERNORS, CASINGS, RINGS AND NOZZLES GIVE GOOD SERVICE, COST LESS AND MEAN ECONOMY IN OPERATION

16. Turbine casings reclaimed by acetylene process. This photograph illustrates what can be done. 17. The method of reclaiming governors is as follows: After taking apart, springs are reset and tempered in blacksmith shop. This is important work. Springs are placed in fire until cherry red, then placed on anvil and pressed until spring is closed; then dipped in oil to cool, and held over fire to draw temper. This is done three or four times, or until it is seen that proper elasticity is restored to spring. Governor yokes straightened when necessary and sleeves are faced off on bottom and sleeve bushing polished to prevent sticking on shaft after complete governor assembled. 18. Successful operation of Turbo-Generator is dependent upon governor. Care is taken to test all governors for elasticity of springs and travel of governor sleeves. This photograph shows gauge with which reclaimed governors are tested. 19. Left: badly worn nozzles. Center: nozzles built up by acetylene process. Right: finished reclaimed product. 20. Anti-friction rings are reclaimed by chipping worn out carbons out of holders, then applying new carbons. Smooth-on cement is used to fasten in holders. Cost of new anti-friction rings and holders complete is \$1.12. They are being reclaimed at 44 cents per unit



## New Refrigerator Baggage Service Improves Baltimore's Milk and Cream Supply

**D**URING the last few years large quantities of milk have been returned during the summer to farmers shipping the milk to Baltimore, because at the temperature at which the milk reached the city, it was not safe for public consumption. To provide for a greater measure of safety for the milk consumers of Baltimore, and especially the babies and children, an ordinance was made effective by the City Health Department on July 1, whereby all milk, in order to be saleable for consumption in the city, had to show a temperature of 70° or less.

The Baltimore and Ohio has for years transported large quantities of milk from

the farms along the Old Main Line into Baltimore and our General Baggage and Milk Department handling this business was quick to provide the farmers a means of transportation which made it certain that their milk would reach the city with a temperature considerably lower than the 70° limit. A special refrigerator milk car was built, as illustrated in the accompanying picture and is now giving safe and satisfactory service.

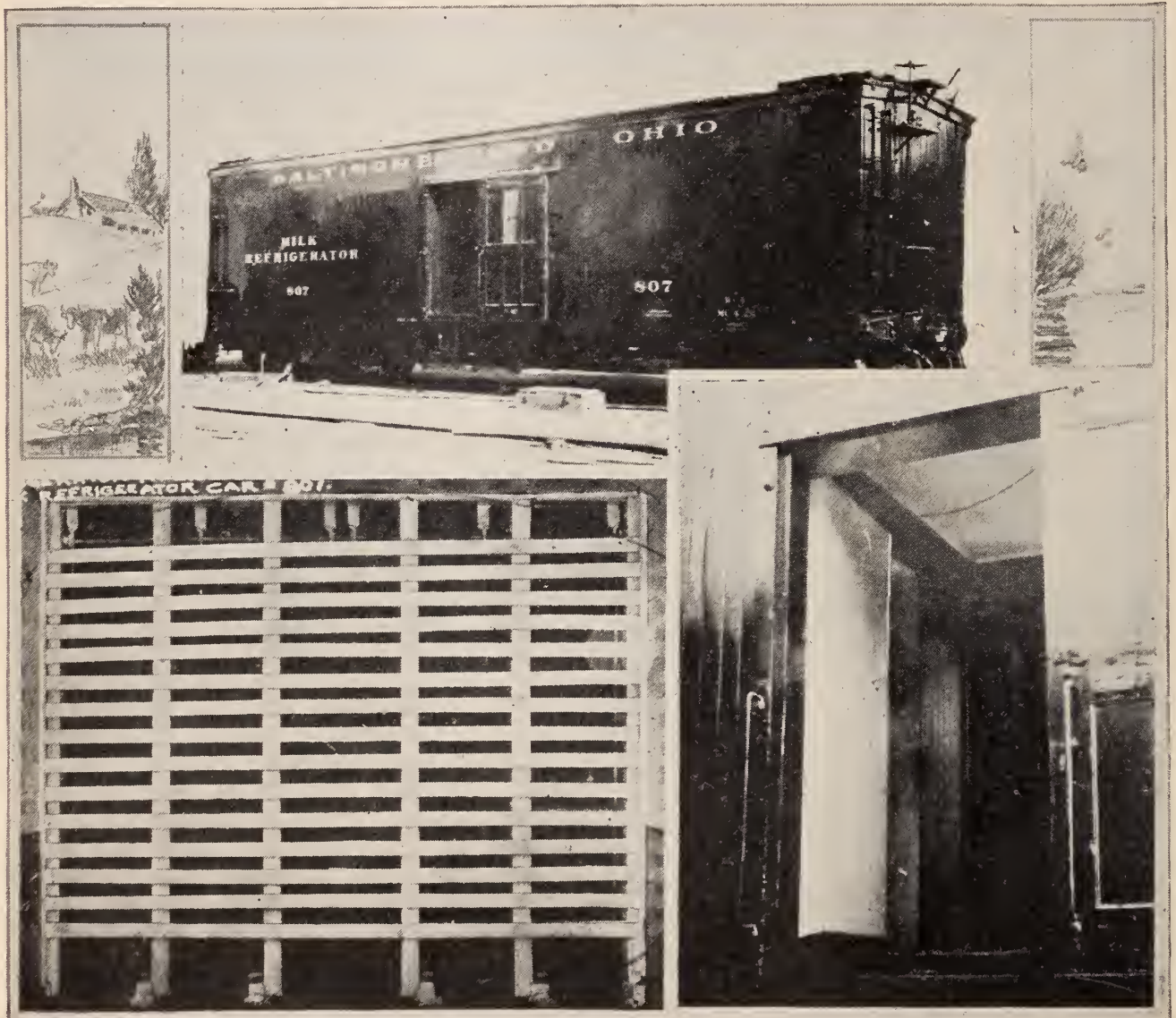
It is hoped that milk producers with dairies convenient to our lines will see the advantage of this improved service and use the splendid facilities offered for their business.

### What the Magazine Saw Last Month

#### What Have You Seen?

**N**EW baggage cars 1515-1516, at Camden Station. Thirty of these cars have been ordered from the American Car and Foundry Company. They are class B-8-A; inside measurements, length 70 feet, width 9'0-1/4". They are the latest all steel construction, with fish belly type under frame and are so designed as to meet the requirements of fast, all steel trains.

Ten cars are equipped with swinging stanchions, secured to deck of car, suitable for use in mail storage service. They have six-wheel cast steel trucks, Simplex clasp truck brakes, A. R. A. type "B" coupler and the latest Westinghouse U. C. air brakes. They are suitable for electric as well as steam road service. In their new paint they are a picture well worth seeing.



NEW MILK REFRIGERATOR CAR KEEPS MILK AT PROPER TEMPERATURE IN TRANSIT

Above: Car 507, which runs down the "Old Main Line" to Baltimore. Lower left: refrigerator end of car. Lower right: vestibule of car



Agent F. E. Friend, Gilmèr, W. Va., lost in a Great City—Baltimore. Looking for someone to tell him where to spend the night.

John Workmeister, division claim agent, Weston, W. Va., returning to the coal division after a week by the sad sea waves.

W. A. Kraft, Transportation Department, arriving at Halethorpe station FIVE MINUTES before train 142 was due to leave!

An Epworth League special train leaving Camden for Mountain Lake Park, everyone happy and pleased with Baltimore and Ohio service.

A Baltimore Division fireman dead-heading on No. 506, telling a passenger that "I wouldn't work for any other railroad if I had the chance. The Baltimore and Ohio is the best in the country."

Simon Peter Burns, secretary to General Superintendent Pack, enjoying himself at Versailles. There were TWO reasons.

Our friend Sam Strachan, assistant to general freight traffic manager, leaving for a trip to Cleveland and Buffalo.

This is one of the "heavy" reasons why our Traffic Department often puts it over on the other fellow.

On the morning of July 25, Dining Car Conductor Sundmacher, Car 1018, had gone to the kitchen for a moment. A lady entered the car. The Pullman conductor, having just finished his breakfast, saw her hesitate; he walked over to a table, pulled out the chair for her to sit in, handed her the menu and went his way. Thank you, Mr. P. C.

C. H. Fredericks, chief clerk, Baggage Department, had his office, and incidentally his desk, painted: No, he did not lose his religion.

J. T. Campbell, assistant terminal agent, Pittsburgh, brought his granddaughter to the Veterans' picnic at Versailles. Well, we don't blame Grandpap, but—er—a—; well, you see, we didn't know that he was old enough to be a grandpap.

General Manager Voorhees sighting up the bridges between Cincinnati and Newark to see if both sides are plumb.

New signs in and around Pullman cars at night, reading; "Quiet is requested for the benefit of those who have retired." Have YOU seen them? Lots of people haven't.

Conductor Compton holding some passengers spellbound at his description of Harpers Ferry.

Gladys Farley handling a "personally conducted tour" of schoolgirls to Washington.

Engineer Cannon bringing No. 56 up the Valley as proudly as if the President of the United States and his party were in the coaches behind him.

General office force at Brunswick posing for photographs.

Our former General Manager Begien occupying the vice president's chair of the Chesapeake and Ohio, Richmond.

**Tell Us What You Have Seen!**

## Mary Pickford is a Romantic Street Singer in Her Latest Play, "Rosita"

**R**OSITA, a street singer in Toledo, Spain, is the idol of the people.

With her guitar and songs she supports her parents, two small brothers and little sister.

The King of Spain rules with a high hand. Where women are concerned, however, his sternness turns to weakness, with the result that the Queen is always keeping a watchful eye on him.

The people of Toledo are holding their annual carnival. Rosita, singing in the public square, has captivated the revelers with the gaiety of her song. She is in high hopes of a large collection when a trumpeter appears heralding the arrival of the king, who has been informed that the townspeople are indulging in debauchery. Taking this opportunity to escape the watchful eye of the queen, the king enters Toledo, pretending that he intends to suppress the licentious conduct of the people, but secretly hoping to pursue his amorous adventures.

Rosita, having been deserted by the crowds which rush to view the king, returns home with empty purse. Piqued at being deprived of her collections, and knowing the king's weaknesses, she quickly conceives a song ridiculing him. Returning to the public square she sings:

I know a queen so staunch and true!  
Young Maidens, if she only knew!  
Take care, My King! Be not too free—  
Some eyes look blind that still can see.  
I know a king—So bold and gay!  
Young Maidens, look the other way!

The populace, hearing their Rosita singing this song, become delirious with joy and shower her with coins.

The king, meanwhile, has donned a mask. Mingling with the crowd, he hears Rosita's lampooning song. Instead of being indignant, he admires the singer, and seeking further conquest, tries to make her acquaintance. The prime minister, horrified at his king being derided by a street singer, orders her arrest.

The king and the people protest but soldiers appear and disperse the crowd. The struggling Rosita is dragged down a dark street. Don Diego, a Spanish cavalier, demands that the girl be treated with more chivalry. A quarrel ensues. The officer and Don Diego draw swords. They fight. Don Diego kills the officer and is arrested.

Next morning Rosita is brought to the Royal Palace. The king gives her a beautiful gown and jewels in order to win her favor. Rosita is delighted with the gifts but repulses his advances. Her heart belongs to the chivalrous Don Diego. The king's infatuation increases under her resistance. He presents her with a villa and permits her family to live there also.

Don Diego, who is the Count of Alcala, has been sentenced to be shot, but before the execution, the king commands that he marry Rosita in order to make her a countess. The wedding is performed, with Rosita and Don Diego blindfolded. They recognize each other. Rosita, terrified that her love is to be taken from her, rushes to the king and has him arrange a mock execution.

Rosita and Don Diego have their wedding breakfast in the prison cell. They are happy, and Rosita explains that he must feign death. The king, fearing that he will lose Rosita if Don Diego lives, again orders him shot.

In the meantime the queen learns of the king's latest adventure. She feels it is better for her own happiness that Don Diego live. Don Diego is led to his execution. The Minister of State, who has always disliked Rosita, tells her of the king's counter-order. At this moment the guns are fired. Rosita rushes to the prostrate body of Don Diego, implores him to give her a sign that he still lives, but in vain. She orders his body brought to her villa. Broken-hearted she drives there also. The king arrives almost simultaneously in high hope that now he will join the Countess Rosita in his first dinner with her. A fierce hatred overcomes Rosita. She pulls out the king's dagger and is about to plunge it into his breast, when Don Diego rises and thanks the king for his pardon.

Crestfallen and ashamed, the king leaves. To his amazement he finds the queen seated in his carriage. She hands him the counter-order, delighted that she has outwitted her consort and that she has him back, at the same time that she has achieved her purpose—the happy marriage of the Countess Rosita and Count Don Diego of Alcala.

The Cast is as follows:

Rosita.....	Mary Pickford
The King.....	Holbrook Blinn
The Queen.....	Irene Rich
Don Diego.....	George Walsh
The Prime Minister.....	Charles Belcher
Prison Commandant.....	Frank Leigh
Rosita's Mother.....	Mme. Mathilde Comont
Rosita's Father.....	George Periolat
Big Jailer.....	Bert Sprotte
Little Jailer.....	Snitz Edwards
Serving Maid.....	Mme. de Bodamere
Rosita's Brothers.....	Philip De Lacy
".....	Donald McAlpin
Rosita's Sister.....	Doreen Turner

*The MAGAZINE hopes soon to have an announcement to make concerning Miss Pickford which will interest all our readers.*





MARY PICKFORD IN HER NEW PLAY, "ROSITA"

1. Rosita sings to her admiring peasant family. 2. She sings in the street in order to support her family. 4. She is arrested for singing a song about the King. 3. Rosita, in a palace, tries to show her little sisters and brothers how to behave in royal apartments





## AND THE STORY CONTINUES—

5. One of the most beautiful pictures of Rosita is as the countess, which title she comes into by marrying, blindfolded, the Count of Alcala. The wedding is shown in picture No. 6. 7. George Walsh, as Don Diego, the Count of Alcala. 8. Rosita is brought to trial. 9. Rosita faces the king, who falls in love with her and condemns Don Diego to death. 10. The king enters Rosita's apartment and breakfasts with her at the time that Don Diego supposedly is being put to death. The Queen, however, has countermanded the order and all ends happily



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, May, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer.*

## NEW YORK TERMINAL LINES

W. 26th st., N. Y. ....	\$11.41
Pier 21, East River, N. Y. ....	31.68
TOTAL .....	\$43.09

## EASTERN LINES

### BALTIMORE DIVISION

Brunswick Transfer, Md. ....	\$1078.26
Childs, Md. ....	4.04
Georgetown, D. C. ....	7.92
Hagerstown, Md. ....	5.45
Mt. Airy, Md. ....	1.81
Staunton, Va. ....	1.80
Timber Ridge, Va. ....	1.11
Uniontown, D. C. ....	5.86
Washington, D. C. ....	33.67
Wilmington, Del. ....	13.49
Miscellaneous. ....	5.31
TOTAL .....	\$1158.72

### BALTIMORE TERMINAL DIVISION

Camden Station, Md. ....	\$101.36
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### CUMBERLAND DIVISION

Cumberland, Md. ....	\$67.04
Harpers Ferry, W. Va. ....	1.01
Independence, W. Va. ....	12.71
Keyser, W. Va. ....	7.26
Martinsburg, W. Va. ....	2.78
Moorefield, W. Va. ....	9.06
M. & K. Junction, W. Va. ....	11.19
Paw Paw, W. Va. ....	1.99
Piedmont, W. Va. ....	1.64
Petersburg, W. Va. ....	19.10
Romney, W. Va. ....	6.20
Terra Alta, W. Va. ....	32.22
Tunnelton, W. Va. ....	12.75
Miscellaneous. ....	.70
TOTAL .....	\$185.65

### CONNELLSVILLE DIVISION

Boswell, Pa. ....	\$5.60
Cheat Haven, Pa. ....	1.24
Confluence, Pa. ....	4.29
Connellsville, Pa. ....	7.60
Fairchance, Pa. ....	1.32
Holsopple, Pa. ....	1.68
Johnstown, Pa. ....	4.56
Meyersdale, Pa. ....	6.28
Morgantown, W. Va. ....	6.09
Mt. Pleasant, Pa. ....	4.18
Rockwood, Pa. ....	1.11
Smithfield, Pa. ....	7.36
Somerfield, Pa. ....	4.61
Somerset, Pa. ....	15.88
Ursina, Pa. ....	1.47
Miscellaneous. ....	2.61
TOTAL .....	\$75.88

### PITTSBURGH DIVISION

Butler, Pa. ....	\$15.00
Claysville, Pa. ....	5.31
Ellwood City, Pa. ....	2.29
TOTAL .....	\$22.60

### PITTSBURGH TERMINAL DIVISION

Allegheny, Pa. ....	\$97.07
Etna, Pa. ....	2.64
McKeesport, Pa. ....	23.12
Pittsburgh, Pa. ....	233.96
Versailles, Pa. ....	16.95
TOTAL .....	\$373.74

## EASTERN LINES—Con.

### MONONGAH DIVISION

Belington, W. Va. ....	\$15.86
Bridgeport, W. Va. ....	1.57
Clarksburg, W. Va. ....	63.64
Ellenboro, W. Va. ....	1.50
Grafton, W. Va. ....	13.45
Jane Lew, W. Va. ....	3.70
Lost Creek, W. Va. ....	5.30
Moatsville, W. Va. ....	2.81
Wilsonburg, W. Va. ....	1.82
Miscellaneous. ....	1.72
TOTAL .....	\$111.37

### CHARLESTON DIVISION

Adrian, W. Va. ....	\$8.06
Buckhannon, W. Va. ....	42.23
Burnsville, W. Va. ....	3.24
Centralia, W. Va. ....	1.02
Charleston, W. Va. ....	20.13
Clendennin, W. Va. ....	2.18
Copen, W. Va. ....	4.22
Cowen, W. Va. ....	1.38
Elkins, W. Va. ....	13.77
Falling Rock, W. Va. ....	1.20
Frametown, W. Va. ....	1.83
Gassaway, W. Va. ....	1.66
Gilmer, W. Va. ....	10.02
Holly Junction, W. Va. ....	2.69
Orlando, W. Va. ....	2.00
Weston, W. Va. ....	50.55
West Sutton, W. Va. ....	2.26
Miscellaneous. ....	2.28
TOTAL .....	\$170.72

### WHEELING DIVISION

Apple Grove, W. Va. ....	\$3.62
Bellaire, Ohio. ....	25.37
Belleville, W. Va. ....	1.78
Board Tree, W. Va. ....	2.09
Bridgeport, Ohio. ....	2.24
Hundred, W. Va. ....	4.17
Huntington, W. Va. ....	325.54
Jacksonburg, W. Va. ....	1.48
Letart, W. Va. ....	2.29
Martins Ferry, Ohio. ....	1.44
Millwood, W. Va. ....	12.25
Moundsville, W. Va. ....	5.49
Paden City, W. Va. ....	2.05
Parkersburg, W. Va. ....	168.69
Pine Grove, W. Va. ....	1.44
Proctor, W. Va. ....	1.03
Ravenswood, W. Va. ....	9.62
Sistersville, W. Va. ....	8.35
Smithfield, W. Va. ....	1.28
Spencer, W. Va. ....	12.41
Wheeling, W. Va. ....	411.78
Miscellaneous. ....	1.37
TOTAL .....	\$1005.78

Eastern Lines. ....	\$3,248.91
Western Lines. ....	2,584.23
Grand Total. ....	\$5,833.14

## WESTERN LINES

### OHIO DIVISION

Blanchester, Ohio. ....	\$3.31
Chillicothe, Ohio. ....	2.39
Miscellaneous. ....	.30
TOTAL .....	\$6.00

### ST. LOUIS DIVISION

Aurora, Ind. ....	\$1.06
E. St. Louis, Ill. ....	432.78
Louisville, Ky. ....	164.60
Mitchell, Ind. ....	5.86
North Vernon, Ind. ....	13.04
Seymour, Ind. ....	4.81
Miscellaneous. ....	2.59
TOTAL .....	\$624.74

### CINCINNATI TERMINAL DIVISION

Brighton, Ohio. ....	\$54.66
Kenyon Avenue, Ohio. ....	124.68
Smith Street, Ohio. ....	119.22
Miscellaneous. ....	.71
TOTAL .....	\$299.27

### TOLEDO DIVISION

Dayton, Ohio. ....	\$28.58
Hamilton, Ohio. ....	11.15
Lima, Ohio. ....	25.53
Middletown, Ohio. ....	6.63
Piqua, Ohio. ....	6.42
Toledo, Ohio. ....	68.16
Miscellaneous. ....	.62
TOTAL .....	\$147.09

### AKRON DIVISION

Akron, Ohio. ....	\$61.17
Canton, Ohio. ....	39.25
Cleveland, Ohio. ....	291.45
Dover, Ohio. ....	1.89
Elyria, Ohio. ....	36.94
Lorain, Ohio. ....	1.28
New Castle, Pa. ....	32.53
New Philadelphia, Ohio. ....	21.83
Niles, Ohio. ....	1.19
Youngstown, Ohio. ....	31.22
TOTAL .....	\$518.75

### NEWARK DIVISION

Columbus, Ohio. ....	\$177.92
Mansfield, Ohio. ....	13.98
Marietta, Ohio. ....	1.81
Mt. Vernon, Ohio. ....	3.46
Newark, Ohio. ....	2.84
TOTAL .....	\$200.01

### CHICAGO DIVISION

Chicago, Ill. ....	\$466.92
Garrett, Ind. ....	51.65
Willard Transfer, Ohio. ....	248.48
TOTAL .....	\$767.05

### KENTUCKY LINES

Martin, Ky. ....	\$20.77
Miscellaneous. ....	.55
TOTAL .....	\$21.32

## SUMMARY

	1923	EASTERN LINES	WESTERN LINES	TOTAL
January. ....		\$2,670.07	\$3,921.69	\$6,591.76
February. ....		2,666.19	2,165.15	4,831.34
March. ....		2,758.65	2,298.88	5,057.53
April. ....		3,065.93	2,110.60	5,176.53
May. ....		3,248.91	2,584.23	5,833.14
TOTAL .....		\$14,409.75	\$13,080.55	\$27,490.30

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.

A. E. DAY  
Chief of Weighing Bureau,  
Transportation Department





## Veterans Have Gay Time at Pretty Olympia Park, Versailles, Pa.

**W**E'RE going!" sang out the members of Charles W. Galloway Auxiliary as they boarded the train at Camden Station, Baltimore, the night before.

And "We're going," declared those who got on No. 17 at Martinsburg and Cumberland and Connellsville.

"Oh, yes, you bet we're going," cried the boys and girls, young ones and old ones, too, whom we met in the General Offices at Pittsburgh.

And "We're coming," insisted the other folk from Fairmont, from Wheeling, from Newark, from Columbus, from Cincinnati, from Lima, and even from far away Garrett, Indiana.

Going where? Coming where? Why, to the big picnic at Olympia Park, Versailles, on July 25. And they all came, too, not only the Veterans and their wives and families, but the girls and boys from the offices and many of their friends. The agents and supervisors were there, and the superintendents and the traffic people, and the office boys and the vice president. Uncle George Sturmer paraded around with the ladies and Captain Fletcher and the Missus were there. Brother Frank Howard and Mrs. Howard, Brother Wiley and Sister Moriarity, Sister Leonard and Brother Morris, all from Newark, came with their appetites.

"Daddy" Harrigan, Brother and Sister Wardley, from Connellsville, and Brother and Sister Garvey from Wheeling were among those who smelled fried chicken and were lured away from their homes.

Conductor Lenhart made everybody on his train happy, for he was happy to be in charge of such a good natured bunch.

The Cumberland Shop Band was there in all its glorious array of new uniforms which the men were wearing for the first time, and Frank de Luca waved a brand new baton, while "Ed" Warner looked 'em over through his tortoise-shells.

### A Fillin' Dinner

A dinner was served at noon to grand officers, visitors and out of town guests. Just as the diners were about to be seated, the Cumberland Band began to play and Vice President Galloway made his appearance. Hearty applause greeted him and he was given the end seat at the table. General Superintendent Peck, Superintendent Beltz, Superintendent Martin, Superintendent of Transportation C. W. Gorsuch, Assistant General Passenger Agent J. P. Taggart, General Freight Agent W. W. Blakely, Assistant General Freight Agent A. L. Doggett, and Division Freight Agent F. A. Markley were among those who also ate corn-on-the-cob together. Besides, there were soup and chicken, new potatoes, salad, coffee, cake and ice cream—enough to make any hungry man promise to wash the dishes. Old Man Keane, from down at Grafton, didn't have much to say; he didn't have time. Safety Agent Allison rose to remark something about chicken and French dressing. Brother Daugherty didn't say much but kept sawing wood.

### The Ball Game

After dinner there was a baseball game in which Connellsville beat Cumberland to the tune of 4 to 1. But the mountaineers were good sports and hope for better luck next time. Superintendent Transportation C. W. Gorsuch made a most excellent baseball fan, while Division Freight Agent W. E. Magill and Brother John McLain stood on the outside afraid to go in. Brother Sturmer forgot himself and tried to run the little "Capitol Limited" around its track in the field with Sister Lewis as fireman.

Brother Fleckenstein, the man who keeps the cleanest storehouse on the System, was there with his grandchildren, and Martin Devine, 98 years old and with 52 years of service, sang songs and danced a jig.

"Salute your superior officer, Sir," demanded Martin of Vice President Galloway,

and also of General Superintendent Peck. And they both saluted.

"Don't they call you Gallagher?" asked Martin of the vice president. "Sometimes," smilingly admitted our chief operating officer.

### The Speech Making

At four o'clock a table and chair were brought out on the lawn and Brother Sturmer mounted the one and then the other. It was the signal for the speaking to begin.

In introducing Mr. Galloway, Mr. Sturmer explained the meaning of the term "Cooperation," as he had heard it somewhere in Baltimore.

"When a Masonic order turns over its hall for a game of basketball between the Knights of Columbus and the Ku Klux Klan for the benefit of the Young Men's Hebrew Association—that's *cooperation*," he said. "Vice President Galloway is willing to turn over anything to us or to do all the things that make for *cooperation*: Vice President Galloway."

### Mr. Galloway

"I am strong for the Veterans," said Mr. Galloway, "and I am proud of them. On the twenty-third of next month I will be two veterans, for I shall have been 40 years in the service of the Baltimore and Ohio."

"The Veterans Association is a strong asset to the Railroad; it can, it will and does benefit the Railroad. Mr. Sturmer has just spoken to you of cooperation. Cooperation is necessary for success. The Railroad cannot be run without the help of the employees."

"Some people have an idea that it is the officers who run a railroad. It is not the officers but the people themselves; without them we could not get along. No matter how bright and how smart a railroad officer may be, he must have the cooperation of his employees, and the man who does not believe this is sadly misled."

"In the records of service, courtesy, good fellowship and fair dealing with the public, the Baltimore and Ohio stands second to none. This is not because of Mr. Willard, because of me, or because of any other officer, but because of you."

Mr. Galloway then spoke of the things that employees do to make passengers comfortable, of the Capitol Limited and its high class service.

"It took three years for us to decide to put on the Capitol Limited," he said, "and it has been successful. Its success is not because of what the officers have done, but because of the magnificent spirit of all the employees who have come into contact with it. With two exceptions since it was placed in service, the Capitol Limited has gone into its terminals every day on time. One time it was 45 minutes late getting into Cumberland, but it reached Washington five minutes ahead of time. This was accomplished because of the feeling of each employee for the success of the train. Each man went to it and accomplished his part of it."



"Your officers see that all practices are set to standard; you people carry them out; it is you who are doing the work. Our improvements for this year cost \$12,000,000,

including elevators, etc. \$32,000,000 of this has been spent for equipment alone, and 70 per cent. of this for freight equipment. Better equipment means better service;

better service means better conditions and employment of men.

"I have no fear of the competition of any other railroad while we have men who show



#### HAPPY PICNIC FACES

1. Captain H. L. Lenhart, the conductor who had his hands full on the train out of Pittsburgh. 2. Right to left: A. L. Doggett, Assistant General Freight Agent, Pittsburgh; Miss Vada Pearl Drum, Magazine Correspondent, Cumberland; F. A. Markley, Division Freight Agent, Pittsburgh; Transportation Assistant C. W. Gorsuch, Pittsburgh; Superintendent G. W. Martin, Connellsville; Engineer George Stombaugh, Pittsburgh Division. 3. Grand President Sturmer, launching forth on "The Grand and Glorious Baltimore and Ohio." 4. Vice-President Galloway holding his audience spellbound. 5. A little visitor whose name we've forgotten, but he enjoyed the picnic as much as anybody. 6. Daddy Harrigan also waxes eloquent. 7. Transportation Assistant Gorsuch makes a good baseball fan. 8. The Traffic Quartette from Pittsburgh: Left to right, J. P. Taggart, Assistant General Passenger Agent; W. W. Blakeley, General Freight Agent; A. L. Doggett, Assistant General Freight Agent, and F. A. Markley, Division Freight Agent



the proper spirit in times of emergency. Where it is necessary to cut out cars on fast freight trains it means a delay to the train.

I shall tell you of an instance showing one of the best evidences of fine spirit on the part of employees. On one occasion, a crew,

instead of setting a car off, switched it over to another track and had new wheels put under it while the icing was being done. This was



#### THEY ALL HAD A GOOD TIME

1. Martin Devine, 98 years old, who sang and danced, and the little granddaughter of Assistant Terminal Agent J. T. Campbell. 2 and 4. Groups of Baltimore women—Pick them out. 3. They're all from Connellsville. Left to right, front row: Engineer W. J. Bailor, Tinner Foreman Thomas Logan, Blacksmith H. Dinsmore. Back row: Fireman A. H. Gruver, Locomotive Inspector P. J. King, Conductor W. C. Neth, and S. Leece, of the H. C. Frick Coal Company. 5 and 7. Some of the little people who rode on the train and in the "whip"—Donald Springer, grandson of Supply House Keeper Fleckenstein, Connellsville; Jessie and Dorothy, children of Conductor J. M. Smith, S. and C. Branch; Waltinud Montgomery, son of electrician; Opal Smock, daughter of Pipefitter Smock, Connellsville; Beatrice, daughter of Harry Bates, machinist, Connellsville; Rosemary, sister of Freda Schuler, who works in the Car Distributor's Office, Connellsville; Edgar, nephew of Howard Fields, a member of Cumberland Shop Band; Juanita Miller, Cumberland, and J. R. Bates; Carl Brown, son of statistical clerk, Cumberland. 6. The members from Newark decided that they all would be ladies. Left to right: "Miss" Frank Howard, "Miss" James Morris, a retired engineer of 45 years service; Mrs. Frank Howard, "Miss" W. J. Wiley, and Mrs. R. E. Leonard, wife of engineer. 8. C. H. Durant, Chief Clerk to Superintendent Pittsburgh, and General Chairman





#### ALL READY TO EAT!

A group of Veterans and some of their wives at the Versailles Picnic—Left to right, standing, are: Mrs. William McKee, Baltimore; Mrs. Anna Hopper, Garrett Indiana; Mrs. Otto Wallburg, Lima, Ohio; James Wardley, Connellsville; G. W. Sturmer, Grand President, Baltimore; Mrs. Frank Howard, Mrs. R. E. Leonard and Mrs. D. Moriarty, Newark, Ohio; Mrs. H. Fletcher and "Cap" Fletcher, Fairmont, W. Va. Second from the left, seated, is Frank Howard, Newark Ohio; on his left are W. C. Cox, Pittsburgh; W. J. Wiley, Newark, Ohio, and Safety Agent "Bill" Allison

accomplished in one hour and five minutes. This is the reigning spirit among Baltimore and Ohio employees. If you do the things to make the Railroad successful, you are successful.

"There are many things that employees can do for the success of the railroads. As soon as a little money gets into the railroad's treasury, there are politicians who begin to devise ways and means to reduce rates. Certainly we ought to be permitted to earn enough to pay a decent wage to employees. If Congress lets the railroads alone for a time we shall be all right. You people have no idea how many bosses we have. The state and interstate commerce commissions are all our bosses. Understand, I am not complaining; I am simply stating facts. Somebody out in California wants rates cut and then begins the trouble.

"An automobile carries you a few blocks and charges you fifty cents for it; the railroad carries you many times farther for fifty cents."

Mr. Galloway then spoke of operating costs. He said that at Union Station, Washington, which is owned by the Baltimore and Ohio and the Pennsylvania Railroads, it costs us 83 cents per passenger for every person who passes through the station, including the commuters. The only way to pay for this, he said, is to get passengers who travel long distances, those who pay \$30.00 and \$40.00 per passage. The best thing that we can do, he said, is to operate our railroad economically and honestly, and in this every employee has a share. It is the people who control this to a certain extent. There is always a certain

political element who want to stir up things for the railroads. Certain things are facts; if they will only deal with facts we have nothing to fear. There are many newspapers and magazines published for the purpose of keeping up excitement, of telling lies to fool the people, to get big money through subscriptions that the owners may live "soft." Employees should think of these things and not be misled by such propaganda. And when the time comes, Mr. Galloway said that he hoped the employees of the Baltimore and Ohio will think properly and act accordingly. Our employees are now doing good work and are contented.

Mr. Galloway, in conclusion, told an amusing story which went something like this:

An Irishman was giving some good advice to his son. He said, "Me bye, ye're now 21 years of age. Ye've reached the point where ye'll start out fer yourself. Whin ye've a project in mind, be sure that ye use a bit av forethought, system and planning. Fer instance, if ye're walkin' up Fifth Avenoo and yer eye lights on a pie in the window of a bakery, ye wouldn't throw a rock in and break the window; ye'd go in and ask the young lady behind the counter to tell ye the price av the pie. Ye'd tell her to give ye wan. Thin ye'd ask her fer the sugar to sprinkle on it. Thin ye'd eat it, and as ye did so, ye'd be movin' toward the door. Whin ye've finished eatin' the pie, wipe the sugar off yer mouth wid yer handkerchief an' thin ye'd bate it out av the door. Yes, me bye, thin the evidence is gone it's time to run."

"And so," added Mr. Galloway, "with

my evidence finished, it's time for me to run. I've enjoyed being here and I hope to come again."

#### Mrs. Howard

Mrs. Frank M. Howard, grand president of the Ladies' Auxiliary, was the next speaker. She told of the interest of the women in the Veterans' Association, and commented nicely on some of the remarks made by Vice President Galloway. She extended a cordial invitation to all the Veterans and their wives to visit the Newark Division Veterans at any of their meetings.

#### Mr. Harrigan

Mr. Sturmer then introduced P. J. Harrigan, a Veteran of 50 years of Baltimore and Ohio service.

Mr. Harrigan reiterated some of the things that Mr. Galloway said, and added:

"The vast amount of money needed and used by the Railroad is gathered in from the people who use the Railroad. Probably 60 cents from every dollar of this goes to us who labor for it.

"My membership in the Railroad dates back to 1867. In all that time there has never been an officer in the service who has ever directed, instructed or requested me to do a wrong thing. And when we have officers at our head who believe and trust in a Supreme Being, we can do well to carry out the work which is given us by them to do.

"There is the divine command that we earn our bread by the sweat of our brows. I have learned efficiency through the training of my eyes and hands. If you find



working conditions as I have found them, we will yet be able to train the young men of today to direct his steps. We want him to be a better man for the Railroad than you and I have ever been."

#### Mrs. Lewis

Mr. Sturmer then presented Mrs. Charles W. Lewis, president of the Charles W. Galloway Auxiliary, Baltimore. Mrs. Lewis gave a pleasing talk on the progress made by her Auxiliary and extended a cordial invitation to all present to visit them on meeting days. She told of the 32 women who had come from Baltimore to be present at the picnic, and urged these as well as all present to observe courtesy at all times. She cited a case of an employe of another road on which she had traveled whose discourtesy had been so pronounced that she had realized at once that no Baltimore and Ohio employe would act in like manner.

#### Mrs. Garvey

Mrs. J. M. Garvey was the next speaker. Mrs. Garvey came forth with one of her pleasing little talks, emphasizing the co-operation of employes with the management, and our consideration for each other. She expressed pride at being a wife of a Veteran and pride for the Baltimore and Ohio. "The little road, christened by Charles Carroll of Carrollton," she reminded us, "has now grown to be a giant of Transportation."

#### By the Way

Mrs. Bartlett and Mrs. Fleming, Fairmont, W. Va., were much in evidence. An observer must admit that if these two ladies entered into an argument, the "weight" would be all on Mrs. Bartlett's side. Ditto for Mrs. Otto Wallburg, of Lima. And she left poor Otto at home!

General Superintendent Peck is "camera shy." However, Aunt Mary overcame his natural reserve and "shot" him.

Vada Pearl Drumm, Cumberland, is some girl! She was selling tickets on a Chevrolet, and certainly lightened everyone's pocket book. We hope she gets it, even though she admits that if she does it will mean the poor house for her.

Marie Slatterick, Wheeling, creditably represented her division. But—Marie, your photo in the bathing suit doesn't do you justice by any means.

We've heard of round table orators. This, however, was the first time we ever saw "table top" orators.

In the sleeper from Baltimore were 32 ladies and one lone male. Some time in the wee small hours of the morning the train stopped. Other noises being silenced, music in various keys, from G-flat to A-minor were heard. Those rudely awakened from sleep demanded to know who was making the music. Then voices called to Brother Wall to wake up and stop snoring. A wee small voice from the poor man

answered, "It's not I; I'm awake." Arriving in Pittsburgh the mystery of the "Heavenly Night Music" was still unsolved. None of the ladies would 'fess up.

Newark, Ohio, was there with bells on, led by Mrs. Frank Howard. Makes us wish we could visit Newark often, when we see the kind of "roses" they grow there.

And Connellsville! Two young ladies tried to "vamp" us into giving up even the shirts off our backs! Said they wanted to make blouses to go with knickers for hiking parties. Only way we got out alive was by promising to search our homes and offices on our return and forward the results by special delivery. Who could resist them?

"Courtesy, thy first name is Traffic Department, Pittsburgh." We don't wonder the cars are full of freight and the station full of passengers when we visit the Oliver Building and see the reasons.

There were no "claims" presented for lost or damaged goods. Mr. Cogley, Wheeling, took care of that.

And Safety! Who could get hurt with "Safety First Bill" Allison, Parkersburg, on hand to see that they didn't.

Did you see the way Mr. Beltz and Mr. Booth looked after things around the station when it was time to leave? A real lesson in efficiency.

Frank Kane upheld the honor of Grafton,

W. Va. After seeing the fine looking crowd, Frank's one regret is that the street repairs, etc. in his town this year make it impossible to decide when to hold their annual picnic.

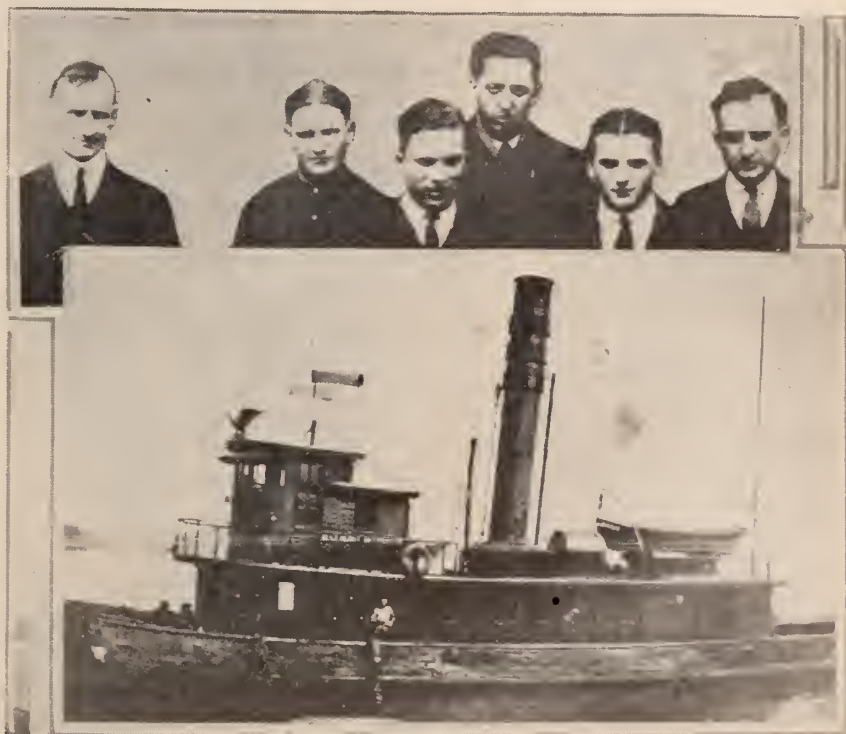
W. W. Haines, Connellsville, and C. H. Durant, Pittsburgh, in charge of arrangements, were the busiest men on the grounds. They were everywhere at once. We doubt if they even got anything to eat, so busy were they looking after the comfort of their guests.

Boy, page Mary Breen! After making all kinds of promises she "turned us down" and did not come.

The title of "silver tongued orator" passes to Mrs. J. M. Garvey, there being no dissenting votes. Her little speech came right from the heart and hit the spot every time.

On the train returning from Versailles to Pittsburgh one of the ladies said she was hungry. Mr. Sturmer handed her a Baltimore and Ohio dining car mint. Disposing of it, she was still hungry and took the package from Brother Sturmer and ate them one by one until they were all gone. The hungry feeling still remaining, further search was made of the train—without result—and when the train arrived in Pittsburgh, before the rest of the crowd were on the platform our lady was in the restaurant, ordering everything in sight!

## Oldest Iron Vessel Listed by American Shipping Bureau is Our "Major Henry Brewerton"



A VETERAN OF 65 YEARS OF SERVICE

The oldest iron vessel on the list of the American Bureau of Shipping is the Major Henry Brewerton, of 65 tons gross, built in Baltimore in 1857. This tug is in the service of the Baltimore and Ohio Railroad, and is still in good condition. Assistant Agent and Yardmaster C. C. Lonkhardt, Philadelphia, obtained for us the accompanying picture of the Major Henry Brewerton. Mr. Lonkhardt's picture is at the extreme right in the group above. The others, who comprise the office force at Pier 22, Philadelphia, are, left to right: Chief Clerk T. P. McGarvey, Tallyman W. I. Congar, Stenographer Herman Chesen, Demurrage Clerk Joseph Levy



# Women's Department

Edited by Margaret Talbott Stevens.



## Love Letters of D. S. Patcher

### No. 4

SWEETHEART:  
Do YOU remember  
THAT WONDERFUL day,  
IN THE beautiful  
MONTH OF May—  
YOUR slender hand  
CLASPED IN mine,  
WE KNELT,  
AT THE shrine  
OF GOD,  
AND PROMISED to  
LOVE, CHERISH  
AND FOREVER share  
EACH OTHER'S  
JOY AND care  
UNTIL PARTED by  
THE WILL of GOD?  
DO YOU remember?  
YOU DO, don't you?

SWEETHEART:  
DO YOU remember,  
WHEN THE man  
OF GOD,  
PRONOUNCED us  
MAN and WIFE,  
AND THE bliss  
OF THE lingering kiss  
WITH WHICH we  
SEALED OUR vows?  
DO YOU remember,  
YOU RAISED your  
DEAR SWEET face  
TO MINE,  
YOUR BEAUTIFUL eyes  
MOIST WITH the  
HEAVENLY MIST  
OF SUPREME happiness?

SWEETHEART:  
DO YOU remember,  
I FOLDED you in  
MY ARMS and kissed  
AWAY THE tears, I  
AND YOU called me  
HUSBAND,  
AND I called you  
WIFE,  
AND THEN I knew,  
AND YOU knew,  
THAT WE were  
BOUND together  
FOR LIFE,  
BY THE invisible

BONDS OF love,  
AND THAT SIDE by side  
WE WOULD rise or  
FALL ON life's tide?

SWEETHEART:  
DO YOU remember,  
WE VISIONED  
TIME'S pathway  
STREWN WITH flowers,  
GROWN IN the  
GARDEN OF love  
AND WET by  
SUMMER showers?  
AND HOW  
THE 'LURING placid  
CALM OF the  
SILVER SEA of time,  
HID WELL beneath  
THE SUBLIME  
BEAUTY OF its  
SMOOTH ENCHANTING surface  
THE SHOALS and  
WHIRLPOOLS OF life's  
TRAGEDIES—  
AND WELL it did?

SWEETHEART:  
DO YOU remember  
HOW WE would  
PLAN AND dream  
OF PEACE and  
CONTENTMENT, as we  
SAILED LIFE'S stream,  
YOU AND I, together,  
TOWARD THE land of  
THE CRIMSON SUNSET?  
DO YOU remember?  
YOU DO, don't you  
SWEETHEART?

### Sugar Cookies

By Mrs. E. MORRIS, Wife of Engineer,  
Smithfield, Pa.

Sift 2 teaspoonfuls of baking powder with  
flour,  
1 cup butter or lard,  
2 cups sugar,  
2 eggs,  
1 cup sour milk,  
1 teaspoonful soda,  
Vanilla to suit taste.

### Household Hints

Contributed by Mrs. E. MORRIS,  
Smithfield, Pa.

WHEN boiling eggs, wet the shells  
thoroughly before dropping in boil-  
ing water and they will not crack.

To freshen the carpet, sweep with a  
broom previously dipped into salt water.  
Shake the broom well so that it will be  
damp but not wet when using.

For hiccough, give the patient a tea-  
spoonful of granulated sugar mixed with  
a teaspoonful of vinegar. If this does not  
afford instant relief, repeat the dose.

When our stockings no longer can be  
patched or darned, I make excellent dust  
cloths of them. Rip them up the back and  
sew together until the cloth is of a con-  
venient size. Pour on your favorite  
furniture polish, or a bit of kerosene, and  
give the cloth time to absorb this before  
using.

If you have the misfortune to scorch  
any vegetable, remove the kettle containing  
it from the fire, set it in a pan of cold water,  
and, unless the food has been very badly  
scorched, the unpleasant taste will dis-  
appear.

Add a teaspoonful of vinegar to the  
water in which eggs are to be poached and  
they will not spread or crumble.

### Mrs. McCauley's Corn Pone

MRS. ALICE McCaULEY, matron,  
Mt. Royal Station, whose picture  
you see here, has been in the  
service of the Baltimore and Ohio for  
18 years. All of this time she has  
spent in the same position and in the  
same station. This is a splendid record,  
but when you have met Mrs. McCauley,  
you will not wonder why she has been



Mrs. Alice McCauley, matron, Mt. Royal Station,  
who gives us the recipe for corn pone



kept here. Mt. Royal Station is spoken of by Baltimoreans as "the homelike station," and surely Mrs. McCauley does her share in giving to the women's rest room a homelike atmosphere. She is a home-loving woman, a good nurse in time of illness, and a good cook.

Mrs. McCauley is the widow of the late James E. McCauley, for many years a Baltimore and Ohio conductor. She has children, one of whom is particularly fond of the corn pone that his mother makes. We asked Mrs. McCauley for the recipe, which she gladly gave us. She was a bit shy when we asked her to pose for her photograph, but we are sure that she will be pleased with the results as she sees them here. The recipe follows:

One pound cornmeal, one pint milk, one tablespoon lard and one tablespoon butter mixed; two eggs, baking powder and salt. Beat all well together. Grease pan well and bake in a slow oven.

### As it Really Happened

Y. W. C. A.

Clarksburg, W. Va.

June 21, 1923

Baltimore and Ohio Magazine  
Baltimore, Maryland  
Gentlemen:

Recently I picked up a copy of your MAGAZINE in the home of a friend, and it proved quite interesting—possibly because it represents travel.

I wonder if you would be interested in printing this piece of nonsense enclosed—in the next issue of your MAGAZINE? And this is the way it actually happened!

Very truly yours,

(Signed) JOAN R. BROWNING

On the eighteenth of March a man did go  
From New York to Washington—via the  
B. & O

He rode on a pass, and had two brown bags—  
We didn't know his name (couldn't read  
the tags).

Across the aisle a girl, a lovely creature,  
Slender of form and perfect of feature,  
Sat quite all alone; she seemed almost sad—  
I had never met her (but I wished that I had).

She did not smile, nor even glance,  
(A mere man, you see, had not much chance.)  
Though each for the other had interest  
quite keen,  
Not a sign of their thoughts on the surface  
was seen.

Before the big flyer had flown very far,  
"First call for dinner!" was heard through  
the car.

The man arose quickly and rushed out to  
eat—

But the girl never once arose from her seat.

That train pulled in at four-fifteen,  
But still no move toward acquaintance  
was seen;

With a lingering glance, that man arose  
And went—but where?—Nobody knows!

## Charleston Division Girl Makes This Charming Blouse

THE picture on this page shows Miss Madeline Hayden, secretary to the chief clerk, Superintendent's Office, Weston W. Va., wearing a most attractive little blouse, made from one of our MAGAZINE patterns.

Miss Hayden, who does practically all her own sewing, made this blouse for herself. She says that she found the pattern simple and easy to handle—not confusing in the least. It took her possibly two and a half or perhaps three hours to complete it. She did the work at intervals in the evenings after work.

The material which Miss Hayden used is figured canton crepe, with a back ground of gray and figures of cerise and black. We only regret that we could not make the picture in colors just to show you how lovely it really is. No changes were made in the pattern, save that the neck was hemstitched instead of being bound, as is shown in the pattern.

Miss Hayden gives us some good advice



Price 12 Cents

about making our own clothes. "I think it economical," she says, "for the business girl to do her own sewing. It enables her to have lots and lots of nice things inexpensively. If she bought these clothes ready made she would necessarily pay considerably more than their real value." There is just one item which Miss Hayden might have added: just think of the experience in sewing that a girl gets by making her own clothes; who knows how she

may utilize that in the future! But then, I forgot. Girls on the Charleston Division are so charming in themselves that they do not need to know anything about household arts to make themselves more attractive. As for Miss Hayden—well, look at her and judge for yourself.

The pattern used for this blouse is No. 4040.

This blouse is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches, bust measure.

Size 38 requires  $3\frac{1}{8}$  yards of 32-inch material.



From Baltimore and Ohio Magazine Pattern No. 4040, Miss Madeline Hayden made this charming little blouse of figured canton crepe



# School Clothes for the Kiddies and Comfortable Styles for Everybody in the Family

By PEGGY

**W**HEN the Fashion Woman thought of styles for the late summer and early autumn, she thought of everybody in the family. There is the play suit for baby, another for the small boy; dresses for the school girl, aprons and dresses for mother and big sister, and even a night-shirt for father and big brother. And you will see what comfortable, sensible garments they are, too. They are easy to make, too.

The Fashion Woman says that many of the new one-piece costumes have the fullness draped at the side or in the front. Soft fabrics are used for the late summer and early autumn. Plaited skirts with jackets of the same or of contrasting colors are worn with the dainty little white blouses. Blouses are worn with the tiered skirts; this style, however, is most becoming to the slender person.

There are pretty striped materials to be found now in both heavy cotton and woolen materials. Striped materials combine with the plain colors in many interesting ways. Tan, with tan and white striped trimming, green with green and white striped trimming, and blue with trimming of blue and white striped material form some of the pretty combinations. Sometimes the plain materials are used for the blouses and the striped materials for the skirts, and vice versa.

Georgette is still in favor, although the colors are a bit unusual this season. Black, cream, flesh, yellow and turquoise blue are among the favorites. Black satin is much used for those youthful, long-waisted dresses with straight blouses attached to

straight, full skirts. The general length for dresses has grown again, now measuring 6 inches from the ground.

The cool freshness of the lingerie collars and cuffs adds so much to the appearance of the severe tailored effects which are so much worn.

Velvet blouses in gay colors and in the jacquette models are worn with finely plaited skirts in contrasting or in self colors.



A Most Attractive Blouse

No. 4432 shows a fine way to make up that piece of figured material that you have kept in your trunk for a long time, wondering what was the best thing to make of it. It will be attractive in silk, crepe, georgette, paisley, or most any material. Figured silk was used in this instance. A nice combination could be made by using silk for the body of the blouse with georgette sleeves and cascade draping. The pattern is cut in seven sizes, 34 to 46 inches, inclusive. The size 38 requires  $2\frac{1}{2}$  yards of 40-inch material. Price, 12 cents.

An Unusual and Charming Little Frock

4424. This pattern would adapt itself nicely to being made over from another



frock of which you may be tired. Embroidered or printed crepe, or foulard would be attractive in this design. The skirt is joined to an underbody; the overblouse and tunic close at the left side. This pattern is cut in 7 sizes, 34 to 46 inches bust. A 38-inch size requires  $6\frac{1}{4}$  yards of 32-inch material. The width at the foot is 2 yards. Price, 12 cents.

When Baby Plays

Pattern No. 4437 shows a comfortable play garment for children 2, 3, 4 and 5 years old. It is cut so as to afford freedom to the little wearer. It has a practical closing which is convenient for the youngster. It may be finished with or without the long sleeves. A 3-year size requires  $1\frac{1}{3}$  yards of crepe, linen or chambray, in 36-inch width. Price of pattern, 12 cents.







Housework is a Pleasure with an Apron like This

4420 was made up in figured pereale, edged with rich-rack braid, although cambrie, lawn or gingham might be used to good advantage. The pattern is cut in 4 sizes, Small, Medium, Large and Extra Large. Medium size requires 4 yards of 27-inch material. Price, 12 cents.

#### All Ready for School

No. 4447 is a dainty little up-to-date frock which the little miss will be proud

to wear to school. On it she may have her initials worked, just the same as on big sister's blouses. Mustard colored linen was used for this dress, with a white bias binding as a trimming for the collar and cuffs. Green would also make a pretty trimming. Ratine in tan or gray with a piping of black or green would make an attractive little frock in this pattern. It is cut in sizes 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{3}{4}$  yards of 32-inch material.



#### Inserted Pockets Add to the Utility of This House Dress

4426. The slenderizing features of this house dress will appeal to the stout woman particularly. Figured pereale with trimming of poplin made the dress shown here, although striped pereale would make quite as attractive a dress, the stripes running

lengthwise, of course. The pattern is cut in 7 sizes, 36 to 48 inches bust measure. Size 38 requires 5 yards of 32-inch material with  $\frac{5}{8}$  yard of contrasting material for trimming. Pattern mailed to any address on receipt of 12 cents in stamps.

#### A Charming Gown

4423. Here is a pretty model draped at the centre front in Egyptian style. The dress slips over the head. This model is good for crepe, satin, or crepe de chine. Handkerchief linen, embroidered voile and batiste also, could be used.

The pattern is cut in 3 sizes: 16, 18 and 20 years. A 16-year size requires  $4\frac{1}{4}$  yards of 36-inch material. The width at the foot is  $1\frac{7}{8}$  yard. Price, 12 cents.

#### A Pretty Frock for the Growing Girl

4440. Printed and plain crepe are here combined. This style is also pleasing in embroidered and plain voile, or it may be developed in plain or figured goods, with pipings of a contrasting color.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size will require  $4\frac{3}{4}$  yards of one material 32 inches wide. To make as illustrated will require  $1\frac{7}{8}$  yards of plain material and  $2\frac{3}{8}$  yards of figured material. Price, 12 cents.

#### A New Version of a Popular Style

4052. This attractive one piece frock of dotted voile is trimmed with organdy and finished with a "short and long" button hole stitch. Plait sections lend fullness, and simulate length to the lines of this model.

The width at the foot with plaits extended is a little more than two yards.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 5 yards of 40-inch material. Price, 12 cents.

#### A Pretty and Becoming Frock

4422. Embroidered voile, or crepe could be used for this model. The drapery may be of self or contrasting material. As here

#### PATTERN ORDER BLANK

The Fashion Woman  
Baltimore and Ohio Magazine  
Mt. Royal Station  
Baltimore, Maryland

Please send to the following address the pattern listed below. I enclose 12 cents (stamps, check or money order) for each pattern or book of Fashions.

Name.....

Street.....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

#### Up-To-Date Book of Fashions

Send 12c in stamps, check, or money order for our UP-TO-DATE-BOOK OF FASHIONS.





shown figured foulard was used, with georgette for the drapery. The sleeve may be in wrist length, or short as illustrated in the large view.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5 yards of 40-inch material. To make the drapery of contrasting material requires  $1\frac{1}{4}$  yard. The width at the foot is  $2\frac{3}{8}$  yards. Price, 12 cents.

#### A Pretty Apron

4429. This model is both comfortable and attractive. The back fastens over the skirt portions of the front. Percale with bindings of linene would be a pleasing development. Chintz or cretonne with sateen or rick rack for a finish is also good.

The pattern is cut in 4 sizes: Small, Medium, Large, and Extra Large. A medium size requires  $2\frac{3}{4}$  yards of 36-inch material. Price, 12 cents.

#### A Pretty Frock for House or Porch

4428. This is a simple one-piece model with centre closing under the plastron. Percale with trimming of linene would be attractive for this style. Gingham, too, could be used, or crepe.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5 yards of 36-inch material. To trim as illustrated requires 1 yard. The width at the foot is  $2\frac{1}{4}$  yards. Price, 12 cents.

#### A Simple Frock for a Young Miss

4417. Smart belt extensions on this dress, effected by slashes at the sides, are an outstanding style feature. The sleeve may be in wrist or elbow length.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $3\frac{1}{2}$  yards of 32-inch material. Serge, crepe knit and jersey weaves, also taffeta are attractive materials for this style. Price, 12 cents.

#### A Pretty Undergarment

4441. Nainsook, cambric or crepe may be used for this style. The skirt portion could be made of flouncing, or embroidered nainsook, or flannel and the waist portions of cambric.

The pattern is cut in 5 sizes: 2, 4, 6, 8 and 10 years. A 10-year size requires  $1\frac{3}{4}$  yards of 36-inch material. Price, 12 cents.

#### A Quaint and Pretty Model

4416. One of the neatest styles for little girls is here portrayed. The panel front is cut with girdle ends that fasten over the back. A sash to match may be added and tied in a jaunty bow at the back. This dress slips over the head. It is excellent for gingham or percale.

The pattern is cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{1}{4}$  yards of 27-inch material. Price, 12 cents.

#### A Good Play Suit for a Small Boy

4439. To be comfortably dressed, adds much to the joy of your boy's playtime. This suit is easy to develop, and is suitable for flannel, linen, gingham and khaki. For

warin weather, pongee or linene would be attractive.

The pattern is cut in 3 sizes: 2, 4 and 6 years. A 4-year size requires  $2\frac{3}{8}$  yards of 32-inch material. Price, 12 cents.

#### A Serviceable, Practical Garment

4246. Muslin, cambric, flannel, flannel-ette and silk may be used for this design. It may be finished with a collarless neck, or with a collar, and the sleeve may have a cuff in shirt style or a facing.

The pattern is cut in 5 sizes for boys: 8, 10, 12, 14 and 16 years, and in 8 sizes for men: 36, 38, 40, 42, 44, 46, 48 and 50 inches breast measure. A 38-inch size requires  $4\frac{5}{8}$  yards of 36-inch material. Price, 12 cents.

### George M. Shriver Auxiliary, Martinsburg, W. Va.

Correspondent, CLARA McDONALD TAYLOR

THE gala night of this Auxiliary, May 24, has not yet been forgotten. We were disappointed that Vice-President Shriver could not be with us, but Mr. Milholland gave us a fine talk, conveying Mr. Shriver's regrets and best wishes. Mr. Milholland told of many events in the pioneer days of our Company and we hope he will come again soon.

The ladies sent a fine cake to Mr. Shriver, on which were candles representing the number of members. Mrs. Frances Watson Robbins sang for us, accompanied by Mrs. Elizabeth Morrison Livers, in her usual charming manner. The music by the girls orchestra was also much appreciated. Mrs. C. W. Lewis talked in her interesting way and impressed on us the part we must play in working for a stronger union among our members. Mrs. J. M. Garvey's talk was impressive and interesting, while the Rev. Father McKeefry pleased every one by a short speech in his happy vein. Miss Vanetta Chambers, daughter of the late Brown Chambers, gave a humorous selection which kept everyone laughing.

On July 25 we visited the Versailles picnic. This has become an event eagerly looked for. The weather man was truly kind to us and every one was happy. Your

correspondent and her son, Ellis Taylor, clerk, Cumbo, and Mrs. W. S. Burkhart represented Martinsburg. We met friends from Confluence and Smithfield and many other places. The dinner? Such chicken and angel food! The only thing to mar it was the watermelon which G. R. McDonald, Confluence, hunted for and could not find. Better luck next time, G. R., we will order a carload shipped for your use.

The addresses made by Vice President Galloway and Grand President of Veterans G. W. Sturmer were especially enjoyable. Hats off to the Cumberland Band! They certainly can play. The songs of Miss Vada Pearl Drumm were also much appreciated.

Our chaplain, Mrs. McBee, who has been ill, is missed at our meetings. She is always on hand, ready and willing to do anything for us. Our secretary, Mrs. Mary Robertson, was called home because of the serious illness of her mother. We are glad she is better. Mrs. Charles Lowery has returned from a trip to Pennsylvania points and Mr. and Mrs. Joe Copenhaver have returned from a trip west.

### An Old Engine

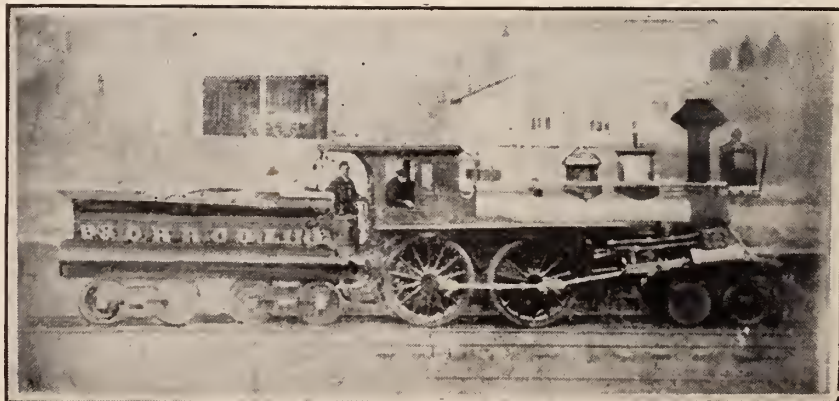
By MARIE SLATTERICK  
Secretary to Division Engineer  
Wheeling, W. Va.

THE accompanying picture was taken at Barnesville, Ohio, on April 7, 1867, on what is known as the coal track, opposite the new Baltimore and Ohio Station.

This engine was formerly the property of the Old Central Ohio Railroad. The engines in those days were named instead of numbered, this engine being named the "Chauncy Brooks." After the Baltimore and Ohio took over this railroad, the engine was numbered 520.

George Greaves, engineer on this engine, is shown sitting on side of cab. Mr. Greaves is now 78 years of age and enjoying the best of health. He resides on his farm near Zanesville. The fireman on this engine is Mr. D. Shipley, who died about one year after this picture was taken.

The picture is now in the possession of a Wheeling Division man, Engineer C. T. Welsh, to whom it has been "handed down."



Engineer George Greaves, shown in picture taken in 1867, is still enjoying life on his farm near Zanesville, Ohio



# Our Little Railroaders

*We little railroad people  
Who live so far away,  
How can we see each other?  
Now let me think—Oh, say!*



*Let's get our pictures taken  
Then send them in, you see,  
For this page; then I'll look at you,  
And you may look at me.*

## Mother Knows Best

By MARJORIE WHITE, Niece of Miss Sara White, Freight Office, Washington, Pa.

"BUT MOTHER," sobbed Louise, "I must have a new dress. I can't wear my old pink organdy. Remember, mother, this is a big party and all the girls will have new dresses. I want a lavender crepe de chine with a silver lace berth. I must have it."

"But Louise," said her mother, "I think that is much too elaborate a dress for a girl of thirteen. I will willingly buy you a new organdy or a plain silk, but I don't think it would be wise to buy such a dress as you suggest, for you would probably never wear it again. No, I think you will have to be content with your organdy."

"Mother," fairly screamed Louise, "Margaret Caldwell and all her set are getting crepe de chine and silk dresses, but no one is getting organdy. Oh, mother, I can't go without a pretty dress. Just think, the president of our school will be there to select the girl and boy for the pageant and everyone thinks Ronald Caldwell and I will be chosen; so, mother, I must look nice."

"We will see, dear," said her mother. "Now go to bed."

For a long time, Mrs. Kingston sat before the fire thinking how she could get a new dress for Louise for the party. She was a widow, and although she had enough to enable her and Louise to live comfortably, she had not enough to buy all the luxuries Louise wanted. At last she rose and said, "Well, I'll do it."

As she climbed the stairs she told herself that her old coat would do for another season. She could dye it and it would be almost as good as new.

For the next two weeks everyone at school talked about the party. They were very much interested in each other's clothes, but if Louise had noticed it, more girls were getting organdy than those who were getting more elaborate dresses. But she worshipped Margaret Caldwell and the five girls who went with her and they were getting fancy dresses, so she must have one too.

At home Mrs. Kingston was busy making Louise her lavender crepe de chine. Louise had many suggestions to make and her mother quietly did all she asked her to do.

At last the evening of the party came. Louise was wildly excited and as she dressed she said "Mother, Ronald will call for me at seven o'clock."

"Why, Louise, I'd much rather you went with Katherine. You know I don't approve of girls of your age going out with boys."

"Oh, mother, don't be old fashioned. You know all the girls will have escorts."

"Very well," said Mrs. Kingston quietly.

When Louise was dressed, she did look nice, but the dress was much too elaborate for the party she was going to.

Promptly at seven o'clock Ronald came and Louise set off down the street very much elated. At the corner she met her chum Katherine, but instead of stopping, she walked past with her head in the air. Ronald looked at her in surprise but said nothing, then Louise said laughing scornfully, "Did you see her dress? It was blue organdy." But Louise had failed to notice how becoming the blue organdy was to curly haired Katherine.

Upon arriving at the party, Louise was promptly carried away by Margaret Caldwell and her friends, for they noticed she was well dressed and so worthy of their company.

When the president and his wife appeared, Louise tried to be as much in evidence as possible. She got a ukelele and entertained the boys by singing all sorts of funny little songs. Although she was entertaining the children she was a little too forward about it, and she was so sure her beautiful frock would work wonders for her.

No one noticed Katherine very much at first, but at last the president said "What a pretty girl, she looks so much nicer in her simple dress than the others in their more elaborate ones."

"She certainly does," said his wife. "What a pretty picture she makes."

And indeed she did, for she was sitting in a big arm chair, surrounded by flowers. Her curly golden hair was such a contrast to the dark blue plush of the chair.

After supper had been served, the president got up to make his speech telling who had been selected.

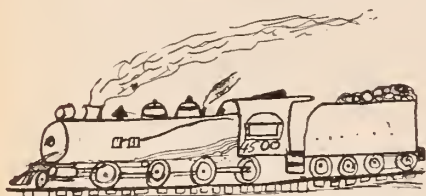
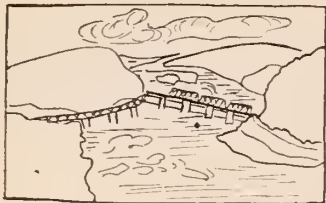
Louise sat ready to get up and make her speech, but when the president made his announcement, it was not Louise but Katherine who had been chosen. Immediately Margaret and her friends left Louise's side and crowded round Katherine and Ronald.

Louise crept into the dressing room for her coat and then out into the street. When she reached home she found her mother



Douglas, Jr.,  
Son of Douglas Fleming and Grandson of  
Engineer and Mrs. Harry Fleming,  
Fairmont, W. Va.





This pretty picture of Harpers Ferry was copied from one of our postcards by Raymond Hutson, Cumberland, Md., and Locomotive 4500 was drawn by William E. Robinson, Hyattsville, Md.

waiting for her and she sobbed out her story in her mother's arms.

"My mother knows best," sobbed Louise, "and never again will I do something she doesn't want me to do."

Katherine and Louise soon made up again and Mrs. Kingston felt that the incident had cured Louise's vanity.

## Onward, Dear Country

By ELNORA EWING, Niece of Oilman  
J. M. Ewing, Chillicothe, Ohio

Onward, dear country, with your ambition  
and fame

In every land honored shall be thy name  
Amid the stir and bustle of busy life,  
You, dear country, have been true through-  
out strife.

Prove your qualities, fulfil the command  
of God. Let

Foreign nations continue to stumble and  
fall upon unrighteous sod.

Do not falter till every nation has realized  
Till every country is Christianized

In God's pure light—In God's pure love—  
In the radiance which beams from above.

Onward, dear country, with your flaming  
light

Make nations realize the God of power and  
might.

Lead them upward to the sunshine that  
God so freely gives,

To the men, women and children who in  
Him believe.

Lift those little children who are so vainly  
groping,

Who are sincerely hoping,  
From utter darkness into dazzling sunshine.

Onward, dear country, so brave and true  
Come what will, I'll stand by the red, white  
and blue

In war we shall conquer our foes, for Christ  
is our captain

Ever victorious shall we remain, for God  
will guide and watch  
O'er us.

## CORRECTION

Last month we published a story by Estelle Barnes, Relay, Md., whose father is C. C. Barnes. We wrote it as William T. Barnes. I am sorry.

AUNT MARY.

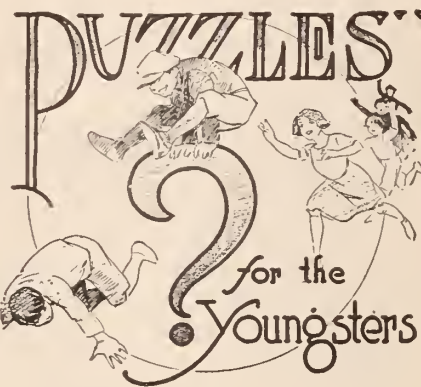
## Life on a Ranch

By MARGARET ANDERSON, Relay, Md.

IN the morning the boys on Hunwell's ranch got up very early. They expected to have a busy day as they were going to have a round up.

At five o'clock they were all in their places. "All ready boys!" shouted Mr. Hunwell. At this they all started on a gallop after the cattle. A few minutes later they were scattered in all directions getting the cattle together. Six hours later the cattle were already branded with a big "H."

It took all day to brand them, and after a long, hard day, the boys turned in very tired.



## Girls and Boys:

Well, what a fine lot of our little people guessed the puzzles in the May MAGAZINE! But Oh, when the June MAGAZINE came along, why that big charade made everybody think hard, didn't it?

The answer to the April puzzle is: "OUR LITTLE RAILROADERS." There were more than fifty little people who got the correct answer to this. The answer to the June puzzle is: "COAL BIN." There were

all kinds of answers that our little people sent in. Some were good and some were very funny. One little girl said that the answer was "TEA KETTLE," and a little boy said it was "SUGAR BOWL." Of course neither of these was right, but there were a number who did guess the correct answer. But the Puzzle Man made you think that time, didn't he? Oh, how he did laugh when I told him about the teapot and the sugar bowl.

The answers to the July puzzles will appear in the September MAGAZINE.

And now, here's one that I'll bet you can't guess. If you can—well, I'll see if I can't find something that little girls and little boys can use.

There are 10 letters in this word.

The letters numbered 10, 1 and 4 placed together spell the name of a little animal that says "me-e-ow!"

Letters 5, 3 and 4 spell a word that means to strike with the hand.

Letters 6, 7, 1 and 8 spell something found on every dinner table.

Letters 10, 2, 7, 1 and 6 spell the rich substance that forms on the top of milk.

Letters 8, 9, 2 and 7 spell something that goes around an automobile wheel.

The whole word is the name of a study that we all have in school. (The Puzzle Man says that he will whisper this little secret in your ear: boys usually like this study better than girls.)

Send in your answers, as well as all other letters and pictures to: Aunt Mary, Baltimore and Ohio MAGAZINE, Mt. Royal Station, Baltimore, Maryland.

## Here Comes the Bride

By JAMES McNULTY, Connellsville, Pa.

Here comes the bride,  
All step aside;  
Here comes the groom,  
Stiff as a broom.



## PICTURES DRAWN BY OUR LITTLE RAILROADERS

The man behind the ticket window is a funny picture of Mr. Harry B. Kight, Keyser, W. Va., drawn by his little nephew, Harley. Next to that is a funny picture of John Gianfagna, New York, drawn by himself. The girl is by Camilla Ausbrook, daughter of Agent C. E. Ausbrook, Noble, Ill. The dollie without her clothes was drawn by Maxine Moler, Brunswick, Md.; we didn't have the space to put in her dresses and hats. The little cowboy with the pony was drawn by Ernest Fischer, Baltimore, and the clown by Bernice Kirkpatrick, Dover, Ohio.



## You Can't Put Guards on Men's Brains

I WOULDN'T be alive today if it hadn't been for that guard," said Foreman "Bill" to the S. M. P., as they looked at the swiftly revolving fly wheel enclosed by a stout wire cage. "I was standing right in this very spot when a circuit breaker blew out over on the board. I started for it quick, slipped on a small spot of oil and landed up against that guard. Lucky for me it was there."

One might say, "Well, 'Bill' should have watched his step. What was that oil doing there anyway? A man can't be too careful around dangerous machinery." But the fact still remains—"Bill" slipped and the guard saved his life.

Next to a careful man the best Safety device in the world is a good guard. We can put guards on machinery but we can't put guards on men's brains. We generally know what a machine will do but we can never accurately determine what tricks our minds will play on us to cause trouble. And that's why certain gears, belts, and other equipment in the plant generally must be covered up.

If we were as sure of what we will do tomorrow as we are of what the machines in the plant will do, we could throw away a large number of the safeguards now being used. There's the trouble! We don't know what moment some careless act or thought on our part will result in an accident.

Man suffered few accidents from the hand operated jackknife, saw and hatchet, but when he created machines to cut wood, iron and steel he had to protect himself from them. Many a man has taken off a guard saying, "that's the bunk," and has gone on working—and probably he has

gotten away with it. But in the files of the Safety Department are accounts of hundreds of accidents which happened because the guard was taken off, goggles thrown aside, gloves discarded, or some other safeguard ignored. On the other hand there are also on record numberless instances where accidents have been averted by means of guards.

The safeguards in our plants, in our power houses, on our tracks, at our crossings, are intended to save lives, limbs and misery—they have a humane purpose we cannot afford to overlook. And no person has reason to believe that he can go through life and neglect these safeguards which have been developed for his protection.

### Kentucky Girl Tells of Lovely Trip over the Baltimore and Ohio and Ohio

WAY down in the Blue Grass State, in the City of Louisville, there is a Baltimore and Ohio employee who believes firmly in his Company, and who feels sure that if he can once persuade his friends to use our service, one trial will be sufficient, and they will always come our way. His faith seems to be well grounded, as the following story will show.

Assistant Ticket Agent Richards is the man. The time is early spring; the place Louisville and the girl—Miss Alberta Nichols, who is studying music in New York. Her photograph is shown on this page.

Mr. Richards is a friend of Rev. Dr. Nichols, and through him persuaded



Miss Alberta Nichols, who tells her daddy of a nice ride on the Baltimore and Ohio

Miss Alberta to use the Baltimore and Ohio on a trip to New York. While members of her family have given our Company a share of their business, their New York trips have been made over competing roads. That the trip via the Baltimore and Ohio was well worth while, that the service was all that could be desired and that nothing was left undone to prove that "Our Passengers are Our Guests" is amply proven by the following extract from a letter written by Miss Alberta to her father, and which we have received his permission to print;

"I made my connections just fine in Cincinnati; slept fairly well, and Oh! daddy, how I did enjoy the beautiful, gorgeous West Virginia scenery. I am so glad you had me go over the Baltimore and Ohio. You didn't tell me about the wonderful scenery and historic interest of the route. I just wished and wished all of you could enjoy it with me. Harper's Ferry and John Brown's monument and all the scenes of interest made it so different from other trips. Daddy, why didn't you tell me? The conductors on the Baltimore and Ohio came and talked to me; they were very kind and helped me to make my change in Cincinnati. I did enjoy the beautiful route, in spite of my lonely feeling."

Thank you Miss Alberta. We appreciate your kind words. We hope you will use our line whenever occasion offers and we wish you every success in your musical career.

### Car Miles —

There is hardly a man in the Conducting Transportation Department who can't help increase Car Miles. There are opportunities to do this at all times. Sieze them.



"You can put guards on machinery but you can't put them on men's brains," says the foreman



## "Washington Tour is Greatest Bargain in Educational Sightseeing"

THAT is rather a unique way of expressing appreciation of Baltimore and Ohio service, but it means a good deal, summing up, as it does, the contents of the complimentary letter which we reprint below.

This is a splendid letter to show to your friends, to pass along to your wife who may be able to interest some of her women associates in making up a party, to tell the boys at the club about—all with the idea of giving Americans the opportunity of seeing Washington in a comfortable and an inexpensive way.

Mr. Strickenburg merits and has our congratulations for having made his tourists feel so entirely at home and happy when they were in his care.

The writer of the following letter is the secretary to the superintendent of Public Schools at Lakewood, Ohio. She is an

educator and speaks, therefore, with authority about the tour.

### LAKWOOD PUBLIC SCHOOLS

Lakewood, Ohio

CHARLES P. LYNCH  
Superintendent

April 9, 1923.

MR. J. G. STRICKENBURG  
Division Passenger Agent  
Baltimore and Ohio Railroad  
Cleveland, Ohio

*My Dear Mr. Strickenburg:*

Owing to the fact that your time was taken up with the duties attending the handling of the Cleveland party, I think no one had an opportunity of speaking a word of commendation to you before our party left Washington, so I am taking this opportunity to express for myself and the entire Lakewood party our appreciation of your very admirable plan of handling tourist parties, which in detail of comfort and execution of plan leaves nothing to be desired.

The real success of a conducted tour *lies in the conducting*. Tourist parties are usually composed of inexperienced travelers who, in order to enjoy their first trip and inspire a desire for more, must be relieved of the panicky feeling which is apt to consume the novice in the catching of proper trains, boarding right street cars, finding his way back to his hotel, etc. etc., all of which is eliminated by an efficient tourist conductor, and that I am pleased to say the Baltimore and Ohio has in you.

Surely your plan of transporting by auto or bus between points of interest in the city is highly commendable, as it obviates fatiguing walks which would detract from the pleasure of sight-seeing. When reduced to the minimum there is sufficient walking during the course of the day to make the comforts of the hotel (the bed and bath) greatly appreciated. Taking it all in all your Washington tour is the greatest "bargain" in educational sightseeing that I know of.

Again thanking you for the courtesies to the Lakewood party, and hoping that we may have the pleasure at some future time of another trip with you, I am,

Respectfully yours,

(Signed) DONNA STEVENS



"THE CAPITOL LIMITED" ALONG THE RIVER



## Good Service Means Good Business—

Infers "Bob" French in the Tanner-Gross Co. House Organ,  
*The Flour Barrell*

WHEN an athlete lowers a sprint record, or a flying machine goes a mile in about nothing flat, the feat gets a lot of publicity, but any such record "busting" means little to the flour man. He is concerned, however, when a new record is made in the movement of flour, because he may be the man to benefit next time.

Here is what happened in our organization a few days ago:

1.35 p. m.—Cable received from a buyer in the United Kingdom for a lot of flour to be shipped on steamer leaving New York at once.

1.38 p. m.—Salesman finds a stock of this flour is on hand at our mill-warehouse on Staten Island, and confers with our traffic manager.

1.45 p. m.—Traffic manager phones our plant and the Baltimore and Ohio Railroad.

1.50 p. m.—Baltimore and Ohio say they can effect the movement and will send barge to our plant immediately.

2.38 p. m.—Plant phones office that barge has arrived.

2.50 p. m.—Plant gets orders to load, and quickly.

4.20 p. m.—Word from plant that men have completed loading and barge ready for tow, awaiting arrival special messenger from office with necessary papers.

8.00 a. m., following morning. Barge is reported safe alongside steamer, the *S. S. Celtic*.

9.00 a. m.—Receiving clerk of *Celtic* reports barge light and the flour in the ship. Just 19½ hours from time cable was received at our office!

The man at the plant, the traffic department and the railroad officials can be justly proud of making this quick shipment. It required real cooperation, team-work and above all, the ability to work fast and effectively. And despite the speed with which the flour was handled, it arrived at the ship with the sacks clean and perfect.

## Why Do We Pay for Insurance—

And Stop That Leak?

By H. IRVING MARTIN

WE are paying insurance premiums every day, Fire, Life, Accident, Burglary, Plate Glass, etc.

We are paying a premium to protect ourselves against *unavoidable* disasters. If we suffer a loss we get the money to cover that loss.

Now what kind of a premium could we pay to guarantee us against Loss and Damage Claims. None whatever, we simply pay the whole loss. Yet these claims must be classed as *avoidable* disasters.

Did you ever think of this subject in this light? Let us tell you what kind of a premium is possible. It is the premium that every employe can put on his own efficiency and carefulness. That is the sort of premium that would cut out the claims. Have you perfected it at your station? Is everything working right with you and your men?



WAY OF THE PICTURESQUE POTOMAC

Photo by George B. Luckey



# Following the Good Will Girls through France

By MARGARET TALBOTT STEVENS

(Continued from the July issue)

## No Man's Land—XII

FOR several days we have been passing through the lands which were torn up by gun fire and trenches. It is as if we had attended a great funeral of several days duration. Villages, like Fleurs, that have been totally destroyed without leaving even a stone where 150 to 200 houses stood before; towns like Verdun, which have no houses unmarked by the scars of war, or, like Rheims, where the once magnificent cathedral now stands as a spectre against the dark skies, shell battered and crumbling walls, with towers like broken sticks.

At Coucy le Chateau we saw a ruined citadel like that of Carcassone. From its top we beheld the fertile meadow lands which tell a story of the toil over barbed wire entanglements and shell holes in their making. In some cases there were all of the members of the family, from the old toothless grandmother to the little boy of six or seven, each with a shovel or pick, all doing their best to reclaim a bit of the land that once lay in the beautiful valley, a stretch of farmland that yields grain to feed the hungry mouths. Now with their homes in ruins and their fields a mass of debris and upturned rocks, shell holes and barbed wire, it is a struggle that only those who have regained the spirit that made France beautiful can fight against.

I am anxious to speak of many things today, but first of all, there are the events of yesterday. Each day seems far more interesting than the preceding one; each holds its own allurements in a different way.

It was not in a spirit of adventure, nor the spirit of the professional souvenir hunter that we stopped in the midst of a drizzling rain to look among the ruins for bayonets, helmets and empty shells.

"Here's a whole pile of helmets," said one.

"Yes, here's another."

"Be careful," warned the captain, "do not pick up anything until I see whether it is loaded or not."

"Oh, Captain, what is this queer looking object?"

And thus were gathered the souvenirs of the battles of Argonne Forest, the Battle of the Marne and Belleau Wood. There were German shells and casques, bayonets and cartridges, American and French helmets and shells—all mingled together just there where these men had fought their bloodiest battles of the war.

There was a French helmet with a hole shot through the top. Poor boy! Whose son was he? I shall take this helmet home with me. I shall place it on my wall with

the scabbard and the grenade that I am also bringing. And when in later years I look upon them, they will remind me of many things, and the uppermost thought shall be—not that I picked them up on the battlefields of France, but that this casque from Argonne Forest and the sheath from Belleau Wood shall mean that these boys who wore them fought for "Liberte, Egalite et Fraternite." They shall remind me of those who made it possible for me to see France. The old France and the new; the country that in a few years will look as though a war had never passed through; the France whose people gave to us the most cordial welcome; the France whose spirit will never be crushed.

## Soissons to Rheims—XIII

WHAT interesting days we spent in Soissons! Three of them, and each filled to the brim with visits to the centers of activity of the American Committee; libraries where whole families came in the evenings and on Sundays; schools, where the little children studied, sometimes under difficulties; baby clinics and hospitals; kindergartens and agricultural centers; playgrounds and day nurseries—all in war-ridden villages and towns. Domestic Science schools, medical schools and ambulance service are all to be found wherever there is a settlement of people who need them.

On the Sunday afternoon that we visited the nurses center at Soissons, we chatted with the nurses and got some idea of their work. Requests are constantly coming in from every quarter. All day long the French doctors are coming to the American Committee for nurses, for ambulance service. The little hospitals established here and there seem to be such little, makeshift places, but when we realize that these are the only semblances of hospitals that are to be found in many towns, we can understand the great work which is being done here. Public Health is a new phrase in the French language, but it is one which is taking a mighty big hold on the people. Sometimes I wonder if, from the standpoint of health and sanitation, the War wasn't a wonderful thing for France.

At one period of the existence of the American hospitals these were entirely full of accident cases resulting from shell shock and falling walls; later they became general hospitals, increasing the facilities to meet the needs, even to the addition of operating rooms, etc. Everywhere the American Committee's work has been received with open arms.

## Home Building

Then there is the house building work of the American Committee, which is sorely needed everywhere. Realizing the immense territory which the Committee covers, it does seem amazing that it has accomplished so much in so little time. In order to keep other phases of its work in progress the Committee set about to do something from which it might realize a little profit, so that this might be used to advantage in the hospitals and clinics, etc. The idea came to build houses. To this end the Building Cooperative Society in the Canton of Coucy-le-Chateau was established. At the end of last year, they had built 536 new buildings, including stables, barns, dairies, graneries and dwellings. At the time of our arrival in France this number had been increased to 776, not to mention the 663 repairs that had been made to houses and the 4860 windows and doors that had been constructed.

## Vocational Training

There are also classes in agriculture and carpentry. At Coucy last year there were 29 girls who took up manual training, and 29 boys who took up carpentry in the foyer, or general assembly room, which is used for most every purpose. The foyer is the center of community life. It may be the library, the entertainment room, the schoolroom, the workshop, consultation room for those in charge of public health, sewing room, club house, gymnasium or rendezvous for almost any public occasion.

## The French "Movie"

That reminds me, I must not forget to tell you of the moving pictures which some of the girls attended in the town of Soissons. They found that the "pit" as we know it, is not upstairs, but downstairs. There the young swains of the village sit with their sweethearts, and almost as much love-making goes on in the pit as on the screen of the movie. As one girl expressed it, "I didn't know whether to look at the picture before me or the picture below; both were interesting and I couldn't afford to miss either."

The French movie is rather interesting. The characters are slow. They seem to lack that element which the Americans would term "pep." The hero enters the room. He takes a seat. He picks up a newspaper. He lays it down. He gets up and looks out of the window. He walks over to the mantel. He picks up a cigarette. He goes to the table to get a match. He lights the cigarette. He takes up his paper again. He sits in his chair. He gets up and turns on the light. He sits down again.



He flicks imaginary dust from his sleeve. He puffs six or eight times on his cigarette. Then the heroine enters. Yes, it is exciting indeed! Then, when the picture has ended at last, you are likely to find your hotel closed for the night.

We had such an experience one evening at Soissons. I think that it was nearly eleven o'clock when we returned from a walk to find the doors of the Croix d'Or closed for the night. We banged and knocked, we called and we stamped on the pavement, all to no avail. Finally one of the party espied a huge rope, several inches in diameter. We gave that a mighty yank. I never saw the bell that hung on the other end of the rope, but I am sure that everybody in town heard it. Shutters were thrown open and windows flew up. Heads

came forth and angry voices were berating us. But we had gained our point. The watchman came down and let us in.

### The Chemin des Dames

The Chemin des Dames (Women's Road) was the one we followed on our journey by bus—all of our journeys through the Devastated Regions were made by bus—from Soissons to Rheims. It is named from the story that the daughters of Louis XV walked this road when they went from Chateau de la Boivre to visit the Countesse of Narbonne. This road is a natural stronghold and was the scene of great military operations during the war. Here our troops from New England, with the French, were attacked viciously. All the villages in this vicinity were reduced to ruins.

From 1914 to 1918 the Germans were continually hammering at the towns along the Chemin des Dames.

The roads of France are wonderful. Many of them, particularly in Southern France, seem to be of solid stone. A great number are the same roads used centuries ago by the old Romans.

### Rheims and Its Cathedral

Rheims is a quaint town. The greatest thing of interest, of course, is the famous cathedral with its rose window, which was partially destroyed by the war, and the equestrian statue of Jeanne d'Arc which stands before it.

It was noon before we arrived in Rheims. Our first duty was to eat. After that we were to make a visit to the cathedral



### THROUGH THE DEVASTATED REGIONS OF FRANCE

1. The Bayonet Trench, where unknown French soldiers "sleep upright, with their rifles in their hands." 2. Delegates pause a moment and bow their heads in memory of those who died in the Bayonet Trench. 3 and 6. Scenes from Fort Douaumont, typical scenes throughout the Devastated Regions. 4. Delegates assembled at the gates of Romaine Cemetery, the burial ground of thousands of American soldiers, whose graves are marked by the white crosses in the distance. 5. American nurses tending the mothers of France to care for their babies. 7. The magnificent statue of Joan of Arc, before the Rheims Cathedral. 8. The bridge across the "Bloody Marne"



While waiting a few minutes for some of our party, we discovered a delightful little shop next door to our hotel, where we purchased hairnets and necklaces. They presented each customer with a little package of perfume as a souvenir. A little farther down the street I met Nina running towards me.

"Oh, come here, quick!" she cried, "the man in the store is saying something and I don't know what it is. I think he's trying to sell me something else and I only want some post cards!"

I ran with her to where a shopkeeper stood, holding out a panorama picture of the town. It was too funny for words. He was trying to give Nina the picture for a gift and she thought that he was trying to make her buy it. How glad he seemed that she finally understood. "It is a little souvenir for you to remember my town," he said, "I hope that some day you will return." This was typical of the people of Rheims.

At the Cathedral we were met by Cardinal Lucon, an aged priest, who braved the enemy fire during the war and who still loves to tell the story of how the beautiful buildings were shelled by the enemy from 1914 to 1918. For a long time it was necessary for the people of the city of Rheims to wear gas masks and helmets and to seek shelter from the bombs. Many lovely buildings now stand in ruins. The cathedral is being repaired. Workmen were busy with their hammers in the top of the edifice and magpies flew here and there while the cardinal explained to us the lovely bits of art to be seen here. The life of John the Baptist is depicted in the front windows; the great rose window is a thing of beauty, and outside may be seen what remains of many lovely pieces of statuary, including a shattered image of the Smiling Angel, which the people of the town believed to be one of their guiding spirits. In the evening we saw the cathedral by the moonlight, a lovely thing, whose towers seem to rise to the very skies.

It was in Rheims that I got another peep into the life of the French people.

One of the Good Will Delegates, who comes from Cincinnati, works in an office with a girl whose mother and brother live in Tours. Miss McGrew promised the little lady that if our journey took us to Tours, she would certainly visit the family. She asked me to accompany her. One of the chaperones called the French lady by telephone in the afternoon and informed her of the contemplated visit. The old French woman was over-joyed and said that she would send her son to get us.

Dinner was scarcely over when we found him waiting for us. He took us with him to his mother's house. Neither of them spoke English, so we armed ourselves with French dictionaries and began a funny conversation. However, it went on well enough and we had some nice messages to take back to Cincinnati. They were

simply overcome with this visit. They did everything that they possibly could to make us enjoy ourselves, and although they had so little to offer, their best was set before us. I remember distinctly a little incident that made me believe more thoroughly in the affection of these people for us than anything of that nature that happened.

The dear old woman offered us some refreshments just at a moment that we were speaking of our return to the hotel. We told her that Mr. Hinds would call for us at ten o'clock. Very carefully and without attracting our attention, she reserved her share of the refreshments, contenting herself with munching on a little cookie. When Mr. Hinds arrived, she brought out the refreshments that she would have eaten and set them before him. Many an American would have scorned to offer so little; not so with a Frenchman. He offers you his best, be it ever so little, and he offers it with grace.

#### "On Ne Passe Pas"—XIV

SEVERAL years ago, when these battlefields were alive with the boys of France and America, it was necessary in times of depression and hardships to find for themselves certain amusements. Without these the human body could not have withstood the strain. Captain Hart told us of the results of shell shock. Men who were perfectly sane blew their brains out after hours of pounding and banging. Thirty to thirty-two hours, he said, is about all the average man can stand. He told an amusing story of how the Germans, in one case, had to keep their gas masks on for a day and a night without removing them even for a drink.

"Imagine," he said, "a big German officer sitting before a bottle of beer for thirty hours unable to drink it."

As an idea of the amusing things that must have happened, our Good Will Delegates got a taste of the fun that they provided for themselves on several occasions.

At Verdun we were the guests of the Commandant in charge of the citadel. The Commandant was a jolly good fellow, full of fun and mischief. He and the general and ten soldiers are housed in the barracks that formed our headquarters for the night. Yes, it was a great experience. We slept underground, just underneath of 15 yards of solid concrete. As we approached the barracks, the ten soldiers in their blue uniforms and little red hats stood at attention—just like little tin soldiers.

Quickly they seized our bags and packages and hustled us into the underground barracks where we were to spend the night.

It was most exciting. We were taken into the long, vault-like halls, along the sides of which were our sleeping quarters. Each compartment held an army cot, a box-like washstand and a rack. The "little tin soldiers" were at our beck and call, and you may well imagine that we felt as though we were the French officers themselves.

Dinner awaited us in the officers' mess. At the door stood the general and the major, who were our hosts for the evening, and several civic officers who had been invited. The guests included the prefect of the citadel, and several others who were dressed in the uniforms of their respective offices. Everybody who is of any importance, it seems, must wear some kind of uniform.

As a dinner partner for me, there was Monsieur, the-Inspector-of-Something-or-Other. At least that was the way in which he was introduced—and right here is where I made a real *faux pas*. Shall I tell you about it?

Everybody was in good spirits when we came in to eat. Nothing cheered us up after a long, dreary day in the rain like the sight of an attractive table. Moreover, there was heat in the barracks, the first we had felt since we had been in the Devastated Regions, save on one or two occasions when we had been able to cajole the chambermaids into building fire in the fireplaces. We had washed up and dressed in the nicest clothes that we had brought with us; we were as hungry as bears, and the prospect of a real, honest-to-goodness meal made us quite jolly. We were waiting for a guest who had not yet arrived. Monsieur-the-Inspector-of-Something-or-Other was speaking to me in French. The person who introduced him told me that positively the inspector knew not a word of English. Assuming this to be true, I replied in English to the girls who were standing near me, and who, whenever the opportunity came, plied me with questions, concerning my dinner partner.

The inspector seemed rather stupid; since our language is taught universally in the French schools, he certainly ought to have been able to join in the conversation. When I attempted to speak in English, he asked me to repeat it in his language. We managed to get along nicely. He asked the usual questions, how long had we been in France, how long would we stay, and if we liked the country and its people. Then he told of how appreciative the French people are of this visit of the Good Will Delegation, and how much it means to the people of the Devastated Regions to be able to thank some of the Americans in person. He complimented the charming manners and dress of the American girls. It was rather amusing, for whenever he spoke the girls wanted to know what he said, so there was much talking to be done at once.

Then came along one of the managers of the Temple Tours to join the jolly group.

"Oh, Mr. Peck," I said as he came up, "see what I drew for a dinner partner!"

Horrors! The Inspector-of-Whatever-He-Was understood—English? Yes, and also American slang! And for the remainder of the evening he spoke—not only in French, but in English. He was a jolly good fellow however, and seemed to enjoy the joke as well as the rest of us. But



never after that did I speak anything in the presence of a Frenchman that I did not want him to hear.

The little tin soldiers served a most delightful dinner. The menu cards were hectographed with a little sketch of a soldier's grave in the upper left-hand corner. We thought it quite a gruesome decoration for a menu card, but at least it was unique. After dinner some of the girls played the piano, some sang, and some danced in the long hall, which was decorated with the flags of the Allies and with that never-to-be-forgotten motto: "ON NE PASSE PAS" They Shall Not Pass.

Then came bedtime. Never shall we forget the fun of sleeping in barracks. Each of us went into her own little compartment and closed the door. Just as I was about to doze off, I heard a little noise. Opening my eyes I saw a horrid looking face peering down at me. For a second or two I was nearly frightened out of my wits. Then I realized that the girl who had the sleeping quarters on my left was making faces at me. She had stood upon her washstand and was looking over the partition which separated us. It was not long before many of us were playing "ghost," and it was a long time before we finally settled down for a night's sleep. I don't believe we had really got to sleep before the guard ran along the gauntlet of doors and banged on each one as a signal to get up.

We had breakfast in the mess hall again with only the two officers as our guests and the ten little soldiers as our waiters and men-servants. Then we set out to visit the Fort Douaumont and the Bayonet Trench.

### "Inconnu"—XV

IT was raining hard. The air was damp and cold. The hotel in which we had slept last night was without heat and we had crawled in between sheets that seemed damp and clammy. Perhaps you think that this was a hardship for girls who have been accustomed to steam heat and all of the conveniences of the modern American home. So it was, but those who suffered it, did so in silence. They knew that this was but the smallest touch of what our own brothers suffered here during the war. And at least we had a roof over our heads at night and a covered wagon to travel in. Many of us had bought extra sweaters and blankets, and strange to say, there were few colds. We could not afford to have them, for we had no doctor. The delegation had split at Paris to take different routes through the devastated section, and our doctor had gone with the other group.

We visited an American cemetery at Bony. Here thousands of little white crosses mark the places where lie our dead. Many familiar names were there inscribed, and a number of us found the graves of

friends and relatives and laid thereon our little tokens of remembrance.

One of the girls found it impossible to locate the grave of a friend. A mistake had been made in the location, for when she reached the cemetery, the name and number of the grave which had been given her by the soldier's mother, were not there. She tried the same number in another cemetery, only to find that this grave was occupied by another. What should she do? She had promised the mother to find her son's grave and to decorate it. She could not go back and say it was not there. Over on the left were a group of white crosses, each marked: "Unknown American Soldier." Perhaps this mother's boy was one of these. It was possible; there was nothing else to be done. Mary took her flowers and laid them on the grave of an Unknown.

These places of which we heard so much during the war—did it ever seem possible that we should ever tread this sacred ground. No, we can never tell. As the burial place of the soldier is so often "inconnu" so are the vicissitudes of our lives. We never know what tomorrow may bring forth.

### The Bayonet Trench

It was on the morning that we were visiting Verdun that we went to Fort de Vaux, to the lost village of Fleurs, and finally to the Bayonet Trench. Little did any of us dream what the Bayonet Trench would mean to us.

The cars came to a halt before a great marble gateway bearing an inscription which translates itself into English somewhat as follows: "To the memory of the French soldiers who sleep upright with their rifles in their hands, this monument is erected by their American brothers."

A few whispered words and we descended from our cars and began our march through the gateway and up the path. There before our eyes stood a magnificent white cross, cut into the white stone of a kind of a tomb, which takes the form of a half square. The terrible silence which followed was broken only by the sound of tramping feet—slow measured tread as of those of mourners following a bier.

Halting at the back of the monument we looked through the pillars. There, pointing from the ground upwards towards the sky were the bayonets, which were held, a few feet below the surface, by the hands of those who had been buried alive by shells from the enemy. Sentinels still! Dead themselves, yet keeping watch over their sleeping brothers—a silent vigil that neither time nor eternity can break.

Over toward Verdun a skylark began his circular flight and poured forth a beautiful song. Was this the spirit of the departed sentries speaking to let us know that all was well with their souls? Or was it simply a bird expressing his joy in the beauty of the morning, while the chaplain asked that we bow our heads in memory of these

of the bayonet trench? Who shall know?

Down through the valley the other birds answered the call of their little comrade. The magpie darted away and the jackdaw boldly gazed at us who dared to intrude on his grounds. But when our prayer was ended the steady tramp of mourners returning again resounded through the stillness, and we entered the little chapel where lay the bones of many of those who are still unknown. Little caskets heaped with flowers and cards of remembrance, the altar on which the candles ever burn in memory of the "Inconnu."

(To be continued)

## Railroad Women Have Jolly Time at Tolchester

By DADE

THE Ladies Auxiliary of the Veteran's Association, of Baltimore, of which Mrs. Charles Shipley is president, held an excursion to Tolchester on July 10. This is their third annual picnic. There was a goodly attendance to share in the many pleasures that were provided.

There was a pic eating contest in which the young folk participated. There was also a peanut scramble for "young girls" whose ages ranged from 50 to 80. Everybody forgot all of her troubles and Mrs. Collingsworth won the prize for drinking milk from a bottle. Sister O'Hara was chairman and she turned out her sack of funny stunts. This good lady is equal to the occasion at any time.

The crab feast showed us how "the girls" could turn back the clock to the days of their childhood.

One hundred and four were present for dinner and one hundred and twenty-four for supper, and there was an abundance for all. We did not find out who won the prize for eating the most crabs, but we feel that it was a tie between Sister Bowers and Sister C. Lewis. If any crab feasts of the future should care to welcome the champion eaters, we respectfully recommend these two world beaters.

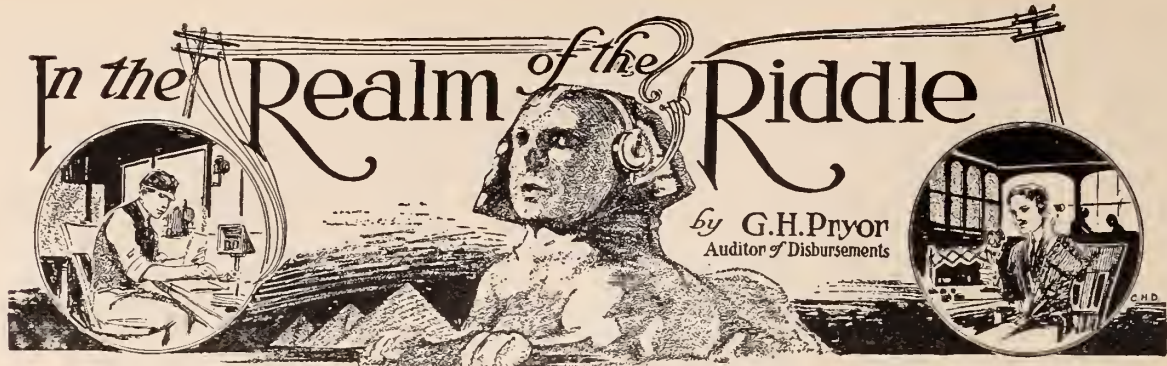
## News from Daniel Willard Auxiliary No. 5

By MRS. H. K. DAUGHERTY

DANIEL WILLARD AUXILIARY, Pittsburgh Division, held its regular meeting in I. O. O. F. Hall, Hazelwood on June 5. We had a nice attendance and after the regular routine of business, we had a fine musical program.

We had two solos by Miss Lois Durant, who is the daughter of Chief Clerk to Superintendent Beltz; she was accompanied by Miss Mary Hull, daughter of Train Baggage-man Frank Hull. Miss Hull also favored us with a piano solo. There also were piano duets by the Misses O'Roke and Miller, and recitations by Master McMillen.





### Note:

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

THE answers to the puzzles published in the May issue are:

#### 1. Respond-Ponder

2. R A T E  
A M E N D  
T E N D E R  
E N D E M I C  
D E M I S S E  
R I S E S  
C E S S

#### 3. The Auditor of Disbursements

4. S  
F A T  
B A R R E  
F A R M I N G  
S A R M E N T U M  
T R I N K E T  
E N T E R  
G U T  
M

#### 5. The Star Spangled Banner

6. P A N A M A  
T O M A T O  
R I D E A U  
C A L K E R  
M E E B O S  
S N A C O T

#### 7. Obsolete Words

8. M A S Q U E R A D E S  
S P O L I A T E D  
A P O S T L E  
H I T H E  
D E E  
R

#### 9. Go on the Baltimore and Ohio Conducted Tours to Washington.

10. M A C R O  
A F O O T  
C O U N T  
R O N D E  
O T T E R

#### 11. Wholesome

12. T S O N E C A N  
S E R I O U S  
O R I E N T  
N I E L S  
E O N S  
C U T  
A S  
N

#### 13. Flat-iron

14. H A N D C A R  
A W E A R Y  
N E R V Y  
D A V Y  
C R Y  
A Y  
R

#### 15. Rob-us-t

CORRECT solutions were received from the following:

Comrade, N. Jineer, Ben Franklin, S. T. Udent, Primrose, Pearlle Glenn, D. Lemma, J. F. Donovan, G. Hartman Pryor, Atlas, L. M. N. Terry, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; Spica, Whitney Crossing, N. Y.; P. M. Pennington, Cumberland, Md.; Gee, Asheboro, N. C.; Gemini, Poly, Brooklyn, N. Y.; Wick-o-cincy, Cincinnati, Ohio; T. Hinker, Jack O'Lantern, Bangor, Pa.; Tunste, Joaquin, C. Saw, St. Germaine, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Petite, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emcline, Fairbury, Neb.; Tom Crestmore, Johnstown, Pa.; Lateo,

Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Arcanus, Eloise, Iowa City, Iowa; Jement, Wilmington, N. C.

### New Puzzles

#### 1. INITIAL CHANGE (5)

On his way to an orchard some pruning to do,  
Bill, a poor Manxman, drank TWO deeply,  
'tis true.

Arriving, he clambered up high in a tree,  
Alas, not without barking an arm and a knee.

Perched high on a limb he very soon found  
His tools he'd forgotten; there they lay—  
on the ground!

Retrieve them he must: Bill saw that at once,

So he came down and got them, the fuddled old dunce.

Up again in his roost a long ONE he chose,  
Crawled out upon it, and tight to it "froze."

He sawed 'til his THREE old muscles were sore,

'Til the limb wouldn't hold him, and then sawed some more.

On a bed of FOUR stones poor Bill landed, alive,

Sat up and declared that his bones were but FIVE!

Cincinnati, Ohio

Wick-o-cincy

#### 2. SQUARE (New International)

1—Any of several Arctic sea-birds which frequent ice-floes.

2—Obsolete spelling of Cellarer.

3—(Grammer) of the highest degree.

4—Happens.

5—(Chem.) Preparations obtained from the root of the blue flag and used in medicine as a purgative.

6—Retaliation;

7—One that dresses.

Hoboken, N. J.

Lateo

#### 3. MUTATION

##### I THE PAP

Here lies John Smith, at rest, we pray;  
He could no longer with us stay.

And we will let his TOTAL be:

"A true and faithful friend was he."

Charleston, W. Va.

Winkie



4. PENTAGON

(New International)

- 1—A letter;
- 2—To rebound;
- 3—A strongly fortified city of Belgium, capital of a province, at the confluence of the Sambre and Meuse (Lipp. Gaz.).
- 4—One that dazzles, as a dashing woman or a blow.
- 5—(Bib.) A name given to the giants by the Ammonites.
- 6—A group of terrestrial rhipidoglossate gastropods, having the ctenidium replaced by a pulmonary sar.
- 7—A scrap;
- 8—Roman orator and tribune, 1313-54 (Phillips Biog. Dict.)
- 9—A French cur dog resembling a mastiff. Baltimore, Md. Comrade

5. CHARADE (8)

Sammy Brown was ONE that day,  
And TWO went to see him right away.  
"Why do you seem so awfully blue  
FOUR there anything I can do?"  
"THREE" said Sammy, "I'll pay the toll,  
And fell proud that I live in the State of WHOLE."  
Cumberland, Md. P. M. P.

6. CHARADE (12)

The shades of night had fallen,  
The daily tasks were done,  
The people homeward rambled,  
And all the lights were ONE.  
The subject that we know as TWO  
Earns a living with its snout;  
Some people will not taste its flesh,  
But I admire it with krout.  
A motley crowd had gathered  
The clairvoyant's work to see,  
When from beneath the table  
There came a distinct THREE.  
When my wife wants to argue,  
I let her have the floor,  
I smoke my pipe serenely  
And never answer FOUR?  
If you want some calendars,  
In colors nice and neat,  
Just let me have your orders,  
I know a good COMPLETE.  
Philadelphia, Pa. A. T. Ourman

7. DIAMOND

- 1—A letter;
  - 2—To pinch;
  - 3—Mother of Pearl;
  - 4—The name of a tree;
  - 5—Language without a meter;
  - 6—Before;
  - 7—A letter.
- Baltimore, Md. Grace M. Manning

8. BEHEADMENT (4)

There is a little bird that sings,  
And swings on tiny wings  
Up in the sky, O, my! so high—  
You couldn't, should you try!  
Now, should this songster lose its head,  
I'm sure 'twould not be dead.  
In singing it might miss a note—  
And change the bird into a boat.  
Lafayette, Ind. Towhead

9. RHOMBOID

(New International Dict.)

Across:

- 1—A kind of ancient malt beverage;
- 2—One of the major planets;
- 3—County seat of Okfuskee Co., Okla.;
- 4—Purposeful;
- 5—(Obs.) Sea fowl;
- 6—Rondeau.

Down:

- 1—A letter;
- 2—Jade; the stone;
- 3—(Obs.) Trow;
- 4—A dance;
- 5—(Obs.) Unearths;
- 6—A buffoon;
- 7—(Obs.) Bailiff;
- 8—River; S. Tasmania;
- 9—Lord;
- 10—(Obs.) Lay;
- 11—A letter.

Worthing, S. D.

Sherlock Holmes

10. TRANSDELETION (5)

Said the Major one day, in utter dismay,  
"My stoutness to me is no fun,  
I'll go on a TWO, and cease to be blue,  
Of stoutness I've grown quite ONE."  
"Oh, my! Oh, me! I surely will THREE,"  
Said the Major soon after he started,  
"For I sure love to eat, especially meat."  
So he then from the TWO departed.  
Baltimore, Md. S. T. Udent

11. RHOMBOID REVERSED

Across:

- 1—A town of Sweden 60 miles W. N. W. of Christianstad;
- 2—A town in Prussia 22 miles E. S. E. of Konigsberg;
- 3—A case or covering;
- 4—Trusting with earnest expectation of good;
- 5—A sea-robber of the eighth or ninth centuries;
- 6—Bodies of water.

Down:

- 1—A letter;
- 2—Abbreviation of the name of one of the Southern states of the Union;
- 3—To strike;
- 4—The solid product of the carbonization of coal;
- 5—A South American quadruped allied to the hog;
- 6—Circular dishes or vessels;
- 7—Mimicking;
- 8—To chant;
- 9—To mark with a tag;
- 10—A village in Hungary, Hont county, four miles S. E. of Schemnitz;
- 11—A letter.

Johnstown, Pa.

Tom Crestmore

12. TRANSPOSITION (5)

PRIMAL will I have the TWO  
To make another puzzle.  
For this is poor—and I am through—  
Methinks I'll use a muzzle.  
El Paso, Tex. Osaple

13. SQUARE

- 1—Leaves;
  - 2—An ear-shell;
  - 3—Measure;
  - 4—Ilusters;
  - 5—A form of annuity, devised by Lorenzo Tonti;
  - 6—To incense (Obs.);
  - 7—Small sand-partridges.
- Baltimore, Md. Red Crow

14. TRANSPOSITION (5)

There was a vamp in moviedom  
I dearly loved to see.  
Beneath her wiles would men succumb,  
Her eyes made ardent plea.  
Her given name reveals my ONE,  
Her pictured fate my THREE;  
For at the end with schemes undone  
Her sad demise we'd see.  
Now though such fate was well deserved,  
The end I TWO to see;  
'Twould often make me feel unnerved,  
For I knew ONE TWO THREE.  
Baltimore, Md. N. Jineer

15. ANAGRAM

QUAINT DATE

Cincinnati, Ohio. Wick-o-cincy

16. ANAGRAM

GRANT US HELP IN CALM SLEEP  
Baltimore, Md. N. Jineer

17. ANAGRAM

IS RITE MAN

Yazoo City, Miss. Spud

The solver sending in the first complete list of answers to the puzzles in this issue will be awarded a copy of one of the six best sellers, the selection to be made by the winner from a list that will be submitted.

To receive proper credit all lists of solutions must be in my hands by October 5, 1923, the answers and solvers list will be published in the November issue.

Just between You and Me

Winkie, who has been a staunch supporter of this Department, has graduated to the ranks of the elite and is represented in the July Enigma by a very clever riddle. We understand some work of Wick-o-cincy and N. Jineer will also be seen in early issues of that publication. More power to them.

The winner of the New Standard Dictionary, offered by Senior Vice-President Shriver, will probably be announced in the next issue.

We can use some flat puzzles, such as, transpositions, beheadments, curtailments, etc., and will be glad to have our poets come to the rescue. Speaking of transpositions, No. 14 in this issue is a clever example of that puzzle. N. Jineer is to be congratulated on her rapid advance in puzzledom.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

J. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
W. E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
H. W. OLDENBURG.....	Car Inspector.....	Cincinnati, Ohio.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Assistant Engineer.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
HENRY F. EGGERT.....	Track Foreman.....	Pleasant Plain, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during June, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Adams, Patrick J.....	Track Inspector.....	Maintenance of Way.....	Connellsville.....	50
Berry, William J.....	Cooper.....	Conducting Transportation..	Baltimore.....	41
Bryant, James S. A.....	Carpenter.....	Grain Elevator.....	Baltimore.....	46
Chambers, Judson S.....	Engineer.....	Conducting Transportation..	Akron.....	38
Core, Charles.....	Foreman.....	Maintenance of Way.....	Chicago.....	33
Engle, Legoria A.....	Store Helper.....	Stores.....	Newark.....	23
Evans, George O.....	Machine Hand.....	Motive Power.....	Baltimore.....	48
Fitzpatrick, Hugh.....	Engineer.....	Conducting Transportation..	Baltimore.....	40
Jones, John W.....	Crossing Watchman.....	Maintenance of Way.....	Baltimore.....	33
Kelly, Michael F.....	Sealer.....	Conducting Transportation..	Baltimore.....	30
Lester, Daniel.....	Engineer.....	Conducting Transportation..	St. Louis.....	49
Lewis, James L.....	Crossing Watchman.....	Conducting Transportation..	Baltimore (E. E.).....	22
Lyhan, John W.....	Engineman.....	Conducting Transportation..	St. Louis.....	48
Meade, James A.....	Stationary Fireman.....	Motive Power.....	Baltimore.....	27
Sank, Richard R.....	Bricklayer Helper.....	Motive Power.....	Baltimore.....	27
Scott, Frederick W.....	Machinist.....	Motive Power.....	Baltimore.....	12
Smith, Charles J.....	Machinist.....	Motive Power.....	Baltimore.....	22
Steele, Andrew J.....	Engineer.....	Conducting Transportation..	Baltimore.....	34
Watson, Richard E.....	Blacksmith.....	Motive Power.....	Baltimore.....	36
Wilson, Frank W.....	File Clerk.....	Conducting Transportation..	St. Louis.....	17
Wilson, William H.....	Conductor.....	Conducting Transportation..	Connellsville.....	30

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to April 30, 1923, amount to \$5,168,448.20.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Artis, William A.....	Wreckmaster.....	Motive Power.....	Connellsville..	June 18, 1923.....	43
Bangert, Martin.....	Blacksmith.....	Motive Power.....	Newark.....	June 14, 1923.....	25
Brown, Samuel C.....	Engineer.....	Conducting Transportation	Pittsburgh.....	June 16, 1923.....	36
Duvall, William E.....	Yard Fireman.....	Conducting Transportation	Baltimore.....	June 23, 1923.....	35
Greaney, Patrick.....	Engineman.....	Conducting Transportation	Cumberland..	May 30, 1920.....	39
Hayes, W. F.....	Conductor.....	Conducting Transportation	Baltimore.....	June 19, 1923.....	41
Myers, Michael C.....	Gateman.....	Conducting Transportation	B. & O. C. T.....	June 20, 1923.....	23
Stanhope, Frank G.....	Conductor.....	Conducting Transportation	Akron.....	May 28, 1923.....	33
Thornburg, John.....	Engineman.....	Conducting Transportation	Newark.....	May 31, 1923.....	49
Way, Jacob J.....	Coach Cleaner.....	Motive Power.....	Wheeling.....	June 17, 1923.....	22



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## William R. Dunkerly

William R. Dunkerly was born in Baltimore, October 10, 1850. His grandfather was Machine Shop foreman at Mt. Clare. Mr. Dunkerly entered the service in 1870 as blacksmith helper, under John Sands. In 1875 he was transferred to Riverside as tender repairer, and in 1876 returned to his former position at Mount Clare. In 1878 he was sent to Bayview as ash pan inspector and in 1885, to Garrett, Ind., in the same position. In the latter part of the same year, he returned to Bayview and in 1888 returned again to Riverside. In 1915 he was transferred to the Boiler Shop and in 1917 was appointed boilermaker, which position he held at the time of his recent retirement.

## Judson S. Chambers

Judson S. Chambers was born in May, 1856. His railroad life commenced April 1, 1869, when he accepted employment as water and tool boy on the old broad gauge A. & G. W., now a part of the Erie Railroad, where he remained until 1871. He then worked as brakeman in Leavittsburg yard for about six months, after which he went out as road brakeman, and in 1874 was promoted to conductor. In 1876 he entered service of the Cleveland and Tuscarawas Valley Railway, now the C. L. and W. Division of the Baltimore and Ohio. He married in October, 1877 and has five daughters living.

Later Mr. Chambers left the C. & T. V. and went to Cleveland where he was employed on the old Valley Railroad, now Baltimore and Ohio, under Roadmaster T. DeLaney, Division Engineer J. E. Turk and Superintendent L. M. Briggs. After a short time, he left the Valley Railroad and was employed as fireman on the N. Y. S. & O.—now the Erie Railroad. In July, 1884 he again returned to the Valley Railroad, being employed about one month, when he was promoted to conductor, and remained there until 1898—with the exception of one year as yardmaster at Akron. He then took a position as engineer and remained in this position, with the exception of one year as general foreman at Akron Round House, until he retired.

## Eli T. Marsh

Eli T. Marsh was born on October 25, 1853. He entered the Baltimore and Ohio service as laborer in 1870. In June, 1872 he was promoted to fireman, and in 1883 to engineer, which position he held at the time of his recent retirement. His father was in the Baltimore and Ohio service for over fifty years, and his son, E. T. Marsh, frequently fired for William Galloway, grandfather of our vice president-Operation and Maintenance.

## A. M. Cunningham

A. M. Cunningham, who retired July 8, 1923, was born at Odin, Ind., on January 13, 1858. When he was five years old, his parents

moved to Washington, Ind., where Mr. Cunningham attended school. In 1896 he entered the Baltimore and Ohio service as laborer and was promoted to machine operator three years later, being promoted to machinist in 1910.

In 1880, Mr. Cunningham married Rebecca Brown. They have nine children, all living.

## Baggageman Parson Andres, Chillicothe, Commended for Exceptional Service

**A**N employe of whom little is heard, yet who is an important part of the organization, is he of the Baggage Department, at stations and in the baggage cars. The station baggageman comes into daily contact with many hundreds of our patrons and by his attitude can make friends or enemies for the Company. The travelling man, or indeed the casual patron, forms his opinion of a railroad often by his contact with one man. If he is not well treated, then he feels that the service of the Company is not what it should be, and in this way patronage is often driven to competing lines.

That our Baggage Department employes are striving to live up to Baltimore and Ohio standards and the slogan that "Our patrons are our guests," has been demonstrated on many occasions, and the following letter is just another instance of the good service they are giving. Mr. Clem D. Dowlins, Cincinnati, Ohio, writes as follows, under date of July 17:

"I wish to compliment you on the fine baggageman you have at Chillicothe, Ohio. There is one man there who is especially bright. I saw him working at Athens a short time ago and he is certainly a hustler. I think his name is Andres."

Mr. Dowlins refers to Baggageman Parson Andres, and the MAGAZINE is glad to publish this tribute to his courtesy and efficiency.



THOSE WHO HAVE RETIRED

1. W. R. Dunkerly. 2. Judson S. Chambers. 3. E. T. Marsh. 4. A. M. Cunningham



## Wonderful Crystal Caverns are at Strasburg on the Baltimore and Ohio

By P. H. STARKLAUF, *Office of Auditor Miscellaneous Receipts*

THE historian in quest of lore and the nature lover in search of real beauty must some day turn their attention to the Shenandoah Valley, particularly in the neighborhood of Strasburg, Va.

Here Massanutten Mountain has stood guard for ages on the one side, and North Mountain of Virginia in another direction. Cedar Brook, three miles to the north, and Fisher's Hill, two miles to the south, still have folks nearby who can tell graphic stories of the eighteen sixties and their war turmoil.

The country abounds in limestone, formed in places into numerous caverns, some widely known. One along the Baltimore and Ohio was opened on May 30, 1922 to the public and is attracting considerable attention.

In his History of the Valley of Virginia Kercheval refers to Hupp's Cave (on Hupp's Hill) which in war time was a place of refuge for deserting soldiers. This has been renamed "Crystal Caverns." Extensive excavations have been made, electric lights installed, concrete walks and steps constructed and the place made dry and attractive

in every sense. An entrance house arranged like a small club stands on Hupp's Hill, so named after the family in whose possession this tract of land has been for over a hundred years.

Geologists claim that it requires 160 years to form a cubic inch of stalactite formation (those hanging from the ceiling) and 225 years to form a cubic inch of the stalagmite formation (those forming from the floor up).

The action of water on limestone has resulted in varied formations. One of the first to catch your eye is the land turtle. Seemingly he must have heard an Indian coming down the shaft, become frightened, tried to get into a crevice in the ceiling, and been petrified.

This cavern contains a Giant's Coffin, as do some of the others which I have explored. The Pineapple, Banana, Blackberry Patch, Fish Market (rock fish, of course), as well as Buddha (God of oriental sect), Brontosaurus or Dinosaur (prehistoric mammal), are there in fine formation.

The Eagle, Dog's Head, Elephant's Head, Lady's Side Comb, Reposing Lion and French Poodle are easily distinguished.

Even Mutt and Jeff have a place all their own, and then one may see an excellent resemblance of the Capitol Dome at Washington, D. C. At the extreme end of one of the avenues is the Ballroom, a room seventy-five feet long and estimated to be about 165 feet below the surface.

The Whirlpool Room is worth mentioning. An opening in the top is where the rushing waters caused circular ridges to be left in the solid rock. A desert scene is in evidence showing entire impression of a camel's hoofs in the rock formation.

The Natural Bridge, Wigwam and Snow-drift are splendid, and the Crystal Pool is a veritable mystic maze, sufficient to deceive the best. Many other formations abound.

This interesting natural formation is but half a mile from our track and a short mile from the Strasburg, Va. station. It is easily accessible by bus or can be reached in a twelve minutes walk. On the grounds have been erected refreshment stand, retiring rooms, dance pavilion and an observation tower equipped with a powerful telescope, with which one may view the battle country for miles around. Earth breastworks and cannon pits erected and used by both sides in 1862, are still in a good state of preservation, and are within a hundred yards of the entrance to the Cavern.

You owe it to yourself to visit with your friends the Crystal Caverns on the Baltimore and Ohio.



PICTURES TAKEN IN THE CRYSTAL CAVERNS AT STRASBURG, VA.

1. The formation resembling a prehistoric monster and called "Brontosaurus".
2. Scene in the "Ball Room," showing the reposing lion.
3. The Natural Bridge.
4. A vista in the Crystal Caverns





ENGINE 5135 AND HER ALBION CREW

Left to right: Engineman G. M. Ray, Fireman A. L. Dreibleblis, Brakeman A. Mullen, Conductor B. C. Lewis, Baggage-man L. L. Lewis

## A Whole Crew from the Same Town

THE accompanying picture shows Engine 5135, on Train 8 at Garrett, Ind. All the members of the crew shown in the picture, were born and raised in Albion, Ind., a small town of about 1500 people, 15 miles west of Garrett. Reading from left to right these men are Engineman G. M. Ray, Fireman A. L. Dreibleblis, Brakeman A. Mullen, Conductor B. C. Lewis and Baggage-man L. L. Lewis.

Engineman Ray entered the service November 30, 1886 as freight fireman, was promoted to engineer December 6, 1892, and to passenger engineer December 4, 1904. Conductor B. C. Lewis was employed on April 17, 1883, as a laborer, M. of W. Dept; transferred to freight brakeman on July 10, 1883, and promoted to conductor on August 17, 1885, and passenger conductor, December 12, 1900. Brakeman A. Mullen entered the service as freight brakeman on August 7, 1903; was promoted to passenger brakeman on September 27, 1917, and to extra conductor on September 21, 1920. Baggage-man L. L. Lewis entered the service as laborer, M. of W. Department, September, 1894; he was appointed passenger brakeman on October 4, 1890, and train baggage-man on October 1, 1906. Fireman A. Dreibleblis was employed as freight fireman on July 29, 1909, and is still working in that capacity.

Conductor Lewis is affectionately known among his men as "Old Man" Lewis. And all who know him agree that he's a fine "old man" at that.

We are indebted for this story and picture to Pullman Conductor R. L. Hamilton, who is a great friend of all our employees mentioned.

## Thomas Jasper Rose, Baggage-man, Monongah Division, Dies after 53 Years Faithful Service

THOMAS JASPER ROSE died at his home in Grafton, W. Va. on July 7, after a lingering illness, resulting from paralysis. He is survived by two sisters, two daughters, two sons and thirteen grandchildren.

Mr. Rose was born on May 8, 1848, at Stone Coal, Harrison County, W. Va.

He was married in 1879 to Miss Laura Brooks of Cooks, Ohio. He entered the service of the Baltimore and Ohio Railroad



The late Thomas Jasper Rose

in 1867 as track laborer. In 1873 he was transferred to position of brakeman and in 1883 to train baggage-man. He was a member of the Brotherhood of Railroad

Trainmen and the Baltimore and Ohio Veterans' Association. He was one of the pioneers in the railway industry at Grafton, and rode on the first train using air brakes, between Grafton and Parkersburg.

The Grafton *Sentinel* says;—"For thirty seven years he was baggage-man on one turn on the Parkersburg Branch and he worked this train until he retired. He was connected with the construction crew that built the tunnels between Grafton and Parkersburg. He was one of the most trustworthy of the railroad's employees and held a record of missing only eight days in eleven years of service. He was one of the first five men on this division to receive a merit badge for twenty five years continuous service. Mr. Rose retired about two years and a half ago.

"He was a man who had the interest of Grafton at heart and was always working to improve the city and his community."

Funeral services were held on July 10 at St. Paul's Methodist Episcopal Church, of which Mr. Rose was a member; Rev. T. M. Zumbunner, pastor, assisted by Rev. James E. Scott, Moundsville, officiating. Interment was made in Bluemont Cemetery.

## They'll be Seen in Hamilton Watch Advertising

THE accompanying pictures of Freight Conductor Wash Christner, Connellsville Division, and Passenger Engineer E. G. Browne, Pittsburgh Division, were taken for use in the advertising of Hamilton watches for railroad Magazines, such as that of Engineer Pauver, which appeared in our own Magazine, January issue.

Mr. Christner was born on August 16, 1871. He entered the service of the Baltimore and Ohio on November 25, 1898, as freight brakeman, Connellsville. He was promoted to conductor on June 17, 1901. Mr. Browne was born on May 16, 1854. He came to the Railroad as freight engineer, Connellsville Division, on July 20, 1881. He was promoted to passenger engineer at Pittsburgh on February 1, 1907.

It was at the request of the Magazine that Messrs. Christner and Browne had their pictures taken for the Hamilton Watch Company and it will be a pleasure for them to know that they will help spread the fame, not only of their favorite time pieces but also of the Baltimore and Ohio.



Conductor W. Christner (left) and Engineer E. G. Brown, both of Connellsville





Peter Cosgrove, in his 1880 Baltimore Booster Parade Uniform

## Peter Cosgrove Helped to Boost Baltimore in 1880

By JOHN HOWE, Superintendent of Shops, Cumberland

THE accompanying photograph is of Peter Cosgrove taken 43 years ago, dressed in the Baltimore and Ohio Railroad uniform which was used by all employees in the Baltimore City Booster Parade, in 1880.

This event was one of the greatest affairs known in the history of Baltimore, in which the whole city as well as several railroads participated.

The sole object of this affair was to boost Baltimore and make it a greater and better city. Mr. Cosgrove tells us the city was elaborately decorated for the occasion. Many things of interest were on exhibition, one of which was a threshing machine, which at that time was quite a curiosity. Another was the old Yankee battleship "Kearsarge", which sank the Southern boat "Alabama" during the Civil War.

The most important feature of the day was the parade, in which thousands from every position in life took part. The Baltimore and Ohio had the greatest number of men in line, of all participants, with 10,000 men; the Pennsylvania railroad was second with 7,000 men. All the Baltimore and Ohio employees who took part in this parade, wore uniforms consisting of a red fez and white tassel, and blue waist with the letters "B. & O. R. R." stenciled on the collar in yellow.

Each employee in the parade carried an exact duplicate, made of wood, of the tool he used in his everyday duties. Mr. Cosgrove used a "tong" in his work as catcher in the Puddling Department of the old Cumberland Rolling Mill, where he first entered the service as cart driver, in 1869. He was soon advanced to catcher, which position he held until 1891, at which time he resigned to accept employment with the Cumberland Electric Railway Company, as motorman. At this work he was continuously employed until 1917.

During the year 1917, Mr. Cosgrove felt the call of the railroad and again returned

## Statement of Observances and Corrections by Operators, Cumberland Division, May, June and July, 1923

Date	Train	Engine	Employee	Occupation	Location	Drop Bottom Down	Broken Arch Bar	Wheels Sliding	Hot Car Box
June 23 .....	Ex. W	4484	J. M. Wyndham	Operator...	West Cumberland	1			
June 30 .....	Ex. E	7139	J. W. Phillips	Operator...	Blaser		1		
July 10 .....	Ex. W	4425	J. L. Schroder	Operator...	Martinsburg			1	
July 16 .....	Ex. W	4437	J. L. Schroder	Operator...	Martinsburg				1
Totals .....						1	1	1	1

Date	Train	Engine	Employee	Occupation	Location	Refrigerator Car Door Swinging	Brake Rigging Down	Brakes Sticking	Drop Bottom Down	Engine Leaking Steam
May 30 .....	Ex. W	4421	J. L. Schroder	Operator...	Martinsburg	1				
May 30 .....	Ex. E	4460	J. L. Schroder	Operator...	Martinsburg		1			
June 4 .....	2-6	5067	J. C. Snyder	Operator...	Okonoko			1		
June 4 .....	Ex. W	7142	C. F. Bell	Operator...	Mt. Lake Park				1	
June 7 .....	Ex. E	7106	W. B. Durr	Operator...	Blaser					1
June 10 .....	Ex. E	4451	J. D. Rockwill	Operator...	Green Spring				x	
Totals .....						1	1	2	2	1

x Indicates car set off.

to the services of the Baltimore and Ohio, and at the present time is employed at Cumberland Locomotive Shop as blacksmith helper. In spite of his 66 years, he is as active as any of the younger set in the shop. Mr. Cosgrove is one of the most popular and well liked men, not only in this shop, but the entire city and we hope that we will not lose him again.

## Death of John F. Sullivan, Stationery Department

ALTHOUGH he had been in ill health for over two years, the death of John F. Sullivan, accountant, Stationery Department, on July 20 last, was a great shock to many of his Railroad friends in Baltimore and elsewhere on the System.

Entering our Accounting Department in February, 1880 as a messenger he gained wide experience in Purchasing Department affairs during a clerkship in that office, fitting him admirably for the position of accountant in the Stationery Department, to which he was promoted in November, 1901. This position was taken over by the Stores Department in 1917 and Mr. Sullivan was filling it at the time of his death.

Great responsibilities attached to his work in this position because of the sums of money involved in the bills he was called upon to check and audit, and his ability was commensurate with them. He had the interests of his Company always at heart and there was no problem too intricate for him to solve when it meant the saving of money through minute and painstaking investigation.

He was accommodating and loyal and lost little time until the last two years of his service when he was intermittently ill. It was the writer's privilege to know him as a fellow worker and to experience his interest in all things pertaining to the Baltimore and Ohio. Many appeals were made to him for the support of this, that or the other thing, and never without a hearty, and always modest, response.

A man who had known him in the service over a period of years but who is now

connected with an industrial concern in Detroit, came to Baltimore to attend his funeral and said:

"I have many acquaintances and associates whom I respect and esteem, but among them all I count but three friends and John Sullivan was one of these. He was a man of unusually fine character."

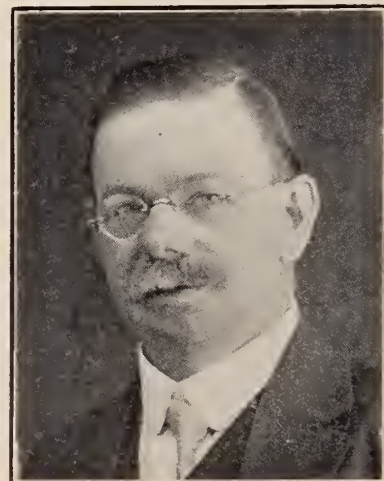
Mr. Sullivan's lodge affiliations included the Elks, Knights of Pythias, Loyal Order of Moose and the Knights of Columbus. He was buried from St. Ignatius R. C. Church, Baltimore, on July 23, interment being in Bonnie Brae Cemetery.

## The Perfect Day

By C. V. SMITH, Ticket Agent, South Branch, W. Va.

Two ends you will find to a perfect day,  
One, the day that is just begun;  
Unless you choose, you can't loose, I say  
In the race that you have not run.

No matter how long on this earth you stay,  
You have work that must be done;  
And if you do it the very best way,  
You will find the other one.



The late John F. Sullivan



# Cleanliness, Cooperation, Ditching, Good Line and Surface Won the Prizes on These Sections

WE quote below from letters written by supervisors and foremen on sections which won prizes in the Maintenance of Way Department for 1922. Cleanliness is emphasized, while the importance of utilizing every hour, good ditching, good line and surface, and cooperation of the men are stressed.

## Good Ditching and Surfacing Did It

Ditching and cleaning ballast and ballast shoulder, building standard road bed, surfacing track and having the 130 lb. rail in good shape won the prize for this territory.

A. O. TEDRICK  
Supervisor, Martinsburg, W. Va.

## Utilize Every Hour to Best Advantage

I owe my success to utilizing every hour to the best possible advantage.

THOMAS J. BURKE  
Foreman, Roseby Rock, W. Va.

## Keep Ditches Clean

I won a prize on my section by keeping my ditches clean, bolts tightened up and keeping line and surface in good shape.

M. C. MILLER  
Foreman, West Romney, W. Va.

## Gave Close Attention to Work

I have been foreman for three years, and was glad to receive a prize. I gave my work close attention by ditching, lining and surfacing and keeping right of way clean at all times.

C. W. ROBY  
Foreman, Orleans Road, W. Va.

## "Do It Now," His Motto

Our first duty is to carry out instructions from our superior officers. Never allow yourself to be told a second time, but always carry out the old rule, "Do It Now." An important point in maintaining a good section is to have good men; place the best man patrolling track and tightening bolts. I made a special effort to complete tie renewals early in the season; this gave me a good opportunity to take care of line and surface and clean the road bed. I got my entire section ditched by using one man and a wheelbarrow.

MONT WILSON  
Foreman, Piedmont, W. Va.

## Don't Let Safety First Get Behind

Carry out your instructions to the letter. Add a thing or two, that will, perhaps, be of benefit. Always get a dollar's worth of work for the dollar spent.

Remember. Don't Let Safety First Get Behind!

RUSSELL DAVIS  
Foreman, Ohio Pyle, Pa.

## Cleanliness and Good Line and Surface Did It

To win the prize, I had my work neat and clean, and kept the track in good line and surface. I have my ties evenly spaced. When I commence work in one place, my rule is to complete it entirely before moving elsewhere.

J. E. RIFFLE  
Foreman, Crawford, W. Va.

## Good Men Did It

In 1912 I was promoted to foreman of this section. This is the second time we have won the prize.

I have been fortunate in getting good men and I work with the men myself. By working regularly and steadily, and keeping a close watch on places that have a tendency to go bad, we make headway. In this way—We Did It.

FRED YOUNKIN  
Foreman, Ursina, Pa.

## Good Drainage is the Secret of Good Track

In the first place I get good drainage, which is the secret of good track. Then I established an organization among the foremen, giving them the work schedule one week in advance. This I prepare after patrolling track and observing conditions closely—looking after little things which eventually make big things. We also apply Chief Engineer Stimson's article, "Man Hours," in the December MAGAZINE to our work.

Every foreman puts his shoulder to the wheel and secures the full benefit of every man hour used.

W. C. WRIGHT  
Supervisor, Wheeling Division

## Get on the Job with Two Feet and Lots of "Pep"

We have a little black book entitled "Instructions Governing the Maintenance of Way Department." We took this book for our guide and got on the job with both feet and a lot of "pep." Of course one has to have plenty of "pep" if you make it a go anywhere. So we took our two jacks, placed them under the rail opposite each other and started raising track out of face—pulling out old ties and putting in new ones—tamping all ties up to jacks—spiking new ties—tamping down spikes on the old ones

on line side of track—adzing off shoulders—pulling spikes—drawing rail to gauge on opposite side and tightening bolts in joints. Looks like a slow job—eh? But just keep moving jack ahead five or six days, then go back and pick up all little depressions, line and dress down ballast, cutting neat sod line or clean the ditch, using stick or line to make straight. Then step up in the middle of your track and look back toward where you started from. Oh Boy—some track!

If one has kept the "pep" in the gang and done this kind of work from June until November, when it comes to "Engine-riding" day, it makes you feel pretty good for the engineman to tell you have a fine piece of track instead of saying "I should think you would be afraid to ride over your section." Yes, I had it said to me not many years back.

We understand that some of the other boys ran us a close race for the prize this year. We like close races—that makes it interesting. So you all want to tie an angle bar on your pop valve this year and come on for we are going to have that same "pep" and the same two feet all this year.

JESSE V. SNYDER  
Foreman, Lesage, W. Va.

## It Takes Two Men to Put in a Tie. This Foreman Was One of Them

First—my supervisor gave me my tie allotment and told me to use it to best advantage. I saw that it would not tie the section and so tied the joints and quarters on the entire section—three and one-half miles. After using all my tie allotment I got after line and surfacing. When that was caught up, I tightened every bolt on main track. When through with bolting, I went over every frog and switch and tightened bolts and adjusted switch points and stands. Having done that I went over the entire main track and set all spikes down to base of rail, then cleaned out my ditches for the winter. Now I am bolting up side tracks.

(Continued on next page)

# Glenwood Social Club Entertains in Honor of District Master Mechanic and Mrs. Schmoll

By EDRIC C. GREAVES, Secretary and Treasurer

THE Glenwood Baltimore and Ohio Social Club gave a dinner and dance in honor of Mr. and Mrs. G. A. Schmoll on July 9, at "Bongiovanni's Million Dollar Garden," Wildwood, Pa., Mr. Schmoll having retired as district master mechanic, Pennsylvania District, to take up other duties in Baltimore.

The attendance was approximately 150, including the wives, sweethearts and friends of the members of the club.

The presence of the ladies, who were beautifully gowned; the excellent musical and vaudeville program rendered by the Bongiovanni artists, together with the attractive appearance of the Garden, which was tastefully decorated with flowers, shrubbery, etc., tended to make the affair a brilliant success. It was one which will be long remembered.

The dancing platform was simply a bower of beautiful color and splendor, and the merry peals of laughter and songs of the graceful dancers indicated that everybody was happy and having a glorious time.

Mr. and Mrs. Schmoll were delighted beyond words. Mr. Schmoll proudly displayed the beautiful diamond ring, which had been presented to him by the Motive Power forces of the Pennsylvania District.

The Transportation Department was

represented by the general superintendent and his popular secretary.

From Baltimore the following were present: Messrs. C. A. Gill, superintendent of motive power; A. K. Galloway, district master mechanic; O. C. Cromwell, assistant to chief of motive power; George P. Hoffman, master car builder and his charming bride.

Cumberland was represented by its popular shop superintendent, John Howe.

From the Pennsylvania District came: General Superintendent E. A. Peck; District Master Mechanic F. P. Pfahler; Superintendent of Shops and Mrs. C. M. Newman; Master Mechanic and Mrs. McGann; District Master Car Builder E. B. Miller; District Motive Power Inspector and Mrs. E. P. Poole; District Electrical Supervisor and Mrs. Roy W. Eves; and District Electrical Supervisor Harry Ellsworth. Among the young ladies were the charming trio from the Stores Department, Misses Edna Moxley, Claire Farrell and Elizabeth Flynn. From the Office of the Superintendent of Shops were Mr. and Mrs. R. M. Powell, Misses Mary Walsh, Olga Morris and Mr. A. K. Smalley.

The Reception Committee was composed of Edric C. Greaves, W. W. McPherson, B. H. Rush, H. F. Schwab, Misses Elizabeth Flynn, Edna Moxley and Claire Farrell.



# Cleanliness, Cooperation, Ditching. Good Line and Surface Won the Prizes on These Sections

(Continued from preceding page)

Some one might ask—"How many men did he have." Myself, and one man, and I have thirty switches on the three and one-half miles of main track. Again some one may ask—"How many ties did he put in?" More than one thousand. The reader may remark that you can't put in ties with one man. You cannot—it takes two.

Now I want to say a few words regarding installing switches and maintenance. You often see a switch installed and the points do not fit properly. The foreman usually condemns the material and says that it isn't made right. That is not the case, however. The switch wasn't installed

properly. If it is, the points will naturally adjust themselves and fit either rail. If foremen will follow their guide, the "Book of Maintenance of Way Instructions," they will have no trouble in getting a close fitting switch. It is the best book we ever had.

Now comes the maintenance of switches. A foreman in many cases will find a switch point open one-fourth inch. The first thing he thinks of is to put nutlocks back of lug to overcome the opening. That is wrong. Try your gauge and nine times out of ten you will find the gauge one-fourth inch wide at point. Look at your line through switch. Probably you will find heel out too much. That will throw your point away from stock rail. Sometimes you will find your points fitting too tight. In that case, nine times out of ten you will find the heel out too far. The material

that we get now will fit O. K. if properly installed and maintained. If I am wrong I want some maintenance man to tell me in the next issue of the MAGAZINE.

T. C. STONECIPHER

Foreman, Martins Ferry Branch, Ohio

## Always be "ON TIME"

I make it a rule to arrive at the tool house on time. If a man makes it a habit to be late in arriving at his work, he will often prove to be a poor man in other respects. When I take my men out to work, I insist that every man does a fair day's work and that the work he does is of benefit to the section, as well as to the System.

Always see to it that—no matter what you are doing—the work is the best that can be done. Even the best you can do is poor enough sometimes, especially in winter.



MAINTENANCE OF WAY PRIZE WINNERS

1. Foreman Mont Wilson. 2. Foreman E. G. Calvert. 3. Foreman T. C. Stonecipher. 4. Supervisor Hanna. 5. Foreman C. W. Roby. 6. Foreman T. J. Burke. 7. Foreman Russell Davis. 8. Foreman Fred Younkun. 9. Foreman J. E. Riffe. 10. Foreman M. C. Miller. 11. Supervisor W. C. Wright. 12. Foreman J. V. Snyder



I have been a foreman for 25 years. I realize more, daily, the responsibility which rests on us.

E. G. CALVERT  
Foreman, Morgantown, W. Va.

#### An On-Timer

In regard to the prize, I will say I get to work on time, keep my men busy and keep them lined up so that every man is busy and does good work, so that I do not have to go back over it.

I spaced two and a half miles of track, ballasted two and a half miles, dressed and banked two and a half miles with a gang of four to ten men.

MIKE ROSE  
Foreman, Hamilton, Ohio

#### Neatness Was His Watchword

Am much pleased that we are the winners of the prize for best section on the Wellston Sub-division.

As to conditions which resulted in our winning the prize, keeping track in good

surface and line, keeping belts tight in joints, etc., and keeping track as neat in appearance as possible, had much to do with it.

EDWIN E. BLAKE  
Foreman, Zimmerman, Ohio

### Berkeley Springs (W. Va.) News Compliments Service

*It is pleasing to get such complimentary press notices as the following from the BERKELEY SPRINGS NEWS:*

WE are glad to hear the favorable comments on the courtesy of the employees of the Baltimore and Ohio Railroad. The kindly consideration paid the travelling public is in marked contrast to what it was years ago. The company is evidently making a strong bid for support of the public. The service has improved and the readiness of employees to give information, answer inquiries, etc., makes it a pleasure to travel over the road.

### Playing Train

Jack finally persuaded his aunt to play train with him. The chairs were arranged in line and he issued orders.

"Now you will be the engineer and I will be the conductor."

"Lend me your watch and get into the cab."

Then he hurried down the platform, time-piece in hand.

"Pull out there, you red-headed, pop-eyed boob," he shouted.

"Why, Jack," his aunt exclaimed in amazement.

"That's right, chew the rag," he retorted. "We are five minutes late already. Get the 'ell out of there."

Now "Jack's" parents forbid him playing down by the Baltimore and Ohio freight house.—*The Tiger's Eye.*



BALTIMORE AND OHIO SHOP EMPLOYEES IN PARADE AT FOXBURG, PA., ON JULY 4

1. Car Inspector J. T. Fowler and J. H. Sweesey, former employee. 2. General Foreman R. M. Baker in his decorated car. 3. Machinist P. T. Fowler as monkey and Machinist Helper J. T. Gerber as organ grinder. 4. Machinist P. S. Millett as Christopher Columbus and M. Fowler as Uncle Sam. 5. Machinist Helper C. E. Gerber in his uniform as corporal. Mr. Gerber saw service in France





## Safety Roll of Honor

The Safety Roll of Honor appears in new form this month. There are many broken rails, brake beams dragging, etc., being reported, and it is unnecessary to repeat the details in each case, in view of the pressing demand on the Magazine for space. Therefore the honor roll will hereafter be published in the form shown below. Items of unusual importance will be taken care of in special articles. The fact, however, that an employe's name appears below is an indication that he has done something which is wholly worthy of commendation.

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
	STATEN ISLAND LINES			
June 20	F. J. Maloney.....	Flagman.....	Livingston....	Track.
	BALTIMORE AND BALTIMORE TERMINAL DIVISIONS			
June 16	T. L. Sullivan.....	Signal Maintainer	Clayton.....	Track.
June 15	J. A. Kopinke.....	Patrolman.....	Mt. Clare....	Track.
	CUMBERLAND DIVISION			
July 16	William Ward.....	Trackman.....	Hancock.....	Defective car.
June 30	J. W. Phillips.....	Operator.....	Blaser.....	Defective car.
June 15	Carl Schaidt.....	Tieman.....	Green Spring	Slide.
June 18	J. E. Sullivan.....	Brakeman.....	M. & K. Jct..	Defective car.
	CONNELLSVILLE DIVISION			
July 11	W. Gaumer.....	Operator.....	Markleton....	Defective tool box.
June 20	S. Landman.....	Engineer.....	Leith.....	Defective car.
	WHEELING DIVISION			
July 18	Mr. Victor Sheppard		Roseby Rock	Track.
	CHARLESTON DIVISION			
June 15	Mrs. W. H. Boyles, Jr.		Alexander....	Track.
July 3..	J. R. Cox.....	Conductor (off duty).....	Orlando.....	Assisted handling express.
July 3..	H. H. Stell.....	Operator.....	Burnsville....	Repaired telegraph wires.
June 20	J. D. Fury.....	Conductor.....	Custis.....	Track.
June 26	B. R. Bragg.....	Conductor.....	Gassaway....	Cleared slide.
June 26	B. M. Shears.....	Engineer.....	Gassaway....	Cleared slide.
June 26	C. C. Cogar.....	Brakeman.....	Gassaway....	Cleared slide.
June 26	J. A. Lamb.....	Brakeman.....	Gassaway....	Cleared slide.
June 26	J. Buckner.....	Fireman.....	Gassaway....	Cleared slide.
June 26	H. A. Scott.....	Fireman.....	Gassaway....	Cleared slide.
June 26	H. E. Bragg.....	Flagman.....	Gassaway....	Cleared slide.
	CHICAGO DIVISION			
June 24	E. A. Thornburg.....	Operator.....	La Paz Jct....	Track.
June 14	Mr. James Kinsley.....		Quinn Spur..	Track.
July 7..	W. P. Donahue.....	Operator.....	Tiffin, Ohio..	Defective car.
July 8..	G. A. Elder.....	Operator.....	Rosedale.....	Track.
	NEWARK DIVISION			
July 6..	"Puss" Reytenton..	Brakeman.....	Newark.....	Track.
July 14.	J. Haynes.....	Foreman.....	Newark.....	Defective car.
June 18	H. Ferguson.....	Operator.....	Barnesville..	Defective car.

### Car Miles—

Every man mentioned in our Safety Roll of Honor has done notable service in increasing Car Miles.

Do your bit, too!

### Greetings from Conductor Andrews

THE accompanying photo shows Conductor T. J. Andrews, who has been on leave of absence, and judging from his photo, thoroughly enjoyed himself in California. He wrote us from Long Beach, Cal. as follows:

"Just a few lines from the Golden West. To say that I am having the time of my life is putting it mildly. The weather this winter has been the best in years. I have been doing some deep sea fishing, and the day the photo was taken we caught three hundred fish and seven sharks; one shark weighed 225 pounds.

"We motored over to San Diego, and then to San Bernardino to the orange show, and back through Redlands and Riverside. The roads are fine and the scenery beautiful. They have a bumper crop of oranges this year.

"About a mile from where we are staying is Signal Hill, the largest oil field in the world. A gusher came in last week with 20,000 barrels per day. The well pays for itself every three days. Many of the wells are 4500 feet deep and cost \$125,000 to drill. In one of the large gushers that came in about ten days ago, the oil poured out all over houses and streets, about three hundred feet around, and it took ten men ten hours to cap the well. The men were paid one hundred dollars per hour. They all made their wills before they went to work, but all came through alive. As for me, I would rather run a train than cap an oil well.

"As I said at the Convention last year, I hope to spend the last years of my life in California, unless the last years come within the next six or eight years. My wife says I am a "California Booster" and she knows me pretty well.

"My best wishes to everyone."



Conductor T. J. Andrews does a good day's work in California





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBECK

My friend H. B. Knight, in his Keyser, West Virginia, contribution in the July Magazine, extends a cheering invitation for me to visit Deer Park, my summer residence. I am sorry I cannot accept, though Deer Park is a delightful spot on the apex of the Alleghenies in Maryland, but I am booked to spend the summer week ends at Ocean City, New Jersey.

The trip from Baltimore to the breakers is a pleasant and inspiring journey. Our No. 524 makes but two stops to Philadelphia, and the P. and R. train from Camden, New Jersey, to Ocean City, the same number. Both are simon pure express trains. Thus far, and I am in my second season for these trips, I can set my watch by their running.

Mr. Knight's invitation gives me an opportunity to dilate on the wonderful achievement of these trains. I think their performance is marvelous. At 3.55 p. m. the great engine of the 5200 type, puts the train under cover at 24th Street, and in four minutes a P. & R. engine takes its place. We do things better than formerly. We are constantly improving. What pleases me most is to see the number of people who are using the Baltimore and Ohio for the first time. The idea of a person reaching man's estate and putting off a journey on one of our fliers until late in life!

While I have my pen in hand, I shall not indulge in very much enthusiasm over the



Baggage man "Jack" Ault (right) at the bat

speed of the Delaware River ferry boats to the Jersey side, and especially the return trip Sunday night, when a fellow is anxious to catch our No. 509 to Baltimore.

#### Our General Counsel

Governor Cornwell celebrated his birthday on July 11 in a practical manner, presiding at his desk as usual. He is always among the first to appear in the morning, and five p. m. finds him still at work.

Mrs. Gertrude Kelley, R. Marsden Smith's secretary, in her vacation peregrinations, went as far west as Montana and revelled in the wonders of Yellowstone Park.

Albert E. Frankton, Charles R. Webber's efficient secretary, spent his vacation in making near-by trips to points in Maryland.

Mr. Horsey also availed himself of a short period of recreation in attractive Maryland spots. His examination for admission to the Bar was a series of triumphs, and we are proud of him.

George Raymond Brennan spent the first part of July amid the breakers at Atlantic City. He says the board walk attractions positively kept him entranced, and he felt as though he could stay there forever. We are all very fond of him. George declares that the girls at Atlantic City are rather acceptable, but those at Ocean City (Ocean City, New Jersey, mind you) are far superior. This is not the reason I spend my week ends there, but because the bathing is "supercritical." Now there!

(A friend of the youngest correspondent of the Magazine, none other than our esteemed Nestor of the Law Department, recently wrote the editor a personal letter. He mentioned a gathering of Civil War Veterans—and an address in which Comrade Haulenbeck stated emphatically, deliberately and enthusiastically that despite the recent trouble he has had with one of his eyes, the other was doing efficient double duty on the beach at Ocean City during his week-end visits. Boy, page Ponce de Leon and introduce him to our own original and inimitable Fountain of Perpetual Youth!—Ed.)

#### General Baggage and Milk Department

Correspondent, MABEL L. MENGES

Mr. Hodges, checkman, Camden Baggage Room, just returned from another hunting trip in Canada, and this time he

brought home the "Dear." His marriage is the culmination of a romance which began while he was a patient in one of the hospitals in France during the World's war, the bride being his former nurse. This sounds like an interesting story but we have not been able to secure the details. Mr. and Mrs. Hodges have our congratulations and best wishes.

Wallace Oest has returned to the office after a week's absence, because of a cold contracted at the bathing beach, which put his eyes out of commission.

When "Jack" Ault, at the bat in the accompanying picture, is not carefully inspecting baggage and making up train baggage reports on his run between Philadelphia and Baltimore, he is out playing ball with the boys. We're not mentioning just how many years Mr. Ault has been with the Company, as we do not want to give information that might disqualify him for the ball team, but he has been a part of the Baltimore and Ohio long enough to prove that he is one of the dependable and conscientious employees who are helping to make the service 100%. As an example of how much he has the interest of the Baltimore and Ohio at heart, note this: some time ago, a dog was delivered to the baggage car, destined Washington. When the train baggage reports were inspected, it was noted there was a "B. O." (bad order) notation recorded against the check number covering the dog. Upon being questioned as to the meaning of the bad order notation, Mr. Ault explained that the dog had been delivered to him minus its tail, and in order to relieve the Company of all responsibility in case the owner should make claim for the missing tail, he made the proper "B. O." record.



"Jim" Phillips, Assistant Superintendent of Dining Car Department

For several generations the Chesapeake Bay hard crab and fish have offered themselves as willing martyrs that the Baltimore and Ohio Railroad Dining Car Service might enjoy world-wide fame. That the Railroad Company cherishes such devotion is demonstrated by the solicitude with which Assistant Superintendent of Dining Car Department James Phillips investigates the housing conditions and general welfare of his crustacean and piscatorial assistants, is shown in the photograph



### Engineering Department

Correspondent, O. K. EDEN

At a recent business meeting of the McDonogh School alumni, E. R. Sparks, chief clerk to chief engineer, class of 1889, was elected president of the Alumni Association for the coming year.

It is gratifying to know that one of the artists in our department carried off the \$100 prize in the Baltimore and Ohio Trade Mark Contest. And a woman did it at that! Our hats are off to you, Miss Lansdowne, on your successful endeavor. It goes to show that some of us, at least, are capable of doing something worth while, aside from the mere routine of office work.

I mentioned in the last issue of the MAGAZINE that even though the mercury

insisted upon trying to climb out of its tube, two of our engineers "went and done it," to-wit, got married. After no small amount of work I managed to get a few facts concerning one wedding. It seems that one, U. S. (United States?) Holden, field engineer, Surveys Division, and his bride-to-be, did not want a lot of publicity, so they made up a party and motored to Alexandria, Va., and there "hitched up." The young lady in the case was Miss Dorothy Boyer, formerly clerk, Car Service Department. For weeks before, our friend Mr. Holden had been getting things ready, fixing up the house, garden, 'n everything, and now the deed's done. You have our heartiest congratulations, Mr. Holden. May your troubles be territorial!

What would you think, after having been

accustomed to see a signet ring (his own) on a certain young man's finger, to discover it gone, and in its place, although not on the same finger, a class ring. And to witness, now and then, mostly now, a far-away look in this young man's eyes. Suspicious, huh!

Don't forget to keep in mind the idea "Stop that Leak." In the course of a day's work there are many ways in which time, labor or money may be saved, by the application of a little brain power. Think it over!

Who is Dr. Pill of the Bridge Division? Ask C. W.

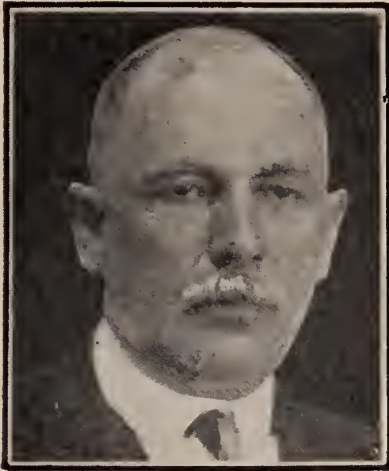
Wanted—some pictures to enliven out column. Come across, fellows, with a snap taken outdoors—anything, just so its a good clear picture.



WEDDING BELLS IN THE FREIGHT CLAIM DEPARTMENT

Upper: Mr. and Mrs. E. P. Wootton, in the center. Miss Mildred Voltz, bridesmaid, D. R. McMaster, best man. Lower: the ushers, left to right, Messrs. M. Jones, I. Wootton, L. Bloescher, O. Berton





The late N. D. Chesley, Office of Assistant Comptroller O'Malley, whose obituary appeared in our June issue

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

Correspondent, J. M. WHEALAN  
Accountant

We are pleased to announce the acquisition of a new file clerk, Miss I. V. Henderson, who assumes the duties of C. W. Leasure, who is spending the summer out on the "Pike,"—without his family.

We were favored recently by a visit from our genial chief, Mr. Lane, who, accompanied by his secretary, was engaged in looking over the work in this vicinity.

Mr. B., we understand, took Mr. E. on a tour of inspection of the "Pike" bridges. Mr. B., for some reason, was without his regular car and instead was using one of the most "popular" cars on the road. Mr. E. reports an interesting time; in fact, he is unable to tell which was the more interesting, the bridge construction or Mr. B.'s method of running a Ford.

That lumber deal, mentioned in an earlier issue, seems to have fallen through, D. H. declining to pay more than \$15 for what he claims was only \$10 lumber. Max, we are sorry to say, seems to have been beaten, temporarily at least.

H. P. C. reports things going very nicely at Millvale and the meals are just as good, if not better, than they ever were before. We will have to accept his word for it, however, as we haven't been there ourselves.

J. P. R. Jr., who is engaged in building a new freight house at 33d St., Pittsburgh, has not been heard from lately, but we presume the new house is about ready for occupancy. The new house in the South Hills we mean, not the freight house.

#### Office of General Freight Claim Agent

Correspondent, NORMA H. APPEGARTHE  
In Memoriam

James Harry Gaskins, after a lingering illness, died at Rockingham, N. C., July 3. A brief service was held at Old St. Paul's Church, Norfolk, Va., and he was laid to rest in Elnwood Cemetery, Norfolk, on July 5.

Mr. Gaskins, who was one of our traveling freight claim adjusters, had many friends among the freight agents and their forces, and had endeared himself to all by his courteous and gentle manner and many other lovable traits of character.

Charles A. Blackburn, employed in this office as clerk, who has been ill for some time, died on July 13, and was buried in

Mt. Olivet Cemetery, Baltimore, Md., July 16. He leaves a widow and one child.

We extend our deepest sympathy to the widows and other relatives of the deceased, as both Mr. Gaskins and Mr. Blackburn will be missed in this Department.

An ideal spot to spend a vacation is along the shore of West River, so H. H. Goldsmith says, but if all reports are true, he is not the same Goldsmith we used to know before vacation time. He seems seriously affected by one of the fair mermaids, and it won't be long before we can say, "Yes, we have no Goldsmith, he's at West River."

#### A Comedy-Drama in Four Acts

Entitled  
"HOMESICK"

Time—Present  
CAST

THE GROOM..... E. P. Wootton  
THE BRIDE..... C. M. Flowers  
BEST MAN..... D. R. McMasters  
BRIDESMAID..... Mildred Voltz

#### PROLOGUE

Scene 1—Holy Cross Episcopal Church, 1:55 p. m., June 28, 1923. While the ushers, M. Jones, I. Wootton, L. Bloescher, and O. Berton, were seating the multitude of relatives and friends, the organ, played by LeRoy Hobcock, pealed forth the strains of "A Perfect Day," accompanying the soloist, James J. Hagerty.

#### ACT I

Scene—Same

Presently, all eyes were focused on the center aisle at the sound of the Wedding March, and witnessed the bride's father, giving her away to the groom, followed by a picturesque ceremony, Rev. Taylor, officiating, pronouncing them man and wife.

#### ACT II

Scene—New York City

After a 72 hour stay in the big city, and prior to their departure for Massachusetts, unfortunately, the bride becomes "Homesick," and is forced to return home with her gallant knight, E. Perin.

#### ACT III

Scene—"Arbutus"

"Home Again," the newly-weds are enjoying the fragrance of Arbutus flowers, and the happiness of their first twenty years of married bliss.

#### ACT IV

Scene—General Freight Claim Department

The groom returns to his desk, the recipient of congratulations, etc., and appears to be as lighthearted and happy as ever—surprise—Curtain!

The following fellow clerks witnessed the performance:

E. E. Redding, H. S. Anderson, W. E. Hatton, M. H. Wentz, W. G. Laynor, and J. J. Hagerty. We all wish them a long and happy married life.

"Bill" McCallum started the ball a rolling—went and got married and was shortly followed by his buddy, Johnny Kratz, and since then Cupid has just captured the Freight Claim Department, as we have had one marriage right on the heels of the other.

Bill and Johnny went through the late war, and, according to Sherman, that is equal to going through H—I. While they were never captured by the Huns, they came home to be captured by our own fair ones.

Here's wishing them a long and happy married life.

Telephone rings 6.15 a. m. Agnes rubs her eyes and gets out of bed, rather peeved, yells—"Hello!"

Berthelda: "This you Agnes?"

Agnes: "Yes, what the heck do you want?"

Berthelda: "Please tell Mr. Olson I've overslept and will be late."

Agnes: "What's wrong, you poor fish, it's only 6:15?"

What's wrong is what we want to know Whom does Berthelda see after 5 p. m., that he loses all trace of time?

#### Printing Department

Correspondent, HARRY TOFT

Mrs. Lehman, wife of Cost Clerk Lehman, recently had the misfortune to trip over a rug, breaking her arm in two places. We extend our sympathy and are glad to report she is recovering rapidly.

Not to be outdone by Mrs. Lehman, Mrs. Reay, wife of Compositor Harry Reay, fell downstairs recently, fracturing her shoulder. We hope for a speedy recovery.



Train No. 10, en route. Photograph taken by J. S. Peach, Stenographer, Assistant Comptroller Deverell's Office, on his way to Detroit





Mrs. Warren A. Shipley, formerly Office of Auditor Coal and Coke Receipts, and daughter, Elizabeth Jane

On May 28 Keyboard Operator Meredith arrived with a broad smile. Inquiry elicited the fact that he was "daddy" to a fine baby girl. Congratulations!

The boys in the Printing Department want to know what Aunt Mary did with "Uncle Ezra" while she was in France?

"Rollo" Rielly, colored porter, wants some kind hearted scientist to explain why his body can't accompany his mind?

"Mollie," the fair key board tickler, is away at Ocean City, N. J. Mrs. Pauline Humrichouse is substituting for her.

We offer our sincere sympathy to the family of the late Mrs. Lowe, mother of Compositor Lowe, who—after a lingering illness—has been released from her suffering and entered into Eternal Rest. "He Giveth His Beloved Sleep." A beautiful floral piece was sent by the employees as a mark of their esteem, while Compositor Fred Feusahrens, Proofreader Handley and the correspondent represented the Printing Department at the funeral services.

#### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Our sympathy is extended to Miss Katharine, whose father P. D. Dempsey died July 7 at the age of 52, from the effects of cancer of the stomach. Mr. Dempsey was father-in-law of J. P. Landerkin of this office, to whom we also extend our condolence. A floral design from the office employees was sent to the home of the deceased.

The second and final outing of the 1922-1923 Office Bowling League was staged at Willow Spring Shore July 21. It was a perfect day, with plenty to eat and drink, bathing, various kinds of indoor and outdoor sports, and a wonderful chicken, crab and fish meal.

Shinnamon and Pritchard were the bathing beauties. "Bill" Nix, when occasion demanded, would swell out his chest and pitch three quoits a mile from the peg. "Al" Lehman took the long distance talking record. "Johnnie" Muth, who has been in training, ate continuously and made about a 115 average. "Jerry" Johnson rendered several operatic selections.

Judging from his actions, our old friend "Hughey" has at last fallen for the charms of the fair sex. If our judgment is not

completely wrong, this young blade is entangled in the snare. Hold on to him, Selma!

It has been whispered that "Doc" and Miss Amanda are back at the old game of looking at furniture displays. What's the answer?

Last but not least, Mrs. W. was seen at Bay Shore Park vamping somebody's grandfather. This may be the same party who was seen in a machine down near Annapolis.

For some time past we have had a silk shirt mystery in our office. One member of the faculty has been wearing a silk shirt, the colors of which must have been gathered by its creator from the rainbow, and combined with remnants from the flags of all nations. No other method could produce such a beautiful dazzling effect. It simply "out-shies" any Shiek of the Arab deserts or the movies.

What puzzles us most is how the gentleman can wear the same shirt day after day for weeks. There could not be more than one such in the whole world!

The mystery has been cleared—he has a dozen. It is claimed by experts that there are twelve different designs, but it would take twelve tried and true citizens to convince the laymen that such is the case. We would have to see all twelve at one time, as we think "Bill" wears the same old shirt continuously.

The accompanying photograph is of Mrs. Warren A. Shipley and her daughter, Elizabeth Jane.

Mrs. Shipley was formerly Miss Alice B. Ott and was employed in this office for about eight years. She was married in June, 1922. Mr. Shipley was also employed in this office, but left here several years ago. Mr. and Mrs. Shipley are now living in Franklin, Pa., where Mr. Shipley is employed as Manager, J. W. McCrory's Five and Ten Cent Stores.

#### Auditor Disbursement's Office

Correspondent, LILLIAN E. SCHUELER

It was a lucky day when the J. E. Bureau secured the services of the "Sheik of N. W. Baltimore," alias Arthur de Bruiser. Be-

sides acquiring the above title (because of his winsome personality—the girls just can't resist him) this all-round athlete has a reputation as a 100% efficient clerk. During five years spent with the Railroad Company, he has never been known to make a mistake. Good luck to the J. E. Bureau! It can't go wrong with such a clerk.

Miss Edna Mitchell, Bill Registering Bureau, is the latest to join the "Bobbed Hair League." She is some Prima Donna now!

#### Beautiful

A beautiful day in the month of June,  
A beautiful Saturday afternoon,  
Ten beautiful girls in beautiful togs,  
In two beautiful cars, decided to jog  
To beautiful Harpers Ferry.

They jogged along at a beautiful pace,  
Each with a smile on her beautiful face.  
Then a beautiful storm hastened their pace  
'Til it had the look of a beautiful race—  
The beautiful storm made them scary.

They reached their beautiful destination,  
The beautiful rain fell like d—nation,  
Appearing just like a beautiful fog.  
Beautifully limp were beautiful togs—  
Ten beautiful girls quite weary.

They left the beautiful mountain town  
With beautiful wet hills to come down;  
Made beautiful skids and beautiful stops,  
And oh, they had such beautiful shocks  
And beautiful food was their query.

They skidded to Frederick beautifully sore,  
One maiden swore, a beautiful swore,  
She'd never leave beautiful Baltimore  
'Less the beautiful automobile bore  
A beautiful man as Steery.

So this is the end of the beautiful tale;  
Hear the ten put up their beautiful wail.  
They had beautiful nerve, may have it yet  
But got beautifully soaking, sopping wet,  
Those beautiful maids, oh, dearie.

#### Office of General Manager, Eastern Lines

Correspondent, H. E. WEIFENBACH

Mrs. Craig, in company with Miss Olive Mills, secretary to C. W. Egan, general



#### WINNERS OF \$20.00 PRIZE IN RAILROAD ACCOUNTING COURSE

Left: W. S. Mangold, Claim Checker, Revision Department. Right: Theodore Hasling, Junior Clerk, Revision Department, Auditor Merchandise Receipts Office



claim agent, and Miss Elizabeth Hofstetter, Passenger Department, made a trip to Yellowstone Park, thence to Salt Lake City, Denver, Colorado Springs and Pike's Peak.

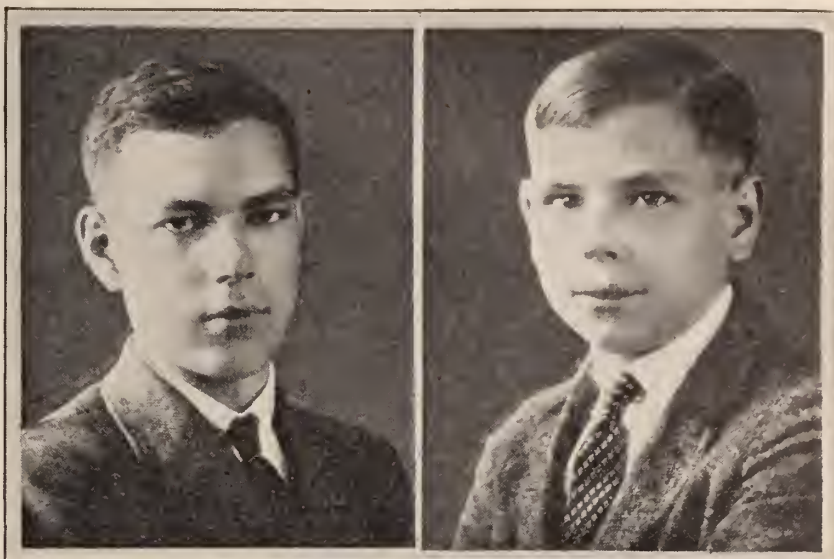
Mr. Herman recently came back from his vacation on which he demonstrated his prowess as a fisherman.

About Mr. Riley we have something very important to report, or rather, about his family. "Frank" has a new little girl! Congratulations, "Major."

Mr. Hamilton had a pleasant visit to Parkersburg in company with his wife and his two boys, Carl and Nova, they all having been invited by the Veterans' Association to attend their Get-together Meeting at Parkersburg, about which Miss Stevens wrote so capably in the July issue. Carl Hamilton plays the violin and sings wonderfully, and his brother Nova accompanies him excellently on the piano, while "Pa" plays along with them on his flute!

Here are pictures of Carl and Nova. Nova is a member of the Baltimore and Ohio family, in J. P. O'Malley's Office. The Hamilton family were delighted with the hospitality of the Parkersburg people, and express their appreciation of the many courtesies extended to them during their stay.

"Sparky" is back from his vacation, spent at Passaic, N. J. Next year he will serenade the ladies of Passaic with his saxophone which he has recently purchased!



Carl and Nova, talented musical sons of J. W. Hamilton, General Manager's Office

## New York Properties Pier 22, North River

Correspondent, JOHN NEWMAN

The criminal rara avis of the bird underworld, whose "fence" I am, has made a fine "haul" this time. The plunder, here exhibited, shows in picture number three a

group of young blades from the revision bureau at Pier 22; all nice boys and good looking. The figure in the foreground is our friend the cavalryman with "genu varus," Lawrence Improbic, which he is trying to conceal by squatting on his haunches (he really does not belong in this picture); the other four boys are: Paddy Histon in front



Our Correspondent at Pier 22, N. R., New York sends us these photographs of Belles and Beau Brummels of New York. Full details will be found in the accompanying notes



# GREAT NORTHERN HOTEL

118 West Fifty-Seventh Street, New York City

"A SUPERB LOCATION"



A Room with Private Bath, for one Person \$3.50 per day and up. For two Persons, \$5.00 per day and upwards.

Delightful Cuisine

Garage

Beautiful Suites, Parlor, Bedroom and Private Bath for one or two Persons, \$8.00, \$9.00, \$10.00 per day

Circulating Ice Water

Fire Proof

Quiet, Yet Convenient

## GREAT NORTHERN HOTEL

118 West Fifty-Seventh Street, NEW YORK CITY

he ducks his head in order to expose as much as possible of "Musty" Joe Nevins, the dandy of the group. Joe is a wonderful entertainer; he can crow like a rooster, wiggle his ears, etc., all sorts of etc., to amuse an audience; Charlie Weber, next, is a wizard on the "compto" machine and a great favorite with the ladies.

On the right end stands our heavyweight F. Patrick Maxwell, who looks like a dutchman but isn't; you will recognize him again in picture number four with his sylphlike affinity, Miss—, oh well, what's in a name? I am unable to estimate the aggregate tonnage of these two, but one thing they have in common is that they are good natured and, therefore, lovable. The fifth picture can't be described; it is too sweet for words; what beauty,—what harmony,—ah, it is magnificent; "the peafflower and the chrysanthemum," the dove and the duck; boys, oh, boys! They are Miss Pauline Kirschenbaum, "sitting on" Miss Frieda Murray.

Maurice Longfellow, chief clerk, 26th Street Station, sends the correspondent a most interesting story about a "family outing" in autos to Whitestone, L. I., arranged by the employes and their families and friends. The day was spent merrily, enlivened by hot sports, like running and spooning, alternating with cool drinks, ice cream and dips in the bay. Prizes were bestowed to the winners of the sporting

events. Principal prize-winners were Miss Anna Carroll and Mr. Longfellow, shown in an intimate pose in photograph No. 2, "far from the maddening crowd," apparently oblivious of the crowd and the rest of the world. The other picture (No. 1), posed in the open, with sea and sky for background, shows our yard clerk "Tom" Lally, with his clinging vine, Mrs. "Tom." Mr. Lally took a prize for his prowess in the water, swimming in it, and coming up first. The prize is described as a "beautiful pair of embossed water-wings." Some of the other prizes are of a too intimate nature to mention. Picture No. 6 presents Charlie McAllister, Collection Department, standing at "attention." Charlie is a "veteran of foreign wars," as shown by the pose, which he retains, though he has taken on considerable embonpoint, as they call it in France, meaning bulk about the middle section. Several other pictures accompanied Mr. Longfellow's narrative, but they were marred in developing and could not be reproduced in the MAGAZINE.

### Staten Island Lines

Correspondent, G. J. GOOLIC

How 'do you like our new pay car? Right up to date, we'll say. You won't meet yourself going out anywhere.

"Jim" Maraldo was shaken up pretty

Please mention our magazine when writing advertisers

badly last year. He disposed of his "Rolls-Ruff" and now has a real car, a Studebaker. "Jim" is going to give "Bill" Slattery and his Hudson a race to the coast.

Harry Wilson, agent, Princess Bay, on returning from lunch one day, found a beautiful bouquet of flowers at the ticket window. It was made up of daisies, thistles, black-eyed Susans and more daisies. A prominent card was attached, "To our Beloved Agent." "Harry" blames the painters who worked there.

On June 28, a farewell luncheon was tendered Mrs. V. C. Nelson, Division Engineer's Office, at the "Inglebrook" Tea Room, by Misses M. Cole and A. Hendrickson, Division Accountant's Office; Miss Traulsen, of North, Allison and Ettlinger and Miss B. Heal, Division Engineer's Office.

Notice the walk on Walter Taylor. He lives in Annadale now, and has acquired the "hayseeders hop."

Burl Dawson, the jazz king, has discovered a new step.

Fred Metcalfe has returned to work for the division engineer.

"Patsy" Santoro is a high brow now. He studied last winter to acquire fame as an architect and succeeded. He won first prize at Cooper Union in June.

On July 21 the S. I. R. R. Club met the Central Railroad of New Jersey at East Shore Oval and defeated them by the score of 7-3 in a seven-inning contest.

The Jersey boys, in the second inning, had a runner on first and second bases with none out. Our strategist, Ebbie Birmingham, threw a slow ball to the batter, who endeavored to bunt. Result, Birmingham caught the ball, wheeled around and then to second. The second baseman threw to first, completing a triple play.

The S. I. R. R. Club has been entered in the Commercial League, and has won all games played to date.

Hopes are entertained that we will be successful in winning the magnificent trophy for the leading team at the close of the season.

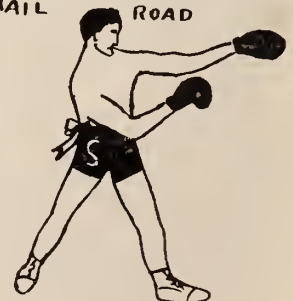
### Industrial League Started on Staten Island, Railroaders Win Opener

The game at East Shore Oval, between the Baltimore and Ohio nine and the P. and G. Team, resulted in an easy victory for the Railroad boys by the score of 11 to 3.

Birmingham was on the mound for the railroad boys, and had the soap workers at his mercy throughout the game, allowing them but four hits. He held them scoreless and hitless for four innings and made eleven of them fan the wind. Gordon DeHart was on the mound for the soap boys and was touched for twelve hits

## KID SANTORO

CHAMPION OF ROSEBANK  
WILL FIGHT ANYONE IN  
THE BALTIMORE & OHIO  
RAIL ROAD



KID

JOHN GIANNAGNA  
S-I





FROM STATEN ISLAND

Left: Anna Wolfman. Centre: Mrs. V. C. Nelson, Stenographer, R. A. Raucher, Transitman, Miss B. I. Heal File Clerk, P. Santoro, Rodman. Right: Edwin John, seven months son of William Blisshoff

The Baltimore and Ohio boys started right in, in the first inning, to score and kept up throughout the game, hitting the old pill all over the lot and running the bases in a clever and daring style.

Several times during the game the soap workers tried hard to tie the score, but the fast and snappy fielding of the railroad was too much for them.

Score by innings:  
Proctor & Gamble. 0 0 0 0 0 1 1 1 0—3  
Baltimore & Ohio. 2 0 3 3 0 2 1 1 x—12

### Baltimore Terminal Division

Correspondent, H. R. LINCOLN

#### Office of Superintendent

F. E. J. McGuigan, shop clerk, Riverside, has been promoted to shop inspector, headquarters Pittsburgh, Pa. "Mac" departs with the good wishes of his fellow employees and a 19 jewel Elgin watch, presented to him by the office force.

On July 10 at 11.00 a. m., Mary C. age 18 months, daughter of Matthew Hogan, died after an illness of five months. The little girl was buried in Baltimore Cemetery on July 12. Mr. Hogan is a pipe fitter and plumber at Riverside and to him the sincere sympathy of his fellow employees is extended.

"Wallace Reid" Webster, the blonde yard clerk, Curtis Bay, has gone in for pedestrianism—in the rear of a perambulator. "Wallace" claims the job keeps him occupied during all his spare hours, also most of his sleeping hours as well.

"Jake" Herbert, Car Distributor's Office, has offered a reward for the culprit who wilfully "busted up" his new Royal typewriter.

The correspondent would appreciate any notes of interest about folks on the Baltimore Terminal Division. Send 'em in.

### Riverside

The accompanying picture is of Troops 4 and 7, Baltimore Council, Boy Scouts of America, at their annual encampment. Troop 4 is the oldest troop in Maryland and was organized shortly after the beginning of Scout work by T. E. Stacy, secretary of the Riverside Y. M. C. A. Many of the boys are sons of Baltimore and Ohio men and are receiving a fine training in outdoor life, swimming and scoutcraft, and are good citizens in the making. This is only one of the many activities of our Railroad branches.

Some of the boys who have fathers in the Railroad service are those numbered as

follows: 1. Ed. Atkinson, son of late Conductor Atkinson; 2. Sherman Pennell, assistant scoutmaster and son of Engineer J. G. Pennell; 3. Norwood Massey, son of Engineer T. E. Massey; 4. Jethro McCullough, son of deceased conductor; 5. T. E. Stacy, secretary Riverside Y. M. C. A.; 6. John Lougherman, son of Engineer Lougherman; 7. George Stacy, son of secretary, Riverside Y. M. C. A.

### Mt. Clare Yard

On July 13, at 4.45 a. m., Caller E. K. Selby discovered a fire in Paint Shop, west end of Oil House platform, Mt. Clare. His prompt action in advising Yardmaster Sullivan, who dispatched engine to scene, resulted in extinguishing blaze without damage, and prevented a fire of possibly greater proportions. "Sup't" is doing his bit in "Stopping That Leak" in the line of fire prevention.

Yard Clerk G. F. Judge spent the week of July 15 at "Starve Inn" Shore on the Magothy, having previously arranged to have General Yardmaster H. E. Hopkins and clerical force enjoy a crab feast the following Wednesday evening. On the evening of the occasion, the office force (9) filled Conductor C. A. Bokman's five



THE OLDEST BOY SCOUT TROOP IN MARYLAND

1. Ed. Atkinson, son of late Conductor Atkinson. 2. Sherman Pennell, Assistant Scoutmaster, son of Engineer J. G. Pennell. 3. Norwood Massey, son of Engineer T. E. Massey. 4. Jethro McCullough, son of deceased Conductor. 5. T. E. Stacy, Secretary, Riverside Y. M. C. A. 6. John Lougherman, son of Engineer. 7. George Stacy son of Secretary Stacy



## \$3,500 in Fee

Buys New 4-Room Shingled Bungalow. Large porch. New addition. 10 minutes from Camden Station.  $\frac{1}{3}$  acre ground.

**DOING BROS.**

**Tel. Plaza 7343**

passenger "Rolls Rights" (generally wrong, though) and down the Annapolis Road they went on the road and off, through sand to the hub, with blow-outs and punctures, finally arriving at the shore with the appropriate name. It was found that "Jubby" had one hard crab to feed a dozen hungry guests. Agreeable to all, coins were pitched to decide ownership, and in the excitement, the crab crawled away in the darkness. John (Walt) Brennan came down 220 pounds heavy, on a cactus, with his right bare foot. Ben Pundt's left forefinger coupled with Mr. Crab's right-front claw, and two others fell over a ten foot elevation, into six inches of the Magothy.

When things finally righted themselves again, Bokman, assisted by "Hops" basso, sang the "Oom-ba-laddie" yodle song, and everything ended coposatic, as "Jubby" says.

### Camden Station

Correspondent, W. H. BULL

Rumor has it that H. R. Canby, Out-bound Billing Department, is building a home at St. Denis, to which he expects to take his bride sometime in the late fall. Good luck, Canby. We married men are with you!

Sometime ago we had the pleasure of presenting a picture of the infant son of A. L. Knorr, Accounting Department. We are sending another picture taken when this chap had reached the age of one year. He is a sturdy looking little chap and we hope that he continues to grow, but not to look like his dad!

We are having some interesting games of ball. Every lunch hour our men can be seen practicing for the game which is played at Clifton Park every Sunday morning. These games are interesting and we hope that our fellow-employees will be present to cheer the teams.

### Baltimore Division

Correspondent, W. H. TARR

We are indebted to Relief Agent L. H. Browning for the following notes concern-



Engineer R. A. Deminnis and Fireman J. C. Moore, ready to leave Mount Royal on The Capitol Limited



Vernon A. Knorr age one year, son of Clerk A. L. Knorr

ing events in the Shenandoah Valley District.

J. D. Parker, agent, Raphine, Va., accompanied his daughter to Chicago where she is attending a Conservatory of Music.

C. D. Bosserman, former agent, Lexington Va., has resigned to enter the banking business in Lexington.

P. E. Johnson, agent, Mt. Sidney, Va., has been acting agent, Lexington, pending regular assignment.

Ticket Agent W. M. Chittum, Staunton, has been away since June 12 spending part of the time in a hospital at Richmond, Va. Mr. Chittum is improving in health and we trust he will soon be back in the service.

Bridges are being strengthened to handle heavier equipment and traffic that is now being diverted via other routes.

On the Baltimore Division proper, we have the following:

C. C. Hite, agent, Frederick, Jct., Md., attended the funeral of his uncle, C. W. Spengler, at Strasburg, Va. Mr. Spengler is the father of Miss Nina Spengler, our Good Will Campaign representative in France. The sympathy of employees of the Division is extended to the bereaved family.

Superintendent F. G. Hoskins and family visited relatives at Monongahela City, Penna., during his vacation.

### East Side, Philadelphia

Correspondent, CHARLES H. MINNICH

"Billie" McLaughlin, machinist, and Miss Winnie Niller, were married on June 23. They spent their honeymoon at Niagara Falls. On June 20, A. Quinn, machinist helper, was married, spending the first few days of his "life sentence" at Atlantic City. Congratulations to all!

On June 30, it was my pleasure to attend the wedding of William E. Reimer, agent, Pacific Fruit Express, and Miss Jennie Johnson, West Philadelphia. Congratulations!

Charles Davis, formerly of East Side Restaurant and the Baltimore and Ohio Police Department, has left his present position with the Erie at Susquehanna and is again with the Best and Only, in Murphy's



Left to right: Dispatchment Clerk J. N. Brennan, Check Clerk J. C. Punat, Chief Yard Clerk J. F. Fearnay, General Yardmaster H. E. Hopkins, Disposition Clerk G. F. Judge

*Please mention our magazine when writing advertisers*



Restaurant, Cincinnati. We miss his smiling face and wish him good luck in his new location.

The "Flying Squadron," Master Mechanic's Office, Mrs. B. Duffey, Miss Loretta Jordan, "little" Grace McFadden and Miss Marie McAleer (champion fast walker of the world), made a trip to Niagara Falls June 30 and July 1.

I. C. C. Inspector J. Donnelly, was a recent occupant of Price Hospital, Philadelphia, because of an attack of pleurisy. His wife recently underwent a serious operation at the same place.

"Jim" has been in the Baltimore and Ohio service ever since I first came to town—1887, and is always on the job. We miss him and wish him prompt and complete recovery.

"Jazzy Jack" Ehrig, East Side Office, will soon turn into a gold fish if he doesn't stop swimming in the aquarium with the other "little fishes."

We hope by the time these notes are printed, that our general foreman, C. B. Smith, will be able to recognize a "one way street" when he sees it.

Our new chief clerk, J. C. Farr, is making good. We are glad to say he has found a warm place in our hearts. John is a self made man and a real worker. The secret of his success is explained in one word, "Work." He sets a good example, and by his fair dealing has gained the confidence, respect and loyalty so necessary to a man in his position. We are all going to cooperate with him to the fullest extent, "Not because we are obliged to do so, but because we want to do so."

James Anderson and family recently visited Atlantic City. We are told that the one drawback was that the five and ten cent stores were not open. The total of "Jim's" family is TEN, therefore we can understand his kindly feeling to the five and ten. He suffered also a grave

misfortune in that he forgot his pipe and had to smoke "Piedmonts."

Patrick McNaman, Barney McLaughlin and Bob Haywood are planning a trip to the park to spend a day. We hope it will work out better than the theatre party. Steve Tuttle can't go—he had a close hair cut and wants to wait until it grows a little before appearing in public. Charles Getty wonders why they don't ask him, but they are going to surprise him. He will keep things running until they return. What happened to Bob's hat?

Bob McCoach will not take a trip this summer. He will enter the "chicken" business soon, so all his spare time is devoted to a study of "how to make them lay."

Don't forget the 14 round bout Labor Day, Murphy and Getty. Reports state Murphy is trying to reduce, and Getty to put on weight. Mike Burns plans a trip round the world on the winnings, in James McFadden's Buick.



EAST SIDE, PHILADELPHIA, "SNAPS"

Upper left and center: Machinist and Mrs. "Billie" McLaughlin, just married. Upper right: Hugo Ciccastosto, Tom Cooper and Harry Tisdale. Lower left: standing, left to right, "Pete" Dolcemore, Hugo Ciccastosto; seated, Clarence Brown. Lower right: Machinists Barry Whalen, Bob Macky, Harry Tisdale, Apprentice W. A. Wells, Machinist W. J. McLaughlin, Apprentice Peter Dolcemore, Foreman W. Tisdale





Conductor "Smiling Bob" Rogers,  
East Side Yard

#### East Side

On July 23, at 4.45 p. m., three of our East Side yard clerks met with a serious accident on their way home. They were Claude C. Jackson, booking out clerk, Arthur Needham, index clerk and Andrew Gallagher, relief clerk.

They were riding home in Jackson's Stutz roadster, had halted behind a trolley car at 55th and Woodland Avenues, West Philadelphia, and were waiting for the trolley to discharge passengers and move on, when they were run into from the rear by a five ton commercial truck. Needham and Gallagher were thrown headlong to the pavement, while Jackson was jammed against the steering wheel unable to get out. When picked up all were found to be unconscious and were immediately rushed to Misericordia Hospital, 53rd Street and Cedar Avenue, where Needham was found to be the more seriously injured, and to be suffering from internal injuries of a serious nature. Gallagher suffered bruises and sprained back and some broken ribs, and Jackson a bruised chest and stomach. They were all discharged from hospital that night, and sent home, where they are now under doctors' care. At this writing it is not known just how serious Needham's injuries are, but it is sincerely hoped that with good care, rest and quiet he will pull through O. K.

#### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

If any one should ask us if we are busy in Washington, it would be only necessary to point to our various platforms and the questioner would be quickly convinced that there is "some business" going on here. Our delivery platform is kept constantly full of incoming freight, notwithstanding the fact that the various business firms are hauling it away as soon as we can unload it. And then our automobile platforms! To see the hundreds of automobiles that pass our office windows during the week, one would think that a great parade was in progress. It certainly carries out the prediction that this will be a banner year for automobile trade. To further establish the idea of a parade, we have an almost incessant tooting of automobile horns all day long, which furnishes the music for the show.

We have had one or two changes in our force recently. Mrs. O. B. Parker, comptometer clerk, has left us and is succeeded

by M. F. Burton, a Baltimore and Ohio man of many years standing.

"Dick" Kearns, messenger boy for a long time, has obtained employment elsewhere, and Clifton Bell, son of Sealing Clerk James H. Bell, is taking care of the outside public, notifying them of arrival of cars, and doing other messenger service. Good luck to those who leave us, and a welcome to those who take their places.

"STOP THAT LEAK," by using the "Tuck in" envelope, Form 386 A. T., whenever possible. And please conserve the space. Don't scrawl address over half the envelope—Keep within bounds!

In addition to the changes mentioned above, we have secured the services of Charles E. Boldin, who succeeds Miss H. L. Bowen as posting and balancing clerk; Miss Bowen left us to take up other duties. Mr. Boldin is an experienced railroad man, and we hope to have him with us a long time.

It was sad news that came to us recently. James H. Gaskins, formerly traveling freight claim adjuster, who made his headquarters at Washington, with desk room in our office, died in Rockingham, N. C., and was buried on July 5, at Norfolk, Va. It has been several months since he has been with us, owing to the contraction of a serious throat trouble which finally caused his demise. Although we know that he has obtained a happy release from his many months of suffering, yet we regret the loss of another of our good friends, one who always had a pleasant word and story to tell when he came in. Your correspondent and Mr. Gaskins have had many a good laugh over the inimitable works of our mutual friend, Charles Dickens, he being, like the writer of these notes, a veritable "Dickens Crank."

Our deepest sympathies are extended to the family of the deceased in their sad bereavement.

There is always a silver lining to every cloud, and the natural gloom occasioned by the news of the death of Mr. Gaskins was in a measure dispelled by a telegram received by Agent D. M. Fisher, from another of our good friends, Frank M. Handshumaker, announcing the arrival, on July 8, at Wheeling, W. Va., of "David." Undoubtedly he was named "David" in honor of Frank's good friend, Mr. Fisher. This is fine Frank, and the congratulations of our entire "gang" are extended to the happy mother and father of the newly born railroader, who will, before you know it, be starting in life after some Giant Goliath to conquer, and, like his first name-sake, will undoubtedly succeed in his quest.

Good luck, Frank, and Mrs. Frank, and many happy returns of the day!

In case there are any of our readers who may not be acquainted with the lucky "Frank," please be advised that he is one of R. L. Schill's young men who travel around the country in the interest of the Station Service Bureau, and when he comes to you in an official capacity, look out! Things are doing when Frank is around!

Delivery Clerk C. M. Witt travelled on a recent holiday to his old home in Germany, and reports having had a grand time there. He came back with the accustomed air of a millionaire, who can talk of spending so many hundreds of thousands at a time! German Marks!

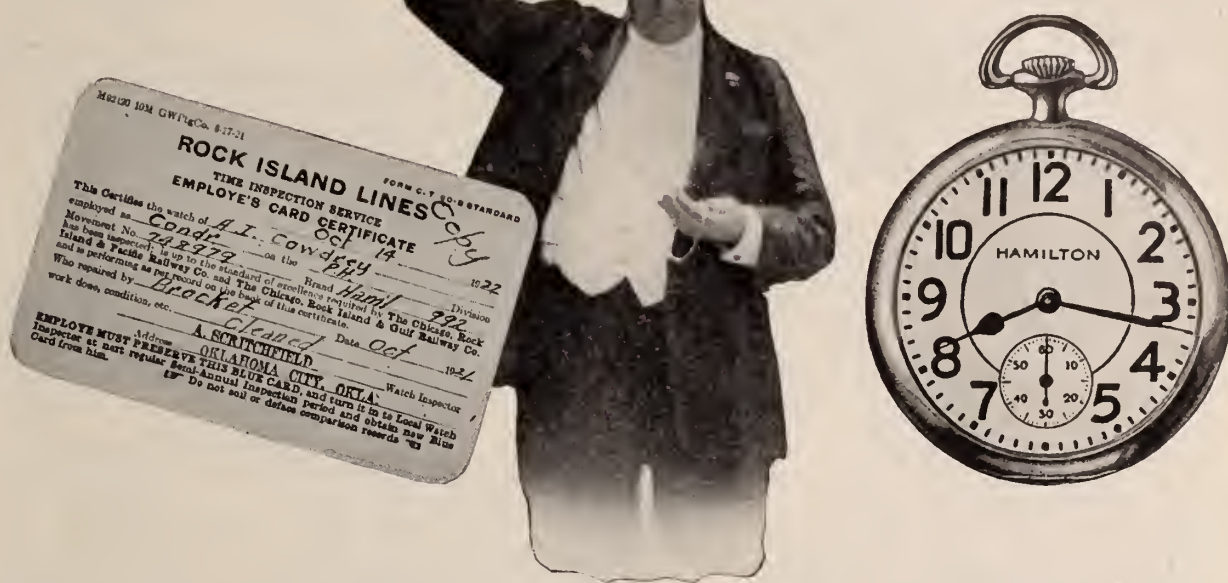
Ralph Montgomery was absent for a brief period enjoying himself. He looks better for his trip, and would like some one to tell him of some spot in Southern Indiana that he is not acquainted with. Incident-



A FINE QUAKER CITY FAMILY!

Mrs. Sophie Stark, Janitress, Engineer's and Firemen's Rest House, East Side





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WHEN Conductor A. I. Cowdrey, of the Rock Island, purchased his No. 992, the Hamilton was already famous as The Railroad Timekeeper of America. Railroad men everywhere were demanding Hamiltons, for they were accurate watches that could be counted upon to answer the requirements of railroad service.

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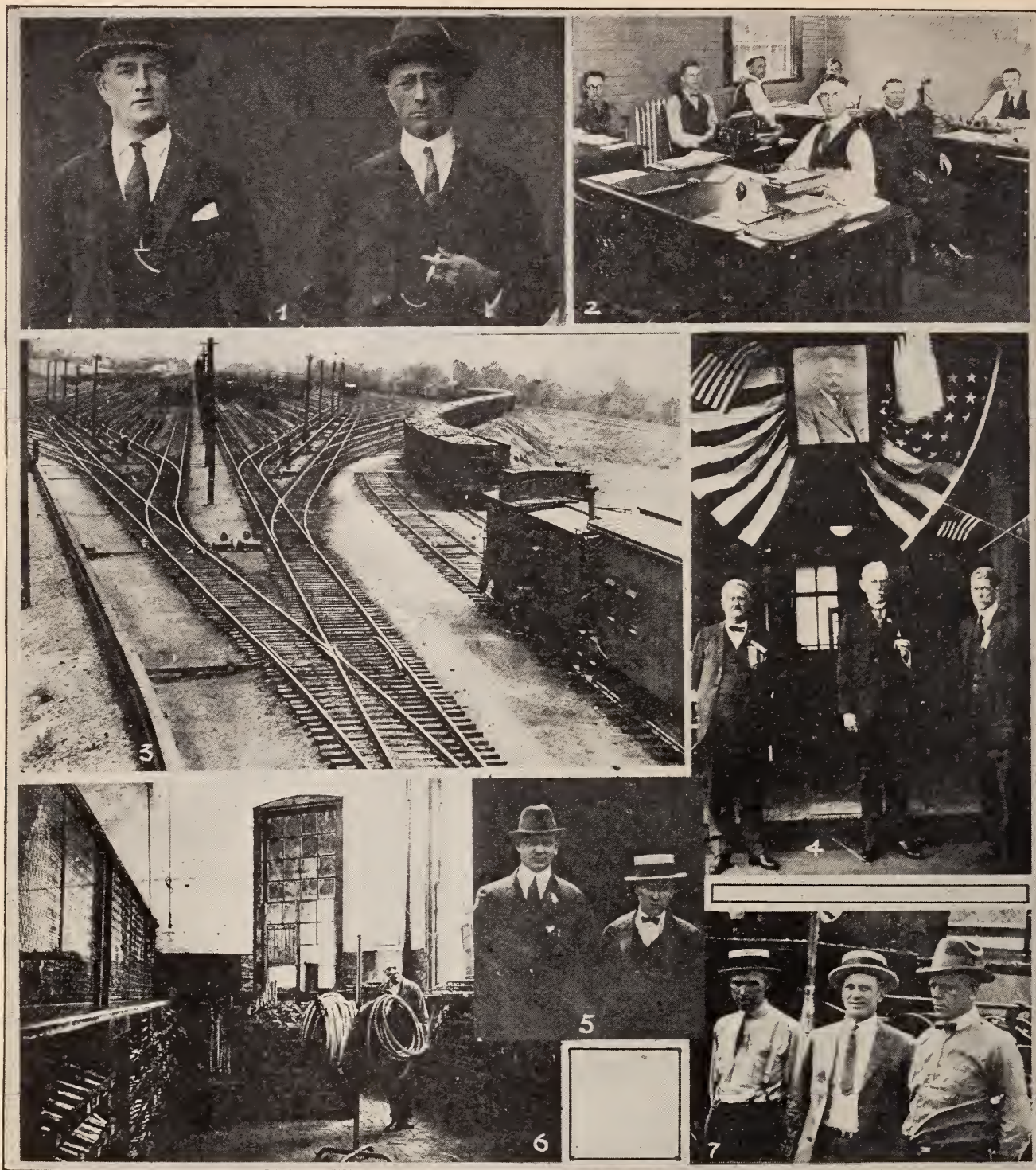
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#### INTERESTING PEOPLE AT BRUNSWICK, MD.

1. General Foreman M. E. McMullen and Trainmaster W. O. Shields. 2. Messrs. Tedrick, Earl Reed, Poffenberger, Edwards, Winfield, Car Foreman B. F. Bissett and Chief Clerk R. E. Segafosse. 3. East Bound Classification Yards. 4. Drs. Hedges, Ward and West. 5. Night Foreman Kidwell and Night Boiler Foreman Thalen. 6. Mr. Smith and his clean tool room. 7. Foreman Dilo, Night Foreman Donovan and Boiler Foreman George Hall

ally, the little Charlie Chaplin eruption on his upper lip expanded greatly while he was away. It must be good air for crops where Ralph was!

Record Binder Theodore Selke, has gone to St. Louis and beyond to spend a few days. Undoubtedly the air of Missouri will develop a wish to be "shown" things, so we must be prepared to explain matters to "Teddy" on his return. He intends to walk to the top of "Pike's Peak or Bust," before returning to Washington, so we will look for some interesting accounts of his trip.

#### Harrisonburg, Va.

Correspondent, MARY ROWE

The accompanying photographs are of "Captain" John Bowers, conductor, Shenandoah Division, and his son, John A.

Captain Bowers was employed by Vice President Galloway's grandfather, John R. Galloway, as an engine cleaner, July 15, 1879. He was transferred to train service as brakeman on June 10, 1880, and was promoted to freight conductor in 1883. He has never lost a turn. One of Captain John's recollections is that he hunted

snakes with Vice President Galloway, when both were boys together.

Mr. Bowers has an excellent record, is well informed and always willing to explain the points of interest along the road to passengers who desire the information.

Captain Bowers' son, John A., enlisted as a bugler with Company A, Fifth Machine Gun Battalion on January 25, 1917. He became recognized as an expert marksman. He served in Troyon, Aisne, Chateau Thierry, Marbache, Mihiel, Meuse-Argonne offensive and at Champagne. He came through the war without a scratch. His



discharge papers are interesting, one of the principal points of interest being the note "Faithful and Honest." He participated in the march to the Rhine and served in the Army of Occupation, December 12, 1918 to July 5, 1919. He reenlisted in the army and was finally discharged November 19, 1922. His parents have every reason to be proud of their boy's record.

W. M. Chittum, ticket agent, Staunton, Va., who has been away for the past six weeks because of illness, has resumed duty. We are all glad to learn of his recovery. He was relieved by Relief Agent Browning.

Considerable progress is being made on the new bridges between Harrisonburg, Va., and Staunton, Va., on the Shenandoah Division. When these bridges are completed, heavier power will be operated over this division.

We were glad to welcome our new General Superintendent, C. W. Van Horn, on his recent inspection trip over the Shenandoah Division, and trust that he was favorably impressed with the conditions.

### Cumberland Division

Correspondent, JOHN J. SELL

The Terminal employes at Cumberland had a flag raising on July 1, a fine new flag having been secured, and, together with the pennant bearing the slogan "Baltimore and Ohio—Best and Oldest," was raised on the steel pole, East Hump, Evitts Creek Yard, this pole having been placed there during the World War. The Baltimore and Ohio Shop Band rendered several selections, and solos were sung by Miss Vada Drumm, stenographer, Master Mechanic's Office, and Mrs. T. E. Mewshaw. The flag was raised by Misses Gertrude Harper and Esther Weltman, while the band played the Star Spangled Banner. A patriotic address was delivered by P. D. Harvey, president, Federated Shop Crafts, Cumberland. C. F. Van Osedale was chairman of the arrangements committee, and is deserving of much credit for the fine program. The occasion was in memory of the employes of the Cumberland Terminal who made the supreme sacrifice during the World War.

The local orchardists are preparing to harvest one of the largest, if not the largest, apple crop ever produced in this territory,

it being estimated that more than two thousand carloads will be shipped from points on the Division, principally Kearneysville, Martinsburg, North Mountain, Hancock, Berkeley Springs, Paw Paw, Romney and Keyser. The production of apples is gradually increasing in the Cumberland fruit belt each year, and with the large new ice plant recently constructed in the Evitts Creek Yards, Cumberland, icing and reicing of cars can be taken care of in fine shape. The peach crop in this territory was small this year because of late frosts.


Contractors are working on the new asphalt and fire track layout at Keyser, which, when completed, will add greatly to the enginehouse facilities at that point, and permit of more expeditious turning of Mallet power. This is a big item in getting the loading over the mountains from Gratton and the empties west to the mines.

More miles per car per day is the slogan of every employe on the Cumberland Division, and by keeping cars moving we hope to break our previous good records.

### Some Solid Matter

The Creek Vale Lumber Company of Clarion, Pa., operated by H. B. Caldwell & Son, have bought a tract of timber adjacent to the Baltimore and Ohio at French, W. Va., and have commenced operation which will give our railroad additional tonnage of from three to five million feet of lumber within the next two years. This is only a beginning of development of the large tracts of lumber which abound along the East End of the Cumberland Division and we welcome the Creek Vale Company in the use of the Baltimore and Ohio facilities.

The Division Accountant's Night School Class held another delightful outing on June 23, on the South Branch of the Potomac, giving a basket picnic and swimming party to guests, including Superintendent and Mrs. R. W. Brown and family, members of the staff and clerks of various departments. Sixteen automobiles were used to take care of the happy crowd and everyone had a good time. We tried to get some pictures of our "Bathing Beauties" but were threatened with assassination if the MAGAZINE carried head lines. Arrangements were in charge of F. L. Sheakley, chairman



**THE**  
**SOUTHERN**  
**BALTIMORE'S**  
**NEWEST AND**  
**MOST MODERN**  
**HOTEL**

entertainment committee, and as usual he was there with bells. A prize was promised to the largest family and of course, when "Jiggs," carried on the payroll as C. W. Shaffer, trotted out the army, all other contestants withdrew. We are all waiting for another party and invitations are at a premium.

Assistant Trainmaster and Mrs. W. C. Baker spent an enjoyable vacation touring Canada and points in the Northeast. Don't forget some pictures the next time "Bill", or no publicity for you!

The boys are still on their toes keeping up the campaign to Stop That Leak and we are not worried when the official end of the campaign may come. Cumberland Division is in the game to stay. Reclaimed material is leading. Shopmen and trackmen are trying to show the greatest results, but the clerks still have their shoulder to the wheel and in many ways are trying to cut the overhead. Trainmen, operators and agents are watching the interests of OUR COMPANY. It's teamwork that makes the wheels go round. As a crossing watchman said the other day, "you don't have to save any particular article, but by better work and more attention to duty we'll soon have the world admitting we have the "Best and Only," and that's a big point. Don't save or boast because you are asked to do so, but, as President Willard points out, Save and Boast because you WANT TO.

Train Dispatcher, Harry E. Flook viced Assistant Trainmaster J. C. Tonry, while on vacation, and handled the job very creditably. Harry has the stuff that keeps the cars moving.

All our employes are glad to know that our old Veteran employee, John Ketzner, is back in harness and handling a job in Cumberland Terminal, after a prolonged illness. On October 1, he will have completed his 55th year with the Company, and his many friends wish him success for many more.

President Harding used our line on his trip to the Great Northwest, his special train being handled without a hitch over the Cumberland Division. Every employe who had anything to do with the handling of this train is to be congratulated on the splendid manner in which the movement was made.

Hats off to our genial agent, J. L. Brown, Great Cacapon, for his fine showing in the



Conductor Bowers (right), Shenandoah Division, and his son, John

Please mention our magazine when writing advertisers



Stop That Leak Campaign. He made a gain of \$18 in revenue in check weighing freight at his station during the month of March. This splendid showing would be a credit to a much larger station. Keep up the good work, "Brownie."

Second Trick Train Dispatcher "Bruce" Mosier recently took a fishing trip, and according to latest reports can claim the honor of the largest catch of the season, Bruce having landed a four and one half pound bass. Understand during the battle in landing him, Bruce was calling for the Tool Cars with the Big Hook, and a gondola to load him in. Too bad Bruce, the scales at Paw Paw would not weigh more than two pounds, but you have to allow for the water dripping off before you reach the scales.

Another of our old veterans who has been on the pension list is back in action. E. D. Colgate, painter foreman, offered his services when the demand for good painters

was pressing. We are glad to see back in active service a craftsman of his calibre.

Now that bobbed hair seems to be the rage, our pretty stenographers will be able to carry their pencils behind their ears same as ye men?

We are glad to present a picture of General Superintendent C. W. Van Horn about to enter his new seven passenger Buick-sedan, a testimonial of the esteem in which he was held by the employees of the Cumberland Division. It was presented to him at Mt. Vernon Place, Baltimore, by Chief Clerk G. A. McGinn, who represented the Cumberland Division employees. While superintendent at Cumberland, Mr. Van Horn not only made a record in handling business that has made new standards, but by his affable manner brought about closer cooperation between management and employees. He is held in high esteem by all with whom he came in contact. We are glad to see him going up

the ladder and, while we feel his loss as superintendent, we know that as general superintendent of the Maryland District, he will visit us frequently. Mr. Van Horn warmly expressed his appreciation of the fine token, and said it was characteristic of the cooperation he had received while on the Cumberland Division.

Our new superintendent, R. W. Brown, who succeeded Superintendent Van Horn, has taken up the reins and has already made a host of friends on the Division. From his record on the Connellsville Division, and the fine send off he received from the employees of that division, feel we are to be congratulated upon the man who was selected to fill the position made vacant by the new general superintendent.

A late June wedding was that of Miss Alice Cronin, clerk Division Accountant's Office, Cumberland, who became the bride of Fay B. Allings, of Akron, Ohio, at which



IMPORTANT EVENTS ON THE CUMBERLAND DIVISION

1. Flag raised at Cumberland on July 1, in memory of employees who fell in the World War. 2. Employees at flag raising. 3. General Superintendent C. W. Van Horn entering new Buick sedan presented by Cumberland Division employees on occasion of his promotion to General Superintendent, Maryland District





Our energetic correspondent at Green Spring, W. Va., E. E. Alexander

point they will make their home, after a honeymoon at Niagara Falls and points on the Great Lakes. Congratulations!

We understand our old friend Charlie Wigal, water station foreman, is touring Ohio by automobile. Charlie's friends advised him that in case of an "SOS" Baltimore and Ohio trains reached all points.

Mr. Frank Zeller has been appointed official watch inspector, Terra Alta, W. Va. Welcome, Mr. Zeller, and boys, don't crowd, line up!

Section Lineman E. F. Rhodes, Cumberland, is ill at his home, Patterson Creek.

Glad to see our old friend Robert Clark of Martinsburg in town the other day.

"Bob" has been working for the Baltimore and Ohio so long that we have lost all record, but as a water station pumper and a true gentleman, there is none better. Mr. Clark has been off duty because of illness for some time, but he works so hard watching trains go by and in looking for more business for the Company, that he does not have time to complain.

The Western Union Telegraph Company has opened a down town office on Liberty Street, but will still maintain their office in the Queen City Station Building.

Boys, if you want to hear a good joke, just drop around and ask B. A. Noone about that dog. Benny is quite fond of pups, but this particular one happened to be full grown. It's rich.

D. A. Donahue has a car, anyway he calls it that, but by the size of the bundle of rope and wire he carries along, believe we'll pass.

A number of employees on the Cumberland Division are building new homes and as usual, the Relief Department is right there with a helping hand. To those of you who are on the fence, write the Relief Department and see what you can do to own a home of your own.

#### Mechanical Department

Correspondent, VADA PEARL DRUMM,  
Secretary to Master Mechanic

The Bachelor Club, Cumberland Stores Department, suffered another break in ranks

recently when Shipping Clerk George H. Burns embarked on the Sea of Matrimony. The happy bride was Miss Grace Leidinger of Cumberland. The marriage was solemnized in St. Peter's and Paul's Church at 9 a. m. July 12. After a wedding breakfast served at the home of the bride, the newlyweds left on a honeymoon to Pittsburgh and other points. "May they live happily ever after" is our wish.

Our debonair Chief Clerk "Jim" Glenn has bought a Ford coupe. "Jim," we are afraid your troubles have now begun—in fact, we know they have. We refer to a certain trip to Mt. Savage.

We extend to J. S. Chessire our deepest sympathy on the death of his father.

Floyd M. Hout, clerk in Master Mechanic's Office, has accepted a position in Division Accountant's Office. Good luck!

#### Greenspring, W. Va. Timber Treating Plant

Correspondent, E. E. ALEXANDER.

Work has started on our new treating cylinder, which will enlarge the capacity of our plant. This is the time of year when ties are urgently needed all over the System and we are making every effort to meet the requirements. To increase production, release cars without delay, to do our share to boost car miles, stop the leaks and practice Safety is our daily aim.

The Grim Reaper, who only recently spread sorrow throughout our midst, has again passed over our homes and claimed another wife and mother, leaving another broken home. Sabina Strawdman, daughter of the late Nimrod and Polly Ann Strawdman, was born at Lost City, W. Va., October 27, 1864. She was united in marriage to Joseph M. Bean, South Branch, W. Va., on August 19, 1886.

Three sons were born of this marriage, Frank, Clifton and Floyd, all at one time plant employees. The loss of two sons soon after reaching manhood, Clifton who fell in France, and Floyd, who died of pneumonia at home, hastened the mother's death, which occurred on July 3, following a prolonged illness and valiant fight. We extend to the husband and son the heartfelt sympathy of the plant and community. Internment was in Indian Mound Cemetery,

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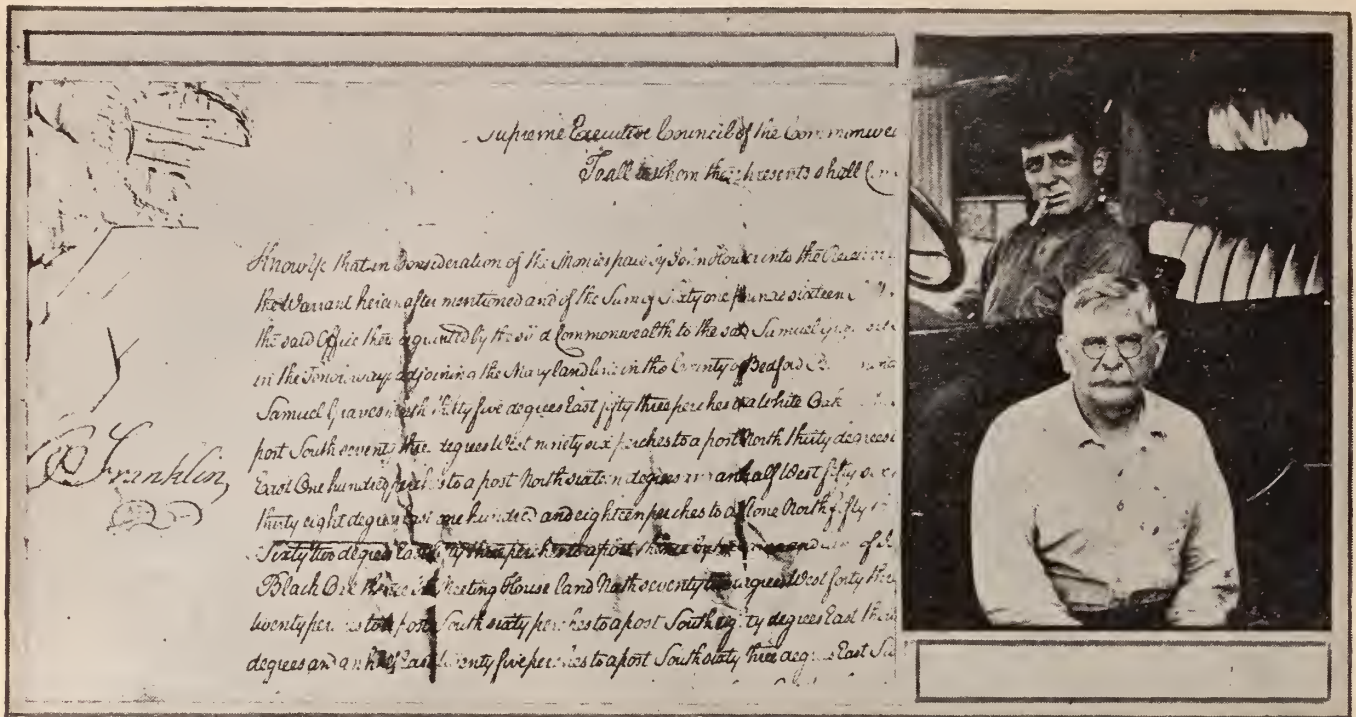
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| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

Name \_\_\_\_\_  
Present Occupation \_\_\_\_\_ Employed By \_\_\_\_\_ 6-26-22  
Street and No. \_\_\_\_\_  
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Romney. Pall bearers, all plant employees, were George Taylor, G. C. Conley, R. H. Corbin, J. C. Alexander, W. C. Haines and G. P. Chesshire.

A meeting of Tie Inspectors was called at the plant by Lumber Agent S. M. Elder, on July 6. Among those attending were: Messrs. C. C. Cook, maintenance engineer; J. W. Rowland, chief inspector; H. E. Huber, special agent and inspectors, H. E. Weir, R. E. Carrico, T. E. Crofton, H. Koehler, R. W. Windley, F. E. Wolfe, J. J. Greer, W. D. Prince, W. S. Shreve, W. J. Lienemann, C. R. Lattimore, J. A. Gordon, J. H. Hancock, F. J. Meader, J. W. Hancock, E. L. Mathers, Wm. T. Harte,





Our Correspondent at Green Spring sends us, left, copy of an old deed signed by Benjamin Franklin; right, Pipe Fitter J. J. Foley, who loaned deed, on running board, and Hostler R. D. Nixon, in car

C. H. Woodyard, G. J. Koehnlein and P. O'Fallon; Messrs. J. N. Natwick, Natwick Lumber and Tie Co., Baltimore; S. S. Watkins, Joyce Watkins Co., Chicago; T. F. Peterson, South Branch Tie Co., Romney W. Va., and H. L. Meese, superintendent of inspection.

Mr. D. B. Hussey, President of the Hussey Tie Co., St. Louis, Mo., was a recent business visitor to our plant. This company is erecting a plant at Houston, Texas.

A number of employes here purchased new cars this summer. Among recent deliveries are: Operator G. W. Kaylor, Overland; Switchman W. F. Kesler, Chalmers; Lineman A. E. Whitlock, Tiemen S. P. Hose, R. H. Corbin and Switchman D. H. Talley, Fords. Garages are going up faster than houses at present.

F. A. Sebold, general clerk, spent part of his vacation studying conditions at New Orleans and along the gulf.

General Foreman E. M. Stottlemeyer and wife decided to investigate beach conditions at Atlantic City while on their vacation.

R. G. Smith has accepted position of station clerk, Hancock, W. Va. Operator and Mrs. J. D. Rockwell enjoyed a visit by Mrs. Rockwell's sisters, Mrs. V. S. Dillard, Lakeland, Fla., and Mrs. A. S. Butts, Martinsburg, during July.

J. M. Bean has given up the Company house occupied by him since August 14, 1913, and is making his home with his son Frank. Tieman R. G. Brown has rented the property vacated. We hope Robert's lease runs as long as Joe's did. Permanent employes are always the best and most dependable.

Fishin' parties, Campin' parties! We did not realize that our section was so attractive. Why "every day in every way," they're gettin' thicker and thicker.

Engine Watchman Carl Schaidt received a letter of commendation from Superintendent A. M. Smith, W. M. R. R., Hagerstown, for prompt action taken June 15, on the discovery of a slide in Knuckles Cut, near Oldtown, Md. Carl broke the window

in the watch box and telephoned conditions to the dispatcher at Hagerstown. We are glad to commend him for this and ask the Editor to place his name on the Honor Roll for this month.

It was our pleasure to join the Cumberland Division forces in presenting to former Superintendent Van Horn a beautiful seven passenger Buick Sedan. We wish him continued success as he keeps stepping up.

Well, we don't know just how much we missed or how much we forgot that we were told to include, but our time is up. The one big thing now being talked about here, while these notes are being printed, is the second annual picnic of Plant employes and their friends on August 4.

Pipefitter J. J. Foley is a relic collector. Here's a photographic reproduction of an old deed written on sheep skin in 1787, signed by the Hon. Ben. Franklin, himself, with his own quill, covering the old George Chestnut property at Hancock. Foley, who has quite a collection of historical documents, could hardly be persuaded to loan us this one long enough to be photographed, for fear something would happen to it. John says they become more valuable as time goes by. He has promised us some old freight bills away back before the war. Along with this old document we submit a snapshot of our supervisor at his desk. He says it is not a good one but what do you think?

Are you a better Railroad man than when you read last month's MAGAZINE? If not, get busy.

#### Catlette—Kidwell

A recent surprise wedding to even their most intimate friends, was the marriage of Fred G. Catlette, our hustling station agent, and Miss Mary Dee Kidwell, popular young school teacher of Newburg, W. Va. The wedding was solemnized at Cumberland, June 23, by Rev. M. L. Enders, St. Paul's Lutheran Church. Mrs. Catlette is a daughter of Mr. and Mrs. J. A. Kidwell, Newburg. Fred and Mrs. Fred are house-keeping in Cumberland. Congratulations!

#### Keyser, W. Va.

Correspondent, HARRY B. KIGHT

It is with deep regret that we record the death of Pensioned Engineman Adam Keller. Mr. Keller has been retired for a number of years and with his death there passes one of our oldest employes. To his aged wife and family we extend heartfelt sympathy.

(NOTE:—The above brief note does not do full justice to the splendid man it refers to. An appreciation of him which appeared in the Keyser paper and which was signed "A Friend" but which we learn was written by Correspondent Kight, was not included by Mr. Kight in his notes, but came to our attention in another way. Keyser folks who knew Adam Keller, also knew that no one tried to bring sunshine into the declining years of his life to a greater extent than did Harry Kight. It seems only fitting, therefore, that we should quote the last paragraph of his tribute to his old friend who has now passed on. It was viz.:

"And tonight, as I write, I think of how he enjoyed the singers at Christmas time when they came softly beneath his window and out of the stillness of the night, sang "Holy Night," the singing of which, as he told me, "seemed to come from Heaven." Tonight I am sure that the angels are singing carols to him—he who loved his God and his fellowman."

"May he rest in peace."—Editor.)

Early this summer, Engineers Prentiss, Shores and Harry Thrasher visited Hot Springs, Ark. While walking down one of the boulevards, Mr. Shores was panic stricken to see in his path a monster boa constrictor. Shores ran to a nearby fence, jerked off a piece of 2 x 4 and beat the snake until he was completely exhausted. As he walked away from the "dead" snake, he was surprised to hear the laughter of some boys, who—hidden behind a fence—had watched as he "killed" a rubber boa constrictor they had placed there. Mr. Shores is slowly recovering from the shock.

CAR MILES! Keep 'em moving. Let's endeavor to beat all previous records.



General Superintendent Van Horn, Superintendent Brown, Messrs. Galloway, Petri and Edwards were welcome visitors at Deer Park Ticket Office recently.

"Cap" Edwards has "Golf Bugs" now, and had it not been for a spring tooth harrow on a farm near here, he would have made the 19th hole in ONE. He was using a magnetic golf ball which, when he "swatted" it, sped away and clung to the harrow.

Where are the girls from the General Office who spent their vacations here last year? We miss you, girls!

West End readers. Send in some news. Surely you received my letter asking your cooperation. You can help wonderfully if you will. Send in the news, photographs, etc. and then—Watch the MAGAZINE!

Yes, Frank. I did not receive the items you promised!

The Deer Park village station, in charge of William McKinley, deserves special mention for the tidy condition "Mac" keeps it in.

Blanche, I hope to see you in your new car soon.

Keyser passenger station has just been given a coat of paint. This greatly improves its appearance.

Everyone knows that Conductor McMakin has a dandy caboose, but unless they have been inside, they only think they know. It resembles a private car and is "Slick's" pride.

It is with the greatest pleasure that the editor of the MAGAZINE adds another note to the Keyser items this month, a note telling of the promotion of Harry Kight to be a traveling passenger agent.

This will not be news to Keyserites for they have already learned of it from other sources. But it gives the MAGAZINE an opportunity to express its gratification and best wishes for Harry's continued success.

The writer has known Mr. Kight for about ten years and has found him to be a

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prince of a fellow. No request in behalf of the MAGAZINE was too big, or too small, to get the quickest and heartiest response from him. Of his work as ticket clerk at Keyser and as agent at Deer Park during the summer—it is enough to point to his promotion as proof that it has been worthy of this fine recognition. He has taken a wide interest in his work, doing many things on his own initiative to advance the interests of the Company in his community. And his community, as well as the Company, has appreciated this.

It is especially pleasing to the MAGAZINE that Mr. Kight has consented to continue as correspondent for the MAGAZINE, which will appreciate the help that he needs now more than ever from the folks at Keyser and on line. Please keep him posted on news of interest to our readers.

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Paw Paw, W. Va.

Correspondent, W. L. SHARON

At this writing, we are having dry weather and some of our crops are suffering for want of rain.

The Consolidated Orchard Company has practically completed their new cold storage and packing plant. They have installed a large gasoline tank and will be ready shortly to commence packing apples. A few shipments of the early variety are now being forwarded by express.

"Daddy" Shipley, freight line foreman, has given his house a coat of paint, which makes quite an improvement. John Souders, formerly freight conductor, Cumberland East End, applied the paint.

Our old friend, Robert McAdams, freight helper engineer, Martinsburg, recently spent a few days at Magnolia, fishing. We have not yet secured details as to the catch.

We received a post card from Aunt Mary in France, which we appreciated.

A. C. Hardy, first triek operator, Okonoko, has been absent some time because of an attack of "flu" and an abscess on his jaw. We are glad to see him completely recovered.

Rev. Bauchman, First M. E. Church, was recently married to a young lady from Pittsburgh. Congratulations from the Baltimore and Ohio family!

Track Foreman George Tredman, of the "Cut" has been replacing steel rail on his territory.



WHAT A DIFFERENCE ONE YEAR MAKES!

In the Spring of 1922, Conductor Lewis Hess, Sabraton, W. Va. bought this property through the assistance of the Relief Department. The view on the left shows the house and grounds when he purchased them. The right photograph shows the same place one year later

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Left to right: Marie and Dessie, daughters of Machinist Roy A. Bowers, Martinsburg, W. Va.

Employment is plentiful at present. Everyone who wishes to work can do so. Several of our young ladies are working in the orchards.

Your correspondent was in Martinsburg recently, attending to business matters and seeing old friends. We saw J. W. Zeff, who is keeping "bach" while his wife is with their daughter, Mrs. Flynn, who has been ill in Baltimore. "Bill" cooked our dinner and we will say he can surely cook "beans and potatoes."

Second Trick Operator C. E. Grop, Okonoko, has purchased a home in Paw Paw.

We were at the Brunswick picnic on May 16. It was an enjoyable day. We met several old friends and made some new ones. As usual Bill Parlett said that we would get in the parade right away. After we had walked about two miles behind those in automobiles, Bill said "Why, we could have been riding, I have a car at the Park." We looked at him and said "Bill, since when did you become so absent minded?" He introduced us to his wife and daughter when we got to the Park, and there was his car! We hope to meet him again, but under similar conditions we hope he will remember his car!

#### Martinsburg

Correspondent, W. L. STEPHENS

The two young ladies whose pictures appear here are the daughters of Veteran Machinist Roy A. Bowers. Both are graduates of St. Joseph's Parochial School, Miss Dessie having graduated in June, 1922 and Miss Marie in June of this year. Roy can well be proud of his attractive daughters.

On June 26, Charles F. Hollis and Miss Mary A. Perkinson were married at the home of the bride's parents. "Holly" is our shipping clerk and you can bet he came in for a bit of good natured "razz" after the happy event. Mr. and Mrs. Hollis spent a week on a honeymoon trip to Baltimore, New York and Boston.

It is gratifying to see our old friend "Chris" Dailey back on the job. "Chris" has been on the sick list for a long time and it is good to see him back in the harness again. Things will now speed up in the switch stand shop where "Chris" is the great factotum.

#### Connellsville Division

Correspondent, C. E. REYNOLDS

There may be joy in the Firpo Camp, but it cannot hold a candle to the joy in the camp of our efficient cashier, R. E. Fornwald, Johnstown, because of the fact that on July 1, just in time to be on hand for the celebration of the glorious fourth, there arrived at his home a bouncing ten pound boy. Congratulations!

On July 16, Conductor R. F. Wolford returned from a six weeks trip to the west; he visited Chicago, Denver, Salt Lake City, Reno, Sacramento, San Francisco, Los Angeles, El Paso, Kansas City, and St. Louis. "Bob" reports a very enjoyable trip.

On June 16, the Honorable H. W. Swan, caller, and Miss Eleanor Stillwagon, both of Connellsville, were quietly united in marriage at the parsonage of the Methodist Episcopal Church, Rev. B. W. Hutchinson, pastor, officiating. They spent their honeymoon in Washington, Philadelphia, and Atlantic City. Congratulations to the happy couple!

The station building at Connellsville has been given a new coat of paint, which adds considerably to its appearance.

Yes, they are now spending their vacation on the Cheat River: Bridget Gallagher, Irene Hunt and Mary Gallagher, together with a bunch of their girl friends from Pittsburgh and Connellsville. They report a glorious good time. Go to it girls!

Assistant Train Master and Mrs. J. L. Lowney are now spending their vacation at Berkeley Springs, W. Va. Just received radiogram that they are having very enjoyable time.

YES, WE HAVE "NO ACCIDENT" CAMPAIGN ON THE CONNELLSVILLE DIVISION. HELP STOP THAT LEAK!

#### Car Miles—

Western Lines gained slightly on Eastern Lines during July. Let's keep our section well in front!

#### Pittsburgh Division

Correspondents, E. N. FAIRGRIEVE and MARY BREEN

The two young ladies in the photograph on page 83 decided they would take a trip to the Golden West. They are Misses Doris and Grace, daughters of Engineer "Bill" Parfitt, who, accompanied by their brother, "Young Bill," went out to see the sights. They are all non-employees and traveled on tickets. They went West on the Capitol Limited and say that the train handling on our Railroad had them all beaten a mile. They should know: their daddy is an engineer and he can tell them how it's done.

We also have a small photo of cabooses 1325, Conductor E. A. Troxell, center, Flagman C. H. Pickett, to the right and Brakeman J. J. Daly, to the left. This is one of our Pike crews who know how to handle the "highballs" between Benwood and Glenwood.

Meet W. H., Jr., son of Engineer Kane, Glenwood yard. Comments uncalled for, but we do like cigars and candy.

Misses Harriette Jenkins and Geraldine Donnelly, Superintendent's Office, spent their vacation in the White Mountains. From their descriptions, we have missed a great deal.

Car Distributor A. H. Gribbin, who has been ill for some time, has left the hospital and is now convalescing. We hope for his speedy return.

#### Wheeling Division

Correspondent, MARIE SLATTERICK

For once in the history of the Wheeling Division we have been able to secure some good pictures for the MAGAZINE. First comes that of Local Storekeeper W. M. Walsh, Holloway, Ohio; another is of the Locomotive Casting Platform, Holloway. Mr. Walsh takes great pride in his store-room and platform and as the picture will show, his efforts are well rewarded. A platform like this is something to be proud of.

Another here is of Miss Elsie Perkins, clerk to the local storekeeper, Holloway. Miss Perkins has been in the employ of the Company for more than five years and has given very good service at all times.

And now look who's here! Mr. and Mrs. G. S. Bailey, formerly of Grafton and now of Wheeling. George is rodman on the engineering corps, Wheeling. Can't you just tell they're newlyweds to look at 'em? They've just been married a month and they're still happy! About six weeks ago George took awful sick one day and nothing would do but he must go home. Said he was tired of eating at the Greasy Spoon and wanted to eat some real home cookin'. He was gone two days and when he came back he brought with him Mrs. Bailey (Miss Ada Newcome, that was). Now he doesn't complain of being sick any more and if the hot cakes we ate at their house one morning are samples of the cooking he gets he'll never be sick again!

Here's some more of the engineering corps—Upright and Inverted, or better known as P. M. Ghent and R. B. Burgess. They're both from Baltimore and regular sheiks. All the girls in Wheeling and vicinity are just crazy about them. Do you wonder?

Here is Wesley Truman Whaley, age 10 months. Isn't he the darling? He's the son of Fireman T. T. Whaley.

Last but not least is Fred Jones, porter, Wheeling Station. We've had a Dickens of a time getting this photo. We took it ourselves with our brand new camera.



Fred dressed all up in his new uniform and we picked the spot and the day—and then the sun wouldn't shine! We took the picture anyhow and it's pretty good at that. But Fred says, "Never again."

Through the cooperation of the Federated Craft, the division officials and through the Baltimore and Ohio's Grand Old Man, J. M. Garvey, the Wheeling Division has at last realized a long-time ambition—we have one of the best baseball teams that ever wore a Best and Only uniform. To date this team has had seven starts and won every one of them, a record that is hard to beat! The team is being managed by Machinist Joseph Stevens, Benwood, and for the first time for quite a while we have men from practically every department. We saw the last game at Moundsville when the Shop team won, 2-1, and noted the majority of the crowd at this game were Baltimore and Ohio people. This was clearly demonstrated by the applause whenever a local player made a thrilling play. This goes to show the team is being backed by the employees as well as the towns-people of McMechen and Benwood. Let everyone boost! Let's all pull together and keep on winning!

We regret to report the illness of Road Foreman of Engines Crawford. We trust he will soon be with us again.

On July 25 we went to the Veterans' Picnic at Versailles, Pa. Many years may pass and the rivers run up-hill but we'll never forget the good time we had. The Special from Wheeling left at seven o'clock in the morning and we reached Versailles about eleven o'clock. The first of the thrills took place when Glenwood Shop blew all sorts of whistles and made all kinds of noise to welcome us. Those of us who had never been that far East observed with interested eyes the many things to be seen. The large Baltimore and Ohio Shops, the many different factories, mills and plants all along the Railroad, the splendid Allegheny River, and scores of other things we don't and do have around Wheeling. When we arrived at Olympia Park, people from Cumberland, Connellsville, Pittsburgh, Baltimore and other points were just pouring in and together with our train we made about five thousand. Five thousand people is a pretty good handful and when one stops to think there are many times five thousand people in the Baltimore and Ohio family, it just makes you feel good all over to be a member of that enormous family. Another of the thrills of the Picnic was listening to the Cumberland Shop Band. We didn't get to count the pieces but there were a great many and they certainly performed splendidly. Their rendition of "Yes, We Have No Bananas" was just great. Of course, the biggest part of the day was listening to the speeches. Vice-President C. W. Galloway held us enthralled for quite a while with his eloquence. Mr. Sturmer, as usual, gave us a good laugh or two. Mesdames J. M. Garvey, Frank Howard and C. W. Lewis, of the Ladies' Auxiliary, made the men folks sit up and listen and the rest of us nod our heads as much as to say that women can make speeches too, and good ones, even if they aren't long. Mr. "Pat" Harrigan, sily'ry haired, from Connellsville, gave a very interesting talk. Can't begin to tell you all the people we saw and met at the Picnic. Aunt Mary was there, so was Mr. Jones, former correspondent at Weston, and now on the staff at Baltimore. We danced with a lot of nice boys from Cumberland Shop and we'll say they are good dancers! We rode the roller-coaster (called the Leap-Frog) and we did feel kind of froggy when we got

off. We went boat-riding and someone bought us a balloon to carry tied on our little finger. We had our picture taken by the tin-type man! We saw the baseball game and thought it was just awful the way they argued about the decisions. We saw Supervisor W. C. Wright of Moundsville there and just scores of other people. Altogether it was One Grand Day and when the time came to go home, tho' we had had a glorious time, all of us were tired and sleepy. We were grateful for the nice comfy coaches provided for the ride home where we could rest our heads and try to sleep until some one came along with a monkey on a string they were taking home to little brother (I just bet there isn't any little brother) and tickled us on the nose or the neck and we awoke. We consider ourselves privileged characters to have been able to attend the Picnic given by our Veterans, and hope before long we'll be able to attend another affair. At present our eyes are turned towards Cincinnati, where on August 23, Vice Presidents Galloway and Fries will celebrate their fortieth years of service with us.

Harold (Dutch) Huffner of Wheeling has accepted a position as messenger at Benwood. "Dutch" is a very likable young man and we know he will get along well.

Machinist Gerald Brown recently took

## FORD runs 57 MILES on GALLON of GASOLINE

A new automatic and self regulating device has been invented by John A. Stransky, 119 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—*Adv.*

unto himself a bride, Miss Clark, from Glendale, W. Va. After a honeymoon in the East they will reside in their newly furnished home in Glendale.

Locomotive Watchman Joe Porter, Bridgeport, recently took unto himself a wife. "Joe" is right there when it comes to beating George to it. George (his brother) has been going out 17th Street for quite a while and if he does not get over his stage fright or whatever is holding him up, we imagine he will continue going for quite a while. Why don't you consult Joe, George? We also heard of a certain young man of Bridgeport Shop going to Zanesville



EAST AND WEST, PITTSBURGH GIRLS

Borrow finery of our ancestors—and look well in it, too. Above: Misses Doris and Grace Parfitt, daughters of engineer, Pittsburgh Division, visit the west. Below: left to right; Brakeman Daly, Flagman Pickett and Conductor Troxell, East Freight crew

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in a machine (Ford) one morning recently and not getting back until 5.00 p. m. the same night. We heard that this was one wild trip but we couldn't get any details. We'll let George Porter tell it. All ready, George!

Noticed Brakeman Crowley the other day with a broad smile and upon inquiry found he is the proud father of a new baby girl. Brakeman Criswell also passed the El Versos around the other day. Cause—a bouncing baby boy.

Conductor C. S. Harter recently purchased a 90-mi. "Shove-or-let-lay" and we understand he is getting along famously with it.

Relief Yardmaster "Johnnie" Wise recently purchased a Nash Sport model.

We just know he bought it with the sole idea of getting to Bridgeport quicker after work. How about it John?

The Wheeling Division regrets not having had any notes in the MAGAZINE for the past two months but outside of ordinary excuses we beg to advise that it was because the folks out on the line failed to cooperate with the correspondent. The operators and agents and others have been kindly requested to furnish news items and pictures but they have fallen down on the job after a single spurt or two of action. Seems to us it is quite an important thing to keep on the map now that we are on, and those of us who are at outlying points can help a great deal by observing things of interest and sending them along to the correspondent who will more than appreciate any help received.

## Ohio River Sub-Division

Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

### Marriages and Rumors of Marriage

Absolutely disregarding the advice of his bachelor friends, Little Tom Thumb Hannen, tallyman, Freight House, finally succumbed to marriage on July 14, the other party to the crime being Miss Dora Margaret Neal, of this city.

Being of a romantic turn of mind, Tommy thought he would have the nuptial knot tied in historical Marietta, the Gretna Green of many similarly stricken couples. Saturday afternoon saw him breathless at the desk of the Clerk of the County Court of that sleepy old town.



### INTERESTING PEOPLE AT WHEELING, W. VA.

1. P. M. Ghent and R. B. Burgess. 2. Mr. and Mrs. G. S. Bailey. 3. Miss Elsie Perkins, clerk, Storekeeper's Office, Holloway. 4. Westley Walley.
5. Storekeeper W. M. Walsh, Holloway. 6. The locomotive casting platform at Holloway, showing that Mr. Walsh is a "Good Housekeeper."
7. Janitor Fred Jones





These belong to the crew of Train 38, Parkersburg to Grafton. Left to right: Brakeman E. E. Vernon, Baggage man P. Kelly, Conductor Roach

Tommy: "I want a license."

Clerk: "Dog or hunting?"

Tommy: "Neither. Sir, I am to be married."

Clerk: "Ah! A marriage license. What is your name, young man, and your residence?"

Tommy: "Tom Thumb Hannen, sir. And I live in Parkersburg, W. Va."

Clerk: "Sorry, Tommy, my boy, but you'll have to move to Ohio before you get a license here."

Tommy having been raised among the snakes, came back home, got his license without any trouble, and was married by the Rev. R. T. Webb, Southern Methodist Church. The newlyweds made a short trip to Cincinnati and other Ohio cities, and on their return took up their residence with the bride's mother. Tommy says he is just as happy as if a mule had kicked him.

Harry B. Perkins, tallyman, affectionately known as "Slewfoot," was married in Marietta on July 14, to Miss Eva Leona Ford. After seeing Tommy turned down by the Athens County Clerk, "Slewfoot" gave his residence as Belpre. His parents always bragged about his bright mind.

*Miss Moore to Wed.* The correspondent has been informed that Miss Maude Moore, clerk, Low Yards, and Mr. Claude Crawford are to be married in the early fall.

H. L. Hickman, chief caller, is the happy father of a brand new son, named Robert Joseph Hickman. Congratulations!

We extend our sympathy to Dr. J. P. Lawler, medical examiner, Parkersburg, on the death of his father, which occurred in Baltimore a short time ago. Dr. Lawler is the only surviving child, and has a host of friends among the railroad people and other people generally in Parkersburg and vicinity, who will be sorry to hear of his bereavement.

Division Claim Agent W. E. Kennedy, is flying high these fine days, in a new Buick, and with a new stenographer in the person of Speedy Deem, recently of the Parkersburg High School. He also had a two-weeks' vacation which was much enjoyed. Albert Gatewood of Wheeling had charge of Mr. Kennedy's office while he was away.

"Windy" A. Smith, of Baltimore, has been appointed claim agent, Parkersburg. Welcome to our city, Windy.

At the time of this writing Storekeeper, "Cutie" M. Weser, is taking his annual vacation in Torch Hill, Tupper's Plains, and other interesting places in Ohio.

"Alias" K. Brady has returned from the wilds of Canada, coming home by way of New York, where he stopped and congratulated Governor Smith on his stand on the booze question. "K" is much refreshed and is eating up all the work in the office, so that the rest of the force can easily be dispensed with.

A new son has arrived at the home of Cashier Phillips, name Roy Eugene. "Slim," with his usual modesty, failed to inform the office force of this event, not wanting to stand treat, but murder will out, and so, Slim, the girls will take chocolates. No doubt the boys will be satisfied with Piedmonts.

When the Clarksburg car was opened at the Freight House the other day, the freight handlers were surprised to see a live piece of freight walk out over the flop board, apparently in first-class condition. Kitty walked serenely into the Freight House meowing for her breakfast. No freight bill showed up for this piece of freight, so the waif has been adopted by Clyde Somerville, boss and talker, and we'll venture to say the bold bad man who shipped her away is lucky if he has as comfortable a home as the one Miss Kitty stepped into on her arrival.

## PATENTS

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Washington, D. C.

In a recent issue we announced that J. Gardner Duncan, he-vamp, had ceased operations at Parkersburg and moved to Marietta to ply his wiles. He has been very successful. To say that the Marietta janes are crazy over him is putting it mildly. And the long-distance telephone calls every day are more numerous than Bud Beck's errors on the billing machine. It is rumored that several of J. "Garrulous" former flames will go to Marietta in a body and expose this perfidious heart-breaker, but it is doubtful if it will have any effect once Gardner has had a chance to use his soulful eyes on the victims.

It is a long lane without a turning, and some of these fine days or nights our hero will meet his match—and all his former affinities hope she will be as thin as a match—and then the curtain will ring down on the greatest heart-crusher since Joe Cromley was a youth.

C. B. Devol, a representative of the Police Department is being congratulated these days. His daughter Virginia, whose picture is shown here, age 17, has been awarded a silver medal and other special commendation at a meeting of Wood County boys and girls at Jackson's Mill, Virginia being a delegate from Parkersburg. The meeting was attended by Governor Morgan and Ex-Governor J. J. Cornwell, now our general counsel. Virginia will begin her third term in High School this fall.

### Charleston Division

Correspondent, C. W. DIXON,  
Car Distributor

"Go and do thou likewise."

It was a commendable act that brought forth the command given above. Good deeds, good work and honest effort don't come easy, but it's only such things that will bring forth a command like that, and cause it to ring down through the ages to catch the eye and ear of you and me.



GOOD LOOKING PEOPLE AT PARKERSBURG, W. VA.

Left: George Beck, "Sheik" of the Freight House. Center: Ethel Owens, first lady employed at Ann Street Station. Right: Virginia, daughter of Patrolman Devol





Yardmaster Nat Hart, Grafton, W. Va.

#### The Last Word in Fuel Economy

Do you know what it is? Why it's E-C-O-N-O-M-Y. Very simple, don't you know.

Recently Superintendent Trapnell held a meeting at which the subject of Fuel Economy was looked at from all angles, and from what transpired at the meeting, and the interest that has been taken since that time we know that the Division is going to do from now on, but it will require something from every one of us.

**SAFETY FIRST**—To the worker in the saw-mill who might read this we dedicate the following. It's old but still holds good—

There was a man in our shop  
Who 'round the re-saw lingered;  
He got his hand too near the teeth  
And now he is un-fingered.

Much interest is still being displayed on the Division in Safety First work and things are **BEING DONE** that actually spell the word.

The best way to demonstrate **INEFFICIENCY** is to talk about **EFFICIENCY** so much that you don't have time to do *anything*. The best way to demonstrate **EFFICIENCY** is to do *something* and talk when there is nothing left to be done.

Roy Sargent, C. T. timekeeper, has been playing on the Weston Two-light Baseball teams most of the summer; he has played with two or three teams and is reported to have gotten his first hit about the middle of July. He may not have to hunt another berth.

Are you in business for yourself? It is said that anyone who has his or her own salary to manage is in business for him or herself. The big idea is to make the business pay more than the expense of running the business.

The progressive people of Gassaway and Sutton staged one of the biggest Fourth of July Celebrations at Gassaway that has been attempted for some years, and it was a grand success. Some of the features of the day were various races, boxing contest between two prominent boxers, wrestling contest, baseball game, band concert, speaking by Col. Guy Goff of Clarksburg, big street parade, etc. The celebration was brought to a close with a fine display of fireworks.

Everyone on the Division seems to be singing the same song; either in the spirit of

enjoyment, anticipation, or of by-gone pleasures. It is the song of **VACATION TIME**, and is sung to the same tune you hear the school boy whistling about the first of June. Possibly the tune is familiar; maybe you also whistled it as a boy. Let's all get back to our boyhood days for a little while each year so long as we are still able to whistle the tune. When we get too old or too crabbed to have our play days we must be over due elsewhere.

#### About People We Know

Hearing that there was to be a greased pole contest at the Fourth of July Celebration at Gassaway, Assistant Superintendent Kinton and Trainmaster Nicholas went into training a week ahead of time, although not until after considerable pressure had been brought to bear; did I say "bear?" I meant "bull." A few days before the Fourth there was being shipped through Gassaway a box car containing one live bull. This bull decided to get out and look over the town, and he did. The above named gentlemen, feeling it their duty to restore shipment to car, pleaded with Mr. Bull to return peacefully, and everything was O. K. in about two minutes, except that Mr. Bull was still out of the car, and "Jack" and "Jud" were up in two trees crying "Peace" "Peace!" when there was no peace. Conditions were finally restored to normalcy, but there was no more talk of pole climbing by our two valiant officers.

About a week after the tree climbing contest at Gassaway, General Foreman Kelly at Weston was heard to say that they should have sent for him as no one could handle the bull like he could. We think Mr. Kelly forgot about that old saying "He that boasteth shall be brought low," for about three days after his boasting a male cousin of the above mentioned bovine, while with a Wild West aggregation showing at Weston, escaped from the herd and he and the general foreman gave quite an exhibition near the State Hospital. O. J. K's reputation suffered quite a bit as a result of the meeting and we are requested to report a "man failure."

We have heard fish stories, snake stories and ghost stories, most of which left us under the impression that those relating them had strayed far from the straight and narrow way. Just today we learn of a motor car with a "hair trigger." A prominent member of the Baltimore and Ohio Family at Weston possesses the car, an

Essex Coach. He tells us that he had left his car under a tree near the house. Seeing a storm approaching he started to take the car to a garage. Just as he entered the car he saw old Jove aiming a charge of lightning at the tree, stepped on the gas and just got out from under when half the tree came down.

They say Lin Norman, Division Accountant's Force, has a double reason for going to Clarksburg over the week-end. How about it, Lin?

"Al" Mason, popular train dispatcher at Weston, is reported to have hurt himself about half way between the back fence and the office, while on his way to work. We understand he also "dog-goned" near fell in the creek.

#### Those Eyes—How They Abuse Me

We sometimes wonder how the girls in the Weston offices are able to continue their work, for we have seen:

Sylvia devouring people with her eyes.

Fleda casting her eyes to the floor.

"Peg" permitting her eyes to roam over the hills.

Gladys dropping her eyes to the desk.

Madeline with her eyes glued to a typewriter.

Mary taking her eyes from the "boss."

Trix with one eye on the clock.

No doubt when this article appears they will rivet seven pairs of eyes to it. The eyes have the floor.

First Trick Operator L. A. Teskey, and his family, Weston, have returned from an extended visit with Mr. Teskey's parents and relatives in Wisconsin and Minnesota.

Trainmaster J. D. Nicholas enjoyed his vacation with his family motoring in the east.

"Si" Seymore, Division Accountant's Office, lost his canoe the other day and had to borrow a row boat to search for it. Report is that he didn't know how to use the oars and was seen wading in the water shoving the boat. We don't understand why he didn't walk in the first place.

Miss Gladys Tivey, Superintendent's Office, is enjoying her vacation which she expected to spend in Wildwood and Vineland, N. J., and stop off at Philadelphia; Gladys said she also expected to take a few dips in the ocean at Atlantic City.

Miss "Johnita" Hostettler is spending a part of *their* vacation with her parents at Gassaway.

Division Claim Agent J. H. Workmeister has returned from his vacation which was spent at Baltimore and Atlantic City.

Dr. E. A. Fleetwood, medical examiner, and wife left recently for Savannah, Ga. They were driving through and expected to make the trip in about five days.

Conductor C. F. Davis and family have returned from a trip to Cuba.

Road Foreman of Engines P. D. Marsh and family have returned after spending vacation at Webster Springs, W. Va.

We have just been advised that Charleston Division Brakeman P. O. Snyder was married recently. Congratulations!

If you are on the gloomy line,

Get a transfer.

If you're inclined to fret and pine,

Get a transfer.

Get off the track of doubt and gloom;

Get on the sunshine train—there's room;

Get a transfer.

V. H.



**A Reminder of Days Past and Gone**

Out on the depot platform,  
Bathed in the bleak wintry breeze;  
Shorn long ago of its contents,  
With nothing inside it to freeze.  
Shorn of its former glory,  
Tapped of its last amber dreg,  
Bungless, friendless and beerless,  
Stands an empty eight gallon keg.

J. D. K.

Or the music from the drums in my ears?  
Can you advise how he sharpens his shoulder  
blades?  
I'll be damned if I can!

—Submitted by Jos. F. AUBERGER

**CAR MILES!****Western Lines****Cincinnati Terminals**

Correspondent, JOSEPH BEEL

**Things We Would Like to See in the Superintendent's Office**

Mr. Fitzpatrick without something to eat.  
Mr. Farlow with a clean straw hat.  
Mr. Beel not teasing someone.  
Mr. Maloney working.  
Mr. Nock with his hat off and not complaining.  
Mr. Auberger without a mustache.  
Mr. Jennings without anything to say.  
Mr. Bliss not being able to tell a story.  
Mr. Schmalz with his work up to scratch.  
Miss Weber noticeable while driving her Ford.  
Miss Elmore to pick a winner.  
Miss McNally sitting quiet for about five minutes.  
Miss Goetz without laughing.  
Miss Schulte not being hungry.  
Miss Herron on the boardwalk at Atlantic City.

**Things We Would Like to See at Smith Street**

Juanita Bates doing something unimportant.  
G. J. Beckman buying a pack of chewing tobacco.  
B. S. Jelleff out driving in his "Buick."  
Nite dreams.  
Miss Stricker leave her honey's Ford before one minute of eight.  
E. Boehm going with a girl longer than three weeks.  
C. Buxton catching the train for High Bridge, Ky.  
B. S. Jelleff working.  
H. Warmington tracing a flat carload of feathers.  
C. Buxton and his umbrella at Natural Bridge, Ky.  
C. Pyne taking a girl out for a good time.  
C. Taack in a Bathing Suit.  
J. J. O'Donnell addressing somebody without saying "Say."  
E. Stricker getting married.  
Hazel Lind without Charlie Buxton.  
W. C. Doll starting to speak without saying "Why-a."  
F. Vonderwische going home without a bundle.  
Ruth French eating with her new teeth.  
M. McMorrow getting to work at eight o'clock.  
E. Boehm telling about his father's butcher shop.  
Ray Albers describing the great times he has had.  
C. Grubbs tending to his chickens.

I would like to purchase a cap for my knee  
Or a key to the lock of my hair;  
Explain why my eye is an academy  
Because there are pupils there.  
In the crown of my head what jewels are found?

Or who travels the bridge on my nose?  
Does the calf of my leg e'er get hungry  
And partake of the corn on my toe?  
Can the crook of my elbow be sent to jail?  
Where's the shade from the palm of my hand;

**Newark Division**

Correspondent, B. A. OATMAN

Newark, Ohio, Station

As we predicted, the second installment of the descriptive story of the GOOD WILL COMMITTEE'S trip abroad, was even better than the first installment. Aunt Mary takes the reader with her throughout the entire journey and one feels as if he were a member of the party.

**YES—WE HAVE NO LEAKS ON THE NEWARK DIVISION WHICH ARE NOT BEING PROPERLY LOOKED AFTER BY INTERESTED EMPLOYEES.**

We are not being deluged with good photos of employes and their families. Where are all these good looking folks located! We know there are many—let's see them in the MAGAZINE!

Wow! The Eastern Lines are giving us a chase on our CAR MILES. Well, we had the lead for a while and expect to win back our laurels in due time. The Eastern Lines had to do it, that was all there is to it.

**DO NOT FORGET, CROSSINGS ARE STILL DANGEROUS PLACES, IT REQUIRES CONSTANT WATCHFULNESS TO MAKE THIS CAMPAIGN A SUCCESS.**

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BOSTON, MASS.

CESS. IF YOU ARE CAREFUL YOURSELF TRY TO GET THE OTHER FELLOW JUST AS INTERESTED AS YOU ARE.

Trafford Paul, secretary to Master Mechanic F. E. Cooper, is now preparing to make a raid on the finny tribe at Buckeye Lake.

A firm believer in SAFETY FIRST is Chief Clerk Owens. In fact he has carried his belief to the point where he refuses to purchase an automobile even for his own pleasure because of the fact that he classes auto riding as DANGEROUS. But after all these precautions, one of his friends invited him to take a little ride with him and his family, and Frank consented.

While the machine in which he was riding was parked alongside the road, someone came up from behind and bumped it so hard that Frank reported at the office Monday morning with tell-tale markings on his arm, wrist and hand. What made Owens really sore was that the fellow slipped up behind and he never had a chance even to see that he was going to be mixed up with the news on the front page of the newspapers. Now, if you pass Frank, you had better think it over before inviting him to ride.



WILLOW CREEK, IND.—108 YEARS LOYAL AND EFFICIENT SERVICE IN THE SAME GANG AT THE SAME PLACE

Upper, left to right: Foreman C. J. Kimmel, 41 years; William L. Ritter, 23 years; A. F. Ritter, 22 years; Charles J. Rydberg, 22 years. Lower: a portion of the section these men maintain, showing neat and clean condition of roadbed





Left to right: Marie and Mona, daughters of Fireman S. C. Wiley, Columbus Yards

### Accounting Department

Correspondent, R. T. GEORGE

A. R. Francis has been transferred from clerk to car foreman to motive power time clerk.

Charley Budd spent his vacation in Illinois visiting a minister friend and returned to Newark a much better man than when he left.

Frank Cole and Bob George have returned from a very enjoyable vacation in Los Angeles, Cal.

Pat Hunt, Herman Dickerson and Ralph Shaw recently went to Niagara Falls for a week end. We think that Pat is scouting around to find some good place to fish when he takes his vacation.

Evan Lloyd, fuel clerk, has been forced to take a leave of absence account of illness. We hope to see Evan back to work in the near future.

### Mansfield

Correspondent, C. R. STONE

S. T. Bride, local baggageman, recently paid a visit to Cedar Point. Bride would rather fish on the water any day than in it with a mere bathing suit on.

The steam shovel that is doing the excavating work for the Baltimore and Ohio for the new team track at Mansfield, is certainly making good progress and we hope before long that we will be able to take care of our patrons, in order that they may drive to ear door and empty contents in their vehicles without delay.

Harry Kale was recently called home on account of the illness of his father who suffered a sun stroke. We hope that Harry will find his father much improved.

H. C. MacDougal, writes from Fairmount, W. Va., that the corn is on the cob and is likely to stay there until picked. Now we appreciate jokes, but the writer was promised some corn on the cob and was all set for it. "Mac" took the joy out of life when the sentence was completed. We did not read any further.

E. N. Kendall, D. F. A., Newark, and E. C. Dodna, were in the city recently

calling on old and new friends of the Baltimore and Ohio relative to soliciting and service.

### Stop That Leak!

Economy is the watch-word in every line today.

Keep down expenses and make your business pay;

Watch every leak and don't forget That every economy increases the net.

Practice economy all the day long, Make of this theme a real joyous song; Don't waste a thing no matter how small, For in the course of time, the little grow tall.

—Byron Burns.

### English as She is Spoke

A pupil who had always been tardy in his attendance at school, braced up and began getting in ahead of time. After a week of this good behavior, the teacher

said to him, "well Johnnie, I see you are early of late, you always were behind before, but now you are first at last."

### Books for Hot Weather

Twenty Thousand Leagues Under the Sea. Valley Waters. Beyond the Sea Shore. The Dawn of a Bathing Suit.

### Cross Crossings Cautiously

The railroads are making every effort to see that all employes concerned give special attention to the proper performance of their duties at all railroad crossings.

A train cannot be stopped in a few feet—an automobile can. I wonder how many auto owners who read the following suggestions will take this matter seriously and not make a joke out of it.

Slow down when approaching any Railroad Highway crossings!

Look both ways and listen to ascertain if a train is approaching!

Be careful where there are two or more tracks, because of trains in opposite direction.

In case of doubt, take the safe course and stop before reaching track and thereby possibly saving your life and the lives of your loved ones and at the same time demonstrating to others how always to CROSS CROSSINGS CAUTIOUSLY!

### Columbus, Ohio, Station

Correspondents, R. KENNETT, EDITH ROACH

Dispatcher Frank Sutherland recently attended the Dispatcher's Convention at Chicago, being relieved by Extra Dispatcher Geil.

With regret we announce the accident which befell Yard Brakeman Stump recently causing him to wrench his leg.

Operator Rusler, Summit, spent a three weeks vacation traveling through the west, visiting Yellowstone Park, San Francisco and Portland.

Operator George Ayres, N. & W. Crossing, has resumed duty after being absent three weeks because of injuries received in losing his balance and falling from the second story window of the tower.

We are glad to announce that General Yardmaster Decker, who has been off duty several months account sickness, is improv-



Conductor Michall J. Hallinan is presented with 50 year service button, at Garrett, Ind., by Superintendent S. U. Hopper and President Jones, Local Veterans' Association



ing in health. If nothing unforeseen prevents he will soon be able to resume duty.

Dispatcher Fisher and Operators Cotter and Weaver have resumed duty after their vacations.

Brakemen Sullivan, Evans, Smith, Roush and McLaughlin have been added to the list of new employees.

Operator Finley, East Columbus, has been off duty some time account sickness. We understand he is improving and will resume duty soon.

Brakeman O'Keefe and Eisnaugle have resumed duty after being absent account of sickness.

"Moving again"—Brakeman Parker recently spent a week house hunting.

T. M. Broughton is now sporting a new Dodge sedan.

Since Conductor Darby O'Hara changed his working hours, we will say that we surely miss the "line" he used to hand us daily at 5.30 a. m.

From our exaggeration committee: "Mosquitos as large as English sparrows"—Chas. Evans.

"Strawberries as large as golf balls"—George Bagent.

Is the country dog pound moving to Grove City? Lillie and Bessie Sites, Freight House Force, recently offered a \$5.00 reward for a meat hound which had left them. It is rumored that the girls are trying to start a Ladies' Auxiliary of the "Yellow Dogs."

Dispatcher Geil recently got a black eye. He claimed it was received while working with his machine. It resembled the print of a rolling pin or skillet.

Brakeman George Bagent and Engineer Austin Toole have left the ranks of "Bachelorhood," both being married recently. Congratulations, boys, and don't forget we still smoke occasionally!

Born to Mr. and Mrs. K. Williams, the latter a daughter of Night Patrolman Paugh, a ten-pound daughter, on July 6. No wonder Grandpa is stepping around so lively!

We are still looking for that cigar from Conductor Gus Scheffer of the District Local, who was married a short time ago. Congratulations, Gus!

Captain McMillan, Army Reserve Depot, entertained the Baltimore and Ohio Girls' Sewing Club on June 14.

The accompanied pictures are of Marie and Mona Wiley, daughters of Fireman S. C. Wiley, Columbus Yards.

#### Local Freight Office, Columbus

The rate and billing force were the recent guests of the Buckeye Steel Castings Co., the largest of its kind in the world.

Wendel Cole is the new messenger, vice Noble Allen, who resigned to enter Ohio State University.

Miss Barbara Barbe, Chillicothe Freight Office, visited Edith Roach before leaving on her vacation in Indiana.

Mr. and Mrs. F. M. Ashcraft announce the arrival of a son, Merrill, Jr., July 14. Congratulations!

Mrs. Van Tilburg entertained the Sewing Club, June 21, at the home of her father, Capt. McMillan, Army Reserve Depot, East Columbus, Ohio. It was a treat for the club.

M. H. Broughton, trainmaster, is driving a new Dodge Sedan.

#### Marietta, Ohio

Correspondent, G. R. STEEN

We take great pleasure in announcing that on July 16, Waybill Clerk J. M. Reed and wife celebrated their second wedding anniversary. The evening was quietly spent at home, those present being Jiggs and Maggie.

The big bird has again appeared in our midst. On the night of July 17, he visited the home of Cashier R. H. Schantz and left a bouncing baby girl, Arlene. Many thanks for the treat, Ralph!

Our fair waybill clerk, Catherine Reynolds, spent a recent week end in The Queen City, visiting the Zoo, Chester Park and other quieter parks. She reports a wonderful time and a wonderful fellow but says he is too "durn" serious. "Cincy," is certainly a fine place to live, Catherine.

Lost: One gray cap slightly used and badly needed. If anyone finds a cap as per above description please see "Hud" Richardson.

Rate Clerk Mellor says he had a narrow escape from serious injury last Sunday in his new Dodge. He claims a girl in another car just missed him about three inches. Pretty close, Walter, but take our advice and catch one of these girls, or you will soon be an old bachelor.

Baggage-man H. J. Henry is giving lectures each morning from 8 to 8:15 on how this country should be run and how this railroad should be operated and various other subjects.

#### Chicago Division

Correspondent, GERTRUDE G. CROW

Prominent Baltimore and Ohio Surgeon Dies at Garrett

After an illness of nine months, Dr. John Ferguson Thomson passed away at his home on King Street, Garrett, Ind., on July 25.

Dr. Thomson was suddenly taken ill last October, and was taken to Chicago, where he underwent an operation. However, his condition did not improve, and his death had been expected for several days.

Dr. Thomson was a practicing physician and leading citizen of Garrett since 1876. Shortly after his arrival here, he became a member of the Baltimore and Ohio staff of surgeons, and also a member of the Association of Baltimore and Ohio Physicians and Surgeons, and served successively as second vice-president, vice-president and president.

Funeral services were held in the Methodist Church and interment took place in the mausoleum, Calvary Cemetery.

On the morning of July 24, on arrival of The Capitol Limited at Garrett, Conductor Michael J. Hallinan, in charge of the train, was the recipient of a gold service emblem in recognition of his fifty years of service with the Baltimore and Ohio Railroad. The presentation was made by Superintendent S. U. Hooper.

Mr. Hallinan was born at Trenton, N. J. He entered the service of the Baltimore and Ohio, Chicago Division, as a freight brakeman on March 1, 1873; was promoted to freight conductor on December 1, 1882; and to passenger conductor on June 15, 1883. During his fifty years of service Conductor Hallinan has proved himself an exceptionally careful and loyal employee, particularly in his capacity as passenger conductor. He has, by his pleasant and courteous manner, won the admiration of officers and employees, as well as of the traveling public.

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The accompanying picture of Conductor Hallinan, Superintendent Hooper and President Jones, local Veteran Employees' Association, was taken at the time of presentation.

#### Ohio Division

Correspondent, A. E. ERICH

Save Fuel!—Stop That Leak!

Authoritative statistics show that the railroads of this country use each year 140,000,000 tons of coal. If this was handled through Parkersburg to Chillicothe, it would mean:—

2,800,000 fifty-ton cars,  
112,000 twenty-five car trains,  
13,580,000,000 actual ton miles.

A train run out of that terminal every hour, for 12 years, 9 months, 16 days and 16 hours, to clear the yards at Parkersburg.

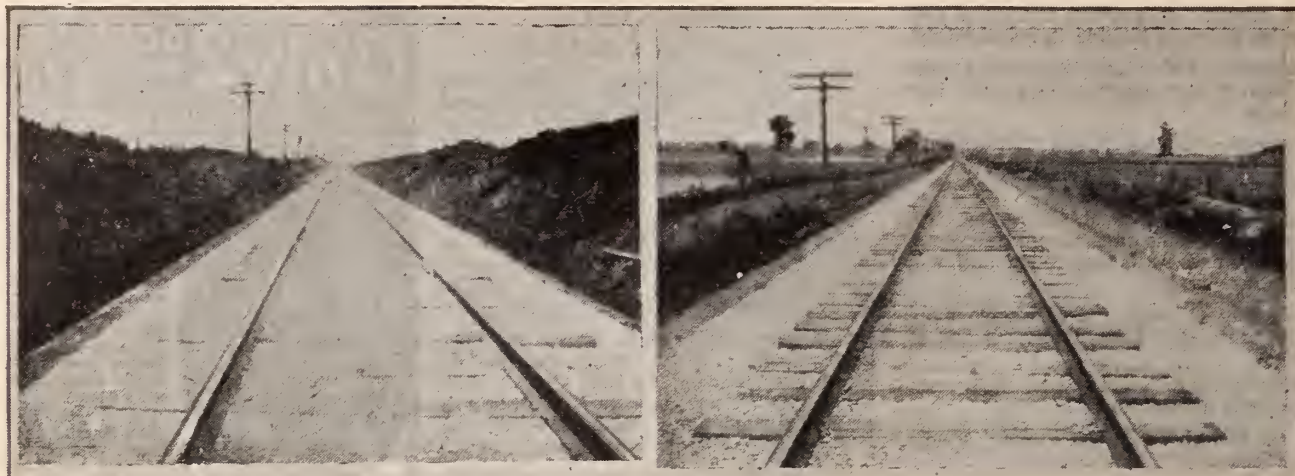
Approximately 1,008,000 tons of coal would be consumed by the engines handling these 2,800,000 cars.

\$3,024,000.00 would be paid in wages to the engine and trainmen handling these trains, (exclusive of overtime.)

Just think! If a scoop of coal was saved for at least each ton consumed, it would mean a saving of 980,000 tons of coal, figuring 14 pounds to the scoop. **SAVE AT LEAST ONE SHOVEL FULL OUT OF EACH TON and STOP-A-LEAK.** Better Save a scoop a mile! It can be done!

Operator Jay Simpson, second trick, Leesburg, has the best wishes of all for the permanent recovery of his wife, who was taken to a hospital in Cincinnati, during the latter part of June.





ONE REASON OHIO DIVISION TRAINS ARE ON TIME  
Sections of newly ballasted track, east of New Vienna

Miss Margaret Townsend, operator, Harpers, says she is getting homesick, and is going home to North Carolina SOON?

Agent-Operator Graves, Harpers, is taking a sick leave for the summer. We hope for his recovery and return to duty in the fall.

Marriage License. Walter Wolfe, carman apprentice, and Ethel Detty, cigar worker. Congratulations and good wishes.

Twin boys were born to Mr. and Mrs. John Cahill on July 3. We are sorry, however, to state that one of them died shortly after. Mr. Cahill is a brakeman. Mrs. Cahill was formerly employed as a clerk in the Freight Agent's Office, Chillicothe.

A. J. Saunier, Pleasant Plain, is getting all his fellow workers enthused over his big (?) fish catches. Seeing is believing, you know. I'll bet O'Bannon has them all beat for large catches, especially the "sun fish" type. Several members of the Superintendent's and Division Accountant's Office forces are also claiming "big fish

catches." But so far we haven't seen or tasted a fish.

We are all pleased to note Mr. Plumly's recuperation. J. E. Freshwater, relief agent, has been filling the position of division operator during Mr. Plumly's sickness, and has handled it in a creditable manner.

Fred Anderson, shipping clerk, Stores Department, is proud of an eight and one-half pound girl, left at his home.

Rumor has it that Alvin Dant, shipping clerk, Stores Department, Chillicothe, is contemplating marriage with a fair lady of Washington, Ind. Of course it is but a rumor.

H. "Scrip" Shea, fireman, is smiling out loud over the arrival of a girl at his home, June 23. Congratulations!

Fireman L. D. Tippie was recently married. Best wishes for a happy married life.

J. S. Thompson, brakeman, is another recently married man, the event taking place July 7. Congratulations!

Harry Leive, who has been the faithful first trick operator at Hamden for a good many years, leaves for the first trick at Washington, C. H., which he recently bid in.

J. B. Baker, operator, and his wife, spent the hot days of June in Kansas City, where it was still hotter, and he states very "dry."

Harve Smith, operator "SG" office, Cincinnati, is again among us on the line. "Smitty" was successful in obtaining first trick at Midland City, on recent bulletin. A. J. Romine went to first trick at Grosvenor and R. K. Hall to the agency at Grosevnor.

Operators Mr. and Mrs. W. E. Littlejohn, entertained with an elaborate picnic on the OBannon creek for Mrs. Littlejohn's parents and "Scout Master" Brown and family, of Hyde Park, Cincinnati. All enjoyed the day, especially the "eats," ices and creams. The picnic ended late in the evening.



DIVISION ACCOUNTANT'S OFFICE FORCE, GARRETT, IND.

First row: Julius Hill, George Dean, Ann Huffman, Marge Nell, Helen Loomis, Elsie Rang, Harry Hill, Sarah Behler, L. Lloyd Coburn, W. C. Smith.  
Second row: Paul Johnson, Charles Mager, Paul Brandon, Lloyd Barnes, Ralph Huffman, Alma Elam, Marie Spencer, Dete Skilling, Berenice Groscup.  
Third row: Carl Weaver, George Keene, George Heininger, A. H. Thomas, Harry West, W. H. Hopkins, H. H. Strome, Roy Crawford, S. S. Martin, George Woodruff



On June 30, at 9.30 A. M. in the parsonage of the Salem Evangelical church, the marriage of Miss Leola B. Fairley and Wm. W. Wagenman was quietly solemnized. Mr. Wagenman is employed as a machinist in the Chillicothe shop, and his fellow workers and friends wish him good luck!

On June 20, while train upon which W. H. Pinkerton was brakeman, was in siding at Cuba for No. 37, he found a pocket book containing \$69.00. After investigating, he found it was the property of John B. Hammer, employed as painter with our company. He left the pocketbook at

### Lorain, Ohio

Correspondent, F. W. HARMON

#### Fast Loading

On July 24, the Steamer W. C. Richardson commenced unloading at 7.00 a. m. In order to secure sufficient ore to finish a train, 12 cars were loaded, billed, taken three miles to yard and placed in train due to leave at 9.00 a. m. Yardmaster Kramer assisted in this fast work, taking bills to yard in his fast automobile at a two-fifty clip. Bill Clerk Miss Spaderman billed the cars, and we want to add that her

blushing bride-elect when the knot will be tied, but we do know that the lucky fellow is Ollie Goenner, of the Local Freight Office, Dayton, Ohio.

Your correspondent has been off the Toledo Division for the past two weeks and is sorry that news is rather scarce. What is the matter with the correspondents? You fellows started out nicely and sent some interesting notes each month, but you're slipping. Boys, unless you get a full dome of sand, we are not going to reach our goal. Let our slogan be "That news shall never be scarce on the Toledo Division."



#### ON THE GREAT LAKES

Upper: Crew at Car Dump No. 2, Lorain, O., who dump 600 cars into vessels in 24 hours. When everything is favorable, they dump 45 cars per hour.  
Lower: The boys who load cars with ore, Lorain, Ohio

Washington C. H., and shortly after it was returned to Mr. Hammer. Mr. Pinkerton was thanked by Mr. Hammer, and he is to be commended for his honesty.

**INCREASE CAR MILES.** Make it a mile a day more this month. It can be done!

It is a pleasure to report that the ever watchful stork was hanging around Chillicothe and paused to deliver a daughter to Time Clerk and Mrs. D. Sullivan. The little lady weighed eight pounds and was delivered a few minutes after midnight, on the morning of July 4, making her an Independence Day baby. There were few prouder or happier than "Don." Our congratulations and best wishes for the future health of little Miss Jean are extended.

smiling presence at the dock office makes a big improvement in the atmosphere.

#### No Work on Sundays at Lorain Docks

The new order is much appreciated by the dock workers. Hereafter vessels will be finished loading and unloading with coal, only when it does not take more than three hours to complete the work on Sunday morning.

#### Toledo Division

Correspondent, C. E. THRASHER

We notice that Miss Jacobs of Captain Police Office is wearing a beautiful engagement ring. We couldn't learn from the

There is enough news on this division each month to fill ten pages of the MAGAZINE, but I cannot find all of it alone. Unless you folks do your share and contribute each month, our column will be as empty as Old Mother Hubbard's cupboard. Take some snapshots of your kiddies, your families, homes, your train, stations, or some scenes along the right of way on your division. Some of our people never have the opportunity to ride on this division, and if we can put an occasional picture into the MAGAZINE it will help the other fellow get acquainted. Let's all get busy and have a 100 per cent. representation.

If Toledo sent a shipment to Dayton without marks would L. F. Hock-ett?



If our agent at Perrysburg chewed tobacco, would it be "REDMAN"?

The accompanying photograph is that of Harry Perkins Dryden, age 4 months, son of Signal Supervisor H. M. Dryden, Dayton, Ohio. Dick says he is some boy. He smiles just like his Dad.

Have you heard of the new bath recipe? Get a sack of sugar, put plenty into your bath water, take some of it in your hand and rub it in. The results are cooling and invigorating, besides it makes you sweet. Contributed by Jesse Munch.

Harker has the smile now—the famous Spencer smile. Some one came into the office and asked him if he was the division accountant. Now he has to keep up the reputation.

Be honest with yourself and with the Company for which you work and you will always be prosperous and happy.

On Saturday afternoon, July 21, the Dayton employees held their second annual picnic at Kilkare Park, Dayton, Ohio. The picnic was a grand success. Every-

body had a delightful time. Superintendent Iams was on the grounds early and batted flies for about an hour to the players.

The Ball game started about 3.30 p.m. and it was necessary for the following employees to purchase a bottle of liniment after the strenuous exercise!

Reds: Tull, Hartman, O'Conner, Kennet, Maus, Kiehoffer, Woods, Hubbard, Veidt.

Blues: Boll, King, Booren, White, Thrasher, Fortman, Kesling, Hartinger, Tull, Jr., Umpire A. A. Iams. Score 14-6 in favor of the Reds.

### Lima

Correspondent, OTTO L. WALLBURG

President Willard's words on Courtesy on the cover of the June MAGAZINE will certainly strike an answering chord in the hearts of all true and loyal employees, if each and every one of us will accept the challenge and carry forward the gospel of Courtesy, the results would be so far-reaching as to raise higher and higher the

standard of the Baltimore and Ohio. The words "Baltimore and Ohio" then would be on the lips of every person coming in contact with any employe of this Company.

Your automobile or engine will work better and accomplish more for you if all of its parts are well oiled and will give out no squeaks or warnings of unlubricated parts. The Baltimore and Ohio is a wonderful transportation machine, but its efficiency can be greatly improved through the medium of courtesy in our dealings with the public.

Time and again, our patrons have remarked to me that they would rather do business with the Baltimore and Ohio than with any other railroad in Lima, because of the treatment accorded them at all times in the office and on the telephone. A patron does not say that because he has nothing else to say.

Courtesy is the magic key that unlocks the door of reserve and opens unto us vast storehouses of enjoyment.

(Continued on page 96)

## HOW THEY LINED UP AT KILKARE PARK PICNIC, JULY 21

TIME OF CONTEST	CONTEST	PRIZES	DONATED BY	WINNERS
2.30 p. m.	Baseball Game (Men).....	Balls and Bats.....	Division Accountant's Employees.....	Reds
4.00 p. m.	Peanut Rolling (Boys).....	Home Made Candy.....	Miss A. Meerman, Dayton, Ohio.....	Edward Schultz
4.10 p. m.	Peanut Rolling (Girls).....	Maud Mueller Candy.....	Maud Mueller Candy Co.....	Jane Maxine Hubbard
4.20 p. m.	Running Race—50 Yards (Boys).....	Large Water Ball.....	G. W. Schreyer Co.....	Harold Schultz
4.30 p. m.	Running Race—50 Yards (Girls).....	Pendant.....	Carl A. Meyers, Jeweler.....	Helen Schultz
4.40 p. m.	Sack Race (Boys).....	Toy Automobile.....	The Scheible Toy & Novelty Co.....	Edward Schultz
4.50 p. m.	Sack Race (Girls).....	Fiancee Rouge.....	The Gallagher Drug Co.....	Jane Maxine Hubbard
5.00 p. m.	Fat Men's Race—50 Yards—200 Pounds—Over.	First—Straight Edge Razor.....	Carl Schmidt Drug Co.....	Don Harper
5.10 p. m.	Fat Ladies' Race.....	Second—Cuff Buttons.....	Carl A. Meyers, Jeweler.....	M. P. Hoban
5.20 p. m.	Running Race—50 Yards—Men	First—Ice Cream Freezer.....	Booth Furniture Co.....	Margaret Daloy
5.30 p. m.	Running Race—Ladies.....	Second—Dish Pan.....	Dayton Furniture Co.....	Mrs. H. Heilman
5.40 p. m.	Needle Threading—Men.....	First—Shirt.....	Weber Clothing Co.....	M. Huerport
5.50 p. m.	Nail Driving—Ladies.....	Second—Bar Pin.....	Utzinger, Gentlemen's Furnisher.....	Edward Barringer
6.00 p. m.	Swimming—Men.....	Glass Kitchen Set.....	Banner Bazaar Store.....	Margaret Daloy
6.10 p. m.	Swimming—Ladies.....	Bill Fold.....	Baers Leather Goods Store.....	George Kineat
6.20 p. m.	Diving—Men.....	First—Picture.....	May & Co.....	Mrs. O'Connell
6.30 p. m.	Cracker Whistling—Ladies.....	Second—Eversharp Pencil.....	Everybodys Book Shop.....	G. Hutzell
6.45 p. m.	The Whistle Blew for the Egg Race—The Baltimore and Ohio Girls only.....	Flashlight.....	William Hall Electric Co.....	Charles Veidt
7.30 p. m.	Three Legged Race—Men.....	Silk Hose.....	Walk-Over Boot Shop.....	Mrs. Kissling
7.40 p. m.		Straw Hat.....	Princeton Clothing Co.....	H. Tull, Jr.
		Scissors Set.....	Harry Buvinger, Dayton, Ohio.....	Mrs. R. A. Tull
		<b>Big Picnic Dinner</b>		
		Silver Tray.....	Newsalt Jewelry Co.....	G. Hutzell
		First—Necktie.....	Rike-Kumler Co.....	Hartman
		Necktie.....	Frank Suma Store.....	Veidt
		Second—Belt.....	Cosmopolitan Co.....	Kiehoffer
		Khaki Trousers.....	Metropolitan Co.....	Broadstone
		Box Cigars.....	Schwab Cigar Store.....	Geo. Stocklein, Capt.
7.50 p. m.	Tug-of-War—Men.....	Melba Toilet Water.....	Carl Schmidt Drug Co.....	Mrs. E. Velton
8.00 p. m.	Ah! Contest—Girls and Ladies.....	First—Pocket Knife.....	Gem City Hardware Co.....	Roy Broadstone
8.15 p. m.	Melon Eating Contest—Boys and Men.....	Second—Silk Hose.....	Hamel Hat Co.....	George Kineat
8.30 p. m.	Guessing Contest—Number of seeds in Watermelon (Automobile owners only)	First—Automatic Wind-Shield Cleaner.....	Miller-Wiegand Co.....	Kesslinger
		Second—Spot Light.....	Dixie Sales Co.....	Maus
		Third—Pliers.....	Rauh Auto Supply Co.....	Hartinger
	Free for the Kiddies.....	1 Bushel Peaches.....	Catalano Bros.....	
	Free for the Kiddies.....	1 Bushel Apples.....	M. Bilenkin.....	
	Largest Family Present.....	1 Bushel Peaches.....	H. Office & Bros.....	J. E. Fortman

Note: Through the courtesy of the above named merchants we were able to secure these prizes. When shopping let us not forget them.

Melons for Contest Donated by Gitman Bros.

Sacks for Sack Race Donated by John P. Finn Co.

Rope for Tug-O-War Loaned by the M. D. Larkin Supply Co.

Ice Cream Furnished by the Red Wing Corporation.

Ice Cream Furnished by Jacob Levine, Grocer, Dayton, Ohio.

Ice Cream Cones Furnished by McLaren Company.



The Toledo Division was well represented in the June issue, and through the efforts of the division correspondent, Mr. Thrasher, it is making splendid headway in the MAGAZINE.

Everybody is going to the big picnic at Chester Park, Cincinnati, Ohio, on August 23. It is C. W. Galloway and Archibald Fries Day, given by the Veterans' Association of the Western Lines.

#### Questions We Would Like Answered

Why does General Yardmaster Murphy chew Peiper-Heidsick?

Why does Agent Colbert smoke "Between the Acts?"

When is Foreman Ira Alspach at the Freight House going to reduce?

How does Relief Agent Hubbard keep his hair so slick and black?

Does Ticket Agent Swick ever get tired of answering questions at the window and on the telephone in such a courteous manner?

Has Denny Morrissey given up his lookout for auto cars for the Garford in passing trains?

What does Crossing Watchman Tim Lucey, Market Street, say when he holds up his stop sign and the automobiles continue to edge up to the crossing, intent on beating the train?

Why does Foreman John Sweeney always want to move a car as soon as empty?

Why does Chief Clerk Neil Shockey check up so closely on his "no bills"?

Why cannot every employe of this Company be courteous at all times in his dealings with his fellow employes and with the public?



Among those present at Dayton Employees' Picnic on June 21





Upper: Harry Perkins Dryden, age 4 months. Lower: Findlay, Ohio, Freight House

Why did Catherine Fitzgerald, stenographer to the general foreman, get another Ford?

Why does not Beatrice Goebel, cashier, Freight Office, get her hair bobbed?

Why does Nell Malley, stenographer to

Agent Colbert, take so many automobile trips to Dayton?

Why is "Jim" Herbst, clerk, Freight Office, looking for a six room house with furnace?

Why is Bill Clerk Albert Morton making so many trips to the dentist?

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Division.....Capacity.....

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## East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

The accompanying picture is J. W. Linehan, foreman, prize winning section, Wellston Division. Mr. Linehan commenced work on the Wellston Division, then the C. B. & Q. R. R., in January, 1879, and has been in continuous service for 44 years, bringing this section from a speed limit of six miles per hour, up to the present prize winning condition. John lives at Bauers Station and in addition to his duties as section foreman, he protects this crossing at all hours of the night in all kinds of weather.

The dog in the picture is also a prize winner, having recently taken a prize at the State Farm. It is reported that when they found the dog, he was under the corn crib, a rat under each foot, one in his mouth, and his tail in the hole to keep it plugged up.

East Dayton again heads the list with "No Accidents," and can sing to the tuneful strain of "Yes, We Have No Accidents."

Among my most pleasant moments are those spent reading the notes of our correspondents. Seems to be something in them especially appealing in their efforts to establish that good cheer and pleasant feeling so prevalent in our ranks.

Agent L. F. Hockett says he found the following letter in his mail recently from a farmer up the line:

"My razor back strolled on your track,  
A week ago today.  
Your sixty-nine came down the line  
And snuffed his life away.  
You can't blame me, the hog you see  
Slipped through the cattle gate.  
So kindly pen a check for ten  
This debt to liquidate.

After consultation with Engineers P. D. Flanagan and George Swires on this run, he replied as follows:

"Our sixty-nine came down the line  
And killed your hog we know.  
But, razor backs on railroad tracks,  
Quite often meet with woe.  
Therefore my friend, we cannot send  
The check for which you pine,  
Just plant the dead, place o'er his head,  
'Here lies a foolish swine.'"

Vernet Herrman, machinist helper, breezed into the roundhouse yard the other night, with his "Tractor" making noise enough to startle all the men. Vernet said they could laugh all they wanted to, but it suited him. We're glad of that, "Vernie," but leave that noise out on the hill.

"Gene" Lowry, "Joe" Farley and "Pat" Riley are still single, but slipping fast.

George Slamb, engine and cab painter, gave a luncheon to several of the boys at the shops recently. The "eats" were tempting and abundant, the music delightful, and an enjoyable time was had by all.

## St. Louis Division

Correspondent, ALTO SMITH

H. C. Myron, third trick operator, Medora, has been granted a leave of absence and has gone to Colorado. His position is being filled by Operator Miller.

What has happened to Bob  
He is so dignified lately?  
He holds his head high  
And walks so sedately.

Why Bob has a namesake,  
That's the reason why,  
For he has been "UNK"  
Since the Fourth of July.



Conductor W. N. McDonald, running local trains 76 and 77, Springfield Branch, has returned to duty, following a long illness.

J. R. Minter, shop draftsman, Glenwood Shops, has been transferred to Washington Shops, as supervisor of shops schedules. Mr. Minter was formerly employed at Washington and seems to be well satisfied in his new location.

#### Things We Would Like to See

Dorothy Fitts with her hair bobbed.  
Russell Isenogle without a chew.  
Wilbur Young in a hurry.  
Gib Fitzgibbons without an alibi.  
Another picnic—with everybody invited.

Mr. and Mrs. L. F. Isenogle are the proud parents of a baby boy who will be named Robert Lee. Mr. Isenogle is chief of the Motive Power Bureau at Washington Shops.

"Heinie" Bruner, who has been file clerk, Superintendent's Office, Shops, for a number of years, has accepted a position in the Agent's Office. Flora "Heinie" has now quit singing the "Homesick Blues."

District Boiler Inspector Martin Murphy should make a good salesman for the Oakland car judging by the stories he tells of what he can do with his.

Leo Johnson, assistant foreman—work checker, slipped away to a distant city some time ago—but not alone. We wish you happiness, Leo and Mrs. J—. Acquiring a wife and a new Overland at the same time is some feat!

There doesn't seem to be much activity around Shops in baseball and tennis this year. We hear lots of discussion about the big league teams but some of us still remember the games between the Stores Department and the Round House last year, and we would like to see a couple of good base ball teams from Washington Shops.

#### "Cross Crossings Cautiously"

While riding on a motor on June 30, Section Foreman H. Clark, Flora, Illinois, who has been in the service of the Baltimore and Ohio railroad in the Maintenance of Way Department for fifty-two years, was seriously injured, when the motor car on which he and two other men were riding was struck by a speeding automobile at a road crossing.

Foreman Alex Pitts, who was piloting the motor car, observed the approaching machine and brought his motor to a stop before he had passed entirely over the crossing, leaving plenty of room for the automobile to pass around, but the driver of the automobile did not slacken speed or turn out and struck the motor car on the side Mr. Clark was riding, knocking the motor off the track and turning it over, severely injuring Mr. Clark, although the other two men were able to get away before the collision.

Mr. Clark is seventy-three years of age and is one of our most faithful and valued employees. It is to be regretted that the carelessness of automobile drivers, who fail to heed crossing warning signs, should result in the loss of a trusted employee. It is thought the injuries sustained will prevent Mr. Clark from performing further service.

Mr. West, in checking over handling of Forms 871 and 872, was enthusiastic over the co-operation shown by the St. Louis Division Employees.

Operator, G. C. Williams, has been transferred from Springfield, 2nd trick, to Storrs, 2nd trick. Welcome to the East End, "Sandy."

Special note should be made on the records of crew on Passenger Train No. 54, Conductor Jackson, Engineer Lemen and Supervisor Downey, for their efficient handling of reraiment of truck, engine 5111, on above train, July 19, at North Bend. While running at 45 miles per hour, truck

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Street Address.....

Town.....State.....

was derailed by something dragging. Through the aid of Supervisor Downey and crew, truck was rerailed and train went forward with only 30 minutes delay.

The accompanying photo is of Springfield Freight Office Force. From left to right—Herbert Hill, bill clerk; A. E. Adams, special agent; G. C. Williams, 2nd trick operator; R. E. Yates, warehouse foreman.



EAST DAYTON, OHIO

Left: Foreman J. W. Linehan, Wellston. Right: East Dayton Shop. Lower: Ray Seth, Leslie Thompson, James Fowler and Douglas Smith

Please mention our magazine when writing advertisers





Brown County, Indiana, Old Log Jail. Left to right: Keith Bundy, Mrs. O. D. Schooley and O. D. Schooley, agent, Vallonia, Ind.

Don't know where the bird cage comes in but suppose from some feminine friend of Sansy's. These smiles are only a few of the kind on our division.

B. W. Parker, 3rd trick dispatcher, Cincinnati District, is still on the job and as good at spotting them as ever.

Baltimore and Ohio friends of the St. Louis Division extend their heartfelt sympathy to relatives and friends of the late O. G. Cox, assistant superintendent, Frisco Lines, Springfield, Mo., who departed this life in June. Mr. Cox, a former operator with us took service with the St. L. & S. F. several years ago and was advanced through his efficient and untiring efforts.

Mr. Purkhiser, train master, has moved his office from the Round House to the Old Yard Office in the Passenger Station at



Section Foreman H. Clark and his little grandson. See note, page 95

North Vernon. Former office was vacated by Yard Master's force in moving to the new office at Whitcomb.

Brakeman Frank Williams is sporting a new Buick sport model roadster. Frank says there is nothing like it.

#### Things We Would Like to See

Trix Richards in a garb worn a year ago.  
C. F. Dixon get hold of 1 conductor's delay report.

J. H. D. smiling.

C. H. Weihe not sleepy.

#### Vallonia, Ind.

By O. D. SCHOOLEY, Agent

You have all heard of Brown County, Ind., Abe Martin and the old log jail. The accompanying photograph shows the old jail.



Upper: Janitor James McIntyre and Patrolman Ross Kitley. Lower: Tom Evans, veteran trackman, now crossing watchman, Pana, Ill. 20 years service

The walls are three thicknesses; the middle wall was made by standing logs on end. The upper story was intended to hold women prisoners, originally having a stairway on the outside. This, however, has fallen away, leaving only a portion of the landing.

The jail has not been used for many years, but stands as a relic of the past. A new and modern jail will be completed in September but the old one will still stand as a mark for sight-seers and tourists to take a "shot" at.

#### Toledo Division

(Continued from page 92)

#### Among the Family at Lima

Merlin Evans, engineer, who was injured at Desher, several weeks ago took a turn for the worse last week by an attack of pleurisy, but he is slowly improving now.

Yard Conductor Joe Shelly, who has been off for some time on account of illness is getting better and expects to be with the boys again by the time this is published. Glad to hear it, Joe.

Retired Crew Dispatcher John Brown is seriously ill at his home on South Jackson Street. We trust that he will be out again soon.

William Overholtz, veteran employe at the shops, is confined to his home by serious illness. The boys miss you and are looking for your return, Bill. Bill is one of the faithful.



FIVE SPRINGFIELD, ILLINOIS "BIRDS"

Left to right: Bill Clerk Hub Hill, Special Agent A. E. Adams, Second Trick Operator G. C. Williams, Foreman R. E. Yates and the canary

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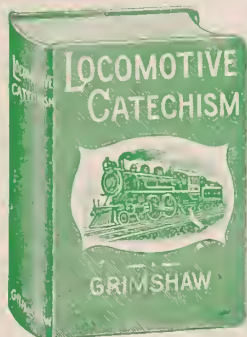
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Kitchen Set—it is FREE. Use both sets 30 days on Free Trial, and if not more than satisfied, send them back and we will refund your money and pay transportation both ways. If you keep them, pay for the Aluminum Set, a little every month. Keep the Kitchen Set as a gift from Hartman.

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Mixing Spoon  
Measuring Spoon  
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Egg and Cream  
Boater  
Can Opener  
Vegetable and Pan  
Brush  
Fork  
Egg and Cake Turner  
Wall Rack

All have white enameled handles and hang on wall rack—keeping them conveniently at hand.

## Complete 32-Pc. Aluminum Set and FREE Kitchen Set

This is Hartman's famous special, selected set of heavy gauge Aluminum Ware—a complete cooking outfit, light to handle, easy to clean, always bright as silver. Will never chip, crack or rust. So durable that we guarantee it for life. 32 utensils—everything you need for baking, boiling, roasting, frying. Just read the list above. You want and need everything there. Your kitchen is not complete without them. You really can't appreciate this splendid set until you see and use it. Then you will realize what a wonderful bargain it is. And without a penny's cost—absolutely free—you get a Combination Kitchen Set which gives you 10 utensils with white handles—all hung in a row—where you can reach them easily.

### Nearly a Year to Pay

Hartman gives the world's most liberal terms and, this offer proves it.

You pay only \$2.00 and postage on arrival (this on the Aluminum Set—not a penny to pay at any time on the Kitchen Set). Then, if after 30 days' trial you decide to keep it, pay a little every month. Take nearly a year to pay.

Order by No. 417EEMA7. Price for Aluminum Set, \$18.95. No money down. \$2.00 and postage on arrival. Balance \$2.00 monthly. 10-Piece Kitchen Set is FREE.

### Mail the Coupon

Don't hesitate. Send at once, while this offer holds good. Not a penny's risk. Order NOW, while you can get the Kitchen Set Free.

# HARTMAN

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Send the 32-Piece Aluminum Cooking Set No. 417EEMA7, Price \$18.95, and 10-Piece Kitchen Set. Will pay \$2 and postage on the Aluminum Set on arrival. Kitchen Set is FREE. I am to have 30 days' free trial. If not satisfied, I will ship both sets back. If I keep them, I will pay you \$2 monthly until the price of the Aluminum Set, \$18.95, is paid. Title remains with you until final payment is made.

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Send shipment to.....



# Baltimore and Ohio Magazine



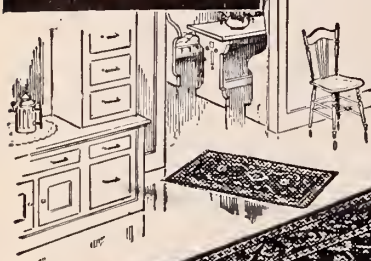
VICE-PRESIDENTS GALLOWAY AND FRIES

FORTY AND FORTY-TWO YEARS AGO THEY BEGAN WORKING FOR THE BALTIMORE AND OHIO, RESPECTIVELY AS MESSENGER BOY AND ENTRY CLERK. ON AUGUST 23, OVER 20,000 EMPLOYEES ATTENDED THE GREAT CELEBRATION IN CINCINNATI AND SAW THEM PRESENTED WITH VETERANS' BADGES OF HONORABLE SERVICE

September 1923



# FOUR CONGOLEUM RUGS LESS than the price of ONE



**3  
RUGS  
FREE**

This is  
Pattern 534  
above



**TRIPLE GUARANTEE—**  
There is only one guaranteed Congoleum, identified by the Gold Seal shown above. It protects you against dissatisfaction and gives you an unconditional money-back guarantee. Behind the Gold Seal Guarantee is our own Double Bond.

This is  
Pattern 408

## Choice of Two Famous Patterns

**3 Rugs FREE — Special Bargain Price — Year to Pay**

We show two of the most popular Congoleum patterns that have ever been produced. The big rug measures 9 ft. x 12 ft. The three small rugs are each 18 in. x 36 in. One dollar is all you need send.

### Oriental Pattern No. 534

This is the beautiful Gold Seal Congoleum Art Rug as shown at the top of this page. On the floor, it looks unbelievably like an expensive woven rug. The richest blue color dominates the ground work. Mellow ecru, old ivories, and light tans, set off the blue field. Mingled with these lovely tints are peacock blue, robin's egg blue and darker tones. Old rose, tiny specks of lighter pink and dark mulberry are artistically placed. Darker browns and blacks lend dignity and richness.

The border background contrasts with the blue all over center by reversing the color scheme. Ecru and tan shades form the border background.

An ideal all purpose rug, beautiful in any room. Perfect for living room or parlor. Lovely in bedroom or dining room. Charming in the kitchen.

**Only \$1.00 with Coupon — \$1.50 Monthly**  
**No. E4C534** 9 x 12 ft. Congoleum Gold Seal Rug with 3 small rugs \$17.95 to match, each 18x36 in.—all four only

### Tile Pattern No. 408

Probably no floor covering of any quality or kind, ever piled up the popularity of this wonderful design. It is a superb tile pattern that looks like mosaic. Lovely robin's egg blue, with shadings of Dutch blue, and a background of soft stone gray, give a matchless effect. This design is particularly suited for the kitchen or dining room.

**Only \$1.00 with Coupon — \$1.50 Monthly**  
**No. E4C408** 9 x 12 ft. Congoleum Gold Seal Rug with 3 small rugs \$17.95 to match, each 18x36 in.—all four only

### Very Important

Our easy credit terms, our wonderful free trial offer, are designed and arranged to serve home lovers in the smaller towns and on the farms. If you live in a city of 100,000 population or over, we cannot fill your order for this Congoleum Rug Offer or send our free catalog.

**\$1.00**

**Brings All Four Rugs on a Month's FREE TRIAL!**

Ours is the only house in America that can make you such an offer. No one else can bring you a genuine guaranteed Gold Seal Congoleum Rug, in the full 9x12 ft. size, with three small rugs extra, and all for less than the regular price of the big rug alone. And on a year credit.

Clip the coupon below. Write your name and address plainly. Say which pattern you want. Pin a dollar bill to it—mail at once. We will ship immediately on approval—all four Congoleum Rugs—in one complete neat package. No muss, no bother, no trouble to lay. If satisfactory, take a year to pay.

### The Greatest of Bargains Pay Almost as You Please

Almost everybody knows the price of the famous Congoleum Gold Seal Art Rugs. They are advertised and sold at the same standard price everywhere. Look everywhere else first if you wish—stores, catalogs, magazine and newspapers. You'll find no offer like ours. If you return the rugs, your dollar will be refunded and also all freight costs.

**Three Rugs FREE** For heavy wear spots in front of range, sink, kitchen. At thresholds, in hall, in front of dresser or bed. While this offer lasts, we give three of these small rugs free with each large rug; all four for less than the price of one.

### The Rug of Guaranteed Wear

Congoleum Gold Seal Art Rugs are the most popular floor covering known. They are rapidly becoming the national floor covering—highly prized in good homes for any and all rooms.

**Waterproof.** No burlap for water to rot. Surface is hard, smooth and wear-resisting. Does not stain. Not marked or hurt by spilling of hot liquids.

**They lie flat** from the first moment without fastening. They never curl up or kick up at edges or corners. No need to tack or fasten them down. Dirt cannot accumulate underneath.

**Less work.** Rid yourself of back-breaking drudgery. Dirt, ashes, grit, dust or mud cannot "grind into" Congoleum Gold Seal Art Rugs. A damp rag or mop keeps it clean and colorings bright.

**No laborious beating,** no sending to cleaners. Absolutely sanitary. All this guaranteed by the famous Gold Seal that means complete satisfaction or your money back.

**On the Farm** saves endless toil. The trail of muddy boots and "tracked in" dirt disappears under a damp mop.

## Ask for Free Catalog



It shows 10,000 other bargains—It brings credit without asking. Everything from cellar to garret. **Beds—Bedding—Carpets—Rugs—Dishes—Cooking Utensils—Curtains—Furniture—Silverware—Lamps.** Also diamonds, watches, jewelry. Your request on a postal is enough.

## Pin a Dollar to Coupon Below

Spiegel, May, Stern Co., 1730 W. 35th St., Chicago, Ill.

I enclose \$1 for the 4 Gold Seal Congoleum Art Rugs—exactly as described—in the pattern selected below, on 30 days free trial. If I return them, you are to refund my \$1, also all transportation costs. Otherwise I will pay \$1.50 monthly, until special bargain price of \$17.95, is paid.

### I want Pattern Number—

Be sure to write in space above the Number of the pattern you select. If you wish both patterns, put down both numbers send \$2 with order and \$3 monthly and get all 8 rugs.

Name \_\_\_\_\_

Street, R. F. D.  
or Box No. \_\_\_\_\_

Shipping Point \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

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Over Fifty Years' experience in buying and manufacturing has gone into this book—to secure for you and your family the lowest prices and the biggest savings.

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To offer only the kind of goods that is best for you to buy, that will give the longest service, that is our policy. We never sacrifice quality to make a seemingly low price.

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**FOR WOMEN:** Our own Fashion Experts, living in New York, have selected for you the best New York Styles, only the best. And we offer these for every member of the family, without the usual "fashion profits." You will be delighted with the big Woman's Section of this new Fall & Winter Catalogue.

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**FOR THE MEN:** Everything for the man's and boy's personal use. Our bargains in clothing alone make this book invaluable to every man. There is a saving on everything a man uses or wears.

And so we say to you—don't you, at least, miss the advantage this book offers you. You and your family may just as well profit by its saving.

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And our records prove that during the last year nearly all orders were shipped in less than 48 hours.

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So you can order from Montgomery Ward & Co. and feel sure that nearly every time your order will be shipped in less than 48 hours, and frequently within 24 hours.

Mail the coupon below to the one of our five houses that is nearest you

To MONTGOMERY WARD & CO.  
Dept. 89-H.

Chicago, Kansas City, St. Paul,  
Portland, Ore., Fort Worth.

(Mail this coupon to the house nearest you.)

Please mail me my free copy of Montgomery Ward's complete Fall and Winter Catalogue.

Name .....

Address .....

MONTGOMERY WARD & CO.

CHICAGO KANSAS CITY ST. PAUL PORTLAND, ORE. FORT WORTH





Volume XI

Baltimore, September, 1923

Number 5

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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employes of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



C.H.D.



## Pa Brings up the Rear

A fashionably dressed woman, accompanied by four well togged out children, registered at a Springfield hotel and immediately went to their room. A half hour later a seedy looking man sauntered up to the desk and informed the clerk that he was a member of the party. Not knowing just where to place him, the clerk hesitated and finally asked if he was the chauffeur. The man sighed wearily. "Yes," he said, "I am the chauffeur, the husband, the father and the chaperon. I have paid all the bills for 20 years and I want to go up to the room."

—Clarksburg Exponent

**THE HELPFUL RECRUIT.**—"You told me to file these letters, sir," said the new yeoman.

"Yes," returned the officer.

"Well, I was just thinkin' that it'd be easier to trim 'em with a pair of scissors."

—Mississippi Bulletin

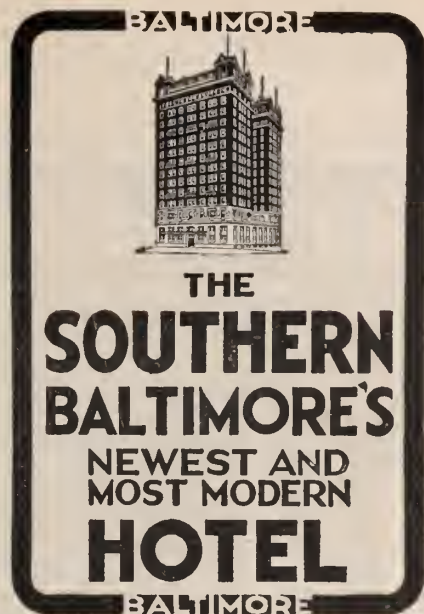
## That Ends the Story

"Nigger," warned one, "don't mess wid me, 'cause when yo' does yo' sure is flirtin' wid de hearse."

"Don't pesterate wid me nigger," replied the other, shaking his fist, "don't fo'ce me to press dis on you 'cause ef I does I'll hit yo' so hard I'll separate yo' ideas from yo' habits: I'll jes knock yo' from amazin' grace to a floating opportunity."

"Ef yo' mess wid me, nigger," continued the other, "I'll jest make one pass an' dere'll be a man pattin' yo' in de face, with a spade termorrow mornin'."

—Clarksburg Exponent



## The Old Station

The gents' waiting and smoking room was on the left and the women's on the right,

And between the two the ticket office, with a window opening into each.

There the old station agent sat on a high stool at a high desk,

And on the wall near each window were little racks holding tickets to all the stations on the line.

## FOR SALE OR RENT

Two six room semi-detached houses. One new four room shingled bungalow; 300 feet from West Baltimore Station; ten minutes from Camden. New Annex.

Phone: Plaza 1154, Vernon 4108-J

There was a little bulletin board by the door on the left side, telling when trains were due and when they left, And in a little lean-to building on the north was the express office and baggage room.

There were two trucks, one for freight and one for baggage;

And in the winter both waiting rooms were warmed by big egg stoves set in sand boxes.

The sand box on the men's side was also a spittoon;

And sometimes when old Benny, the agent, fell asleep in his office chair,

The boys got out the baggage truck and played train with it up and down the long platform.

Everybody came to the old station in the evening to see the express come in,

And in the morning to see the mail train depart,

And it was a great thing, when visitors came, to take a walk to the depot!

—Benstown Bard in Baltimore Sun

## We Doubt the "Many"

Many a man has risen to the occasion by sitting down after he has said all he had to say.

—Toledo Blade

## For "Good Time"

### Buy one of these famous Railroad Watches

on the

### "KATZ Liberal Credit Plan"

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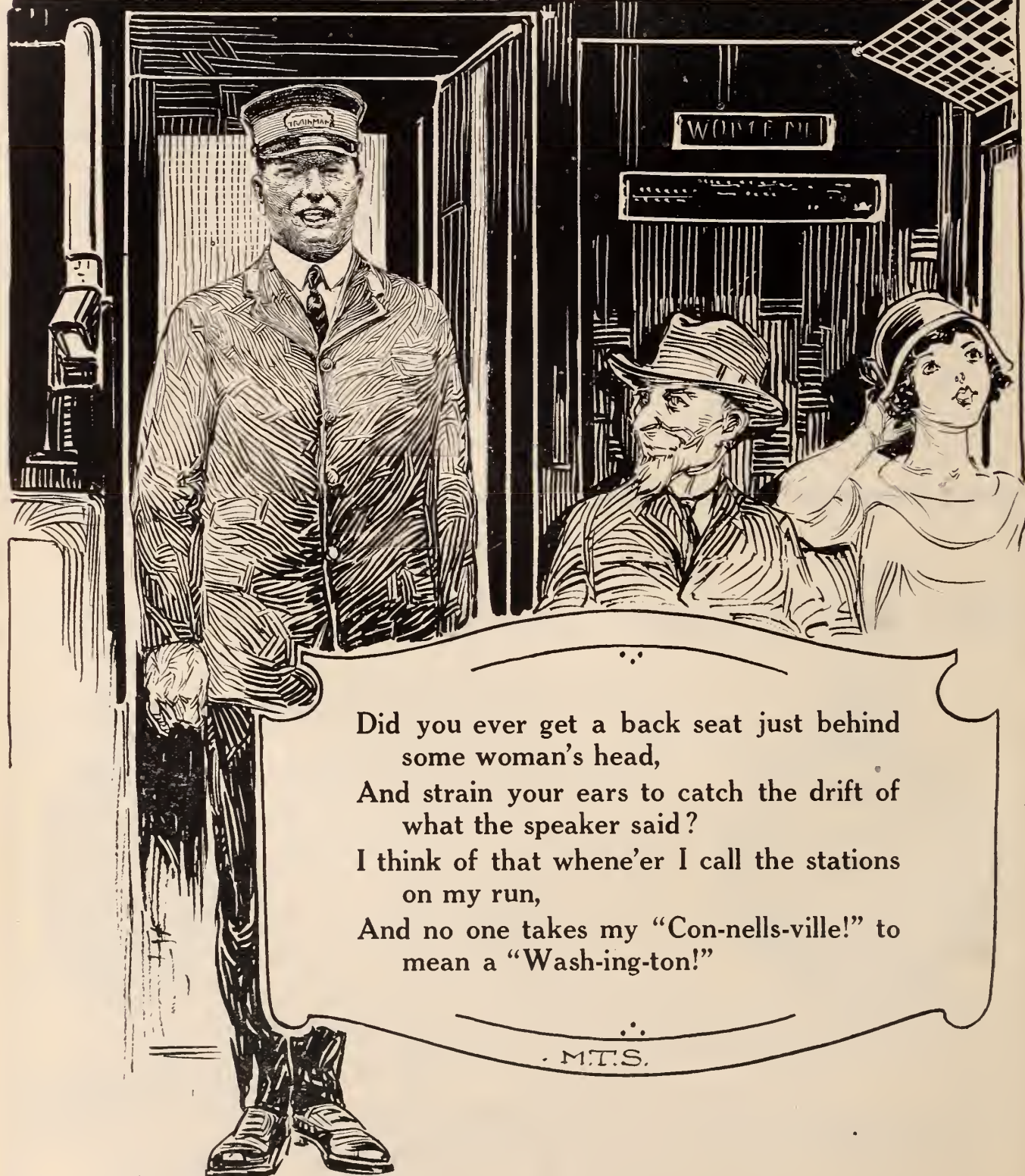
Light and Cross Sts. 1013 West 36 St.

Eastern Avenue and Third Street.



# Prides of The Baltimore and Ohio—No. 8

## The Considerate Brakeman



Did you ever get a back seat just behind  
 some woman's head,  
 And strain your ears to catch the drift of  
 what the speaker said?  
 I think of that whene'er I call the stations  
 on my run,  
 And no one takes my "Con-nells-ville!" to  
 mean a "Wash-ing-ton!"

M.T.S.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, SEPTEMBER, 1923

NUMBER 5

## Why I Travel on the Baltimore and Ohio Railroad

*By A. D. FAIRBAIRN, President, Fairbairn's Washington News Letter, Inc.*

SEVERAL years ago I had a grievance against the Baltimore and Ohio. It was not a serious matter, just an error on the part of one of the employes which caused me some loss. I wrote rather caustically to the Company concerning it. Forty-eight hours after my letter reached the official who ordinarily handles such matters a modestly attired, courteous and mild mannered gentleman called at my house.

"I am here, Mr. Fairbairn, representing the Claim Department of the Baltimore and Ohio, to compensate you for the loss you sustained," he said. "Now what do you think we ought to pay you?"

I was so astounded at this readiness to meet an obligation that I almost forgot entirely my grievance against the Company. It was difficult to assess what I had lost in dollars and cents.

"You have been so decent about this that I am inclined to let the matter drop," I responded.

"No, no, you must not do that," remonstrated my visitor. "The Baltimore and Ohio has no desire to evade its obligations and I am instructed to see that this claim is fully satisfied. I believe one hundred dollars will fairly cover your loss. Will you settle on that basis?"

"When do I get the money?" I asked.

"Now," he responded. And he wrote a draft on the Company, signed it, accepted my receipt and retired. I really thought I was very liberally compensated for the inconvenience that I suffered. But it was not the FACT of settlement which impressed

me as much as it was the MANNER, although this great Company might easily have declined to pay and thus challenged me to an expensive and perhaps futile contest in the courts.

My experience since that time has confirmed the belief then established in my mind that the Baltimore and Ohio wants to do what is right by all with whom it has any dealings. If I had been a big shipper and had through carelessness or negligence of employes sustained a loss one hundred times more than the sum allowed me, I believe that on the representation of acceptable proof, the claim would have been paid just as promptly.

But that is not the only reason

why I always travel on the Baltimore and Ohio when I am able to reach my destination over that road. Perhaps my feelings for that road are best expressed in a conversation I had with a lady at the consolidated ticket office in this city a few days ago.

"I want to go to Chicago and I want you to tell me which is the best road to travel over," she said to one of the clerks. The young man was much embarrassed because in his dealings with the public he must be entirely neutral. But I was not bound by any such contractual ties, so I said:

"By all means go by the Baltimore and Ohio."

"And why?" said she, somewhat surprised.

"Because the employes are the very essence of courtesy, the food in the dining car is moderate in price and excellent in quality, the road-bed is equal to any in the United States, the scenery is grand, the running time as swift as any and the train equipment generally unsurpassed," I answered.

"In that case please give me three tickets and a drawing room to Chicago," the lady said to the clerk, who quickly accommodated her with the tickets and directed her to the Pullman window for her drawing room.

I think the dollar and a quarter dinner served on the Baltimore and Ohio is one of the most efficient advertisers that any transportation system could employ. Personally I would forfeit two hours of time for the privilege of eating one of those meals.

I don't know whether the employes, from the conductor

The accompanying article was sent to the MAGAZINE office with the following letter:

FAIRBAIRN'S WASHINGTON NEWS  
LETTER, INC.

Munsey Building, Washington, D. C.

September 1, 1923

Editor  
Baltimore and Ohio Magazine  
Baltimore, Maryland

Dear Sir:

I have long since threatened to send you an article on why I always use the Baltimore and Ohio. Here it is. It only feebly expresses my convictions.

Yours very truly,

(Signed) A. D. FAIRBAIRN

Such satisfying testimony as this article gives that the Good Neighbor spirit of the Baltimore and Ohio and its employes is a living, vital force, would be remarkable if sent us by anyone of our passenger or shipper friends. It is all the more convincing because the author is a writer by profession and, entirely unsolicited and unknown to us, prepared this account of his pleasant experiences on the Baltimore and Ohio without intimation or request that he be paid for it.



down, are put through a course of training in order to establish cordial relations between the road and the traveling public. On the contrary it seems to me that the courtesy which is so charming on your road, is ingrained. It is a part of the system. It comes so naturally. The artificial seems to have no place there.

Perhaps this courtesy is the result of a spirit of cooperation which makes the Baltimore and Ohio more and more the people's railway. There is in the manner of your officials and your employes a perpetual invitation to the public to unite with you in making the road a public service institution in a very real sense.

A road which treats its employes generously and the public justly is entitled to substantial dividends. Personally I feel as though I had a real financial interest in your road. Like many other men who do considerable traveling I have acquired the Baltimore and Ohio habit and it is a habit for which I hope no cure will ever be found.

I like to read reports of better equipment acquired by you and of more satisfactory earnings from month to month. Your president has frequently said that a railway is no longer a private enterprise in the exclusive sense. To justify its existence it must do more than pay dividends to its stockholders. It must also pay dividends to the public in the way of comfortable riding, good coaches, on time trains and other essentials.

There is no better train in the United States than The Capitol Limited. This is one of the dividends that the public is getting from the road. And the public, I am sure, in exchange for this and other substantial service that you are giving, will be glad to increase your prosperity by freely patronizing you.

In trying to be a good neighbor in every sense of the word, the Baltimore and Ohio has done much to

allay prejudice against the railways. The evident determination of its officers to make the public a party to the major transactions of the road, establishes confidence between those who own, those who work for and those who travel over the system. You take the interested people into your confidence and in everything you do seem to have in mind their rights.

Of course when citizens invest their money in railway stocks or bonds they have a right to expect a fair return in kind. Stockholders, however, are also fortunate if they have managers for their property who look beyond the immediately available dollar and have vision sufficient to see the substantial and lasting value of the good will of the public. The stockholders of the Baltimore and Ohio evidently have this kind of managers.

The hundred dollars which the Baltimore and Ohio paid me some years ago has since been returned to the organization at least a hundred fold. I never miss an opportunity to induce my friends to use the road and I do this with delight because I know that in all the essentials of modern travel you have the world beat. I feel when I travel over the road that I have a sort of proprietary interest in it and I always take a personal pride in any forward step you take.

## Record Non-Stop Run for Engineer Pope

ENGINEER D. C. POPE has a look of determination in the accompanying photograph. There's a reason! For some time it has been Mr. Pope's ambition to make a trip from Camden to Philadelphia, with a full train, without stopping. A firm believer in the old adage, "If at first you don't succeed, try, try again," he did it on his third attempt.

Leaving Camden July 15 with en-



Engineer D. C. Pope

gine 4615 and Fireman M. A. Kirby, he had 28 loads of coal. They left at 11.20 a. m. and arrived at Philadelphia at 3.20 p. m., making no stops between terminals. They covered the distance with one tank of water, and encountered clear signals all the way.

Aside from fulfilling the ambition of Mr. Pope, a trip such as this means prompt movement of freight and reduction of delays and the usual incidental expense, such as fuel, water, etc., and he has been commended by his officers for his interest.

## Fair Play for the Railroads

(La Salle Extension University Trade and Transportation Bulletin)

FROM many of the larger industrial concerns and shippers have come unequivocal statements advocating fair play for the railroads. The conviction that there is no "railroad problem" which may not be remedied by adequate earnings and just treatment of the carriers, is being unmistakably manifested.

The performance record of the carriers during the last year is unequalled in the history of transportation for efficiency, and for tangible manifestation of whole-hearted service and cooperation. That there are those who, in the face of this record, would venture to place a different aspect on the situation, is almost inconceivable and yet it is true.

The shipper of today has learned his lesson and he is not apt to forget it very soon. The railroads learned theirs years ago. Shipper and carrier are in accord on the subject of cooperation and in the conviction that private ownership of transportation facilities is the only transportation policy worthy of consideration





## Who Will Be the Railroad Executives of Tomorrow?

"When he was not tending the old engine, he was reading and studying at every opportunity."

*By J. C. WILKENS, Inspector of Fuel Service*

THE same man, about whom this statement has so truly been made, is now president of our Company. At the time this was first said of him he was second vice-president of the Chicago, Burlington and Quincy Railroad Company, and delivered an address at Galesburg, Illinois, on February 20, 1909 before the employes of the Burlington Railroad upon, "Problems Confronting American Railways." Among other things, he said: "I have naturally read much concerning the general railroad question as a whole. The same sources of information have also been open to you and I have no doubt that many of you have given the general subject as much or even more study than I have."

These same sources of information regarding our work and railroading as a whole, are still open to us, in an even more marked degree than in the year 1909. Thousands of our Veterans, by viewing their lives in retrospect, will recall when some of our present-day officials were working as machinists, car repairers, yard clerks, telegraph operators, etc. Upon what did these officers build the foundation of their success? Just this—STUDYING, READING and CONCENTRATING at every opportunity! Was it not Lord Bacon who told us, "Reading maketh a full man?" This applies not only to the Railroad game, but to all lines of business.

Read the biographies of all our loftiest characters—our history-making men—what do their lives disclose to students? In the last analysis, that their lives were given over largely to careful reading, studying and concentration.

Sir Isaac Newton, the greatest of natural philosophers and discoverer of the law of gravitation, when a lad of fifteen was always reading. It is said that when his mother sent him to the fields to watch the sheep and cattle, he would be found, hours after, perched in a tree, absorbed in a book. When asked, one day, how he had discovered the law of gravitation, he replied: "By incessantly THINKING about it."

Lincoln and Roosevelt, two of our greatest Americans, whose achievements have gone down in history,

were both insatiable readers, and the tremendous influence which their wide learning played in the great questions they were called upon to solve, is a matter of record.

OBSERVING, READING, CONCENTRATING—these essential qualities were, beyond dispute, responsible for the success of Benjamin Franklin, even though the wise old Quaker father, who took "Ben" to the wood-shed for "an interview" must have had his part in the making of this profound thinker.

Alexander Graham Bell's invaluable "Rule of Three" for self-education, which was OBSERVE—REMEMBER—COMPARE, is of inestimable value to us.

There is a general officer on our Railroad today who spends fully half his time on line living in his official car. He left school before he was fifteen and has been at it hard—operating—ever since. But he is an extensive though discriminating reader—not alone books on railroading, but history, biography, economics and fiction. When does he get time? Mostly, on his own say-so, between ten p. m. and one a. m., on his car. He devotes his evenings at home to his family.

In our ranks today are the railroad presidents of tomorrow! They are students, reading, concentrating, gathering gear as they go. On every division there is a Bill Jones, who has the reputation of being the "best posted" fireman. WHY is Bill Jones better than the average? Because Bill reads and studies the worth-while things and ponders over them. He is a bitter enemy of scatteration of thought. He knows that the coal which he is "throwing" into the firebox is not just something that burns. He knows WHY that coal burns—how it burns.

The average fireman may be saying: "I'm too tired to study after a trip. Don't know how Bill Jones does it." Who wouldn't be tired and fagged, if he spent all his time throwing coal into the firebox, and be physically exhausted from shaking the grates and "hooking" the fire? Bill Jones studies "GOOD FIRING" which not only redounds to his ability and credit, but makes his work a lot easier.

Recall if you will, the men who have been promoted, and ask yourself "Why?" Only recently I was riding with a local freight engineer, and during the course of conversation, Road Foreman John Blank's name was mentioned. John was an engineer on the speaker's division, and the latter remarked to me: "I look for big things from John Blank. I once 'fired' for him, and at every opportunity John was studying." On another division where one of our instructors fired an engine, a fireman said to me—"Sure do like to have 'Big Hoots' ride with me, as there isn't anything he doesn't know about an engine."

Every conductor knows who the good engineers are and who the mediocre or poor ones are. Only a few days ago, while riding a local passenger train on one of our districts, I was conversing with a conductor of one of our "Q.D." runs. Conversation turned to the different engineers who had been promoted to road foremen from that division. The conductor remarked: "Road Foreman Jones was 'some' engineer. Always 'on the job' and ready to go. When he would take siding for a train, he would never 'pull' to the extreme end of the siding, but would always stay at the lower end, in order to have his train moving when the caboose of the train he was meeting, was clearing the switch."

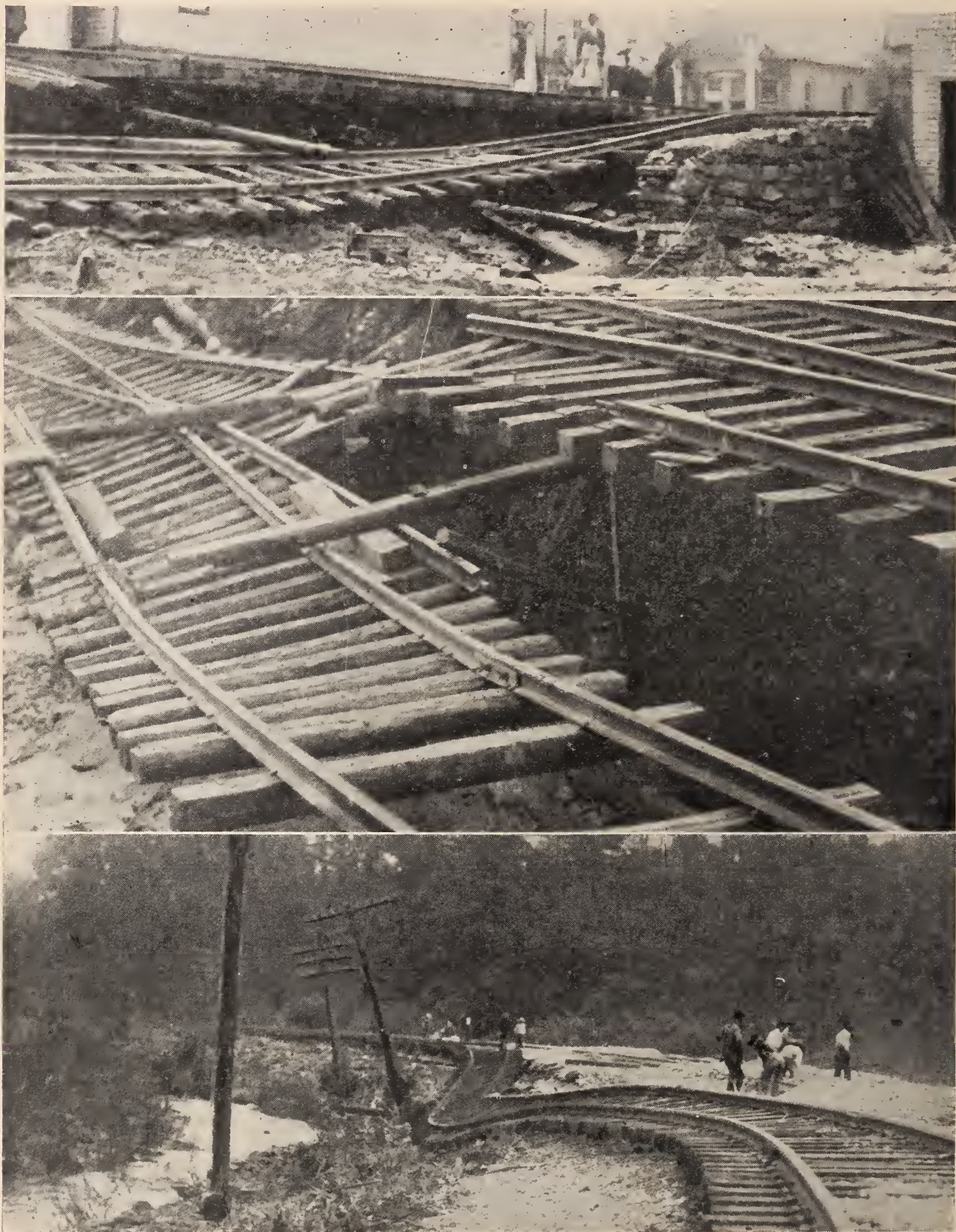
We have efficient men and inefficient men, or perhaps more correctly speaking in the latter instance, indifferent men, in every capacity. To some of our yard and road men, a car of Company's coal is just a car of Company's coal—no other significance attaches to it. To others, who study and read at every opportunity, when a car is billed to a certain point, they know it is being sent to that destination because it is the place where it can be used to the best advantage.

Do some of our minor officials appreciate the fact that the statements furnished them are a presentation of running facts, invaluable to them if they are used? Certainly they must recognize the fact that the men at the top are usually the men who have acquired the habit of going to the bottom of things.

In the June, 1923 issue of our MAGAZINE, President Willard expressed the hope that the officers and employes would be able to make a substantial improvement in service and operating records. This can be done, but only by eternal vigilance, which means OBSERVING, STUDYING, CONCENTRATING, COMPARING.



## Rapid Reconstruction Followed This Washout



*Pictures by courtesy of Baltimore Sun*

WHAT THE ENGINEERS AND TRACK FORCES FACED AFTER THE WASH OUT ON THE OLD MAIN LINE—THE WORST FOR YEARS ON THIS PIECE OF TRACK

Top: The track leading to the coal dump at Woodbine was completely undermined. Center: The heavy ballast under east bound track and siding was swept away as if it was saw dust. Bottom: Imagine the sweep of the water which twisted this track into the fantastic curve shown!



# Reconstruction on Old Main Line Done in Record Time after July Washout

By G. S. CRITES, *Division Engineer, Baltimore Division, West End*

**F**LOOD waters, caused by several hours unusual downpour of rain, did damage to the extent of \$100,000 on the Old Main Line, between Oella and Watersville, on the late afternoon and evening of July 30. The westbound track was opened for traffic at 11.00 p. m., July 31, and both tracks were ready for slow speed at 1.00 a. m. on August 3.

By 9.30 p. m., July 30, while the crest of the flood was passing Marriottsville, estimates of the damage were sufficiently accurate to cause the request that all company and commercial screenings, stone and cinders, within reach, be started to the damaged territory. By midnight a fair appraisal of the damage had been made.

A ditcher was sent to the cinder bank, Bay View, a steam shovel was moved from Locust Point to Reels Mill cinder bank, and two locomotive cranes loaded cinders from various cinder banks on the Cumberland Division. Two hundred car-

loads of slag and filling material were moved from the Pittsburgh territory.

A report sent from Gaithers at midnight, giving a history of the damage, reads as follows:—

"At Mile Post 26, eastbound undermined for 300 feet to a depth of 8 feet from ends of ties out, and westbound undermined from ends of ties to depth of four to six feet. Westbound thrown into center ditch and good for eight miles per hour. Westbound undermined and cribbed up and thirty feet at East End of Henryton Tunnel, and good for eight miles per hour. From Gorsuch to Sykesville, one and one half miles, eastbound and one mile of westbound undermined and partially off roadbed. Extra east, engine 4634, is standing on eastbound track, with head end at Sykesville station."

To the layman, this would seem to be a good week's work to get the tracks in condition for operation, but the message goes on:

"Small washout on eastbound at highway bridge ahead of Extra East, engine 4634. Approaches to bridges, east and west of

Sykesville tunnel, undermined and washed out under both tracks, 300 feet. Both main and both side tracks, from east end Gaither to tower, undermined, in places, to a depth of six feet. Cars on back track, Gaither; track undermined and two cars turned over. West of Gaither, eastbound washed off roadbed and roadbed washed down in places, to a depth of four feet. From Gaither, westbound pullout washed out for 500 feet east and westbound siding to a depth of six to eight feet. From westbound pullout, Gaither to Hoods Mill, eastbound washed out at ends of ties to depth of four feet. Hoods Mill shelter shed gone. East of Morgan, track washed out at ends of ties to depth of three feet. Just east of Morgan, about ten carloads of poles, trces and brush and track and eastbound track washed out at ends of ties six feet deep for a distance of 150 feet."

Even without further damage, this seems to be a discouraging situation, but there was more yet—reported as follows:—

"Westbound pick up train is standing just east of Morgan station. Curve west of Morgan station has eastbound washed out to a depth of six feet and the track is in river for three hundred feet. (See photograph.) Here, the westbound is undermined four feet for a distance of 200 feet

(Continued on page 11)



Great rocks were like pebbles before the mad rush of water that washed away the station platform at Sykesville, Md.

Picture by courtesy of Baltimore Sun





*Being one of several true stories about prominent railroaders who were good for a "sacrifice" when called to bat.*

**T**HIRTY odd years ago the motive power of a certain small railroad, which has since become one of the country's most important systems, consisted of just two locomotives. Naturally each was a most important part of the business of that company and when the tender of one of them was put out of commission by a bent axle, they were at their wits' end to know what to do. It was at an outlying point, with no shop facilities. There was only a small roundhouse with the commonest tools.

But in temporary charge of the roundhouse was a former trainman, who had been given the job because he seemed to be able to turn his hand successfully to any work assigned him. The superintendent asked him if he could fix the axle and he said he would try.

Ordinarily this job is done in a blacksmith shop where the wheels are pulled off and the axle heated and put back into shape by high pressure. But the shop was miles away and to most men the task would have seemed hopeless.

Not so to our young railroader, who happened to be the kind of a workman who could do things with poor tools!

First he rigged up a little Buffalo forge in the pit of the roundhouse and then rolled the truck so that the bend in the axle was sloping downwards into the fire, and braced it securely. This made the uppermost parts of the flanges of the two wheels slope in towards each other. Then he worked the blower of the forge slowly and steadily, until the bent section was red hot all through.

Handy was a stout piece of four by four, about three feet long, and a twelve-inch jack. One end of the four by four he placed against the uppermost inside part of one wheel, and against the other end of the four by four he placed the base of the jack, fitting the head in securely against the uppermost inside part of the flange of the other wheel.

He then had a rigid horizontal length of wood and steel between the wheel flange sections which sloped towards each other, and, by forcing out the stem of the jack with the jack lever, he forced the upper parts of the wheels apart while the lower parts came together, until the wheels assumed their normal position, at the same time necessarily forcing the bent spot out of the axle and straightening it.

The job took him about four hours and shortly afterward the repaired axle was satisfactorily doing its duty under the tender.

It was this and similar experiences which the management of the road had with him—all indicating that he was a hard worker,—and resourceful and determined—that made them pick him a few years later as the first superintendent they ever promoted from the ranks.

Now it is his duty to make, not alone superintendents, but general superintendents and other important officers of the railroad which he heads. How natural it is that he should want to see in his assistants the same qualities which, everybody recognizes, are responsible for his own success!



## Don't Bump That Car!

Improvement Shown Over Last Year, but Impact Registers Indicate Places Where More Improvement Can be Made

**D**URING the year 1922 the Baltimore and Ohio Railroad spent \$248,856 in the payment of claims caused by the rough handling of cars. That is an average of \$20,736 per month. Probably as much more was spent in the repair of cars damaged by violent handling, and added to this would also be the loss due to the delay to these cars while they are on the repair tracks. **KILL TWO BIRDS WITH ONE STONE. STOP THE ROUGH HANDLING AND YOU WILL INCREASE THE MILES PER CAR PER DAY.**

A conservative estimate is that the results of rough handling cost at least \$50,000 per month during 1922. So far this year our claim payments for this item have been

\$18,227 per month, and when the other related costs are considered, we are spending about \$44,000 per month this year, or a saving of \$6,000 per month over the performance of last year.

While this is an improvement, the charts taken from Savage Impact Registers confirm the fact that there is still room for great improvement. The blueprint statements sent to division officers have shown them, as well as the men, the places where the performances are worst, and with that information before them it should not be difficult to reduce the expenditures caused by "Rough Handling" almost to the vanishing point.

Let's say "It can be done"—then "do it."

## Reconstruction of Old Main Line

(Continued from page 9)

and track is in center ditch. From Woodbine station west, eastbound undermined and bank washed eight feet deep for a distance of 800 feet. Westbound track over arch, West Woodbine, washed out to a depth of four feet for a distance of seventy-five feet. Seventy-five telegraph poles washed on to west bound track just west of Woodbine."

And here the message concludes. Aside from the trouble mentioned in this report, no damage seems to have been done, and everything was alright!

After this report was made, the crest of the flood undermined the fill supporting the westbound track, from Davis station to Davis tunnel, and water ran over the tracks from Hollofield tower eastward to Union Dam tunnel. Three feet of water ran through the tunnel. Ballast was washed from under ties in the tunnel; the bank east of the tunnel was washed away sufficiently to expose the granite sleepers that supported the original rails at this place 90 years ago.

General Superintendent C. W. Van Horn personally directed the repair work. Temporary headquarters were established at Gorsuch and the damaged territory was covered on motor cars. On July 31, a drive was made on the work on westbound track, and at 11.00 p. m. it was ready for traffic. All regular passenger trains were operated on August 1, and several hundred freight cars were moved. On August 2, a special

drive was made to get the eastbound track back into service.

Three labor trains were scheduled. One from Baltimore, one from Washington, via Washington Jct., and one from Brunswick. Four work trains were operated out of Brunswick. The first had 25 cars of dolomite and stone ballast for Sykesville, the second 55 cars of cinders and slag for Gaither, the third 22 cars of cinders and stone for Hoods Mill and the fourth 16 cars of stone and cinders for Woodbine.

A work engine from Mt. Airy handled the Brunswick riggers, which were at Gaither, with three cars of riprap stone to Sykesville. Two work engines operated out of Baltimore, the first with 19 cars of stone ballast for Marriottsville and the second with 40 cars of cinders for Hollofield.

Each work train was accompanied by a track supervisor, trainmaster and road foreman of engines, or their assistants.

One hundred and seventy four cars of material were unloaded and by one a. m. on August 3, the tracks were in condition for operation at slow speed throughout the damaged territory.

The actual work was in charge of Division Engineer G. S. Crites, to whom we are indebted for this report of the damage and the rapid reconstruction.

## Make Friends of the Public

By ALTO SMITH, Trainmaster's Clerk, Flora, Ill.

**W**E do not receive unkind treatment at the hand of a friend. And we do not talk sharply and abruptly to a friend, else our speech would antagonize him and he would cease to be a friend. The public is our biggest potential friend, and the railroad must have the public's good will and friendship to exist, so we do not want to make enemies of the public by giving abrupt and discourteous answers to inquiries. If patrons receive discourteous treatment from *one* employe, they assume that it is the attitude of the railroad in general and harbor a strong ill-feeling against that railroad. A soft answer will do more to make friends for the railroad than any other thing.

## Have You Any May Magazines? We Need Them!

**B**ECAUSE of the unusual demand for copies of our May issue we have not enough to complete our files. Please, therefore, return to us all copies of the May issue of the MAGAZINE for which you have no further use. Particularly would we ask that our office folk look around the office for old copies of that issue that have served their purpose. No matter if these are a bit dilapidated, we can use them if the insides are intact. Thank you.

Send all copies to: Editor, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.

## Better than Fiction

**M**ANY employes have written to the MAGAZINE telling of their keen enjoyment of Miss Stevens' stories of the visit of our Good Will Delegates to France. Perhaps some readers have missed one or more of the installments, but this should not keep them from reading—and thoroughly enjoying—the story contained in this issue. The whole narrative is a continued one, of course, but each chapter is a complete little story in itself, and the one in this issue is especially interesting because of the vivid contrast it draws between customs of the French Railroads and our own.

A world traveler recently picked up a copy of the Magazine on a dining car and was kind enough to write us that he had never read a better story of France than "Aunt Mary's."



# August Estimated Shows Eastern and Month, October, Will Smother Surplus

The Actual Car Miles figures for August are not available at this writing. Averaging the Estimated Figures as given below shows the Western Lines to be one twentieth of a mile ahead of the Eastern Lines, the figures being respectively 31.15 and 31.1 Miles per Car per Day. But as a slight difference in the Actual Figures might change this, the register in the hammer design is shown the same for both sections.

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF			
			August, 1923			
			1-7	8-14	15-21	22-31
New Castle.....	46.8	4-21-23	30.8	29.3	29.2	32.3
Cleveland.....	35.1	10-14-20	25.6	24.2	26.5	30.1
Newark.....	47.0	4-30-12	23.8	20.4	24.0	23.5
Chicago.....	51.4	4-14-23	38.6	40.1	43.7	40.2
N. W. District.....	39.0	4-14-23	30.7	29.3	31.5	32.7
Ohio.....	81.2	4-21-16	59.0	61.9	56.6	59.5
Indiana.....	33.6	2-21-20	28.3	26.4	26.7	25.8
Illinois.....	34.0	9- 7-16	28.9	25.3	26.3	26.6
Toledo.....	31.9	12- 7-20	26.8	29.1	30.4	26.1
S. W. District.....	33.0	10-21-20	31.0	31.7	32.2	29.6
Western Lines.....	35.3	5- 7-23	31.0	30.4	31.8	31.4
System.....	34.7	4-21-23	31.6	30.4	31.2	31.2





# Western Lines' Car Miles Even. Peak Car Bogie. Now for the 40 Mile Record!



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	WEEKS OF			
			August, 1923			
			1-7	8-14	15-21	22-31
Philadelphia.....	80.2	6-30-15	60.2	55.8	51.9	58.3
Baltimore.....	19.2	11-21-13	16.6	14.9	15.6	17.0
Shenandoah.....	29.8	1-21-14	21.9	21.3	22.3	21.2
Cumberland—East.....	103.3	5-14-23	96.5	82.1	94.7	87.5
Cumberland—West.....	94.3	6-21-23	69.3	57.2	82.3	77.0
M. & K. Branch.....	18.7	11-7-22	10.1	12.7	11.8	13.8
Cumberland Total.....	91.4	5-14-23	80.1	68.9	85.8	80.2
Maryland District.....	45.7	7-21-23	44.2	38.9	43.3	43.4
Monongah.....	21.5	5-7-23	18.0	16.4	14.5	15.2
Wheeling.....	20.3	8-7-20	14.6	14.4	13.7	13.7
Ohio River.....	44.7	6-7-16	35.1	34.3	36.9	38.3
Charleston.....	21.7	6-7-23	18.0	17.0	13.9	19.8
West Virginia District.....	21.0	5-7-23	17.6	16.6	15.3	16.1
Connellsville.....	44.4	4-7-23	31.1	33.8	29.9	29.9
Pittsburgh.....	48.5	4-7-23	37.8	36.7	37.6	36.2
Pennsylvania District.....	46.3	4-7-23	34.4	35.4	33.6	32.9
Eastern Lines.....	34.9	5-14-23	32.4	30.4	30.6	31.0





# "Save it"



*Save the Wasteful Scoop-a-Mile!*



# Galloway-Fries Day Celebrated by Over 20,000 Veterans and Their Friends at Cincinnati

## Honoring of Twice-Veteran Vice-Presidents Draws Largest Employee Assemblage in History of Railroad

IF THE day had been made to order it could not have been more beautiful for Galloway-Fries Day. The second day before had been cold and rainy throughout the eastern section of the country, making road beds, right of ways and crossings clean and dustless for the regular and special trains that rushed over them with the thousands of veterans, and other employes—and their friends and families, from all points on the System, all bound for Chester Park, Cincinnati. A warm sun tempered to a nicety the cool crispness of the unusual August weather and refreshing breezes tumbled flaky white clouds across the blue canopy of the skies.

### Cincinnati's Welcome

The vanguard of the Veterans began to arrive in Cincinnati several days in advance of "the day." They were the committeemen and officers who wanted to make sure that all was ready for the big pilgrimage. But their precaution was unnecessary. Cincinnati had been preparing for the event for weeks, and from the gaily bedecked Winton Place Station and Chester Park on into Cincinnati, posters and badges and flags and smiles of welcome cordially demonstrated how well the job had been done. "Go west for your fortune, young man," said Horace Greely. "Go west, ye Veterans," say we "and let the Cincinnatians show you how to put on a really record-breaking event."

Our offices in the station at Cincinnati were early thronged with visitors that eventful Thursday morning of August 23. Business was taboo—but whoever saw a lot of Baltimore and Ohio men get together without their having a word or so to say on this, that or the other Railroad subject closest to the heart! And so they did on this occasion, though the western boys of the System, they say, have a special gift at forgetting business cares and establishing that unadulterated social contact which generally brings a perfect understanding. They tell me these men who love especially the last half of our Railroad's name, are good players of the greatest of all indoor games. If so, they all seem to win—at least the friendship and good will of each other and of the thousands of people in their Middle West country that we serve.

### The Picnickers Arrive

While operating men were "chinning" at Union Station, and the traffic forces "powwowing" in the Carew Building, the steady stream of picnickers was pouring

off the trains at Winton Place and through the turnstiles at Chester Park across the Street. They came from all points on the System. The grand old man from the New York Terminals, W. C. Cornell, brought greetings from the "Vets" of the Metropolis. Brothers Reed, Aiken, Bell and Egan were among the hundreds from the Chicago Division. "Daddy" Harrigan and "Jim Wardley" had a good following from Connellsville. They came with badges and bands and balloons and babies and boxes from all points on the System and found a ready welcome from the Cincinnatians, marshalled by President Howden and his fellow lodgemen.

Parkersburg sent twelve special cars; Toledo, eight; Newark, ten; Wheeling, six; Sandusky four; Akron, five; Chicago, fifteen; Garrett, two sections of sixteen cars each; Willard, fifteen; St. Louis, forty five. Baltimore had three special trains of sleepers and coaches, making a total of 156 special cars, all told.

The tickets supplied by the general committee took all through the gates of the park without charge and entitled them to light refreshments inside. And be it said here that although the facilities in the park were taxed to the limit to take care of the record-breaking crowd, there was not one bit of gouging on prices. Even the park attendants seemed imbued with Baltimore and Ohio courtesy and did their best to please.

There was entertainment for all. Orchestras, dancing and games of skill engaged the young-old folks, and the swings, racer dip, merry-go-round and other attractions were crowded with happy children. The spirit of Galloway-Fries day seemed to possess everything, even to the miniature railway trains which had been christened for the two honored vice-presidents, and to the air-plane swing, whose big boats also carried their names.

One of the best mementoes of the occasion was a blue celluloid button showing the standard Veterans emblem, and hung from it by a yellow ribbon a celluloid card, three inches wide and an inch and a half deep. On the front was the picture of a standard box car in red and black, lettered "Galloway and Fries, Baltimore and Ohio Railroad, Cincinnati, Ohio, Aug. 23, 1923," and the pictures of Messrs. Galloway and Fries looking out from the open door of the car. On the reverse of the card was the following bit of poetry, written by Terminal Agent C. E. Fish at Cincinnati:

### Forty Years Today

B and O, B and O,  
For what do we stand?  
The Best and Only Railroad,  
Grandest in the land.

People and traffic,  
Handled with ease,  
Under the guidance  
Of Galloway and Fries.

Rah, Rah, Rah;  
Rah, Rah, Rah!

They were messengers  
Forty years ago;  
Now vice-presidents  
Of the great B & O.

Every employe in Cincinnati sported one of these badges and many of the visitors secured them also. They were sold at the uniform price of 25 cents, the proceeds going to defray the cost of the entertainment provided. Most people were glad to get them as an appropriate reminder of the occasion.

One of the most effective displays was on the right hand entrance to the auditorium. It was a panel about twelve feet high and contained life size bust photographs in separate frames. At the top was that of President Willard. Then from left to right in the next row were those of Vice Presidents Galloway, Shriver and Fries; next row, General Managers Voorhees, Scheer and White; bottom row, Grand President of the Veterans George W. Sturmer.

Many of the visitors brought ample basket lunches with them and made a pretty picture at the midday meal, served on tables set in a pretty grove. Others enjoyed the light refreshments provided by the Veteran hosts of the occasion or ate the special dinners served in the pavilion.

### The Presentation

Two o'clock saw the band, composed of eighteen women members of the Baltimore and Ohio family at Willard, Ohio, marching into the special seats reserved for them in the auditorium. The Willard Band, by the way, made a fine appearance and a lasting impression. Their uniform of blue skirt, white blouse, red lined blue cape and tufted military cap, is trim and pretty. Their playing is good and they were generous with their selections. The honor of playing the overture was given them. Then the vaudeville show by cowboy sharpshooter, character singer and crayon artist, woman dance impersonator and gymnasts, was enjoyed by the crowd that overflowed the auditorium.





#### THERE WASN'T A FROWN THERE

1. Left to right: C. W. Shinnamon, Coal Freight Agent, Cleveland; H. R. Lewis, Freight Traffic Manager, Cincinnati; "Al" Todd, Office of Freight Traffic Manager, Cincinnati; his parents, Mr. and Mrs. E. W. Todd. Mr. Todd is Tariff Inspector, Pittsburgh; (Continued first column, next page)



J. J. O'Donnell, general chairman of the Cincinnati Veterans committee, opened the presentation part of the program by introducing Grand President Sturmer as master of ceremonies. Mr. Sturmer reviewed the history of the Veterans Association and paid a well merited compliment to the splendid handling of the celebration by the Cincinnati Veterans. He then presented C. W. Galloway, vice president Operation and Maintenance, as one of the two honored guests of the occasion.

### Mr. Galloway's Address

Mr. Galloway referred pleasantly to the encomiums heaped upon him by the master of ceremonies and laughingly said that since it was impossible for him to answer all the things that had been said about him he supposed the easiest way out was to admit them.

"You have seen from the program," he continued, "that President Willard was expected to deliver the principal address of the afternoon. I saw him in New York Monday. He had just returned from a brief trip to Europe and asked me to express his regrets at not being able to attend. I have wished so often today that he could be here—he would be so overwhelmed by the size and the complete good fellowship of this throng of Baltimore and Ohio folks. In his absence I have been asked to speak and I want to tell you a few of the things he might say if he were here."

Mr. Galloway then admitted the embarrassment he felt at being one of the honored guests on such an occasion—an embarrassment which came from his sense of unworthiness to merit such a tribute from the Baltimore and Ohio family.

"Of course," he said, "I could not but be overjoyed at such a demonstration, and I congratulate you upon the complete success with which it has been arranged. But I choose to see in it not so much a tribute of friendship to two officers, as a genuine and spontaneous indication of your affection for the Baltimore and Ohio and the principles for which it stands. This is the reason the Baltimore and Ohio has changed during the last fifteen or twenty years from the stage joke that it was, to a railroad whose reputation is second to none. It is because you are proud of it, because you have given of your best to advance its interests. The officers of the Road are

not personally responsible for the success with which we are operating today. It is you who are responsible, you who build the track and repair the equipment and run the trains, who do the innumerable things that are necessary to keep our trains running smoothly and on time.

"There is a family spirit on our Railroad today which makes all the members of the family proud of it. It is the spirit illustrated by a wife I know who tries her best to advance the Railroad's interests. She says 'why shouldn't I? My husband works for the Baltimore and Ohio and I'm proud of it.'

"That is the spirit that we must never let die, the spirit that will keep this great Railroad family of ours healthy, happy and prosperous. There are, unfortunately, influences about us which would destroy that family spirit, selfish interests whose motive is money and whose purpose is disruption. Such influences constitute the worst danger facing the railroads today.

"I am extremely jealous of this old Baltimore and Ohio of ours. I am so jealous of it that no offer from another railroad could tempt me to leave it, so jealous of it that, as I have said before at other Veterans meetings, 'when you see me leaving it, you'll know I'm fired.'

"Now," he continued, "that is a pretty strong statement, and some of you may wonder why I make it, and I am going to tell you why. When I first went out on the road in a subordinate official position I was pretty green and I knew it. So I called upon many of our older men for help and advice. They could make or break me in that job, and they knew it, but I am happy to admit that they always gave me of their best. Do you wonder, then, that I don't want to leave them? Do you wonder when I say that I will never leave the Baltimore and Ohio of my own volition?

"As I needed the help of those old friends then, so the Railroad needs the help of all its friends now, for the future of the railroads is largely in the hands of the employees. All that we ask is that you analyze every phase of the question that you can and then decide for yourself if the best service and the greatest efficiency cannot be obtained under the same kind of private control under which we are now operating.

"Never fail to remember that the problems of the Management and the employees are identical, and that as between them there are few things that cannot be settled in amicable conference. The Baltimore and Ohio was one of the first railroads, as you know, to get its men about the table with the officers for the peaceful settlement of questions of wages and working conditions. The Baltimore and Ohio wants peace with all its people, and believes that it can have peace and the other good things that go with it."

Mr. Galloway then referred to the predictions that are being made in the press

that the next Congress will be antagonistic to the Railroads, that an effort will be made to cut rates, to lower the valuation approved by the Interstate Commerce Commission, and to penalize the railroads in other ways. In this connection he said:

"Some of those who say that rates can be cut without hurting the railroads claim that our operations are wasteful and inefficient; that we have too many employees and that the job could be done with fewer. Now you men are on the ground floor, you are on the firing line and see what is going on with your own eyes. And I ask you if you see men loafing, if you see things being done in a wasteful way, if you do not honestly agree with me that we are all trying to handle our jobs in the real workmanlike and efficient way that real men should. It seems to me that you can only agree with the statement of these critics of the railroads that rates can be cut and railroad valuation drastically reduced, if you agree with the premise that railroad workers are inefficient and wasteful. But I know that you are not inefficient and wasteful and hence I am equally sure that we can't operate successfully on the lower rates or reduced valuation of the property often suggested."

In concluding his address Mr. Galloway again emphasized the power of public opinion in seeing that the railroads get a square deal and urged his hearers to do their utmost to see that the real facts of the railroad situation are clearly understood. As he started to leave the platform he was recalled by Mr. Sturmer, who placed in the lapel of his coat the beautiful diamond-studded forty year service button which was the gift of the Veterans' Association. In doing this he said:

"Mr. Galloway, the Veterans who honor you with this button want you to realize every time you look at it that as they gladly helped you in your younger days on the Baltimore and Ohio, so they stand ready and willing to help you now and any time in the future that you may call upon them."

Mr. Galloway responded:

"Mr. Sturmer and friends; I will always wear this button with honor, with gratitude and with fondest recollection. I thank you."

As he left the stage he was given three rousing cheers by the entire assemblage, who rose from their seats as one man.

### Mr. Fries' Address

Mr. Fries caught the fancy of his hearers at the outset of his talk by saying that if not all of the many fine things which Mr. Sturmer had said about him in his introduction were true, he certainly regretted the fact and wished that they were.

"When I look back on my forty, or, to be exact, my forty-two years service with the Baltimore and Ohio," he said, "my heart warms especially to the other veterans of the service in and about Cincinnati, with

### In the picture are—

(Continued from preceding page)

C. H. Asher, Coal Freight Agent, Pittsburgh. 2. They brought their wives, too. Left to right are: Superintendent H. G. Kruse, Newark Division; General Superintendent D. F. Stevens, Northwest District, Cleveland; Superintendent R. B. Mann, Akron Division, and Superintendent S. U. Hooper, Chicago Division. 3. A part of the "crowd" from Baltimore. 4. Left to right: J. H. Burke, General Car Foreman, Cincinnati; W. T. Darling, Road Foreman of Engines, Cincinnati; Superintendent J. H. Meyers, Cincinnati Terminal Division; J. J. Tatum, Superintendent Car Department, Baltimore; J. T. Carroll, General Superintendent Motive Power; Superintendent J. B. Carothers, Ohio Division. 5. George W. Squiggins, General Passenger Agent, Cincinnati, and Mrs. Squiggins; W. G. Brown, General Passenger Agent, Cincinnati, and Mrs. Brown; W. B. Calloway, Passenger Traffic Manager, Baltimore





#### AND THEY CAME FROM ALL OVER THE COUNTRY

1. Veteran J. H. Peer and Engineer Fauver, Martinsburg, had a chat with Vice-President Galloway, and lots of other folks looked on. 2. W. J. Mulvahill, Supervising Agent, Chicago Division, and son "Billie," driving the "one hoss shay," one of the interesting exhibits at the picnic. (Continued first column, next page)



whom I spent the early working years of my life. From them I learned much and to them I feel a real debt for the unselfish help they gave me.

### Predicts Record Business This Year

"It is remarkable to me that during the service of one man the Baltimore and Ohio could have progressed from a road with a gross annual income of but a few millions, as was the case when I entered the service, to a road whose annual earnings are the third largest in the world. If we can keep up for the balance of the year the splendid record of business that we made in the first six months, I have every hope that our business this year will be over \$250,000,000.

"The service involved in doing a business of that magnitude is enormous, and the responsibilities of seeing that this service is properly rendered are heavy ones. Each of us has his share, and, if the service is performed as it should be, it will bring proper reward to all.

"When thinking the other day of this celebration I was reminded of other men in the Traffic Department who have been in the service for forty years, some of them considerably more than that. So I made a search of our records and found that there are 25 such men. They have all helped place the Baltimore and Ohio in the enviable position that it occupies among other railroads today and I am glad to share with them the happiness and honor of this great day, and to pay them my tribute of friendship, whether they are here or not."

Mr. Fries then read the names and positions of these men, and spoke appropriately of the service record of each. The list is printed elsewhere in this issue. In concluding his address he expressed his thanks to the Veterans' Association for arranging the celebration, and to the thousands who were taking part in it, and extended his best wishes to all. Mr. Sturmer "arrested" him as he was about to leave the platform and placed in the lapel of his coat the diamond studded button of forty years honorable service, the gift of the Veterans' Association. Mr. Fries responded:

"In thanking you for this handsome mark of long service with the Baltimore and Ohio, and of membership in the Veterans' Association, I wish also to remind you of the great service performed for the Baltimore and Ohio two years ago by the Veterans in the Business Getting Campaign. At the outset of this campaign I spoke to the members of the Baltimore Chapter. Business was poor and we needed every bit of freight

and passenger traffic that we could get, and the way that the old timers turned to and helped us was gratifying indeed. Undoubtedly their work resulted in bringing to our lines freight and passengers that would otherwise have gone to competing railroads. Furthermore the good work did not stop then, and I think that the fine example set by the Veterans has been and is an inspiration to all employees of the road, regardless of their position and department, and that because of it we can count upon the active interest and support of all members of the Baltimore and Ohio family in setting forth the merits of our service to their friends and acquaintances. There are so many Veterans present here today that it gives me a fitting opportunity of expressing to them my thanks for their substantial help in getting business."

As Mr. Fries left the stage, he, too, was given three rousing cheers.

### Mrs. Frank Howard

Following Mr. Fries address Mr. Sturmer introduced Mrs. Frank Howard, grand president of the Ladies Auxiliaries of the Veterans Association, who was, unfortunately, suffering from a severe cold, and whose address could not be heard in all sections of the auditorium. She spoke of the pleasure of the members of the auxiliaries in their association with the men of the Veterans Associations, and especially

of their happiness in having a part in the celebration of Galloway-Fries Day.

"Too few of us appreciate the importance of the women in the homes," she said. "Even the men themselves often don't realize what a big asset they have in good homemakers. And it is to help make good homemakers, as I see it, that the women members of the Baltimore and Ohio Veterans' families have banded together. How pleasant it is that all of the family is represented here today, woman and men and children, all mutually dependent on the others for their happiness.

"Most railroad men have the reputation of making good homes. How important it is that the woman should do her utmost also, in providing the comforts that are her particular care! Good food, comfortable beds and cleanly surroundings send our men to their jobs with smiles on their faces. And when they go this way they are safer men, better workmen and happier employees. Keep your men folks from worrying about little things and you will be doing a 'man's' job."

While Mrs. Howard was speaking Messrs. Galloway and Fries were called again to the platform. As she concluded two great black traveling bags were deposited near them and she handed one to each of them with the compliments of the Grand Lodge of the Ladies' Auxiliaries. Meantime Mr.

(Continued on page 21)

## Traffic Department Officers and Employees with Forty or More Years Service

YEARS IN SERVICE	ENTERED	NAME	TITLE	LOCATION
53	1870	C. W. Tomlinson	T. F. A.....	Cincinnati
52	1871	W. T. Moore...	Asst. to G. F. T. M....	Baltimore
50	1873	S. T. McLaughlin.	Asst. to F. T. M.....	Cincinnati
50	1873	H. A. Miller....	T. P. A.....	Wilmington
49	1874	F. P. Copper....	Pass. Representative....	Columbus
48	1875	J. F. Bain.....	Rate & Claim Clerk....	Baltimore
47	1876	L. P. Matthews.	File Clerk.....	Baltimore
46	1877	C. S. Wight....	Genl. Frt. Rep.....	Baltimore
46	1877	C. C. Bliss.....	Tourist Agent.....	Baltimore
43	1880	F. B. Upshur...	Clerk.....	Baltimore
43	1880	John McLain...	Pay Roll & Claim Clerk.	Pittsburgh
42	1881	C. C. Swartz....	Clerk.....	Baltimore
42	1881	W. O. Anderson.	Tariff Compiler.....	Baltimore
42	1881	J. E. Beatty....	Ticket Supply Clerk....	Baltimore
42	1881	T. A. Steeger...	Chief Clerk Ticket Supply .....	Baltimore
41	1882	S. D. Riddle....	C. F. A.....	New York
41	1882	E. L. McWilliams.	Frt. Representative....	Chicago
41	1882	E. E. Bowen....	Frt. Representative....	Dayton
41	1882	R. C. Haase....	D. P. A.....	Philadelphia
40	1883	R. A. Ebe.....	G. L. S. A.....	Baltimore
40	1883	C. S. Knight....	Pay Roll & Voucher Clerk.....	Baltimore
40	1883	W. F. Harrison..	T. F. A.....	Baltimore
40	1883	D. E. Sullivan...	D. F. A.....	Garrett
40	1883	J. H. Cook.....	City Pass. Agt.....	Chicago
40	1883	J. P. Rogerman.	Dist. Pass. Rep.....	Dallas

### In the picture are—

(Continued from preceding page)

3. John Ahalt, General Manager's Secretary, Cincinnati, and Mrs. John. 4. Miss Katherine Nock, General Manager's Office, and the three children of Engineer W. A. Radspinner. 5. C. G. Stevens, Superintendent, St. Louis Division; S. A. Rogers, Road Foreman of Engines; Mrs. Iams and Superintendent A. A. Iams, Toledo Division. 6. General Superintendent Transportation W. G. Curren, Baltimore; Chief Engineer Maintenance E. Stimson, Baltimore; T. M. Jones, Chief Clerk to Vice-President Operation and Maintenance, and Special Representative "Charlie" Todd





#### THEY DIDN'T MIND POSING AT ALL

1. Harold Oatman, son of Magazine Correspondent of Newark Division; Howard Martin, Chief Rate Clerk, Smith Street Station, Cincinnati; Morris Wolfson, Manager of Chester Park; Mrs. Dick and Fuel Inspector David E. Dick; J. P. Coats, General Foreman, Willard, Ohio; G. B. Farlow, Division Engineer, Cincinnati Terminals; Mrs. J. P. Coats; Paul Elmore, Assistant Division Engineer, Toledo Division. 2. Left to right: W. G. Scholl, Tariff Bureau, Cincinnati; F. G. Stebbins, District Freight Representative, Dallas, Texas; Miss Gertrude Wehage, Office of General Superintendent, Southwest District; Max N. Freese, District Freight Agent, Columbus; L. W. Land, Chief Clerk, Dallas Traffic Office; L. E. Stone, District Freight Representative, Indianapolis. 3. The swimming pool with its banner that proclaimed the day's celebration. 4. The trio who made the day a success: T. J. Murphy, (Continued first column, next page)



## Galloway-Fries Day

(Continued from page 19)

Sturmer had opened the bags and discovered in each a collapsible umbrella to which he was unable to find the combination. While the crowd laughed he pointed to the bags and then said to the vice-presidents: "Big as your hearts are today, I think that these bags are of ample size to get them back to Baltimore."

Mr. Galloway, admitting his constant admiration for the ladies, made another little address to tell Mrs. Howard how much he appreciated the thoughtfulness of the Ladies' Grand Lodge, and Mr. Fries, his face wreathed in smiles and with a profound bow and elaborate flourish, added, "Me too."

### And Still They Came!

It is but natural that the Charles W. Galloway Auxiliary No. 1, Baltimore, should have something special to say on this festival day, so big in the life of their patron, Godfather, and—shall we say?—namesake. And so it turned out when Mrs. Charles W. Lewis, president of the auxiliary, appeared on the platform and told the audience, and, incidentally, Mr. Galloway himself, that Baltimore had not forgotten him and that the weight of that beautiful bag was to be increased by the addition of an attractive desk set.

Well, what could Mr. Galloway say and do? What would you have said and done in his place? And so did he, just smiled and said some more nice things about all the ladies, and especially the ladies of the Baltimore and Ohio, and more especially the ladies of the auxiliaries, and most especially about the ladies of "his very own little band from Baltimore."

### In the picture are—

(Continued from preceding page)

Office Superintendent Transportation; J. J. O'Donnell, Chief Revision Bureau, and Joseph Beel, Chief Clerk to Superintendent, Cincinnati Terminal Division, respectively Secretary, Chairman and Vice-Chairman of the Arrangements Committee in charge of the picnic. 5. Engineer W. A. Radspinner, General Manager's Office, Cincinnati; Mrs. Radspinner; Assistant to General Manager, Cincinnati, E. B. Russell, and his daughter. 6. The cab driver—Grand President of Veterans George W. Sturmer. 7. Winton Place, the station where the trains were unloaded and the folks found Chester Park just beyond the tracks. Note the decorations. 8. Gaily dressed and making a fine showing, both in appearance and the quality of their music, Baltimore and Ohio women from Willard, Ohio, formed this fine women's band. 9. Dr. Shattuck, Lecturer and "Movie Man," lined up the following, left to right, for a real movie; N. E. Heinzenberger, Motive Power Department, to whom we are indebted for a number of these picnic pictures; Mrs. Frank Keane, Grafton, W. Va.; Mrs. Heinzenberger; Frank M. Keane, Grafton Veteran; H. W. Fauver and J. H. Peer, Martinsburg Veterans. 10. H. H. Marsh, General Freight Agent, Wheeling, gets some traffic tips from his old friend "Sam" Strachan, Assistant to General Freight Traffic Manager, Baltimore. 11. Mrs. Charles W. Lewis, President of the Charles W. Galloway Auxiliary, Baltimore, and Mrs. Frank M. Howard, Grand President of the Auxiliaries, Newark, Ohio. 12. A. L. Doggett, Assistant General Freight Agent, Pittsburgh, and Mrs. Doggett; C. E. Fish, Terminal Agent, Cincinnati; Freight Agent and Mrs. F. A. Markley, Pittsburgh, Pa. 13. The Police Department and the Baggage Department had a little friendly argument; but General Baggage and Milk Agent Dugan learned as we all do, that you can't get ahead of the law, and General Superintendent of Police Denton got the better of the argument. 14. A. B. Vermillion, Chief, and J. F. Sheeran, Chief Clerk, both of Bureau of Rates of Pay at Cincinnati. 15. Benjamin Rush, Material Supervisor

And after all this pleasant time the curtain was rung down on further presentations, so that some would be left for the after dinner ceremonies of the evening and

to make way for the clever act of the Baltimore and Ohio Safety Magician, Arthur Gans.

Both of these events are covered elsewhere in the accompanying pages.

## Cincinnati and the Baltimore and Ohio Clasp Hands in Friendship across the Dinner Table

THERE was just one regret about the concluding event of Galloway-Fries Day, and that was that the twenty or thirty or more thousand folks that made merry during the day in Winton Park could not, all of them, partake of the testimonial dinner given in the evening. But, as it was, the 500 guests taxed the capacity of the dining pavilion. As it was, also, everybody on the Railroad was represented, if not present, for the dinner guests invited included all officers and department heads and also the officers of all the Veterans' Chapters. So that old and young on the Road, in active or retired service, had his proxy there, and from the tales that have been told in caboose and shop and office since the affair, and have been echoed up and down the line of the road, most of us in a sense at least, have gotten a bit of the atmosphere of friendship and good will so abundantly present. Then again, many of those who had eaten dinner in the evening and had to catch an early train, were able to come up on the balcony to take a peek at the decorations, to hear the music and to catch a glimpse of friends sitting here and there.

O'Donnell and Beel and Murphy (they are the BIG THREE of the Committee on Arrangements that handled most of the celebration job) did themselves proud in planning the windup. The speakers' table had two long "legs" at which many of the officers of the Road had a chance to tell their table companions, public officials and prominent citizens of Cincinnati, what a splendid day of hospitality Cincinnati had given the Baltimore and Ohio crowd and how much those of the Railroad appreciated it. The other guests occupied nearby tables.

The decorations were gay and attractive. Streamers hung from the ceiling, and clusters of vari-colored balloons lent a carnival touch as they bobbed to and fro in the breeze. The table flowers were especially beautiful, cannas and dahlias and gladiolas and asters in huge bouquets, interposed with baskets of wonderful fruit. Each plate had near it a peach (4000 of them had been sent by Mr. E. Oliphant, secretary-treasurer of the Standard Coal Co., Vincennes, Ohio, a good shipper friend of the Baltimore and Ohio, as his special contribution to the occasion) and many a diner, satiated with the other goodies on the table, tucked his peach into his pocket so that those at home could see and believe and enjoy these wonderful samples from the state's fruit belt.

The music was most appropriate. As the guests were being seated the Willard Ladies Band played a stirring tune. One of the ladies favored with a delightful soprano solo, and the entire assemblage sang the first verse of the Star Spangled Banner. Thereafter during the dinner, an orchestra played softly and entrancingly.

The dinner was inviting, delicious, well served and ample. It did full credit to the kitchen of mine host of the Park, and to the good taste of those in charge.

At the conclusion of the dinner the chairman of the Arrangements Committee, J. J. O'Donnell, thanked all the committeemen and others who had a part in planning the events of the day and then introduced Grand President of the Veterans Sturmer as toastmaster, who, in the name of the Veterans paid a glowing tribute to Cincinnati, its people and public officials, and called upon the mayor of the city, George P. Carrel.

### Mayor Carrel

Mayor Carrel paid high praise to railroad employes who would travel such long distances and in such numbers to honor two of their officers. He said that Cincinnati had been honored in being chosen as the celebration city and that her citizens were glad to welcome the great contingent from the Baltimore and Ohio family and only wished that large numbers of them could come back to the Fall Festival being planned by the Queen City.

### Vice-Mayor Fromme Morris

The next speaker, Vice-Mayor Fromme Morris, said that in a true sense all the citizens of his city could welcome the employes of the Baltimore and Ohio as fellow railroaders because Cincinnati, unusual as it may seem, owns a substantial railroad. He then traced the history of the Cincinnati Southern Railroad, which, he stated, is a \$60,000,000 concern, has a \$20,000,000 bonded indebtedness, and gives to the city of Cincinnati from \$400,000 to \$500,000 profit annually. He also said that he knew that both Mr. Galloway and Mr. Fries had for years been doing all they reasonably could to see that Cincinnati got its much needed union station, and suggested that if this station were erected as proposed, no finer monument could symbolize the interest taken in it by these two officers.

(Continued on page 23)





#### HERE'S HOW THEY SPENT THE DAY

1. The kiddies kept the merry-go-round busy all day. 2. Vice-President Fries (center) and Vice-President Galloway held an all-day reception. 3. Superintendent Hooper, Chicago Division, posed smilingly for the photographer. 4. R. E. Barnhart, Division Freight Agent, Parkersburg, and George F. Luckey, Photographer, Baltimore, chatted with "Aunt Mary" of the Magazine. 5. Col. Martin, a former employee of the old C. H. & D., and now owner of Chester Park, dived from the spring board with all the agility of a 10-year old, despite his 62 years. (Continued first column, next page)



## Galloway-Fries Day

(Continued from page 21)

Mr. D. C. Keller

Mr. D. C. Keller, president of the Chamber of Commerce of Cincinnati, was then called on. He said that he had always had an especially soft spot in his heart for the Baltimore and Ohio because he was born and brought up along its line. And he added that Cincinnati, too, was indebted to the road for its pioneering work in Ohio, it being the first road to run to the Queen City.

Mr. George D. Crabbs

Mr. George D. Crabbs, chairman of the Cincinnati Railroad Terminal Committee, followed with a splendid tribute to the Baltimore and Ohio and to the loyalty that had made possible the honoring of the two vice-presidents in so notable a way by the thousands of employes celebrating the day. He said that the occasion was an example of American democracy at its best, a democracy of equal privilege and opportunity that made it possible for two men to start at the bottom and get high in the councils of a great railroad organization.

General Chairman O'Donnell then made a timely announcement in regard to the early departure of certain of the special trains, and a few of the diners regretfully left.

Comptroller Ekin

J. J. Ekin, comptroller and the next speaker, was manifestly greatly surprised when called upon by the toastmaster. He confessed to 30 years' service with the Railroad and said that it was good to be present to renew youth among the ever young veterans of the "youngest old" railroad in the United States.

"If I could leave a worth while thought with you tonight," he continued, "it would be on the 'Three C's.' First comes CONTACT, which we on the Railroad must have with each other if there is to be mutual understanding. Then there is the CONFERENCE which follows, and which in turn brings CONFIDENCE. And out of these three 'C's' comes the thing which we

are all striving for, the fourth 'C,' standing for COOPERATION."

Illustrating the necessity of cooperation in bringing about real accomplishment, he said:

"This brings to my mind an old, old story of an Arab who desired to test which of his three sons loved him best. He sent them out to see which of the three would bring him the most valuable present. They met in a distant city and compared the gifts they had found. The first had found a rug on which he could transport himself and others whithersoever he would. The second found a medicine which would cure any disease. The third found a glass in which he could see what was going on at any place in the world. The third used his glass and saw his father ill in bed. The first carried all three home on the rug, and the second administered his medicine and saved his father's life.

"Now the perplexity of the father, when he had to decide which son's gift had been of most value to him, illustrates very fairly the difficulty in determining what particular group is the most essential to success in conducting the work of the Railroad. Just as the old Arab's life could not have been saved without the cooperation of his three sons, just so, in my opinion, the success of the Baltimore and Ohio depends upon the cooperation of all those connected with it."

In concluding Mr. Ekin expressed his pleasure at being present at the celebration, and added his tribute to the honored guests.

### President Willard's Regrets

General Chairman O'Donnell then read a letter from President Willard, expressing his regret at being unable to attend the celebration, as follows:

"J. J. O'Donnell, General Chairman,  
"Galloway-Fries Day:

"Your letter of August 11, inviting me to attend the celebration at Cincinnati on August 23, in honor of Vice-Presidents Galloway and Fries, is received, and I regret exceedingly that it will not be possible for me to be present as I have just returned from a brief trip and am compelled to stay in New York.

"Mr. Galloway and Mr. Fries are well worthy of the honor you propose to pay them. To them congratulations and best wishes for continued health and happiness."

### General Manager Voorhees' Regrets

Mr. O'Donnell then read a telegram that had been sent by General Manager Voorhees, who was on his vacation at Eaglesmere, Pa., and unable to be present. Mr. Voorhees expressed his keen regret and sent his congratulations to the honored officers and best wishes for a happy celebration.

### General Manager Scheer

General Manager Scheer, Eastern Lines, the next speaker, said, in part:

"For weeks I have been looking forward to the pleasure of being with you to celebrate Galloway-Fries Day. The Veterans are certainly following up splendidly the reputation of the Baltimore and Ohio for being a pioneering railroad—theirs being the first big organization of the kind in the country, and the first so far as I know, to honor veteran officers of the Railroad in the impressive way they are doing it today. And this is as it should be, for I am sure that the employes of no other railroad have more loyal friends than have we in Vice-Presidents Galloway and Fries.

"Because of my long service on the Western Lines it has been a particular pleasure for me to greet the hundreds of old friends from the Northwest and Southwest Districts that I have met today. Whatever good fortune has come to me has been due in large measure to the support and help that they gave me and I say to them that I will never forget them. I have enjoyed every minute of the day; it has been one of the happiest of my life, and I wish you all good health and prosperity."

### The Resolutions

The general solicitor of the Western Lines, Morrison R. Waite, chairman of the Committee on Resolutions, was then called upon. After humorously suggesting that perhaps the reason the Law Department had been called upon to handle this part of the program was because it was desired that the presentation be in "brief" form, he read the resolution prepared in honor of Mr. Galloway, as given elsewhere in this issue.

Mr. Galloway expressed his deep appreciation for the many kind things said about him and then, addressing himself to the Cincinnati folks, in particular, said, in part:

"Mr. Mayor and other friends of Cincinnati: it is not long since that I spent two years in your midst, the memory of which I will always cherish. My duties take me over so much territory that I have not been able to visit you as often as I would have liked, but after this demonstration I am going to make it my business to come to see you more frequently.

"Cincinnati has certainly taken a forward step in the formation of its Railroad Terminal Committee, and I pledge you now the help of the Baltimore and Ohio in bringing this project to a successful conclusion. You are nearer today to what you want and what the Baltimore and Ohio wants you to have than ever before."

After again extending his thanks for the happy day and congratulating those who had been in charge, Mr. Galloway concluded:

"If I were a child and you were a toy  
Given to me to bring me joy,  
Then taken away to be replaced by a new,  
I'd holler like H—'til they gave me you."

After Mr. Waite read the resolution in honor of Mr. Fries, the latter responded, in part, as follows:

### In the picture are—

(Continued from preceding page)

6. Vice-Presidents Fries and Galloway rode around the park in an old hansom, with G. W. Sturmer, Grand President of Veterans, as coachman. 7. Everybody had a ride on the miniature "Capitol Limited." 8. Superintendent Kruse, Newark Division, and Superintendent Meyers, Cincinnati Terminals, discussed such weighty problems as whether a man with curly hair ought not to take off his hat when being photographed and a man with a bald head ought to keep it on. 9. Our Vice-Presidents were honored by having the hydroplanes named for them; this picture shows the C. W. Galloway. 10. The Derby and the Caterpillar attracted the attention of the big crowds. Although he can't be seen, T. Parkin Scott, Chief Clerk, Relief Department, at this moment was taking a ride on the latter. 11. E. D. Ainslee, Assistant General Passenger Agent, St. Louis; C. W. Allen, Travelling Passenger Agent, Arthur Gans, Safety Movie Man and Sleight-of-Hand Performer, and Trainmaster H. B. Smith, Washington, Indiana, waited patiently for dinner to be served. 12. Some of the St. Louis folks posed for their pictures while waiting to cross the tracks. 13. E. Simson, Chief Engineer of Maintenance, often found himself in a circle of admirers



"I am deeply moved by this demonstration, which disproves for once at least the old saying, 'A prophet is not without honor except in his own country.' For this is my home and these are my people and I feel most sincerely the honor paid me.

"I was glad that Mr. George D. Crabbs mentioned the rise of officers of the railroads from the most lowly positions. It is true of all general officers of the Baltimore and Ohio. It is true of almost all the railroad officers of the United States—men who have been tried under fire and not found wanting.

"I do not know any more helpful thought that I could leave with you than this, and I again thank you for the honor you have done me here today."

Then followed the presentation of a beautiful silk American flag and staff to both the honored guests. They were the gift of the combined Ladies' Auxiliaries Association.

It was especially appropriate then that

Mr. Scheer, representing the Eastern Lines, which had, in a sense at least, been the guest of the Western Lines, rose and moved a vote of thanks to the Arrangements Committee, J. J. O'Donnell, chairman, Joseph Beel, vice-chairman, T. J. Murphy, secretary, for their splendid handling of the celebration. The motion was put and carried with great acclaim by the entire assemblage.

At this time the toastmaster rose and said, "We will now close—" But he got no further, for through people crowded back of the speakers' table hustled a man with a huge box which, when opened, proved to be a magnificent bouquet of flowers sent by the management of Winton Park to Mr. Galloway.

The celebration was then closed with a beautiful, short prayer, followed by the benediction, pronounced by The Rev. William A. Anderson, resident bishop of the Methodist Episcopal Church in Cincinnati.

## Galloway-Fries Day Committees

THE Master of Ceremonies was G. W. Sturmer, and the following officers and employes served on the committees named:

ARRANGEMENT: J. J. O'Donnell, Chairman; Joseph Beel, Thos. J. Murphy.

ADVERTISING: J. C. Kelly, Chairman; J. J. Maloney, J. J. O'Donnell, T. J. Murphy, J. Beel.

TRANSPORTATION: Thos. J. Murphy, Chairman; G. W. Squiggins, G. W. Sturmer, J. H. Meyers.

ENTERTAINMENT: J. J. O'Donnell, Chairman; C. E. Fish, T. J. Murphy, H. N. Bauer, E. Schlottman, J. Beel.

FINANCE: J. J. O'Donnell, Chairman; T. J. Murphy, W. T. Darling, J. Beel, G. W. Squiggins.

DECORATION: C. E. Fish, Chairman; G. W. Sturmer, F. L. Hall, I. M. Burke, G. B. Farlow, W. J. Maloney, J. M. Hughes, Cincinnati Ladies Auxiliary.

RECEPTION: G. D. Brooke, Chairman; F. B. Mitchell, M. R. Waite, H. B. Voorhees, C. R. Elkins, H. R. Lewis, S. A. Jordan, P. D. Freer, E. B. Russell, J. H. Meyers, G. W. Squiggins, W. Malthaner, G. W. Arnold.

RESOLUTIONS: M. R. Waite, Chairman; E. B. Russell, F. E. Liebetrau, G. W. Sturmer, J. M. Shay, P. D. Freer, C. E. Fish.

INVITATION: J. J. O'Donnell, Chairman; H. B. Voorhees, E. B. Russell, F. B. Mitchell, H. R. Lewis, G. D. Brooke, P. D. Freer, W. Malthaner, M. R. Waite, S. A. Jordan, G. W. Squiggins, E. L. Williams, G. W. Arnold, F. L. Charles, C. H. Ashar, C. R. Elkins, F. Young, C. D. Douglass, C. E. Fish, R. L. Galleher.

PROGRAM: L. A. Cordie, Chairman; C. E. Fish, W. J. Maloney, J. M. Shay, G. W. Sturmer, J. M. Hughes.

## Newspapers and Shippers Cooperated in Success of Galloway-Fries Day

GALLOWAY-FRIES Day did more than bring thousands of Baltimore and Ohio employes and their friends together to celebrate the long service records of the two vice-presidents honored. It gave to a large section of the country surrounding Cincinnati, and especially to the people of Ohio, a new idea of the fine family spirit and good will which exists throughout the Baltimore and Ohio family, and undoubtedly made them feel that a railroad whose employes show their friendly feeling for it to the extent manifested on August 23, is a safe railroad to travel on and a good one to do business with.

The newspapers in Cincinnati and in many of the cities and towns of Ohio played up Galloway-Fries Day in big headlines and articles, in attractive pictures of the two honored guests and in inspirational stories concerning their careers on the Baltimore and Ohio. It was good, interesting copy and cannot help but have given thousands of readers an impressive idea of the magnitude of our Railroad and its army of employes, and of the Good Neighbor spirit that exists not alone within the Company's ranks but also between it and its shipper and passenger friends. The clippings that have reached us from the newspapers which featured the great celebration, are numerous and interesting, and reflect great credit on J. C. Kelley, advertising clerk in the Office of the General Passenger Agent in Cincinnati, and chairman of the Advertising Committee for Galloway-Fries Day.

There were many shippers who also showed their friendship for the Baltimore and Ohio on that day. We have mentioned

the gift of the 4000 wonderful peaches from Mr. Oliphant, the secretary-treasurer of the Standard Coal Co., of Vienne, Ohio. Another shipper to whom special thanks are due is the M. B. Farrin Lumber Co. which contributed largely with the use of their facilities adjoining Chester Park, for parking purposes, etc. To these and to other shippers, to the staff of Superintendent J. H. Meyers at Cincinnati, and himself, and to all others who helped make the day the big success that it was, are extended hearty thanks.

## Does Railroad Labor Believe in Federal Ownership, Control or Operation?

*By W. N. DOAK, Vice-President, Brotherhood of Railroad Trainmen before the United States Chamber of Commerce*

"Does railroad labor believe in Federal ownership, control or operation? is a question asked so many times by the general public.

"My answer is NO! None of these are desirable, nor should they be resorted to except as a last resort. Many of the public have been told and many believe that the railroad employes as a whole have endorsed Government ownership and tripartite control. It is true that a number of organizations at one time declared in favor of such a plan; however, ours did not, because we found it objectionable and, generally speaking, unsound, being purely an untried theory.

"The majority of railroad employes want freedom of action and the right to deal with their employer, through their regularly constituted committees and representatives rather than being governed by boards or commissions. They prefer meeting in conference, and even though there might be an occasional disagreement or even a strike once in a while on some line, it speaks better for the industry and more good can be accomplished by handling matters as of old around the conference table."



# Following the Good Will Girls through France

By MARGARET TALBOTT STEVENS

(Continued from the August issue)

## More about the Devastated Regions—XVI

AFTER leaving the unforgettable Bayonet Trench, lunching at Verdun, and turning for our last lap of the journey through Northern France, the sun began to shine. Only our soldiers who have been there can tell you what this meant to us. Days and days of dampness, long, dreary mornings, rainy afternoons, cold nights at hotels where the accommodations were scanty—oh, how these did teach us to appreciate the glorious sunshine!

But even throughout the Devastated Region there are always surprises. Passing through one little town, whose name I cannot recall, we were astonished to see a man going about the streets, calling out in loud tones, much in the manner of our boys who yell "Extra! Extra! All about the big murder!" But this man's song was much longer, and with the noise of the bus, it was hard to distinguish what he was saying. He wore a long cape that came almost to his knees, and a little round cap.

"Is he calling out an extra newspaper?" I asked our guide.

"Ah, no," replied the guide, laughingly, "for he is the newspaper."

"The newspaper!"

"Yes, the town crier, the man who goes about and tells the news of the town and the vicinity. You see, they have no newspaper in the town, so whenever there's a bit of news, the old man goes down the streets, blows his horn, and the people run out to hear it."

## War Scars

From the time that we left Paris, every town that we passed through that had been occupied by the Germans had its marks. When a village had been occupied there was little left of it, for when they had finished with it they usually fixed it so that it would be of no further use to anybody. The few houses left standing had peculiar marks on the doors, signifying the number of men and the number of horses that could be accommodated beneath its roofs.

Then there was the morning where we plucked the sweet *miguel*, lillies of the valley, in the Forest of the Argonne. Growing wild almost like the daisy of our country, everybody was able to get for herself a generous bouquet. This was the morning that we visited the lookout post and the headquarters of Prince Rupprecht. And it was coming down the hill that I heard of some of the most horrifying things of the war. Of course, if I should repeat them here, someone would be sure to remark, "O, the war is over. Let's forget it." And perhaps he would be right. How-

ever, if we were in France's position, it would be much easier to understand why that country demands reparation. Oh, how easy it is for Americans to forget!

How much do we know about the war save what we saw in the newspapers? How much have our boys told us? Not much, you say. Well, that is true of many cases—But there is another side of it illustrated by this case: A woman who gave herself to the service of our country during the war told me that shortly after the war had ended and those awful, strenuous days and nights were over, she felt as though she just wanted to come back for a rest. And oh, how she wanted to tell somebody about the hardships which she and those who had toiled with her had undergone. How she pictured to herself as she came over on the boat the scene that would greet her within the circle of her own family! Then she landed in New York, where she was met by her brother.

On the way home she opened up the conversation that she knew must be interesting to him. But he, not having been in the fight himself, exclaimed, "Oh, well, it's all over now; why bring up the subject?"

And when she reached home, she thought that here surely there would be someone who would understand and who would ask her something about it. But there, too, they said, "Oh, dear, what a time you must have had! But I suppose that you had lots of fun, too, and that now it's all over, of course you're glad that you had the experience. You must be tired to death. Come, let's go to a show!"

And she, who had had shows enough to last her for the rest of her life, went and sat through the performance with tears in her eyes because she could find nobody who wanted to realize what the war meant, what the suffering of the poor soldiers in France, the poor people of France, and of our own soldiers and nurses there meant. No, it was just a case of

"Imperial Caesar, dead and turned to clay,  
Might stop a hole to keep the wind away."

I am not blaming anybody in particular; I say that it was the general condition in America. I know; I felt that way, too. But after having seen the things that our American girls saw; after passing over the grounds where our boys fought; after looking into the horrible, cootie-ridden, disease generating dugouts where they slept in order that you and I might still live in our own homes in peace and freedom—oh, how little, how insignificant it made me feel! How I wished that I might have been able to say that I, too, was there! But I was not! And neither were many of you who read this. But, I beg you, for the sake of

your children and your children's children, go to someone who has been there and learn what it meant to those who suffered. It will give you a different attitude toward humanity. Historical accounts are all right, but only he who fought for you and yours can help you to understand. Then, go to the war-ridden section of France, if you can, before it is too late to see and to realize for yourself.

## Chalons-sur-Marne and Chateau Thierry—XVII

IT was late in the evening when we arrived at the Hotel de Haute Mere Dieu (Hotel of the High Mother of God) at Chalons-sur-Marne. Here there were scant accommodations and again we were divided. But here at least we found excellent food. Never shall I forget that delicious fish—always they have fish (*poisson*)—and string beans. And the coffee tasted almost like that of home. That night the son of our landlord gave up his room for me, a little hall-bedroom. I went to the closet to hang up my things and I found it packed full with books. I opened something like a hole, or secret door in the wall. That, too, was filled with books. I started to push my travelling bag under the bed, but that, alas, also had books piled under it. I learned later that the young man was studying law, and I wondered how many books one needs in order to study law in France.

Magdalene and Nina drew a comfortable room, a sort of parlor, adjoining the bathroom that had no bath in it. That night a group of us joined them in their room. We got the maid to bring us enough wood—we had to pay for it, as wood is extremely scarce—to build a nice fire in the fireplace. Around this we sat until nearly midnight, writing in our diaries and nodding by the fireside. Then we were off with a bound for our own rooms, where we jumped into bed before we had time to get chilled again.

Bright and early the next morning we started out again. When we met the girls of the other hotel and told them that we had had such delicious fish for dinner on the evening before, they promptly silenced us by saying, "that's nothing; we had chicken!" We hardly knew whether to believe them or not.

(One good lady, who has been reading the account of these journeys through France, remarked to her husband: "Goodness, but those girls must have been greedy little pigs; all through the story we hear so much about food." Well, say that as you may, food was an important thing in France, and particularly throughout the Devastated Regions. Besides, when one has breakfasted on rolls and coffee spare





#### GOOD WILL DELEGATES ARRIVE IN PARIS

After ten days of cold rains of the Devastated Regions of France our delegates were glad enough to get back to "Gay Paree." 1. Cottage of Marie Antoinette, Versailles. In the stream that flows nearby fell Miss Lauer in the hope of being rescued by some French nobleman, hut alas! The Good Willers got there first. 2. A group of Baltimore delegates beside the River Marne. In the background may be seen the famous bridge and the houses which carry the scars of battle of Chateau Thierry. Left to right: Miss Jessie Slee, U. S. F. & G. Co.; Miss Stevens, Baltimore and Ohio; Mr. Arthur K. Peck, Lecturer and Manager for Temple Tours; Mrs. Conway, National Stamping and Enameling Co.; Miss M. Freney, Merchant's Bank; Miss Cornelia Quarles, Crook Co.; Miss Magdalene Lauer, Baltimore and Ohio and Mr. R. V. Hinds, of the Press. 3. The Bridge of Arts, Paris. 4. Delegates were delightfully received at the American Embassy. In the center is Ambassador, Myron T. Herrick, President of the American Committee for Devastated France; right: Miss Anne Morgan, First Vice-president of the Committee; left: Mrs. A. M. Dike, President of the Executive Committee in France. 5. Inside of a first-class compartment of a French railway car in which the delegates traveled. Note the hand crocheted scarf on the back of the seat. 6. Monument of the Triumph of the Republic at the Place de la Nation, Paris. 7. One of the many queer head-dresses seen by the Good Will delegates through the country places of France



moments during the forenoon are not unreasonably focused on the condition of the stomach.)

Chalons-sur-Marne for one week in 1914 was occupied by the enemy. We did not see much of the town, but went through its narrow little streets, through many turns and criss-crosses before we actually were out of the city. At the little town of Epernay we stopped and were taken to the hotel de ville, or town hall, for another reception. A number of English-speaking people met us here. We were taken through several rooms of the hotel de ville, among which there was one done quite elaborately in yellow. This was the marriage room. Think how funny it would be for one of our towns to fit up a great room for marriage ceremonies by the justice of the peace. In France, you know, there must be two ceremonies, the civil and the religious.

In another large room beyond this we found a large table, on which were tall glasses sparkling with wine that resembled champagne. It was a rather peculiar speech that the mayor made that day, and yet it was interesting. He said that in offering to the American women the wine of his country, he did so not with the idea of inducing them to break the laws of their land, nor as a temptation to those who did not touch liquor, but simply to show them that France was offering to them the customs of the land and the thing that would best express her hospitality.

There were the little cakes of the country, for each section of France and almost every town has its own kind of cookie. And when we had partaken of the refreshments, there were little souvenirs—post cards and little packages of chocolates—for us to carry home. Then the chauffeurs were called in for their share of the refreshments.

#### Chateau Thierry

We reached the famous Chateau Thierry in time for lunch in a famous old hotel, where at some time or other, all of the noted people of the country must have stayed. This hotel was also the headquarters of General Joffre, the Hero of the Marne.

After lunch we wandered about the garden in the rear of the hotel. There we found a fountain that was not in action. A little fat, smiling cupid sat upon a mound of iron, his arms extended, his feet likewise. We decided to make a Good Will Delegate of him. Each one of us made some contribution, and when Cupid was finally ready for his photograph, there was a scarf across his lap, a coat about his shoulders, a hat on his head, a pipe in his mouth, rubber shoes on his feet, gloves on his hands, an umbrella over his head, a Good Will badge pinned on his breast and a group of admirers around him. I suppose that the little god of love had never had such affection bestowed upon him, but it made a very funny picture.

From the hotel we went down to the bridge that spans the river Marne. There

we saw the bullet holes still in the sides of the houses, and in several instances, the round cannon balls also lodged therein. Across the bridge over which our boys had traveled we went and down to the banks where we dipped our hands in what once had been called the Bloody Marne. The townsfolk came out to look at us, for everywhere we went we must have seemed quite as curious to them as they were to us.

We visited the Methodist War Memorial here, just across the street from the end of the bridge. Here were all kinds of souvenirs of the war and pictures of those who had taken prominent parts therein. Most interesting was the Day Nursery, where lots of the babies waked up as we passed through the rooms. Some of them were eating, and a little pair of twins submitted to the many caresses given them by our girls. One little fellow was just getting his bath and he splashed about in the water just to show us how much he was enjoying it. Here also are classes in English, shorthand and typewriting; kindergartens for the children and sewing classes for the older girls; there are wireless telegraphy and a radiophone for the instruction and entertainment of the boys; a free, circulating library and reading room, library associations and boy and girl scout organizations, a girls social club and a war museum. There is no charge whatever made for any service rendered in this memorial; the work is financed by the Board of Foreign Missions of the Methodist Church, with the aid of the Centenary fund.

#### "In Belleau Wood, Where Sleep Our Dead"

It was market day in Chateau Thierry. Little stalls were erected side by side, and one could purchase practically anything here that he wished for. The array of gaily colored handkerchiefs and aprons here and there gave the market place a festive appearance. Had we had the time we could have spent a long, long time here, but we must make Belleau Wood and Paris this afternoon.

The cemetery at Belleau Wood was most interesting. An American Captain met us and conducted us to the long lines of white crosses that marked the spots where more of our boys were buried. After decorating some graves, we climbed up the hill which was partly covered with undergrowth and began to look for souvenirs. They were to be had everywhere. Captain Hart had quite an array of casques, cartridge belts, "potato masher" bombs, and other explosives, all of which he generously divided among the girls. The ground was muddy and the rain began to pour before we could get back downhill and into the buses. Once more we looked back at the white crosses. This was our last look at an American cemetery in France.

I must not forget to tell you of the Crown Prince's observatory which you saw pictured in the August MAGAZINE. The girls are sticking their heads out between the logs,

which are nearly rotted away. The whole place is in a dilapidated condition. When we entered we had to go in single file, and as we went up the stairway a boy called to us, "LOOK OUT FOR YOUR HEADS," and I can assure you that the advice was timely, for a big beam threatened to do damage to anybody who stood more than four feet high without bending his head. Upstairs there were a few boards across the beams and we had to use precaution as to where we placed our foremost foot.

#### Montfaucon

Montfaucon is now but a hill of ruins, a network of underground passages. It is hard to tell just what really lies beneath the surface. Holes are in the ground everywhere. One can only use his imagination and shudder as he gazes out over the scene where fierce fighting took place. Montfaucon is said to date back to the 6th century. It made a fine observation post for the German Kronprinz for from there he could see the surrounding country for miles and miles. The village, frequently bombarded by the French, was reduced to ruins. Then came the day in 1918 when it was taken by the Americans, with Baltimore's own regiment, the 313th Infantry in the van, after a long siege of hard fighting.

It was late in the afternoon when we started for Paris. The car wound about the hills and valleys, once the pride of France, now torn by trench and shell-hole, strewn with barbed wire, and dotted by occasional French and German cemeteries, with once in a while a lone white cross with the inscription, "Francais Inconnu." I must not forget the village of Vaux, another scene of heavy fighting. It is said that from March to June, 1915, more than 8000 large caliber shells were fired daily by the Germans on the fort and the surrounding country. The French at last were imprisoned there underground, and the Germans captured the fort, after seven days of hard fighting. For five months they held it, then were driven out by the returning French troops.

#### "Gay Paree" At Last!—XVIII

IT was almost with a shout that we reached the boundary lines of Paris, where the gendarme of the *octroi* came out and looked to see if there was too much gasoline in the car. (You can bring into the city only the amount that you carry out. Then, too, you can bring into the cities no foodstuffs, unless you hold a license to sell them; therefore our cars also had to be searched.) Ten days in the Devastated Regions is like ten days of funerals, one after another, and the trip had been strenuous. A few days longer and our nerves would have been on an edge. It was no wonder, therefore, that Paris "looked good to us."

At the doors of the Hotel Moderne we piled out as though it had been home, for it seemed like home to us now; this was the third time that we had visited here and it



felt more like home than anything. Out of the buses we came, dragging our *souvenirs* and our bags after us. We soon found our way to the rooms assigned us, and proceeded to line up for an appointment with the bath-tub. For the next few days the hairdresser was a busy person.

It is rather funny to go to a French hairdresser. First of all, our appointments had to be made a long time ahead. When I suggested a shampoo at seven o'clock in the morning, our big man—for the hairdresser is inevitably a man—was properly horrified at such an early hour. He did come to terms, however, and said that he would see me at eight.

At eight o'clock promptly he opened the door, bowed me in, and begged me to be seated. Then, after washing my hair, he seated me before a mirror, then took down at least a dozen bottles of various perfumes, hair tonics, etc., turning their labels around so that I could read them as he dried my hair. This finished, he began at the right, picked up a bottle, poured a generous lot of it on my hair, rubbed it in, and picked up the next. He showed me the label—Coty's l'Origan. This he also poured on and rubbed in. Then the same thing happened with the third, the fourth, and the fifth bottles, and so on down the line, each time showing me the label, letting me smell it, then pouring on a handful and rubbing it in. At last it dawned upon me that he was trying out various samples on my head. By the time that he had reached the eighth bottle I threw up my hands and cried "Enough!" He then, thinking that this was the bottle of my selection, took from his stock a fresh bottle of the same perfume, wrapped it, handed it to me and said "Five francs, Mademoiselle." I laughed until I was almost hysterical, the whole procedure was so comical. I took the bottle. It was worth it, particularly since my shampoo had cost only five francs—thirty-five cents.

From now on that week in Paris was to be a grand rush. One reception after another, teas and sightseeing, operas and shopping expeditions. Our days were filled from seven o'clock in the morning frequently until eleven or twelve at night.

On our arrival in Paris the first thing that interested us was getting mail from home. Captain Berdanneau had his hands full. Distributing mail to 61 delegates and about 10 additional persons is no easy task. Sometimes there would be little shrieks of happiness as some girl opened a letter which she had been expecting for a long time; often there would be two or three heads together to hear the news from the home town. No, we were not homesick, but I daresay that the folks at home will never know how much we appreciated those letters.

### We Are Entertained

Sunday morning was spent in sightseeing around Paris. There were many things to be seen, including the Arc de Triomphe, the Tuileries, Chambre des deputies, Eiffel Tower, Les Invalides, Notre Dame Cathedral, Palais de Justice, and the Madeleine Church. In the afternoon we were free until four o'clock. From one o'clock to half-past three about seven or eight of us spent in the art galleries of the Louvre under the guidance of Mr. Arthur K. Peck of the Temple Tours. The time went by swiftly, and four o'clock found us back at the hotel, ready to enter the bus that was to take us to the Franco-American Club. There we were entertained delightfully. A musical program had been provided and there were many English-speaking people present to make our visit the more delightful. A little French officer had become quite interested in one of our girls—I sup-

almost—yes, I *almost* wish I were at home!"

"Ah, open confession is good for the soul," declared a certain young man whose work kept him with the party, and who had suddenly appeared from nowhere.

And it so happened that the third element presented itself and—well—Romance, where art thou?

And Romance answered, "Everywhere."

Then there was the art gallery at Bagatelle. You cannot go very far in France without finding art galleries, and in Paris you seem to find them at every corner.

The Pantheon de la Guerre was the next place to be visited. This is a magnificent panorama of the war, the greatest thing of its kind that I have ever heard of. All of those who took an important part in the war are pictured here, people from every one of the allied nations. Wonderful figures they are, lifelike, as though about to step right from the canvas on which they are painted. There was some talk of bringing it to America. If this is done, it will be a treat for us all to be able to see it.

That afternoon took us to the lovely Japanese gardens, through shaded nooks and lovely walks. Japanese houses with paper walls and bamboo floors, little streams and lakes where the most glorious water lilies blossomed, and rustic bridges all formed lovely backgrounds for photographs. Then came another delightful reception, where tea and ices and delicious French pastry was served. (There was no wonder that Magdalene gained ten pounds in weight while in France.) Here we were to have been received by the Duchess of Comastra, but because of the illness of someone in her family, we were entertained quite delightfully by her friends.

I shall not go into detail about the receptions which were given to the Good Will Delegation in

Paris, for there were many of them, including one by President Millerand and another by Marshall Foch.

### We Visit President Millerand

The reception by President Millerand was quite formal. There was quite an array of afternoon dresses at this party; many of these frocks had been purchased in the shops of Paris, so that they were quite new to us as well as to the President of France. Now, don't laugh; the President *did* look them over, for I saw him. He was introduced to us by U. S. Ambassador, Myron G. Herrick. He made a delightful little speech, which was replied to by Anne Morgan (our Anne), who told him also that the city of Boston wished to present to France a key. This key was presented by "Mother" Buswell, a Gold Star Mother, who was also a member of the delegation. The key was a huge wooden one, inscribed

### President Willard Visits Grave of Quentin Roosevelt

On his recent brief trip to Europe, President Willard went to see the grave of Quentin Roosevelt, the aviator son of President Roosevelt, who was killed during the war. How he was impressed by the visit is told in the following excerpt from an interview which he gave the *Baltimore Sun* the day following his return:

"Somehow," Mr. Willard said, "Quentin Roosevelt seemed to me to typify the spirit of American boyhood that went into the war. His youth, his traditions, his service in the aviation corps, a romantic body of men as I saw them, all touched me. I experienced a strange joy when I reached his grave and found it in a beautiful, peaceful country. It seemed fitting that he, so typical of thousands of our boys, should have fallen and died there, and I was happy that his father and mother did not remove his body. I had an indescribable feeling, one that I never had before, as I looked over that lovely, quiet land in which he lies buried and thought of him as typifying American youth in the war."

pose that I'd better not mention which one—anyway, he couldn't say a word of English, nor she a word of French. I helped them out as much as I could, then left them to their misery—or delight, I have never yet been able to figure out which. Needless to say the two made wonderful progress, despite the handicap of language.

The reception was followed by a tea, with more delicious French pastries, so that when we returned to the hotel for dinner we needed very little.

On Monday we went to Bagatelle, a lovely garden where there were acres and acres of roses, artistic trees, a lake with swans, rustic benches.

"Oh, what a place for romance!" sighed a girl from Indianapolis.

"Yes," agreed a girl from Baltimore, "the place and the time are with us, but ah, me! The third element is lacking. I—I—



"From the Hearts of Boston to the Hearts of France." Graciously the President received it and graciously he replied that along with his thanks for the lovely little gift and the sentiment contained therein, he wished to say that the doors of Boston and the doors of France stand open to each other, and therefore, no keys are necessary to gain admittance to either.

He then shook hands with each of us; the reception was over, and we walked through the gauntlet of liveried guides to our cars.

### Shopping in Paris

About 9.00 a. m. Magdalene, Nina and I started out on a shopping tour all alone. Now, doesn't that sound fine—shopping alone in Paris? We thought so, so to celebrate we decided to take a taxi (at seven cents each) and visit the Magasins de Louvre. First, however, we must have some money, so we gave the driver instructions to go to the American Express Office and set out. Oh, if the home folk could have seen us then!

We had our money changed, then set out afoot for the Louvre. I acted as interpreter, and, strange to say, we had no trouble at all. Furthermore, to our great satisfaction we learned that all of the stores have English speaking guides.

We bought a few handkerchiefs and some powder; hand bags and veils. Nina bought a pair of shoes and we all bought some lovely lingerie. At twelve o'clock we found it raining very hard, so instead of going home, we went to a dear little bakery lunch room, where we had a luncheon of rolls and ham, tea and two kinds of the delicious French pastries. The bill amounted to 12 francs, or about 85 cents for the three of us.

The rain ceased and we walked on to the Galleries de Lafayette, where we had been told there were many pretty things. Here we met lots and lots of our girls bound on the same mission.

We pounced upon the blouses immediately, and each of us bought several of these. We had lots of fun with the French girl who waited on us, but she seemed quite as much amused at us. Always patient with customers, always willing to go to no end of trouble, always thanking you for a purchase, this is the French girl clerk. Some of our own American girls might learn a few points from her.

We wanted some fancy stationery. Our little clerk understood this, but it was hard to let her know just what we did want for what she showed us was not of such good quality. I said "Melior;" she brought a little better grade in the same paper; she opened nearly every box on her counter, but that was not it. She looked after us sadly but not forgetting her manners, said

"Merci, Mesdames." We went down the aisle a bit further where we found some stationery on display which was exactly to our liking. We spoke of it among ourselves—yes, this was the kind we wanted.

"Ah, oui, mesdames," and to our surprise there peeping through the stacks of stationery was this same little clerk with her sad eyes now grown happy with ours, because we had found what we wanted.

Everybody takes such a personal interest in the customer everywhere in France. Nor is it idle curiosity. The little shopkeeper is very much hurt if you do not speak a few words with him before you make your purchase, and he always says "Good day," "Good luck," or "Bon voyage," when you leave. Invariably he says it in English. It is remarkable to know the number of French people who speak at least some English. Certain it is that when I return I shall study French with a new effort, a new interest. The



THE GRAVE OF QUENTIN ROOSEVELT, CHAMERY, FRANCE

This photograph was taken by Daniel Willard, Jr., who, as lieutenant of artillery, was one of the first American officers of the Reserve Corps to be sent to France during the World War, and who accompanied his father, President Willard, on the brief European trip from which he has but recently returned

French people shall not get ahead of me.

Perhaps I spoke of the clothes of the French children before, but when we saw the charming little things for children in the shops, we could not resist them, and there was hardly a girl in the party who had not some little niece, nephew or cousin for whom she could buy something. I bought two little hats. Magdalene also wanted some, but not knowing the exact size, was in somewhat of a quandary. The salesgirl, however, had a happy thought. She called a mother who was buying some dresses for the most adorable little girl you ever saw, borrowed the child, tried the hats on her, and sold them to Magdalene. Resourceful is no name for these people.

We trotted all over the store, purchasing a ribbon here, a handkerchief there, and always meeting the same courtesy. At five o'clock we took another taxi to the hotel. However, after our arrival we found that we

might have ridden home on the bus for three and one-half cents each. Certainly it is not necessary to wear out shoe-leather in France.

### A Visit to a French Railroad Station

LACE curtains at the windows of a railroad office would seem a bit strange to us in America, but in Paris it seems quite the thing. Certainly it is quite in keeping with the elaborateness of everything else connected with the Chemin de Fer de Paris, Lyon et Mediterranee (Paris, Lyon and Mediterranean Railroad) on which we travelled several times.

Through the goodness of Mlle. Clement, the delightful French woman whom we had met on the ship coming over, I received one evening at the hotel the gift of a number of lovely French railway posters which one finds everywhere throughout the country.

(These posters, by the way, may be seen at the office of the MAGAZINE, Mt. Royal Station, Baltimore, by any of our folk who may be interested.) Handsome things they are, these posters—vivid colorings, most attractive subjects, lovely scenes of Southern France—all the elements that go to make up effective advertising. To see them is to be filled with a desire to see the places depicted thereon, but one who has travelled through Southern France, along the Riviera, realizes that there is no picture that can do justice to this country.

With such pleasant reminders as a gift from the Railroad, it was, therefore, with much pleasure that I set out with Miss Martin, one of the members of the Committee, to visit the railroad station known as the Gare de Lyons.

The Gare de Lyons is quite a large station, with many doors and

many attendants running hither and thither. I have never seen any railroad station employe in France stand in the same spot for any length of time they seem to be afraid that if they remain in the same place they may miss something. Their politeness, however, is interesting, save in a few cases, such as that of a certain gateman who directed us in no uncertain tones to go "A gauche! A gauche!" (To the left! To the left!) And so we went "a gauche" and finally managed to learn that the general offices were located upstairs.

### And the French Station Master!

We took the little elevator, and not knowing at which floor to stop, decided to use the method by which the children decide anything. We pointed to the buttons on the side of the elevator, repeated

(Continued on page 88)



# Women's Department

Edited by Margaret Talbott Stevens.



## A Pair of Slippers

By C. EDGAR WOODEN, JR., Engineer, Norfolk and Western Railway

*A pair of bed room slippers on a pair of tiny feet,  
One slipper has a little hole through which I catch a peep  
Of tiny toes fast wiggling as they climb upon a chair  
To ride her Daddy horseback off to dreamland up the stair.*

*"Get up, Horsey, hurry, my Mamma's coming fast,  
Don't let her catch us on the stairs; I think she wants to pass."  
We quickened then our pace a bit, excited in the race,  
And landed on the second floor with Baby in first place.*

*She dropped down on her chubby feet and legs and body fat,  
Went hustling through the hallway in a steady pit-a-pat.  
Of all the music in the world there's none to me so sweet  
As notes which sound upon the floor from Baby's pretty feet.*

*I wouldn't trade those slippers in which there is a hole  
For all the wealth of any man on earth from Pole to Pole;  
I'll buy her many new ones but will lay this pair away  
As evidence to look upon of Baby's happy day.*

## Last Call for Contest Entries

IN the January issue of the MAGAZINE we announced a prize contest for our Baltimore and Ohio women. There were pictured also the four handsome prizes that will be given in December of this year to the four Baltimore and Ohio women who submit to the MAGAZINE the most helpful article for our Women's Department this year. The contest closes on October 31.

Already we have received a number of entries, but not nearly so many as we ought to have. We should like to have every division on the Railroad represented. Please let us hear from all of you. Whether you are the wife, mother, sister or daughter of an employee; whether you are a girl in some Baltimore and Ohio office; whether you are the wife of an officer, a matron at one of our many stations, or a car cleaner, we want to hear from you.

Just send in anything that you think some other woman might be interested in. Little stories on how to make or to do something, are especially helpful; household hints, office helps, dressmaking ideas, recipes. One of our women has sent in a nice story on home-building; another has written us about radio in the home; another about bread-making and the care of the baby; another on thrift; and still another sent a little suggestion on "The Art of Being Happy." Many have sent in recipes

and household hints. Those which we have not published already will be used from time to time.

If you have already sent in your entry, you may send in others also, if you wish; there is no limit to the number which may be contributed by any one person. One young person in West Virginia has already sent in something like a dozen entries. But there are thousands who have not yet sent in one. If you have not entered yours, please let us have it before October 31.

The prizes are a wrist watch and three lovely pins, any one of which any woman would be proud to wear. Turn back to the January issue of the MAGAZINE and see the pictures of them.

There are no set rules for the contest, save that contestants must be employees themselves or be members of Baltimore and Ohio families, and that the entries must reach the office of the MAGAZINE no later than October 31.

If you are poetically inclined, you may wish to "say it in rhyme," or, if you can draw or paint, "say it with a picture." Whatever your entry may be, pictures of any kind to illustrate it will make it all the more interesting. Illustrated recipes or ways of doing things are especially helpful. For example, if you are telling how you make bread (and by the way, we need good bread-making recipes), get somebody to

take a snapshot of you (or you take one of someone else) with the ingredients all ready to start. The next picture will show you mixing the ingredients or kneading the dough; the next, the bread being put into the oven, and the last, a plate of biscuits or a loaf of the freshly baked bread.

Do not think that you are expected to submit a wonderfully written article; a simple letter telling how to make or to do something or your ideas on some helpful subject is all that is necessary. Do not worry for fear your English may be poor or your spelling bad; the *idea* is the principal thing; your letter will be carefully edited and all mistakes (if there should be any) corrected before it is printed.

Names of prize winners will be announced in the December issue.

Send all contributions for the Women's Department to:

Margaret Talbott Stevens, Associate Editor,  
Baltimore and Ohio Magazine, Mt. Royal  
Station, Baltimore, Maryland.

## Her Name is on Our Honor Roll

OUR women readers will be glad to see the accompanying picture of Mrs.

W. H. Boyles, Jr., Alexander, W. Va. Mrs. Boyles recently played the part of a real heroine by flagging one of our trains and averting what might have been a bad accident.

On June 15, Mrs. Boyles discovered a broken rail on the Baltimore and Ohio tracks not far from her home. She did not wait for someone to tell her what to do, but went quickly to her own home, seized a lantern and flagged our train No. 54.

Superintendent Trapnell has written a nice letter of commendation to Mrs. Boyles. We are glad to show her picture in our Women's Department, for we are proud of this and the other achievements of women which are daily coming into notice.

The notation of Mrs. Boyles' bravery appeared in the August issue of the MAGAZINE.



Mrs. W. H. Boyles



## Culinary Column



### Where the Dinner Pail Contest Helped

**T**IMIDLY she came to our desk, the little girl who works in a Baltimore and Ohio office in Baltimore.

"What—what are these?" she asked, touching the big white sheets on which were copied the menus which were sent in last year by our Baltimore and Ohio women who entered the Dinner Pail Contest. We explained that each sheet meant a series of six menus, one for each day in the week, which our railroad women pack into their husbands' lunch boxes.

"I wonder if you would—that is—would you mind letting me have a copy of each one of these—er—you see, I'd just like to look them over."

We saw. And we realized, too, that before long our little lady will be packing a lunch kit for the young man who gave her the pretty diamond ring for Christmas. So we looked over all the menus and picked out the nicest, whitest copies and gave them to her. There was a little pink spot on each cheek as she thanked us and walked away with them and we shouted our congratulations to her.

Yes, contestants of the Dinner Pail Contest, all your entries have helped, more than you know. You will recognize parts of them in the Culinary Column from month to month.

By the way, you don't want to forget about the new contest explained in the Women's Department of the January issue of the MAGAZINE. We want one thousand entries!

### Economy Cake

By MRS. WILLIAM H. HILFINGER,  
Newark, Ohio

One and one third cups sugar, sifted three times; one-half cup butter and lard creamed together;  $\frac{3}{4}$  cup of milk,  $1\frac{3}{4}$  cups gold medal flour; 2 whole eggs or three whites, 2 teaspoonsfuls baking powder. Sift flour three times, then measure.

If for white cake add  $1\frac{1}{2}$  cups flour to batter, then egg whites whipped stiff; lastly, add the remainder of flour into which the baking powder has been added. Flavor to suit. Bake in moderate oven 50 minutes, then ice.

### BE SURE TO READ

Our pattern announcement on the next page. Quicker service and patterns at lower prices ought to make every woman want to sew.

## The Magazine Claims These Pongee Pajamas

**T**HE Fashion Woman was casting about for somebody who wanted to make some garment for this feature story and she wanted somebody in a hurry. The editor said the MAGAZINE must be ready by a certain date, and that meant that somebody had to do some quick sewing. Then up steps our ever gallant assistant editor, M. W. Jones, with a smile on his face and a song in his heart and volunteers to make the sacrifice.

"Aunt Mary," said he, "I'm going away on a vacation soon, and I'll need an honest-to-goodness pajama suit. If you will hustle down town and get me some goods, I'll take them and a pattern home to my wife tonight and she will make that suit *toute de suite*. Then our good friend, Mr. Luckey, may take the picture in any way you like it."

"Good! Fine!" we said, "but what do you want? What kind of material would you like?"

"Oh, 'most anything will do. You'll know what to get."

"Me! By all that's good and gracious, how do you expect me to know?"

But nothing could we get out of him, so



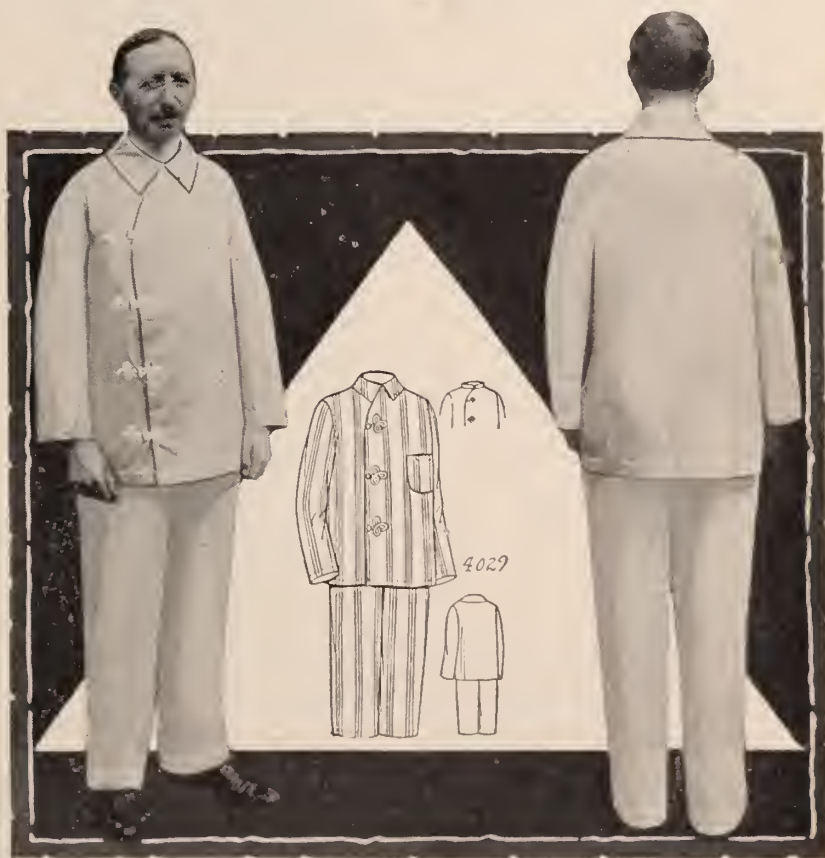
Price 12 Cents

at lunch time we took ourselves downtown. And the first thing that our eyes lit upon was some pongee on sale. The very thing! We got the pongee. Five yards of yard-wide material, with four frog fasteners—and there we were! We shall pass over the remarks made by the editorial staff when we brought back the goods to the office; nor shall we mention the fact that the girls of the multigraph wanted to "swipe" the material; we shall simply call your attention

to the picture of the suit with Mr. Jones in it. And Mrs. Jones made the suit in record time, for this, like all our Baltimore and Ohio MAGAZINE patterns, was easy to handle.

Those of our folk who would like to secure this pattern may get it by sending 10 cents to BALTIMORE AND OHIO PATTERN BUREAU, 1188-1190 Fulton St., Brooklyn, N. Y., and asking for Pattern No. 4029.

The pattern comes in the following sizes: Small, Medium, Large; and the price is ten cents. Use the coupon. *Do not send your orders to the Magazine at Baltimore, but to our Pattern Bureau in New York, according to the address given.*



M. W. Jones, Assistant Editor of the Magazine, wearing his handsome new pajama suit. Mrs. Jones says that it was very easy to make and that the pattern is quite simple



# Lovely Patterns for Early Autumn— Reduction in Prices and Quicker Service for Magazine Patterns

Make Home Dressmaking Appealing

By PEGGY

BY special arrangement with our pattern service we are now able to offer our MAGAZINE patterns at even a lower price than ever. Until now our patterns have been priced at 12 cents each, but beginning with the September issue the price will be only 10 cents each, unless otherwise stated. The price of the Fashion Book remains at 12 cents, but all patterns shown on these pages are 10 cents each, postpaid.

In addition to this, all pattern orders hereafter are to be sent to our pattern Bureau in New York, as per coupon, and our service will be quickened further by the fact that all patterns are to be sent out in First Class Mail. Thus we shall have not only cheaper patterns but quick service.

This is good news, particularly because in our new Fall and Winter Fashion Book there are so many new and practical styles. The simplicity of these patterns and the ease with which they may be handled are two features which recommend them to the home dressmaker, for not only may they be made directly after these patterns, but they may be adapted to the individual taste.

Take for example Pattern No. 4456. Instead of using expensive braiding, why not simply use the self material as a trimming with a bit of dainty hand embroidery on



end and put on a simple quarter-inch velvet binding. In light weight serge this makes a lovely frock for street wear and for business. In satin the pattern would be even more elaborate. The pattern is cut in seven sizes, 36 to 48 inches, bust measure. Size 38 requires 5 yards of 40-inch material, with 1½ yards for trimming. Price, 10 cents, postpaid.

## A Pretty Frock

4459. Here is a model that will look well in silk or crepe, gingham or in heavier material. The guimpe is finished separately, and the sleeveless dress may be worn without it, if so desired. It is in "slip on" style.

The pattern is cut in 7 sizes: 34 to 46 inches bust. A 38-inch size requires 6½ yards of 32-inch material. To make the guimpe of contrasting material will require 1¾ yards, 40 inches wide. Price, only 10 cents, postpaid.

## A Stylish Wrap

4453. This model shows the circular effect that marks many of the new models. It is attractive for velours, kasha cloth, faille, velvet and other pile fabrics, also for fur. Brocade silk, and embroidered chiffon could also be used. For service and utility wear, double faced coatings, twill or heather mixtures would be desirable.

The pattern is cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 5¾ yards 40 inches wide. For collar and flounce of contrasting material, 3 yards, 40 inches wide is required for a medium size. Price, only 10 cents, postpaid.



the revers and cuffs? Then, instead of the little belt of self material, try a piece of inch-wide velvet, of a color to match the embroidery, looped on the left side. Or, instead of cuffs, gather the sleeve at its lower



### A Neat and Simple Frock

4466. After all it is the simple little dress that is best and most comfortable for a little girl who likes to romp and play. The model here portrayed is attractive in chintz, cretonne, pongee or gingham. Voile or batiste could be used if a more "dressy" dress is desired.

The pattern is cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires 1 $\frac{5}{8}$  yard of 36-inch material. Price, only 10 cents, postpaid.

### A Dainty Frock for the Growing Girl

4477. Printed cotton crepe in blue and tan tones, with black velvet ribbon for trimming, is here portrayed. The dress is a one-piece model, over which the sleeveless overblouse is fastened. Linen would be nice for this style, or gingham. For bordered goods the dress is also attractive.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires 3 $\frac{7}{8}$  yards of 36-inch material. Price, only 10 cents, postpaid.

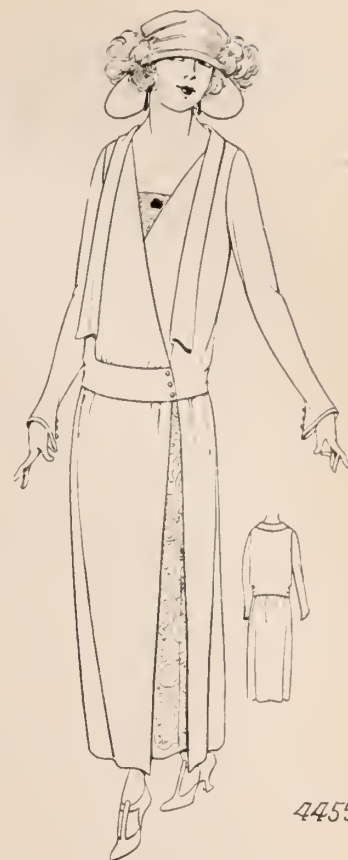
### A Simple, Practical House Frock

4454. This model has convenient pockets, inserted at the joining of waist and skirt. The lines are simple and the style is easy to develop. Cretonne and unbleached muslin are here combined. Crepe in two

### For the School Girl

4470. Tissue gingham in blue and white is here combined with white batiste. The binding is of blue batiste. This design may be finished in short or long sleeve style. Its loose comfortable lines are especially attractive to active girls of slender figure.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. An 8-year size requires 2 $\frac{3}{4}$  yards of 32-inch material. For sleeve portions of contrasting material  $\frac{1}{2}$  yard 40 inches wide is required. Price, only 10 cents, postpaid.



4455

have the sleeve in wrist length, finished with the neat cuff illustrated or in elbow length as pictured in the small view.

The pattern is cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires 4 $\frac{1}{4}$  yards of 40-inch material. Price, only 10 cents, postpaid.

### A Practical Apron Style

4408. The apron affords good protection to the busy housekeeper. It is easy to develop and to launder. It slips over the head, but may be made adjustable at the skirt portion. Dotted percale in white

### PATTERN ORDER COUPON

Baltimore and Ohio Magazine Pattern Bureau  
1188-1190 Fulton Street  
Brooklyn, New York

Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

Name.....

Street.....

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

Pattern No.....Size.....

Pattern No.....Size.....

Pattern No.....Size.....

Pattern No.....Size.....

Up-To-Date Book of Fashions

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS.



4476



4479

colors would also be attractive.

The pattern is cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires 5 yards of one material 32 inches wide or, 1 $\frac{3}{4}$  yard of plain material for the waist portions and belt, and 3 $\frac{1}{4}$  of figured material. Price, only 10 cents, postpaid.

### A Simple Frock

4458. Embroidered voile is here portrayed. The model is also attractive for other cotton fabrics as well as for silk, jersey weaves, and knitted materials. One may



4460



and blue, with binding of blue sateen is here shown. This is a good model for cretonne or gingham.

The pattern is cut in 4 sizes: Small, Medium, Large and Extra Large. A Medium size requires  $3\frac{1}{2}$  yards of 27-inch material. Price, only 10 cents, postpaid.

#### A Simple Popular Model

4471. This is a good style for gingham, printed voile, and other cotton goods now in vogue. The sleeve may be finished in wrist or elbow length.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $3\frac{1}{8}$  yards of 27-inch material. For collar and cuffs of contrasting material  $\frac{3}{4}$  yard is required. Price, only 10 cents, postpaid.

#### A Simple Coat Style for Young Children

4438. Serge, broadcloth, taffeta, crepe or linen could be used for this model. Back and front have fulness from the shoulders, which may be gathered or shirred in cross-rows.

The pattern is cut in 4 sizes: 1, 2, 4 and 5 years. A 4-year size requires 2 yards of 40-inch material. Price, only 10 cents, postpaid.

#### A Stylish Costume for the Woman of Mature Figure

4457. Navy blue satin with braiding in black silk would be attractive for this style, or one could combine plain or figured silk as illustrated. The panel tunic and Tuxedo collar give length of line to the figure. The bell shaped sleeve is a popular model.

This pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. To make the dress of one material will require  $6\frac{3}{8}$  yards, 40 inches wide for a 38-inch size. To make as illustrated requires  $2\frac{3}{8}$  yards of figured and  $4\frac{3}{8}$  yards of plain material. To make tunic, collar and sleeve, facing of contrasting material, requires  $2\frac{3}{8}$  yards, 40 inches wide. Price, only 10 cents, postpaid.

#### A Smart Frock for the Growing Girl

4473. Plaid gingham and linene are here combined. This style is attractive in ratine, eponge, taffeta or jersey cloth. Mustard color ratine with facings of white or green would be nice.

The pattern is cut in 3 sizes: 12, 14 and 16 years. A 14-year size requires  $3\frac{3}{4}$  yards of 36-inch material. For collar, facings and girdle of contrasting material  $\frac{3}{4}$  yard is required. Price, only 10 cents, postpaid.

#### A Jaunty Cape for a Little Miss

4476. Practical and altogether comfortable is this design. The fronts are double breasted, and rolled to form revers that meet a broad collar in notches. The pattern is good for any of the cloakings now in vogue, also for fur, velvet and other pile fabrics.

The pattern is cut in 5 sizes: 4, 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{3}{8}$  yards of 40-inch material. Price, only 10 cents postpaid.

#### A Serviceable Apron

4460. This model has the side sections stitched to the front so as to form pockets, that prove most practical and convenient. Percalé, gingham, chintz and cretonne may be used for this style.

The pattern is cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. Medium size requires  $4\frac{1}{2}$  yards of 27-inch material. Price, only 10 cents, postpaid.

#### A Pretty Frock for a Little Miss

4474. Figured percale in red and white with red binding is here shown. The panels form plaits at the skirt portions. The dress

may be slipped over the head. Additional opening may be made at the shoulders or the side edges of the front panel.

This pattern is cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{3}{8}$  yards of 27-inch material. Price, only 10 cents, postpaid.

#### A Unique and Stylish Gown

4455. This is a splendid model for taffeta for Canton crepe or satin. It is also good for combinations of figured and plain silk or jersey weaves, or twill with braid or braiding for decoration.

The pattern is cut in 7 sizes: 34 to 46 inches bust. A 38-inch size requires  $5\frac{5}{8}$  yards of 40-inch material. For panel and insert of contrasting material  $\frac{1}{4}$  yard of material, (cut crosswise) is required. The width of the skirt at the foot is  $2\frac{1}{4}$  yards. Price, only 10 cents, postpaid.

## Please Take the Magazine Home!

### Dear Railroad Folks:

In each issue of the Baltimore and Ohio MAGAZINE there is a section devoted to the interests of the women. This is followed by a children's section. These two departments are intended primarily for the women employes of the Railroad and for the wives and children of our men employes.

Frequently this office receives letters from women who tell us that they would like to know how to get copies of the MAGAZINE. Nine times out of ten the writers are the wives of Baltimore and Ohio men. The other day we received a letter from a little girl which read:

"Please send me copies of the MAGAZINE. My daddy doesn't bring them home to me any more."

Another little girl said to us at the Veterans' picnic at Willow Grove, "MY little friend, who lives down the street, sometimes lets me have the MAGAZINE. I like to answer the puzzles and I like to read the Children's Page. If it's not too much I'd like to buy the MAGAZINE sometimes for myself. How much is it? I'll ask my father to buy it for me and bring it home like Annette's father does."

"Is your father a Baltimore and Ohio man?"

"Yes, he works in a telegraph office."

"Well, you just ask your daddy to bring it to you," we told her. "If he is a Baltimore and Ohio man he can get it free of charge, and he can bring it home to you, too, if he will."

Later the wife of another railroader came up.

"Mrs. Brown has been telling me about the MAGAZINE that you publish," she said. "Will you please tell me how I can get hold of one? I want to see the pictures that you're taking of the picnic."

"Doesn't your husband ever bring it home?"

"No. . . . Oh, yes, he did bring one home a long time ago. I think it was the April number. I asked him to bring some more, but I guess he forgot all about it."

Then came the wife of an officer who did not know that we had a MAGAZINE. On being shown a copy she turned to her husband and said: "My dear, will you please see that this MAGAZINE is brought home hereafter?" And "My dear," promised.

We are glad to have you railroad folks enjoy the MAGAZINE, but please don't forget the women and kiddies at home. Thank you!

Yours truly,

*Margaret Talbot Stevens*



# Our Little Railroaders

See what Bernice has written—  
And Margaret's poem, "Night,"  
And what a lot of little folk  
Have guessed the puzzles right!



I'm sure I could unravel  
The puzzle's answers, too—  
I'll guess them now, Aunt Mary,  
And send them in to you.

## I-Spy

What shall we play? Oh, let's play "I-Spy,"  
Let Joe do the counting and we'll fairly fly  
To hide in the hay-mow or down by the gate—  
No—up in the corn-crib before it's too late!

Sh-h! Listen! He's calling! "I spy Sister Lou!"  
"I saw the top of her sunbonnet blue—  
"And I see the ruffles of Fan's pinafore—  
"She's hiding behind the old cellar door!"

He'll find us both here. Let's run for the trees!  
Oh, goodness! Keep quite, or he'll hear you sneeze!  
Quick! Run now! Oh, pshaw! He's caught us—oh, my!  
But isn't it great fun to play at "I-Spy?"

## The Story of the Man without a Country

(A Book Review)

By BERNICE KIRKPATRICK, 12 years old, Dover, Ohio

PHILIP NOLAN was an officer in the United States Army. Because he wanted to be popular, he made friends with Aaron Burr, and with him was drawn into an act of treason against the United States. He was arrested, tried and found guilty. When asked if he had anything to say, he replied "I hope I may never hear of the United States again." His wish was granted.

He was put on board a ship. He was allowed to wear a uniform but not with regular army buttons on it. For this reason he was called "Plain Buttons." He was not allowed to read any literature that told of his country, and no one was permitted to tell him anything of his home land.

One day, they were taking turns reading. When it came to his turn, this is what he read;

"Breathes there a man with soul so dead  
Who never to himself has said,  
This is my own, my native land;  
Whose heart has ne'er within him burned  
As home his footsteps he has turned  
From wandering on a foreign strand?"  
and as he finished, he rose and threw the  
look into the sea.

In the war, after many people had been killed, Nolan went on deck and took care of the guns. The captain appreciated his act so much that he gave him a sword, which Nolan kept for many years.

A party was given on the ship, and Nolan was invited. During the party he asked Mrs. Craff to dance and she said she would. As they were dancing, Nolan asked her if she knew anything about home, and she replied "I thought you were the man who never wanted to hear of his country again." Then she turned and walked away.

When they were in the South Atlantic Ocean, they came upon a vessel. There were slaves in it to be freed. They wanted someone to tell the slaves they were free. No one could but Nolan, who could talk two or three languages, so he told the slaves they were free. To show Nolan how glad they were they kissed his feet. Nolan realized that he would never see his country again.

On the way home, Nolan said to the boys "Always be true to your flag and stand by it as you would stand by your mother, and always be faithful to your country."

When he was eighty years old, he became ill. The doctor on the ship watched over him. One day Nolan said "My days are short." The doctor went out and when he returned found Nolan lifeless. Looking into the Bible he found these words marked "They desire a country, even a Heavenly. . . . . Wherefore, God is not ashamed to be called their God; for he prepared for them a city."

On a piece of paper in the room, Nolan had written; "Bury me in the sea, it has been my only home, and put a monument up at Fort Adams with these words on it; "In memory of Philip Nolan, Lieutenant, United States Army. He loved his country as no other man has loved her. But no man deserved less at her hands."

The story of "The Man Without a Country" was written by Edward Everett Hale.

## Night

By MARGARET ANDERSEN, Relay, Md.

Slowly the sun is sinking  
Out of the rosy skies,  
While the birds are flying  
To their nests close by.

Out come the stars twinkling  
Some silver and some white,  
Slowly the moon is rising  
For the coming of the night.



Children of Section Foreman and Mrs. T. E. Arnold, Hyattsville, Md.: Walton, age 10; Ralph, age 8; Carol, age 7 and Francis, age 5



# PUZZLES

for the Youngsters

## Dear Little Puzzlers:

LAST month we had any number of replies from our girls and boys, and most of the answers to the puzzles were correct. This month we have something unusual, a fine little puzzle of six letters, sent in by Christina Meliocik, 709 N. Madiera Street, Baltimore, Md. We hope that Christina will send us more of her original puzzles and that her work will cause some others of our little folk to make up puzzles for this page. The Puzzle Man will be ever so glad to hear from you.

During the last two months we have heard from the following little people, most of whom have solved the puzzles correctly; some of whom have sent in drawings, and some of whom have written stories besides the ones that you find on this page:

Hazel Barnum, Parkersburg; Robert Keller, Martinsburg, W. Va.; Marguerite Dragonas, 344 Second Street, Rankin, Pa.; Ellsworth Forney, 1838 Wikens Avenue, Baltimore, Md.; Charles Matheny, 631 W. Market Street, Washington C. H., Ohio; George William Walburn, 212 Elder Street, Cumberland, Md.; Hazel Frankton, 3633 Greenmount Avenue, Baltimore, Md.; Kenneth Patterson, Glencoe, Ohio; Arthur Gruber Shipley, 2925 W. North Avenue, Baltimore, Md.; Susie Butler, Relay, Md.; Violet Kathleen Miller, 807 Hawthorne Street, Fairmont, W. Va.; Loverne Ruth Taylor, Sutton, Braxton County, W. Va.; Edna Mitchell, 911 S. Vincent Street, Philadelphia, Pa.; Margaret Anderson, Relay, Md.; William Haak, 6538 Emerald Avenue, Chicago, Ill.; Anna Campion, Box 306, Halethorpe, Md.; Evelyn Eaton, 2315 E. Madison Street, Baltimore, Md.; Anna Danz, 2342 E. Monument Street, Baltimore, Md.; Mary Covach, Water Street, Smithfield, Pa.; Margaret Greenholtz, 1506 Marshall Street, Baltimore, Md.; Grace Le Bonte, 414 S. Payson Street, Baltimore, Md.; Mary Magdalene Appel, daughter of Agent, Breeze, Ill.; Margaret Moss, 421 Ellwood Avenue, Baltimore, Md.; George Walton, 212 Elder Street, S. Cumberland, Md.; Ruby Porter, Woodbine, Md.; Mildred Albrecht, niece of chief clerk, A. P. R. Office, Baltimore, Md.; Edna Cromer, 2244 Guilford Avenue, Baltimore, Md.; Christina Meliocik, 709 Madeira Street, Baltimore, Md.; Doris Forney, 437 Bentalou Street, Baltimore, Md.; Octavia Getz, 8 S. East

Avenue, Baltimore, Md.; Edith Frederick, Haiethorpe, Md.; Ruth Jones, 3823 Barrington Road, Forest Park, Baltimore, Md.; Harry A. Chase, 130 Oak Street, Cumberland, Md.; William Everett Robinson, Hyattsville, Md.; Mary Tompkins, 5143 Langhorne Street, Hazelwood, Pittsburgh, Pa.; Raymond Hutson, 125 First Street, Cumberland, Md.; Grace Virginia McClung, 302 Magraw Avenue, Grafton, W. Va.; Flora Gay, Keyser, W. Va.; Ernest W. Fisher, 1457 Stevenson Street, Baltimore, Md.; Gertrude Seeger, Sharon Avenue, Baltimore, Md.; Elnora Ewing, 29 S. Rose Street, Chillicothe, Ohio; Larla Butler, 1532 Fairmont Avenue, Baltimore, Md.; Elizabeth Johnson, 221 Nachez Street, Pittsburgh, Pa.; Katherine B. Manor, Brunswick, Md.; Lula Grace Ireland, 1802 N. Monroe Street, Baltimore, Md.; Anna Covach, Water Street, Smithfield, Pa.; Louise Backer, 5143 Langhorne Street, Hazelwood, Pittsburgh, Pa.; Bertha Tharpe, Box 289, West Newton, Pa.; Alberta Wass, 434 E. 118th Street, New York, N. Y.; Agatha and Arline Tysinger, 38 Humbird Street, Cumberland, Md.; Lois Wicker, 768 Hudson Avenue, Newark, Ohio; Grace McClung, Grafton, W. Va.; Mildred Luh and Evelyn Luh, 1818 W. Lombard Street, Baltimore, Md.; Elizabeth Johnson, daughter of Conductor J. E. Johnson, Pittsburgh, Pa.; Robert Hatfield, Woodbine, Md.; Winona Duff, Lambert Street, Belpre, Ohio; Homer Roach, Cumberland, Md.; Colette Byrnes, 271 E. 197th Street, New York, N. Y.; Norman Chaney, Watersville, Md.; Brooxie Greene and Ruby Porter, Woodbine, Md.; Louise Backer, 2632 Beekman Street, N. Fairmount, Cincinnati, Ohio; Mildred Minsker, 739 Butler Avenue, New Castle, Pa.; Bernardine Goche, 249 Rockwell, Street, Conneaut, Ohio.



Drawn by Gertrude Seeger, Baltimore, Md. Gertrude, please send Aunt Mary your home address

Isn't that a wonderful list? Now here is Christina's riddle. Be sure to guess it and send your answers to: Aunt Mary, Baltimore and Ohio Magazine, Baltimore, Md.

(Six letters in this word)

My first (letter) is in PIG, but not in CAT;  
My second is in HUG, but not in PAT;  
My third is in BUZZ, but not in CHIRP;  
My fourth is in FUZZ, but not in DIRT;  
My fifth is in LIVE, but not in DIE;  
My sixth is found in CAKE and PIE.  
My whole means "to perplex."

CHRISTINA MELIOCİK,

Baltimore, Md.

Yours lovingly,

*Aunt Mary*



Elizabeth, Charles and Julia, children of Mr. and Mrs. Thomas Parks, Baltimore, Md. Mr. Parks works at the Mt. Clare Paint Shop



# Experts Predict Consolidation of English Railways Will Save a Hundred Million a Year

By STEPHEN C. HODGSKIN, *London, Midland and Scottish Railway*

BY an Act of Parliament, dated 1921, it was provided that the various railway companies of England must amalgamate into four main groups. The original companies were as follows:—

- 1 Great Eastern
- 2 Great Northern
- 3 North Eastern
- 4 Midland
- 5 Great Central
- 6 London and North Western
- 7 Great Western
- 8 London and South Western
- 9 London, Brighton and South Coast
- 10 South Eastern and Chatham

With the exception of the North Eastern, all had London termini. The Act of Parliament above referred to required that the main groups should be composed of the following:—

- 1 The Southern Group, comprising companies 8, 9 and 10.
- 2 The Western Group, comprising company No. 7.
- 3 The London, Midland and Scottish Group, comprising companies 4 and 5.
- 4 The North Eastern Group, comprising companies Nos. 1, 2, 3 and 5.

Of these companies the largest were the Great Western, with 3,029 miles and the London and North Western with 2,635 miles of track.

The important coal fields of Wales and the Midlands were served by the Great Western and London and North Western, and the important industrial districts of the north by the London and North Western, Midland and Great Central Railways. The North Eastern served the ship-building districts of Tyneside. In each of these groups there are numerous smaller companies.

The magnitude of these consolidations can be realized when it is considered that the combined capital of the companies in group three is five hundred and twenty-seven million pounds sterling, and in group four, three hundred and forty-eight million pounds sterling, or at the normal rate of exchange, approximately two billion six hundred and thirty five million and one billion seven hundred and forty million dollars respectively.

It has been estimated by experts that economies of at least one hundred million dollars per year will be effected by the consolidations, and that better service will result. It is also noticeable in the appointments which have been made in the executive and operating departments of the consolidated railways, that many men who have come up through the ranks have

been promoted. Considering the many problems involved, we are told that the companies have settled down in their new status in remarkably short time, and that service, etc., is practically normal.

A new departure since the consolidations is the introduction of many cross country routes, not previously available, which, we are advised, have proved popular with the travelling public.

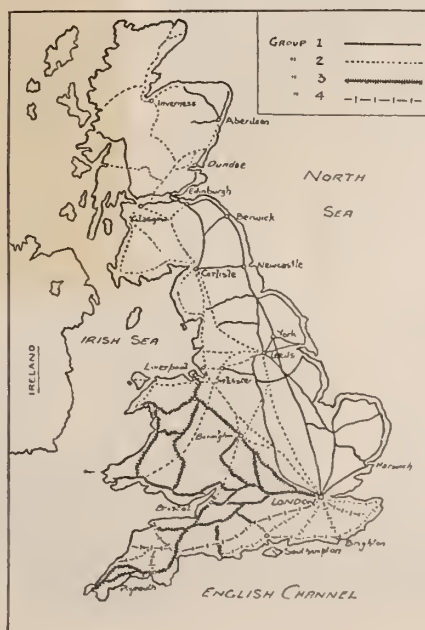
Electrification is being given careful consideration, and it is said that preparations are being made to electrify the London suburban lines. It is further reported that the entire line from London to Brighton (a famous seashore resort) will be electrified, the distance being 60 miles. A new condensing turbine electric locomotive has been constructed for the London, Midland and Scottish Railway, and the London and North Eastern has built an electric locomotive designed to pull a 450 ton passenger train at an average speed of 65 miles per hour.

Of particular interest to Baltimore and Ohio operating men will be the following figures covering the regular runs of some of the fastest British passenger trains:—

Darlington to York, 44¼ miles in 43 minutes.

Paddington to Bath, 106⅞ miles in 105 minutes.

Aylesbury to Leicester, 65 miles in 65 minutes.



BRITAIN'S NEW GROUP RAILROADS

Group No. 1, London and North Eastern Railway;  
Group No. 2, London, Midland and Scottish Railway;  
Group No. 3, Great Western Railway; Group No. 4,  
Southern Railway

—Santa Fe Magazine

Birmingham to Coventry, 19 miles in 19 minutes.

Leicester to Nottingham, 22½ miles in 22 minutes.

Birmingham to Willesden, 107½ miles in 109 minutes.

Euston to Coventry, 94 ¼ miles in 97 minutes.

York to Darlington, 44¼ miles in 45 minutes.

Paddington to Bristol, 118¼ miles in 120 minutes.

For the benefit of those who have not visited England, or who are not familiar with its railway geography, we reproduce a map showing the consolidation, and their names, which appeared in the *Santa Fe Magazine* for February.

## Late Being Published but Still Good

VAN CAMP HARDWARE & IRON COMPANY  
Indianapolis, October 10, 1922

MR. E. N. KENDALL

D. F. A., Baltimore & Ohio R. R.  
Newark, Ohio

Dear Sir:

We feel that we must take this opportunity to thank you for the real cooperation and assistance you have given us with reference to the car of pipe, P. R. R. 345297 from Zanesville, Ohio, consigned to ourselves at Indianapolis.

This pipe is urgently needed at this time and when we received your telegram of the 7th, advising that the car was in the shop, we were very much concerned as to the delay that would be occasioned there. You advised in your telegram that you were endeavoring to rush and that you would advise us further as soon as possible. We were agreeably surprised this morning to receive your later telegram, advising that the car had been repaired and forwarded from Newark the evening of the 8th. That certainly is what we call "service" and we want to assure you that that kind of service and co-operation is very greatly appreciated.

Of course you can understand that we, as jobbers, are vitally interested in receiving the most expeditious service possible on merchandise that we have in transit and we don't hesitate to tell you that it is the railroads that furnish us with the cooperation and give our shipments the attention such as you have given this car that we want to favor in routing our shipments.

Of course we trust that we will not have to annoy you very often requesting information such as this, but it surely does make a favorable impression with us to receive the information as promptly as we did from you. You may rest assured therefore that the Baltimore and Ohio R. R. will be remembered in the routing of our future orders. Again thanking you for the assistance you have rendered us in this instance, we are,

Very truly yours,

VAN CAMP HARDWARE & IRON CO.,

(Signed) R. DOWNER,

General Traffic Manager



## Governor Cornwell Addresses Green Spring Employees at Second Annual Picnic

THE second annual picnic given by the employes of the Timber Preserving Plant at Green Spring, W. Va., took place in the lovely grove adjacent to the Plant on August 4.

An all-day picnic it was, with loads of good things to eat, a merry-go-round for the kiddies, baseball for the "big boys," speakers, a swimmin' hole, a brass band, soft drinks, ice cream and everything that

could possibly make for a real, old-fashioned day of pleasure.

There were folks from Cumberland, Old-town, Ridgeley, Paw Paw, Baltimore, Piedmont, Patterson Creek, Levels, Springfield, Romney, Okonoko, Mt. Airy, Washington, Berkeley Springs and Roanoke, Va., and Pittsburgh. Although rain threatened, none fell, and the day was an ideal one for a picnic. Division Superintendent Brown

had arranged for Train No. 2 to stop for the benefit of those who came from the vicinity of Cumberland.

With the games and fun of the morning, everybody was ready for an early dinner. Chicken galore, devilled eggs, olives, salads of every description, luscious ham, many varieties of cake and delicious lemon pies furnished a meal that could not be forgotten. Rev. L. G. Bridgers pronounced the blessing and everybody "fell to."

When dinner was nearly over, Governor Cornwell, now Company's Counsel, arrived on the scene. He declared that he had dined already, but he was still able to do full justice to a generous slice of lemon pie. The boys of Romney who furnished the fine



WHEN THE GREEN SPRING FAMILY PICNICKED

in the upper and lower pictures may be seen a few of the hundreds that gathered at the park at Green Spring on August 4, with the tables all set, full of goodies. Note the number of little folks who also enjoyed themselves. The center picture was taken on the grandstand. In the back row are the members of the Romney Concert Band; on the front row, left to right are: Mrs. Shaffer, assistant to Evangelist Jennie Smith; General Foreman E. M. Stottlemeyer, Railroad Evangelist Jennie Smith, Governor John J. Cornwell, "Aunt Mary" of the Magazine, and E. E. Alexander, Supervisor of Timber Preservation, who headed the general committee for the picnic



music for the entertainment, gathered about on the platform; Miss Jennie Smith, railroad evangelist, came forward; Governor Cornwell took his place on the speaker's stand; E. E. Alexander, plant supervisor, adjusted his big cigar at the proper angle, and the afternoon's program was begun.

Mr. Alexander introduced Governor Cornwell as "Hampshire's Pride." "Hampshire County may not have its good roads and bridges," he declared, "but it has its John J. Cornwell."

"I am just as much of an employe of the Baltimore and Ohio as any of you here," declared Mr. Cornwell, "and in some respects I work quite as hard as you do."

He then told of the establishment of the Tie Plant at Green Spring and of the part that he had in the settlement of the question of location.

"But I have another pleasure in coming here," he went on. "This is my native county, the place where I helped to manufacture cross-ties in the woods, helped to load them and to haul them nine miles to French. I handled many of them and, if put to it, I might be able to handle them yet. You can never tell what these old fellows can do until you give them a chance."

Mr. Cornwell then told of a story of an old negro in Georgia, who had suffered with rheumatism all his life. One day some of his friends took "Pappy" for a hunting trip. By and by the dogs were turned from their chase by a bear, who began chasing them. The other negroes took to their heels, forgetting all about "Pappy." All out of breath they arrived home. Then they thought of the old man.

"Where is 'Pappy?' Has anybody seen 'Pappy?' they inquired."

"Oh, yes, 'Pappy's' done been heah long time ago," declared a member of the family, "why, 'Pappy' he come home wid de dogs!"

The governor then spoke of the ideal location of the grove at Green Spring for a general employes' picnic.

"Miss Jennie Smith says that this is the ideal spot," she said, "and she has been traveling on the railroad for 37 years. She ought to know. I am for it with both feet. I hope that next year will find 10,000 people here to enjoy your picnic."

He told of the benefits that may be derived from picnics, of how people are brought together to enjoy reminiscences, to eat together, and of how it brings to our minds the good things of life and makes us better men and women. He spoke of his boyhood in West Virginia.

"The first silver dollar that I ever had and the first one that I ever saw, I earned when I was about ten years old, at French Station. These were the days of 'shinplasters,' and all of our money was paper money. While I did not earn this money directly working for the Baltimore and Ohio, I got it from Baltimore and Ohio men.

"I was playing around the station one day when I saw a private car coming. An officer stepped out. A man climbed up a telephone pole and hitched on a wire. Then some men came out and they went fishing. One of them called out to me, 'Son, can you catch me some frogs?'"

"I took the can, 'I think I can,' I replied, for if there was anything that I knew that I could do it was to catch frogs. I soon had the can filled up heaped and pressed down. Then the man gave me a big silver coin. If he had given me the whole of the Baltimore and Ohio Railroad then I would not have been half as rich, for I would have had a lot of trouble on my hands.

"Then the agent told me that it was the vice president of the Railroad that had given me a dollar. He laughed at my consternation and said that the man was Vice President Spencer.

"The Baltimore and Ohio today is doing a good job with the public and with its employes. At the first Board meeting which I attended in 1921 the Railroad had not earned its operating expenses by several hundred thousands of dollars. The two meetings which followed showed the same situation. It was a dark picture. I couldn't imagine what the Baltimore and Ohio was going to do.

"Then it was that President Willard gave us a ray of hope.

"WE'LL JUST HOLD OUR BREATH," he said, "THINGS WILL SOON BEGIN TO PICK UP." So we did just that, and things did 'pick up.'

"Yes, you have had fair treatment by that wonderful man at the head of the Baltimore and Ohio, Daniel Willard!

"The success of the Railroad depends largely, if not solely, upon the men who do its work, and you can't wreck the Baltimore and Ohio without wrecking the 70,000 employes and their families. Neither can you advance the success of the Railroad without advancing the success of these 70,000 employes.

"Today I overheard an employe criticizing someone for calling him down for being one minute late at his work. Suppose every employe would be just one minute late at his work. It would mean the loss of 70,000 minutes, or equivalent to more than 1,000 men each losing over an hour's work.

"You have heard people say that Wall Street owns the Railroads. The Baltimore and Ohio is owned directly by the 35,000 people who share its stock. Many of these are employes and of these a great number are women. And for four years they have had no dividends. Practically every man who owns a life insurance is financially interested indirectly in the railroads, for life insurance money is, for the most part, invested in railroad bonds. The railroads, therefore, are not owned by a few rich people, but by rich and poor alike, scattered all over the country.

"I am happy to 'come home' to participate with you in this gathering."

Then Governor Cornwell spoke of the sadness of the occasion of the death of President Harding and suggested that all heads be bowed for a moment in memory of our mourned president, that we pray for the comfort of his bereaved widow, and for the preservation of the government in its liberty, which is so dear to us.

Mrs. Lula Shaffer, wife of Engineer Shaffer, Pittsburgh, and assistant to Miss Jennie Smith, sang several railroad songs, including one entitled, "Can I Live and Be a Christian?", after which Supervisor Alexander introduced Miss Jennie Smith, herself, railroad evangelist for 37 years, and well loved and honored by all of "her boys."

Miss Jennie, now in her 81st year, has just recovered from a serious illness. However, she still appears in good physical condition. She made a stirring speech, and although her listeners might have had to crowd a little closer than they used to in order to hear her, her words had lost none of their old-time enthusiasm as she spoke of the God whom she loves.

She told of her illness, and added, "but I got over it, and I have come back for a while longer to look after 'my boys.' I cannot tell you how thankful I am to be able to be with you."

She told of the old picnics, and the last one of them in which 8000 persons were present and in which under her preaching there were 11 conversions.

"My work is almost done," she said. "I am now so anxious to see everybody put on the whole armor of God and to work for Him. The fields are white and the harvesters are few. If you are living for Heaven, life is worth while. Do not neglect your soul. I praise God for every single day since I have given my heart to Jesus.

"May God bless and protect every one of you."

At the conclusion of Miss Jennie's talk, Rev. L. G. Bridgers carried out Governor Cornwell's suggestion, and had those of the audience stand with bowed heads in memory of the late President Harding. Following this, he gave an interesting talk on the development of spiritual man and social man.

Supervisor Alexander next introduced "Aunt Mary" who told of her journey to France, of the French Railroads, and of the visit to the devastated lands of the North.

The little folk took advantage of the swings and merry-go-round; a baseball game was played in which the Cross Tiggers showed the folks down the road at Paw Paw that they can play ball; the Romney Band went on playing, to everybody's delight; some of the boys braved the muddy stream and went in swimmin', and the women folk got ready for supper.

Such a supper as it was! Everything that they had had for dinner and a whole lot more. Everybody had his fill and everybody was happy. The trucks, Fords, Buicks, and Rolls-Royce's—some horse drawn and some otherwise—began to take





#### AT GREEN SPRING—AND WHO SAID THEY DIDN'T HAVE A GOOD TIME?

1. Making their way to the picnic tables. The flag is draped in memory of the late President Harding. 2. Left to right, back row: Mary Shrount and Gladys Brelsford, Mrs. William Seeders, Mrs. R. G. Brown, Mrs. E. E. Alexander, Mrs. A. E. Irving, Mrs. C. W. Robinson; Front row: Agatha Athey, Ruth Denny, Mildred Rockwell, "Bobby" Irving, Mamey Irving, Dorothy Brown. 3. Mrs. E. E. Alexander, wife of supervisor. 4. The Noils and Blizzard families. Back row, left to right: Nora Noills, Tieman Scott Noills with baby Olive Blizzard, Mrs. Scott Noills, Tieman C. E. Blizzard, Mrs. Blizzard. Front row: Robert Flizzard, Erma and Ruth Noills, Eva Blizzard, "Nicky" Noills, Ernest and Charles Blizzard and Wilbur Noills. 5. William Kaylor and Lawrence Adams. William is the son of Operator Kaylor and Lawrence the son of the late Machinist J. W. Adams. 6. Tieman and Mrs. Duckworth and Miss Nina Stallings came in a buggy. 7. The parson and the boys watching the ball game, Rev. L. J. Bridges, Millwright J. W. Kieffner, Tieman "Jake" Frye, Station Helper Frank Fishel, Loading Foreman R. R. Keister. 8. Tieman John Grusha and Boris Lenkows with his baby. 9. Retired Conductor J. T. Humphrey, 32 years of service, brought Mrs. Humphrey and their two grandchildren in the old family spring wagon. 10. Governor Cornwell enjoying some of the eatables with D. E. Swisher, president of Hampshire County Court



on their loads of human freight and in a short time the picnic grounds were empty. A stray dog began nosing under the tables.

"Humph!" he said as he sniffed about, "They didn't even leave me a chicken bone."

The success of the picnic was due to the fine work of the various committees, the members of which were as follows:

General Chairman, E. E. Alexander.

Publicity, Posters, Program: E. E. Alexander, F. A. Sebold.

Grounds: G. C. Conley, H. W. Gross, I. N. Saville, W. G. Haines, B. L. Sisler.

Supplies: E. M. Stottlemeyer, A. E. Irving.

Refreshment Stand: G. C. Conley, Wm. Grove, P. Allen, R. H. Corbin, B. T. Short, R. G. Brown.

Novelty Stand: E. Allen, R. W. Hamilton.

Water: Wm. Fields, J. M. Sterns, A. E. Holland.

Signs: R. N. Angier, J. C. Alexander, W. F. Kesler.

Hauling: J. C. Alexander, A. E. Irving, C. E. Edgell, E. S. Robinson, Wm. Groves.

Parking, and Order: H. W. Gross, G. W. Kaylor, J. D. Rockwell.

Boats: B. L. Sisler.

Gate-men: Boris Spahak, C. M. Hepner, J. M. Bean, Wm. Fields.

Transportation (Depot and Grounds, and others): E. E. Alexander, C. E. Edgell, W. F. Kesler, C. T. Seeders, J. W. Twigg, W. G. Haines, D. H. Talley, R. H. Corbin, Wm. Seeders.

Brother Pascal was seen taking a flock of chickens on a ride through the "Coal Mine."

Brother Riley tooted his horn and gave everybody notice that if anything was to be started, he was ready to take the lead.

Trainmaster Mewshaw reluctantly posed for his picture, but we got him just the same; General Manager Scheer and Chief of Welfare Wood smiled so broadly before the camera that when the film was developed we unfortunately could find nothing but the smiles. The film was light struck—presumably it was sunshine.

Who was the fat man standing before the "hot dog" counter?

Boy, page Engineer and Mrs. Sterling and give them a good meal for a dollar at the next picnic. Ditto everybody.

"Oh," sighed a certain sister, "what lovely flowers! I'd give anything to have that fern!"

"Madame," said a waiter who was passing by, "you may have your choice of the plants at \$2.00 each."

"Oh, indeed? Well, I don't know as they're so pretty after all. I could give these folks some pointers about raising ferns."

The busiest man was Brother Pascal; the most silent people were the members of the Mt. Clare Band. We'd like to hear more from them. The funniest thing was Brother Bowers' introduction of Aunt Mary. It had to be heard to be appreciated. Most conspicuous for his absence was Grand President Sturmer; we learned that he had an invitation to dinner in Cincinnati on that day.

#### Then Came the Eats

At noon they all gathered together for dinner. At a picnic, you know, folks eat dinner in the middle of the day—real dinner, it is, too. Some were at the big pavilion, some at the cafeteria, some at the "hot dog" stand, and many spread out on

## Baltimore Veterans Enjoy Fine Outing at Willow Grove Park

PICNICS may come and picnics may go, but the picnic of the Veterans at Willow Grove will long be remembered by those who attended. The day was remarkably fine, not too much sunshine and just enough breeze to make a person feel like living. Besides, there was Sousa's Band, which in itself was enough to make anybody want to hold a picnic at Willow Grove.

Boys and girls soon found the boat lake and all those between seven and seventy were to be seen riding on the scenic railway.

It was estimated that there were at least three thousand Baltimore and Ohio folk present. In the second section there were 781 people, including the babies, of which there were about 30. Four trains were needed to carry all of them, and there is no wonder that Brother Allen spread out his chest when he posed for a picture.

The shop band from Mt. Clare was there in all its new airs. Two of the boys

threatened to make a certain old lady dance before the day was over, but I noticed that they did not put their threat into execution.

General Manager Scheer was there, all dressed up in white flannels, and even Secretary Riley, in all his glory, could not outshine his chief.

We saw lots and lots of employes who are not yet Veterans, but who have hopes of becoming members of that wonderful army.

Sister Lewis was there, holding up Brother Bowers in some kind of an argument. When it comes to argument and oratory these are well matched; both are spellbinders.

Conductor Marvel was on the job, enjoying himself to the utmost, with a big crowd of his friends along with him.

"Bob" Burnette, when asked whether he preferred Mt. Clare Shop Band to Sousa's, declared that he liked them both; he was neutral.



AMONG THE PICNICKERS AT WILLOW GROVE

1. "Bro." McMillan and "Bro." Bowers arguing as to whether the lace on a certain sister's dress is filet or Irish crochet. 2. Left to right: Mrs. Sterling, wife of Engineer Sterling, Locust Point; W. L. McCaghey, Clerk, Freight Claim Department, and Mrs. McCaghey. 4. Division Operator Hartman having a chat with Passenger Trainmaster C. A. Mewshaw. 5. Left to right: Mrs. Fannie Snyder Mrs. Marion Pascal, Mrs. John Riley. 6. Mrs. Charles W. Lewis, President, Charles W. Galloway Auxiliary, Baltimore





#### THEY HEARD TWO BANDS AT WILLOW GROVE—SOUSA'S AND MT. CLARE'S

1. Mt. Clare Shop Band tooted its tooteness when it marched behind the Veterans' big banner. 2. Left to right: Marie, daughter of J. H. Strouse, Mt. Clare Shops; Margaret and Edward, children of Car Repairman Hale, Mt. Clare Shops; Edward, Jr., son of Edward Hartley, Transportation Department, Baltimore. 3. Margaret Hartley and Allen Bahr; Allen is the son of Centennial Bahr, Boilermaker, Mt. Clare Shops. 4. "Bob" Burnette, Information Bureau, Camden Station; Brothers Pennell, Pascal and Krander made up a quartette that was simply unbeatable. 5. John H. Brillhart, Machinist, Mt. Clare Shops, 35 years of service, with Mrs. Brillhart and their daughter, Pierce. 6. Frank W. Davis, Clerk, Camden Station, and his daughter, Mrs. Hardesty, sipping ginger ale. 7. Back row, left to right: H. C. Marks, Assistant Comptrollers' Office, Baltimore, Mrs. J. B. Keyser, wife of Foreman, Riverside; Miss Lillian Wilson, Mrs. C. A. Baldwin, wife of Stationery Engineer, Riverside; Miss Dorothy Shreeves, daughter of Sealer, Camden Station; T. Stone, Pipe Shop, Mt. Clare; M. H. Jepper, Locust Point Talleyman, noted as a funmaker; J. J. Mannion, Clerk, Locust Point. Front row: S. J. Hollifield, office of Assistant Comptroller; Conductor W. T. Marvel, who helped to bring the picnickers to Willow Grove; Master John Abey, son of Firewatcher, Riverside; J. B. Keyser, Foreman, Riverside; W. H. Strickler, Machinist Apprentice, Riverside; J. C. Abey, Firewatcher, Riverside; C. C. Shreeves, Sealer, Camden Station. 8. Left to right: Two on-lookers; Mrs. Williams, wife of Engineer, Baltimore Division; Mrs. G. W. Galloway, Mrs. Charles Shipley, Mrs. G. A. Bowers, Mrs. Anna Riley, Mrs. Pascal and Mrs. R. L. Collingsworth

the ground the delicious lunches that they had brought from home. At any rate they all ate and ate heartily. It is true that some of them began eating at the moment that they left Baltimore and did not stop until they got back home. What was the name of the good brother who ate two whole chickens and a lemon pie on the second section—of the train, not the pie—before we got to Philadelphia?

#### The Concert

Most impressive of all was the magnificent concert given by Sousa's Band. At 2.30 p. m., the Veterans and their families besides many others, gathered beneath the canopy of that immense auditorium to see

the famous leader conduct his nationally famous orchestra.

The music was superb. One woman expressed it thus: "It is as if all of the beautiful music of the world were being played on one heavenly instrument."

Sousa stood before us in the dignified uniform in which we were accustomed to seeing him, a bit older looking than when we saw him last, a little balder, perhaps, but still there was that magic of music "in his fingertips" that proclaimed that none of his old-time inspiration had been lost. The audience arose with one accord as, in memory of the late President Harding, the music of that ever beautiful hymn, "Nearer My God to Thee" seemed to enter our very

souls and we were in the presence of Death.

Followed then a lovely melody of national airs and old songs, including Maryland My Maryland, Tenting Tonight on the Old Camp Ground, Carry Me Back to Old Virginia, Massa's in de Cold, Cold Ground, and the Star Spangled Banner.

Here and there were those who followed, humming along to the old strains. - Then came a xylophone solo, which was encored again and again, and Sousa himself bowed to the artist.

Sousa's music was the greatest treat of its kind that has ever been provided for a Veterans' picnic. The arrangement committee is certainly to be congratulated.



### The Addresses

At the conclusion of the concert Veteran G. A. Bowers pronounced the invocation, which was the beginning of a series of short addresses, and which, we might add, was one of the most impressive little prayers that we have heard for a long time.

President Allen, the first speaker, called attention to the efficient manner in which the

thousands of people here assembled had been handled, through the courtesy of the Railroad and of the officers of the Baltimore Division. There was not a hitch in the schedule, and although it had been necessary to run four sections instead of three to accommodate the people, the cars were secured, even though it meant the use of a number of them from the Western Maryland Railway.

President Allen said further that he knew that the Veterans and their families, as well as many others among our employees who were present, would gladly show their appreciation by keeping up with the business getting idea; by recommending the Baltimore and Ohio to the travelling public, and by telling shippers the merits of our splendid fast freight service.



THE "ANNUAL" OF THE A. P. R. FORCE WAS A HOWLING SUCCESS

1. They need no introduction. 2. Left to right: Auditor Passenger Receipts C. H. Poumariat, Assistant Auditor Passenger Receipts L. M. Grice, General Freight Claim Agent C. C. Glessner, Auditor Coal and Coke Receipts L. A. Lambert, Comptroller J. J. Ekin, Assistant Comptrollers W. D. Owens, and J. P. O'Malley. 3. Mrs. Robert Cook, Misses Gertrude McDermott, Margaret and Helen McCourt, Helen Harte, Margaret O'Leary, Ruth Haynie, Helen Miles, Messrs. E. Owings, G. W. Jentner, Robert Cook, W. T. Jenkins. 4. G. Fred Miller and John M. Finn. 5. Misses Evelyn Ward and Emma Hammel. 6. Mary Schanze. 7. Misses Ruth M. Haynie and Margaret O'Leary, Charles Warwick, Misses Elizabeth Meredith before she lost her heels and Ann O'Leary. 8. Walter Seems, Miss Maude Stevens, Mrs. Walter Seems, Mrs. J. M. Zimmerman, Misses Christine Hamilton, Jessie and Dorothy Seems, Walter Seems, Jr., James Zimmerman, Jr. 9. Mr. G. W. Jentner, Mrs. G. W. Jentner, Mr. Charles Schanze, Mrs. Charles Schanze. 10. Mrs. C. W. Lewis, Mrs. L. M. Grice. 11. Carl Grund and W. L. Thomas, who made the picnic a success by their hard work. 12. Margaret O'Leary, Mrs. J. M. Finn, Misses Ann O'Leary and Ruth Haynie, Charles Lewis, Miss Helen Miles, R. M. Billmeyer, Mrs. Robert Cook



G. A. Bowers followed with a stirring talk on cooperation. The basis of his talk was the subject of "Good Neighborliness," not alone among the people who live along the lines of our Baltimore and Ohio, but also among ourselves, as employes of the same Company.

General Manager Scheer then gave an interesting talk on Car Miles, and he promised that there would not be many times in which he would not be smiling on the car miles page of the MAGAZINE. He spoke further about the splendid performance of our Capitol Limited, saying that this fine

performance could not be accomplished without the cooperation and support of every trainman, shopman, and everybody else connected therewith. He, too, emphasized good neighborliness.

"Aunt Mary," of the MAGAZINE, after a most elaborate introduction by Brother Bowers, told of some of her experiences in France with the Good Will Delegation.

Chief of Welfare W. W. Wood followed with a short but inspirational address on what the Baltimore and Ohio is accomplishing in the matter of making other railroads "sit up and take notice."

## Officers and Employes Hobnob at Auditor Passenger Receipts Office Fourth Annual Outing

**G**IRLS, Girls of all kinds. Short, thin, stout and tall, but all pretty! This was the impression we received when we boarded the special cars at Paca and Lombard Streets at noon on August 4 to attend the Fourth Annual Outing of the Welfare Association, Auditor Passenger Receipts Office. We arrived at the appointed place about 11.50 a. m. Mrs. C. W. Lewis was there waiting for hubby. At noon he came, when we had almost given him up. It developed that he had stood on the opposite corner of the street looking for his better half for some 15 minutes. Imagine it! Just a short fifty feet separating them and they could not see each other. Truth is surely stranger than fiction.

Chief Clerk G. William Jentner came under the wire at 12.10 p. m. Evidently he requires a few lessons in Baltimore and Ohio standard train practice. Of course he had an alibi! Some last minute work to be completed, some papers to put away and desks to close, etc.

We reached Miller's Park, Dundalk, about 1.00 p. m. and it being considerably past the usual lunch hour of many of our number, the sandwiches, coffee and ice cream disappeared almost faster than C. R. Purdy, who was on hand ahead of time, could provide them.

Among the officers present were Assistant Comptrollers Owens and O'Malley, Auditor Passenger Receipts Poumairat, Assistant Auditor Passenger Receipts Grice, General Freight Claim Agent Glessner, Auditor Coal and Coke Receipts Lambert, and Assistant Auditor Merchandise Receipts MacCubbin. Vice-Presidents Shriver and Galloway and Comptroller Ekin also spent an hour or two with the picnickers during the afternoon.

After lunch had been disposed of, races were run and suitable prizes awarded. The winners were as follows: Potato Race, William E. Machin and Walter L. Seems; Ladies' Foot Race, Miss Mildred Eberhart; Fat Ladies' Race, Miss Lee Adele McNally; One Foot Hopping Race, Earl B. Hoppman;

Children's Race, J. B. Zimmerman, Jr. Watermelon Contest, Earl B. Hoppman; Bowling Contest No. 1, A. Thurman; Bowling Contest No. 2, Mr. Swartz.

The only near casualty occurred during the Fat Ladies' Race, when Miss Clara E. Meredith, at the end of the run, tripped and lost both her French heels. However, Mr. Grice proved himself to be an excellent shoemaker and the damage was quickly repaired. Mrs. Grice, who was looking on, remarked that she could not understand why it should be necessary for her to send her shoes to the shoemaker. We presume Mr. Grice had not shown any indications of his aptitude in this direction near home—and won't! Approximately one net ton of youth and beauty started in the race, but 400 pounds of it fell by the wayside when Miss Helen Kirkwood made a false start and calmly walked over to the side lines and sat down.

We expect that the Magazine Among Ourselves Department will contain a very full and accurate description of at least TWO of the fair sex who were at the picnic. Why? Ask Mr. Warwick.

Mrs. Price was on hand to help the fun along. But—we did not see hubby. Miss Helen Harte was there all smiles. She assisted the photographer very materially and our thanks are due her. She had her own camera along too, running opposition to the writer.

Dancing was one of the important parts of the program, music being furnished by William F. Grund, Mount Clare Printing Department and other musicians. C. F. Grund is president and W. L. Thomas secretary-treasurer of the association and these gentlemen certainly had a busy time looking after the guests, all of whom thoroughly enjoyed themselves.

The attraction of the afternoon was the manoeuvres of five aeroplanes overhead. However, no one was "in the clouds" during the picnic, except the aviators and two or three happy couples whose names we will not mention.

Mr. Hoppman definitely cinched his right to his name by winning the Hopping Race. Mrs. Lewis again showed her ability as a dancer, while Mrs. Jentner said the only reason she did not dance was because no one asked her. This, however, was an excuse only. We know. We asked her and she turned us down cold.

About 200 people enjoyed the afternoon's outing, which was voted a grand success.

## Greetings from the Charles W. Galloway Auxiliary No. 1

By MRS. C. W. LEWIS, President

**T**HE summer is passed and we are now going into our fall and winter meetings.

The past few months have been most pleasant and interesting, but I think we are all somewhat tired, particularly after the Cincinnati Anniversary with its jollification and loss of sleep. Everyone says it was a wonderful affair.

During the summer we had the measuring party on the lawn at the home of the writer. The lawn was lighted with Japanese lanterns and punch and cake was served. Grand President Sturmer and Sister Sagle got the prizes for the largest waists.

Our August meeting was held at the shore of Sister Stier on Middle River, busses leaving Baltimore and Ohio Building and returning to that point. Everyone carried a box lunch. Rowing, croquet, bathing and a good old time crab feast occupied the day. Our vice-president, Mr. Galloway, Grand President Sturmer, Past President Wall and a large number of the husbands of our members were present.

The Versailles picnic was another enjoyable affair, the whole Auxiliary being entertained at a chicken dinner.

The Galloway and Fries' day at Cincinnati was the climax of a most enjoyable summer. The Auxiliary had three steel Pullmans for members and their husbands only, and from the numerous requests that were made to go in our party, we could have filled at least 10 Pullmans, but we could only take care of our members and husbands. Horns, caps, false faces and the "old time all day candy suckers" were provided. Serenading at the various stations with the men in various disguises was a feature where even the ladies could not recognize their own husbands.

The Auxiliary presented Mr. Galloway with a handsome bronze engraved desk set.

The many courtesies extended to our Auxiliary are acknowledged and greatly appreciated, especially the two and one-half hour sight seeing trip in Cincinnati given us by Mr. Galloway. The 21 taxies in line looked like a parade. We visited the Rockwood potteries and had a wonderful time, arriving home tired as could be.

The solicitude of our General Manager Scheer to see if the babies on the train had sufficient milk, was a typical example of the thoughtfulness of our officials.



We expect to have in our winter program things that will be both educational and social and of a lasting benefit to us all.

The Auxiliary is recognized as one of the leading bodies of women in circles outside of the Railroad and has been and will become even a bigger asset to our Company.

I will close sending you greetings from the C. W. Galloway Auxiliary and trusting you will have successful meetings this fall and winter. Our attendance has averaged around 50% during the summer, which is an average that is very seldom attained in any organization and most gratifying to the writer.

### George M. Shriver Ladies' Auxiliary, Martinsburg, W. Va.

Correspondent, CLARA McDONALD TAYLOR

WE are glad to be able to show you some of our Cumbo people, in our columns this month. In the large group, there are three good "catches" for the girls. They are a fine lot of Baltimore and Ohio employees. In the smaller group, the four young men are well chaperoned by two old timers with them.

Because of the intense heat, the attendance at our Auxiliary meeting on August 9, was small.

The death of three of our sisters, Mrs. Walter Trout, Mrs. Ambrose and Mrs. Clark, was a sad blow to all of us. We shall miss them at our meetings as they were always thoughtful of others and ever ready to bear their share of others burdens. Our sympathy goes to the bereaved families.

Our Veteran brother and sister, Mr. and Mrs. George M. Kilner, have been seriously ill, but we are glad they are able to be out. Mr. Kilner has resumed his duties at Cumbo.

Our past president, Mrs. Burkhart, has returned from the K. of P. convention at Wheeling. Mrs. C. H. Lowery also attended.

I wonder how many of our readers have been following Aunt Mary in her travels through France? The wonderful thoughts she has brought back to us from that stricken

land are worthy of our careful study. I would like personally to thank Aunt Mary for the many fine articles she has given us and for the message she has brought back to us from France.

### Miss Merriken Pleases "Her" New Passenger

EVEN the most experienced traveler will sometimes leave a valuable package, bag or umbrella on a train or in a station, and for this reason the "Lost and Found Department" of a large railroad is an important one. Another instance of the service rendered by this department, which on the Baltimore and Ohio is under the jurisdiction of the General Baggage and Milk Department, has just come to our attention.

A lady patron leaving Philadelphia for Baltimore, left a fur neck piece valued at \$450.00 on a seat in the Philadelphia station at 24th and Chestnut Streets. On arrival in Baltimore she reported her loss to Miss Mabel Merriken, Camden Warehouses, through whose efforts she had been induced to use the Baltimore and Ohio. Mr. Dugan's Office promptly made inquiry and located the fur piece, which was returned to Baltimore and to the hands of its delighted owner, without delay.

In commenting on the prompt attention given her, our patron wrote:

"The fur neck piece which was left in Philadelphia was returned to me and I want to thank you for the courtesy extended to me by those with whom I came in contact. The Baltimore and Ohio officers and employees, even down to the porter, are ever kind and courteous and it is a pleasure to travel by your road. The fur piece was new and worth \$450 so its return was fully appreciated. I again thank you."

The story would be incomplete without some comment on the quietly efficient part played by Miss Merriken. When our patron advised her of the loss, she personally went to the Baggage Department and started the tracer going. Miss Merriken is in the employ of Manager J. C. Brown,

Camden Warehouse and Blue Line Transfer, and through her efforts the lady above referred to—although a regular patron of one of our competitors—was induced to use our line. Miss Merriken has been instrumental in diverting a number of passengers to our line and we are glad to record the appreciation of her efforts by the Baltimore and Ohio.

### Marietta Meeting for Better Understanding

By E. N. KENDALL, District Freight Agent

ON August 2, the members of the Farm Bureau, Washington County, and Marietta, Ohio, Chamber of Commerce, held a picnic at Fleming Experimental Farm, about ten miles from Marietta. Nearly three thousand people were present and the entire landscape was black with automobiles and people who had driven to the farm from many distant points. It had been arranged that addresses would be made by General Superintendent D. F. Stevens and Freight Traffic Manager H. R. Lewis. Unfortunately, however, Mr. Lewis was called away on the morning of the gathering, and was unable to be present.

General Superintendent Stevens made an excellent address on the general railroad situation, and he was given a hearty welcome and his remarks enthusiastically applauded. Superintendent H. G. Kruse was present.

President W. T. Smith, Marietta Chamber of Commerce, delivered an address on the subject of "Community of Interest."

Occasions such as this bring about a closer relationship between the agriculturalists, the industrialists and the railroads, and we hope to see more of them.

### The Mercury Went Down

Little Girl (rushing into Doctor's office): Please, Doctor, come at once to father. Mother's taken 'is temperature an' it's gone down.

Doctor: That's all right, my dear—that's splendid.

"Tain't all right; it's gone right down. 'E's swallowed it."—Punch.



THE FORCE AT CUMBO, W. VA.

Left, standing: Messrs. Gordon and Kilmore; seated: Messrs. Kellar, Crisman, Taylor and Hecks. Right, standing: Messrs. Edwards, Ardinger, Kellar Heck, Airhart, Crisman, McDonald and Brown; seated: Messrs. Harvey Martin, Yardmaster; Moore, Kilmer, Kellars



## Welfare Association, Auditor Freight Claims Office, Holds Second Annual Outing

A FEW days before "the big date," Mr. English, president, Welfare Association, Auditor Freight Claims Office, called the *MAGAZINE* Office by telephone and said that his association would hold their annual outing on August 4, and that he would like to have a representative attend. It's *YOUR MAGAZINE* and naturally we take pleasure in doing things to please you and in telling stories of your doings and so, of course, we accepted. The Editor looked round; "Tag," said he, "you're it,"—and we were glad we were "it" when we saw the good time everyone had and the good feeling that prevailed throughout.

Four special cars left Lombard and Paca Streets at noon, with about 200 members of the Association, their families and friends. Unfortunately the writer could not be in all four cars at once and so only knows how everyone enjoyed the trip in our car.

Did you ever hear John McCormack sing? His understudy, in the person of Mr. O'Toole, was on board. First he came through the car demanding fares; however, everyone had a ticket so unfortunately he could not fulfil his desire to put someone off. He then asked if everyone knew a

new song entitled "Yes, We Have No Bananas." Remarkable as it may seem everyone knew it, and so under the leadership of John's understudy a musical program was commenced, the voice of the leader drowning even the noise of the flat wheel under our car. The United Railways had their latest pamphlets entitled "Smile" in the cars, and everyone obeyed their request. Rattles and horns were furnished for the little children—and the big ones, too, and there was no lack of noise.

Arriving at Miller's Park, Mr. English instructed everyone that the most important event would now commence, and we all did full justice to the sandwiches, coffee, ice cream and other good things furnished by Mr. Bopp. In the Park we found Assistant Comptroller Deverell, Auditor Freight Claims Schutte, Assistant Auditor Disbursements Hill, General Claim Agent Glessner, Chief Welfare Department Wood, Auditor Coal and Coke Receipts Lambert, Assistant Auditor Merchandise Receipts MacCubbin and many others. They all took part in the fun and everyone enjoyed it judging by their continuous smiles.

After lunch the baseball game between married and single men started. There's

an old saying that the Lord takes care of his own, and he did on this occasion. At the end of the third innings the married men were getting decidedly the worst of it—and the rain started! It came down in torrents for about fifteen minutes and there was no more ball game!

One of the "heavy" reasons you should have been there if you were not, was Miss Lillian Springer. Her weight? We cannot even guess it, but she is smiling and happy all the time so why let a little thing like a few hundred pounds worry us?

Nelson Thomson, walking across the ball ground, was hit on the nose by a ball; so far as we could learn this was the only "bloodshed" of the day. If Nelson had brought his wife with him, it wouldn't have happened. Mr. Hitchcock, secretary to Mr. Wood, was on hand with his wife and daughter. "Who's boss in this house?" said Mrs. Hitchcock when he said it was time to go home, and she did not think so. Ask us, we found out.

And Doxen's big boy! He has two sons, but one of them is a wonder for his age. We pity papa when the boy grows up.

Miss Anna Evans and W. A. Geraghty won the prize waltz—imagine it, with Mrs. G. standing there looking at him, too. But—they left the baby at home.

The smallest baby on the ground was the little one with Mr. and Mrs. R. Reppert. She was good too, just like her mother!

Who was the prettiest girl, we were asked.



THE AUDITOR OF FREIGHT CLAIMS WELFARE ASSOCIATION AT MILLER'S PARK

Above, first row: Misses Anna Miller, Sara Miller, Grace L. Stanford, Annie L. Gordy, Alden Richardson. Second row: Miss Ethel V. Miller, Mrs. Julia Smith, Miss Linda Ball. Third row: Misses Otten Babendrier and Emma Ball. Below: Freight Claim Agent C. C. Glessner, Auditor Coal and Coke Receipts L. A. Lambert, Auditor Freight Claims J. F. Schutte



We declined to commit ourselves. We know, but we won't tell. They all looked pretty to us. The oldest man? F. C. Alrich admits it, and the oldest in point of service was C. R. Weir. The oldest lady? None of them there over 25! Mrs. English was kept busy trying to keep an eye on her husband. We know what a job it was, we tried it ourselves—without avail. We met Otten Babendrier at the picnic. She came, she saw and she surely conquered. Look at the list of prize winners.

The races were interesting and everyone entered into the spirit of the occasion. The winners were as follows:

Girls 7 to 9 years.....Katherine Ford.  
Girls 10 to 15 years.....Elizabeth Stevens.  
Boys 7 to 9 years.....Paul Miller.  
Boys 10 to 15 years.....Harry Miller, Jr.  
Girls under 7 years.....Claudia Ford.  
Boys under 7 years.....Austin Dopman.  
Ladies.....Otten Babendrier.  
Men.....H. C. Lidie.  
Ladies, Hop, Step & Jump..Otten Babendrier.  
Men, Hop, Step & Jump..Herbert Brown.  
Ladies, Spoon and Potato..Otten Babendrier.

Men, Spoon and Potato..H. C. Lidie.  
Boys, Cracker Race....Richard Gordy.  
Ladies only, Revenue Mrs. J. G.  
Cutter.....Brubaker.

The officers of the Association are R. H. English, president; W. A. Doxen, vice-president; G. L. Bauerle, treasurer; C. W. Eger, secretary. They and their various committees are to be congratulated on the fine entertainment provided for their guests, and also on their foresight in insuring against rain. The numerous showers of the afternoon, while dampening the grounds, did not dampen the ardor of the picnickers, who were busy every minute until the special cars came to the gates about 8.00 p. m. to take us all home at "The end of a Perfect Day."

The writer took a number of photographs, but because of a combination of bad weather, too many shade trees, a slight defect in his camera and probably a good measure of "poor photography" on his part, only a few are available for publication, for which we offer our apologies with promises to do better next time.

## Crossing Watchman P. M. Pennington Brings Honor to Cumberland Division

Wins Prize Dictionary Offered by Senior Vice-President Shriver for Best Work in Solving Puzzles

PHILIP M. PENNINGTON, crossing watchman at Polk Street, Cumberland, has been declared by George H. Pryor, auditor disbursements, the winner of the prize dictionary offered by Senior Vice-President Shriver for the best work done in the Realm of the Riddle Department for the first six months of this year. In notifying Mr. Pennington of his honor, Mr. Pryor wrote him, as follows:

Baltimore, Md.,  
August 9, 1923.

My Dear Mr. Pennington:

It gives me great pleasure to inform you that you have been awarded the prize of a New Standard Dictionary offered by Mr. George M. Shriver, senior vice-president, to the employe of the Baltimore and Ohio who performed the best work in the Puzzle Department of the Baltimore and Ohio Magazine during the six months ended with June 30, 1923.

Candidly, the prize lay between N. Jineer and Wick-o-Cincy but these two puzzlers with a fine spirit of fair play, notified me that they already owned New Standard Dictionaries and suggested that the prize be awarded to someone else not so fortunate. That's just the sort of spirit I have found among puzzlers in the 45 years or more that I have been mixing with them and it speaks well for the brotherly feeling that exists very generally among the clan. After eliminating these two you stood out so prominently that I did not hesitate a moment about awarding you the prize and the editor of the MAGAZINE tells me he will advise Mr. Shriver immediately and arrange to ship you the book in a very short while.

When you get it, I am sure you will be delighted with it. It ranks with the very

best dictionaries of the English language now in existence and, in fact, is the very latest. You will find in the book much information besides the vocabulary and I am sure its possession will enable you to complete the solutions of many puzzles that would otherwise baffle you, which means, of course, that you will derive just that much more pleasure from your work. Good luck to you and may you long continue a contributor to "In the Realm of the Riddle."

With kindest regards and best wishes, I am,  
Yours sincerely,  
(Signed) G. H. PRYOR

Mr. P. M. Pennington  
163 Polk Street  
Cumberland, Md.



C. W. Shinnamon, recently appointed Coal Freight Agent, Cleveland, Ohio

Mr. Pennington is well known not only to the employes of the Cumberland Division but also to many readers of the MAGAZINE, because of his interesting contributions. He has a fine mind, is well read in the best literature, and seldom lets an opportunity go by to send the MAGAZINE information that is of value to the Road. He has been measuring his wits with those of the other contributors to Mr. Pryor's interesting department ever since it was started and is highly honored in being declared a top notch solver and maker of puzzles.

His letters of acknowledgment of the letter notifying him of his well deserved victory, were quite characteristic. He chose to call himself "lucky" rather than "worthy," and praised without stint the "noble hearted generosity of N. Jineer and Wick-o-Cincy," the two puzzlers who, having fine dictionaries themselves, declined to be considered for the prize and left the undisputed championship to Mr. Pennington.

There are hundreds of employes not now enjoying the mental stimulus and recreation offered by "The Realm of the Riddle," and I who are ideally situated to enjoy it. Men who are at outlying points on the Road, and whose duties are not exacting, can get lots of fun out of puzzling. Fathers of families will do their children a real service by interesting them in this work. It is highly instructive and helps build one of the greatest educational aids that a person can have, namely a knowledge of words.

## Practical Railway Maintenance

By CHARLES WEISS

340 pages, 6x9, 88 illustrations, \$3.50 net  
postpaid, Published June, 1923

A PRACTICAL discussion of the basic elements of track work and allied subjects.

The book presents the underlying theory and practice of modern railway maintenance.

It describes the function, desirable qualities, use and care of the principal track materials.

It includes essential tables.

Track supervisors, track foremen and maintenance engineers will be particularly interested in the practical discussion of such allied topics as:

- the handling of men on the job;
- the maintenance of bridges, minor structures and signals;
- the full use of labor-saving devices;
- the keeping of records and the making of reports;
- surveying without a transit.

The book is a concise text for the student of railway maintenance and the beginner in this field and also a valuable reference work and review of fundamental principles and modern methods for the experienced maintenance man.



# Safety First Magician Gans Contributes Novel Act to Galloway-Fries Celebration

ONE of the most interesting numbers on the program at Chester Park on August 23, was the act put on by Arthur D. Gans, Safety First Magician. As Mr. Gans says, this title is not official, but he holds "Squatter's Rights" to it.

"The curtain rises, and the Baltimore and Ohio Safety drop curtain is displayed. On one side is a warrior with shield and sword, the shield bearing the word "Safety." He is sticking his sword into the body of a dragon, which is marked "Carelessness." A safety design appears on the upper part of the drop.

The drop curtain rises and engine 4545, life size, is seen. Mr. Gans, in regulation engineer's uniform, gets off the engine, dinner pail in hand, and says;

"Well, we have another hot box back there. Probably the same one it took 30 minutes to pack before; may take the same time now." He calls to his fireman; "Bill, see that the flagman goes back."

"Well, I've put my foot in it again. I will have to make good. I've been talking Safety First to the boys for so long that they are telling me to hire a hall. The superintendent heard of my interest in Safety, and has asked me to give a talk on the subject tonight in Chillicothe. Guess he thought he had me stumped, but ever since I was a wee bit of a kid, I've been interested in tricks. In my spare time recently, I have thought out a Safety talk, illustrated with sleight of hand, so when I spring it on them tonight, believe I will have them all buffaloed. Guess I'd better put in this half hour on a full dress rehearsal so that when I talk tonight it will be smooth and finished. Here goes."

Mr. Gans then gave an example of the

art of "paper tearing." He tore four skeletons from a sheet of paper, while delivering the following monologue:

"Imagine that this sheet of paper represents a man, or a number of men, all healthy, vigorous, strong and in full possession of their mental faculties—clean cut railroad men. The tears I make represent the years of work and experience of the men.

"We all realize that railroad work is no more dangerous than other work. A careful railroad man is in less danger than men working at other trades. The slogan 'Safety First' is not a selfish one. It does not mean to look out for your own Safety first, and let others take chances. It means—think of Safety, your Safety and the Safety of those working with and around you.

"The average full blooded American delights in taking chances, with his money in stocks and bonds, a quiet game of poker, dominos, etc. Daily he runs in front of street cars and autos, he jumps on moving cars and he takes chances in many other ways. Then some day something happens and he is finished taking chances.

"Almost every man has some one depending on him financially, and for his love and care. Every time he takes a chance he not only risks his own life and limb, but he is jeopardizing the happiness of his family and friends.

"Remember the A. B. C.'s of Safety, Always Be Careful. Then when the day's work is done your family and friends have the pleasure of your love and company."

Mr. Gans then entertained the audience with a number of magician's tricks, and concluded with the following act, entitled "Success."

"Many who are employed by a railroad

or other corporation, work for a while and then decide there is no chance for advancement, and they either resign or hold on to their job, grumbling continually about not having a chance. Think of it!—in this country of ours, where boys born in log cabins and poor boys from farms have risen to the White House in Washington—in this country, with thousands of libraries, night and day schools, free educational courses and lectures and Y. M. C. A. courses; where even boys from the slums rise to be legislators, merchant princes, bankers and financiers; where section hands, water boys, rodmen, brakemen, telegraph operators and firemen become railroad presidents.

"It is true that there is little chance for the man who watches the clock, grumbles at every task, is always late, does not put his heart into his work, learns nothing from his mistakes, feels that he is above his position, fears responsibility and plays the old game of 'pass the buck.'

"Forty years ago, before many of us here were born, when chances for promotion were slim, two lads started to work for the Baltimore and Ohio. They did not watch the clock, they were not always grumbling, they were not always late, they were willing and they believed in themselves and were always preparing for a step higher. They did not forget, they put their hearts in their work and when they made mistakes they learned something from them.

"They were helpful, sociable, good listeners, frank, open, always ready to lend a hand, self confident but not conceited; they took pains to remember names, faces, facts and figures and were always considerate of the rights and feelings of others.

"As railroad men they were a success. As railroad officers today they are looked up to as leaders. That is why we are here today. To meet them. To get an inspiration for ourselves from their Success."



The Annual Convention of the West Virginia Pharmaceutical Association



A large scenic drop then appeared with the photographs of Messrs. Galloway and Frieson it. At the top was the word "Success," and at the bottom "forty years."

The whistle blew four times to call in the flagman, then twice to go, the bell rang, Mr. Gans stepped aboard his locomotive and the curtain dropped.

## Resolutions Emphasize Inspiring Careers of Honored Veteran Vice-Presidents

THE resolutions adopted in honor of Vice-Presidents Galloway and Fries by the Veterans' Association, were presented at the testimonial dinner by Morrison R. Waite, general solicitor, and chairman of the Resolutions Committee, They were as follows:

### Vice-President Galloway

WHEREAS: Charles W. Galloway entered the service of The Baltimore and Ohio Railroad Company in the humble capacity of messenger in the year 1883 and has during the ensuing forty years risen to the position of Vice-President in Charge of Operation and Maintenance, and,

WHEREAS: during these forty years, by his loyalty to the interest of the Railroad Company and his devotion to the welfare of its employees he has attained an unusual place in the affection of his fellow employees. Now therefore be it,

RESOLVED: by The Veterans' Association of The Baltimore and Ohio Railroad Company that we extend to Charles W. Galloway our sincerest congratulations upon the achievement of his forty years of service, and upon his eminent success as an operating railroad official, and that we express to him our warmest appreciation because of the interest he has always manifested in behalf of his fellow-workers with The Baltimore and Ohio Railroad Company. And be it further,

RESOLVED: that we express to him our earnest hope that he will continue in the service of our Company for many more years, and that he will continue to be, as heretofore, an inspiration for all who, as he, would rise through energetic effort and sheer ability. And be it further,

RESOLVED: that a copy of these resolutions, properly engrossed, be presented

to Mr. Galloway on the occasion of the Galloway-Fries Day to be held at Chester Park, Cincinnati, Ohio, August 23, 1923.

### Vice-President Fries

WHEREAS: Archibald Fries, Vice-President in charge of Traffic of The Baltimore and Ohio Railroad Company, has with marked success risen from the position of entry clerk in 1880 to the executive office he now occupies with such distinction, and,

WHEREAS: his service with The Baltimore and Ohio Railroad Company has always been marked by the utmost loyalty to the Company, by uniform courtesy to the shipping public and by his consideration for the feelings of fellow-workers of the Railroad Company. Now therefore be it,

RESOLVED: by the Veterans' Association of The Baltimore and Ohio Railroad Company that we express to Archibald Fries our heart-felt congratulations upon his remarkable record of service and upon the high place he holds among the traffic officials of the railroads of this country, and that we sincerely thank him for his kindly attitude towards his fellow-employees; And be it further,

RESOLVED: that we convey to Mr. Fries our sincerest wishes that he remain in the service of the Railroad Company for many years to come, and that he continue to expand the business of our Company and gain further fame, as a Veteran of The Baltimore and Ohio Railroad Company. And be it further,

RESOLVED: that a copy of these resolutions, properly engrossed, be presented to Mr. Fries on the occasion of Galloway-Fries Day, to be held at Chester Park, Cincinnati, Ohio, August 23, 1923.

## Etiquette as Seen on the Charleston Division

By C. W. DIXON, Car Distributor

Q. Should a slice of bread be bitten into or broken into small pieces and conveyed to the mouth with the fingers?

A. Depends on how hungry you are.

Q. How soon before a wedding should invitations be issued?

A. Depends on how far they have to go.

Q. When should wedding gifts be acknowledged?

A. After they are received.

Q. When a man and woman enter the theatre, who precedes?

A. Depends on who bought the tickets.

Q. If a plate is passed for a second helping, should the fork and knife remain on the plate or be placed on the table?

A. Should not be placed on the table unless they have been licked clean.

Q. What is the correct way to eat corn on the cob in a public dining room?

A. By placing it in the mouth and biting it off with the teeth.

Q. Should a seed become lodged in the left ear when eating watermelon, what is the correct way to remove it?

A. By having the party next to you blow in your right ear. If that fails to work, sneeze three times.

Q. How should a woman traveling alone sign her name in a hotel register?

A. With a pen.

Q. When a woman marries for the second time, should she wear the usual veil?

A. It depends on whether or not she is good looking.

Q. Should a man who is a guest at a house party "tip" the servants when leaving?

A. Depends on how much "liquid refreshments" he got.



held at Deer Park Hotel Deer Park, Md. during week of June 28

Photo by courtesy of F. Stern, President of Association





EVERYBODY—EXCEPT THE CRABS—HAD A GOOD TIME AT MIDDLE RIVER

1. Mrs. C. W. Lewis, President, Charles W. Galloway Ladies' Auxiliary and the gentleman for whom the Auxiliary is named. 2, 3 and 4. Many Baltimore ladies enjoyed the day's outing—and they sure do love crabs! 5. Brother Wall and his pupils. Do you recognize "Miss" Hobbs? (Continued first column, next page)



## Charles W. Galloway Ladies' Auxiliary No. 1 Holds Outing on Middle River

**H**AIL, Hail, the Gang's all here. What the—Ah, yes, pardon me, there are ladies present." Thus spoke Charles Allen about 10 a. m. on August 15, one of the big days in the history of the Ladies' Auxiliary named for our operating vice-president. Members, their families and friends, old and young, tall and short, heavy and slender, gathered at the Central Building with lunch boxes, hampers, suit cases, bathing suits, etc., very much etc., ready for the buses to take them on their way rejoicing. Three large buses were required to take care of about 75 people. No, that's not quite correct, there were more, Mr. Sturmer and Mr. Wall, Mrs. Hicks, Mrs. Steiner and several others should really count as two each. Finally at 10.30 a. m. every one was comfortably settled in their conveyances, horns tooted and we started, leaving Mr. Allen standing on the side walk, tears in his eyes sadly singing "Good bye Little Girl, Good bye,"—to which one of the fair voyageurs, however, we cannot say. In any event he took care to see that we were all properly taken care of, giving us as much attention as he does to his daily pride and joy, The Capitol Limited.

Threading carefully through the mazes of Baltimore traffic, out Eastern Avenue, along the wide country roads, we finally, after an enjoyable hour's ride, reached the Middleborough section, on the shore of Middle River, and the residence of our hostess for the day, Mrs. Stier, where we were greeted with a warm handclasp and a genuine old fashioned welcome.

We have only one criticism to offer on the journey down, that is that our friend Allen did not take quite sufficient care in distributing the "weight" evenly. In one bus several heavyweights were all on one side—with disastrous results to the springs of the car.

Mr. Hanson suggested that the company should join in singing "Yes, We Have No Bananas." He was voted down, however, and on motion of Mrs. Hicks, Mrs. Steiner favored us with something new, entitled "No, We Have Plenty of Cider!" Mr. Mercer was on hand and brought his wife, and also a fine armful of Frederick roses. Of course Uncle George Sturmer came along to keep order and was ably assisted by his

wife and daughter. "Safety Jack" Perin made the welkin ring with his cries of joy when he saw the river, but his enthusiastic transports subsided when his wife told him to behave. Would any outing be complete without Mr. Wall? We'll say not. And his bathing suit! Neither tongue nor pen can describe it. It is our one regret that our camera cannot adequately picture this many colored garment.

Mr. De Falco, Mrs. Stier's father, was there to greet us, and how they did make that poor man work. It must have reminded him of the days when the position of water boy to a gang of thirsty men was common. To be sure that we had adequate means of communication while far away from home, Mr. Hobbs from "CA" tower came along, prepared to climb poles, string wires or do anything connected with the preparation of wireless means of communication. During the afternoon Vice-President Galloway and Chief of Welfare Bureau Wood came down for an hour or two relaxation from their many cares. And they got it!

After the lunch boxes had been opened and the many good things they contained had been disposed of, a number of photographs of the youth and beauty of the Ladies' Auxiliary and the handful of mere men, were taken. The results appear here.

At 2.00 p. m. Mrs. Lewis called her ladies together for a business meeting, from which heaven the men for a short time were excluded, spending the time disconsolately wandering on the beach seeking new fields to conquer. While so engaged a sound as of a mighty thunder rose on the still air. Investigation developed it was the ladies welcoming the arrival of Vice-President Galloway, who made a short address, telling the ladies how glad he was to be able to be present, and expressing good wishes for an enjoyable day.

After the meeting, those who had them, donned bathing suits. Others rested under the trees, while a few took to the river in boats. Suddenly a short sharp cry rang out. "Help, help!" It seemed that Mrs. Lewis had taken one of the boats out without a life saver near by, and due to the swift current could make no headway. Mr. Sturmer, Mrs. Jentner, Mrs. Espey and many others rushed to her assistance and brought her safely to shore, it finally developing that the reason she could not move was that her boat was resting on the river bottom, the river at this point being only six inches deep. Not to be deterred, Mr. Sturmer said he would show us how to row. He did! First he took Mrs. Lewis, then after showing us that he really could do it, he took Mrs. Steiner and Mrs. Espey. Hard luck followed him. In loading his precious cargo he got too much weight on one side and gave Mrs. Espey a bath, entirely unnecessary and unlooked for. Then came the crab feast. And it was a feast. One prominent gentleman remarked afterwards that he had eaten ten crabs and but for the appearance of the thing would have eaten ten more.

The shades of night were descending, and hampers were once more gotten out and dinner disposed of. About this time Mr. Lewis and several other husbands arrived and helped to dispose of the now rapidly diminishing supply of food. About this time also, Mr. Wood decided he had had enough of the water and came in, completely exhausted, but not too much so to be able to do his full share of disposing of the feast of good things.

Mrs. Stier was everywhere looking after the comfort of her guests and the thanks of everyone were heartily voted to her for her many kindnesses and the charming manner in which she had provided for a most enjoyable day for her guests.

The buses returned to take us home at 8.00 p. m., and at Charles and Baltimore Streets we departed our several ways, unanimous in the opinion that it had been a most enjoyable day in every sense of the word.

## With Jolly Crowd, the Accounting Association Has Fun a-Plenty on Outing

**T**HE Dreamland, the Annapolis, the Rock Creek, the Louise, and any number of jolly excursion boats pulled out of the harbor at Baltimore on Saturday afternoon, August 18, but there was none among them that carried a happier group than did the Latrobe. This was the annual outing of the Baltimore and Ohio Railroad Accounting Association on Chesapeake Bay.

As a merry too-oo-oot of the boat's whistle called out the time of departure, there was a scraping of chairs, and many a cheery "Hello, where did you come from?" The Moose band, saxophone and clarinet,

led by R. Hart Gawthrop, of the A. M. R. Office, started out on a merry jazz; John Bopp's waiters began stepping lively; T. Parkin Scott and E. Frank Thomas sharpened up their shoes for a waltz, and we were off for a delightful trip.

The journey was made more pleasant than we had anticipated, for despite a cloudy and threatening morning, the sun broke forth and added his broadest grin to those on board the boat, and everybody was happy.

First of all there were those wonderful canaries on strings for all of the children, rattles for the babies—and some of the

In the picture are—

(Continued from preceding page)

6. More of the lady visitors. 7. Not satisfied with appearing in photograph No. 3, here we are again, with still more crabs. 8. The inimitable hatching suit. Too bad the camera does not show the many colored garment of Brother Wall in all its beauty. 9. We like crabs too! 10. Some of the officers of the Auxiliary. 11 and 12. The kiddies were there too, and did their share in disposing of the crabs Mrs. Stier was busy cooking all day. 13. Until the photographer got busy, these six held the center of the stage. Upon his appearance, however, they lost their charm and all the ladies turned their eyes on him. For a few minutes, his ambition to be as popular as Mr. Wall was gratified.



grown-ups quite forgot their ages—so that when the "rattle man" came around, there was a general cry of "gimme" from some of the bearded overgrown kids. Flags of the sea and of allied nations were flown on a rope that reached from fore to aft; children romped from one end of the boat to the other, upstairs and down, and lots of older folk played kids again and did the same thing.

Led by Joe Swikert, as a French orchestra leader, came a quartette of instruments

guaranteed to bring forth applause. The instruments were a tin cavalry trumpet, a mouth organ, a mandolin (also of the recent variety), and a most magnificent Jazz horn. And the star performers were as follows: C. V. Thomas, Office of Senior Vice-President; E. Frank Thomas, head clerk, Pay Roll Bureau, Office Auditor Disbursements; W. Erdman, Relief Department, and T. Parkin Scott, chief clerk, Savings Feature, Relief Department.

"I have a leetle apology to offer for zeese men," began Monsieur Swikert, "zey aier just off the ice, and naturellement zey aire a leetle beet flat, and not so sharp as zey ought to be. I apologize for zem, yes, but look at me. I shall make up for all of zeir what you call shortcomings."

"But, Professaire," ventured Monsieur Scott, "my moustache is coming off!"

"Swallow eet, swallow eet," yelled their leader, "don't let zeese people see zat you are



#### DID YOU EVER SEE SO MANY HAPPY FACES?

1. W. C. Bowhay, Freight Claim Department, Mrs. John E. Jubb, Mr. Jubb, Mrs. John Kratz and Mr. Kratz, holding a mutual admiration conference. 2. C. Vernon Thomas, Senior Vice-President's Office, and his family. Mrs. Thomas was formerly Miss Miller of the Auditor Disbursements Office. Their baby was the youngest member of the party. 3. John M. Shea and his son, John. 4. Left to right: Mrs. George F. Creswell, Mrs. R. T. Newman, Mrs. William Wheeler, Mr. Wheeler and their little son, J. D. Gill. 5. The Town Musicians: T. Parkin Scott, E. Frank Thomas, John Swikert, H. W. Erdman and C. Vernon Thomas, all of whom performed so remarkably for amateurs that they were begged to stop before the excursionists jumped overboard. 6. Mrs. Charles W. Lewis with little Shirley J. Thomas. 7. Mr. and Mrs. John Kennedy and children. 8. Watching the Town Musicians pull off their stunts and their whiskers



annoyed by a leetle moustache. Swallow eet like a man!"

Then there was the concert, unbeatable and unmatched, the only one of its kind. May we never hear another like it!

Professor Luckey, he of the photographic fame, loaded his gun, aimed and shot. The results you see herewith.

Downstairs Mrs. Lane and a Mr. Lane sang alternately solos and duets. Then came a meeting of the associa-

tion, at which the ladies were welcomed.

Business was finished in short order. President Lollman handled his job with dispatch, after which the following song was sung to the tune of "Barney Google."

Who's the most important man that the B. & O. ever knew?

Who is the man our officers tell their troubles to!

No, it isn't Mr. Bryan, and it isn't Mr. Hughes—

I'm mighty proud that I'm allowed a chance to introduce:

G. M. Shriver, with his cheery, smiling eyes,  
G. M. Shriver, whose plans all harmonize,  
He's the Boss the boys all like,  
Against his word we'll never strike—  
G. M. Shriver, with his cheery, smiling eyes.  
and, John J. Ekin, with his question always  
"Why?"

John J. Ekin, he'll wink a snappy eye,  
He's the boss who will help you out



#### WITH A FINE TURNOUT OF OFFICERS

1. Left to right: J. P. O'Malley, Assistant Comptroller; W. B. Dudderar, Assistant Auditor, Coal and Coke Receipts; L. A. Lambert, Auditor, Coal and Coke Receipts; J. J. Ekin, Comptroller; W. E. Rittenhouse, Auditor, Merchandise Receipts; F. L. Schepler, Assistant to General Freight Claim Agent; C. H. Poumalrat, Auditor, Passenger Receipts; Louis M. Grice, Assistant Auditor, Passenger Receipts; C. C. Glessner, General Freight Claim Agent.  
2. Comptroller J. J. Ekin, Mrs. Ekin, and their two stalwart sons. 3. The jolly crew, left to right: Quartermasters G. Cummings and H. Miskimon; First Officer O. Jarvis, Chief Engineer William Meyer, Captain G. Benjamin Heselbach



When he hasn't got the gout,  
John J. Ekin, with his question always,  
"Why?"

Mr. Shriver was not there, but John J. Ekin was. And when the boys all roared, "Speech! Speech!" the boss came forth

and demanded if there was a doctor aboard.

"Yes," called out T. Parkin Scott, "I'll feel your pulse."

"No, it isn't that," declared Mr. Ekin, "I just wanted somebody to tell me when I have the gout. I didn't know until a few

minutes ago that I had it. And just one other thing, I don't want to be placed before the organization as being nothing but a question mark. I think that the ladies of the party should have thought more of me than that, but



#### SEVENTY-FIVE MORE SMILES FROM THE ACCOUNTING ASSOCIATION

1. And the junior officers clustered around "John J. Ekin, with his question always WHY?" Left to right: August Kleinhenn, Office of Auditor Miscellaneous Accounts; J. M. Finn, Office of Auditor Passenger Receipts; W. C. Bowhay, Freight Claim Department; J. C. McCahan, Treasury Department; John W. Sweitzer, Chief Clerk, Office of Assistant Comptroller Deverell; C. J. Miller, Motive Power Bureau, Office of Assistant Auditor Disbursements; T. Parkin Scott, Chief Clerk, Savings Feature, Relief Department; F. B. Milnor, Chief Clerk, Auditor Coal and Coke Receipts; J. W. Myers, Chief Clerk, Comptroller's Office; H. W. Hohman, Assistant Chief Clerk, Office of Auditor Merchandise Receipts; W. H. Orem, Office of Auditor Freight Claims; G. H. Thiemeyer, Assistant Chief Clerk, Office of Assistant Comptroller O'Malley; J. A. Zimmerman, Head Clerk, Auditor Disbursements Office; Second row: A. H. Atwood, Head Clerk, Auditor Merchandise Receipts Office; A. J. Groeninger, Office of Auditor Merchandise Receipts; R. M. Billmyer, Head Clerk, Office of Auditor Passenger Receipts; F. F. Lollman, Head Clerk, Office of Auditor Merchandise Receipts, President of the Association. 2. Three little maids whose papas were there, too; Dolly Schepler, Frances Hollofield and Gladys Schepler. 3. Mr. and Mrs. George F. Creswell, Mr. and Mrs. R. T. Newman. 4. A group of the kiddies who came for a good time—and had it; pick 'em out. 5. A. C. Bowersock and his family, with Sarah Francis Lollman in the background. 6. John Limpert, Secretary to Assistant Auditor Coal and Coke Receipts, and his family. 7. Mr. and Mrs. J. J. Groeninger. 8. G. H. Thiemeyer and his daughter, Adele



they, too, seem to have gone back on me.

"Nevertheless, I appreciate what you have to say about my 'boss,' Mr. Shriver. As to the question, 'Why?', we'll have to let that pass also.

"I did not come here with the intention of making a speech and I shall not make one. However, it is an inspiration to look into your happy faces. We had a happy time at the picnic last year, but as far as I am concerned, this is even better. Perhaps it is because we seem to know each other better.

"For one thing, I see a lot of sweet-hearts here today. We are all Baltimore and Ohio employes, but the presence of our wives, our sisters and our sweethearts makes for a better time.

"A better spirit exists on the Baltimore and Ohio today than ever before. We are beginning to understand and to appreciate each other more. When we help each other we help the Baltimore and Ohio.

"It is a privilege to me to be with you and to see you in a different way, under different circumstances than we are accustomed to seeing each other. There is no 'Why?' in me today."

Then "Three cheers for Mr. Ekin," called someone, and "Hooray, Hoo-ray, Hooray!" split the air. The song was repeated and a half-dozen other old-timers were sung, including "My Bonnie Lies over the Ocean," "Carry Me Back to Old Virginny," etc. What mattered it if somebody in copying the songs did leave out two lines of "My Old Kentucky Home," or that he spelled the "Taters" in "Carry Me Back to Old Virginny," with a "po-" prefix? Everybody was happy, and when the words weren't there they sang them anyway.

Then there was a general line-up before the camera, kiddies and grown-ups alike. Thirty-six kiddies were in one group, and they all had a fine time.

There were pow-wows and confabs and little parties of eight or ten talking here and there. Sometimes they were standing before the great bowl of orangeade, which was always on tap.

At five o'clock came the call to dinner, and John Bopp served one of his famous meals. There were devilled crabs and potato salad, olives, ham sandwiches, coffee and "hot dogs" and ice cream.

Then there was general "shaking of the feet." R. H. Billmyer said that when a waltz was played the floor was always full; all of the old boys remembered how to waltz. Among those who didn't join in but who looked on with keen interest were: J. P. O'Malley, assistant comptroller; W. B. Dudderar, assistant auditor coal and coke receipts; L. A. Lambert, auditor coal and coke receipts; W. J. Dudley, superintendent, Relief Department; W. E. Rittenhouse, auditor merchandise receipts; F. J. Scheppler, assistant to general freight claim agent; C. C. Glessner, general freight claim agent; C. H. Poumairat, auditor passenger receipts; Louis M. Grice, assistant auditor

passenger receipts. And among these there was a certain gentleman who insisted on providing the others with a recipe entitled, "How to Leave Your Wife at Home."

On the homeward journey there were more songs, everything from "A Perfect Day," and "God Be With You 'til We Meet Again," to "Good Night Ladies."

It had been a perfect day and everybody said good night to everybody else with the wish that parties like this came once a month instead of once a year.

## Howard T. Cromwell Now Assistant Superintendent Glenwood Shops

HOWARD T. CROMWELL, who was one of the early special apprentices of the Baltimore and Ohio, has recently been promoted from assistant master mechanic, Riverside, to assistant superintendent of shops, Glenwood, Pa. Mr. Cromwell is another of the third generation of old Baltimore and Ohio families who have given their lives to the service of the Company, gradually advancing toward the top.

Mr. Cromwell is the grandson of former Superintendent of Motive Power A. J. Cromwell; his father is Oliver C. Cromwell, who for many years was mechanical engineer and now occupies the position of assistant to chief of motive power and equipment. He comes from a railroad family and is well fitted by training and experience for his new position.

Mr. Cromwell has had a varied experience in railroad work, commencing when he was 14 years of age. During his school vacation periods he was employed in the shops of the Baltimore and Ohio. He started making cones in the iron foundry, then following on castings on the general floor and later making locomotive cylinders, and also taking a turn in the brass foundry. He then moved to the erecting shop, machine shop and air brake department. He was also employed in the

Mechanical Engineer's Office and then secured experience in road work such as the operation and adjustment of locomotives on line. He has worked in the boiler shop and on electrical maintenance and repairs.

While securing the foregoing experience Mr. Cromwell continued his studies at the Baltimore Polytechnic Institute and Johns Hopkins University. He has been employed as general foreman, DeForest Junction and Wilmers Shops. During the past four years he has been at Riverside.

Mr. Cromwell has gained the respect and liking of his fellow employes and officers, all of whom wish him well in his new work. Before leaving for Glenwood he was presented with a 21-jewel Hamilton watch and chain by the Riverside employes.

The story would not be complete without mention of Mrs. Cromwell, whom the writer had the pleasure of meeting recently. Of a friendly and frank disposition, Mrs. Cromwell will make many friends in her new home. Mr. and Mrs. Cromwell have two children.

## Baltimore "Y" Offers Course in Traffic Management

A SCHOOL of Traffic Management will be opened in the Baltimore College of Commerce of the Y. M. C. A. this fall. The leading traffic authorities of the city have expressed the opinion that the increasing importance of Baltimore as a shipping and transportation center requires a thoroughly trained group of young men to handle the growing volume of business.

The training will be of a thoroughly practical character. The entire field of traffic will be covered, including the Fundamentals of Transportation, Tariff Interpretation, Rate Construction, etc.

The faculty will consist of three instructors, Messrs. P. J. Trueschler, Baltimore and Ohio Railroad, G. H. Pouder, Board of Trade, and F. G. Blyth, American Railway Express Company.

The school will open September 27 and classes will be held two nights each week for thirty weeks. Complete information may be secured from the Central Y. M. C. A.

Special lectures will be given during the season by General Freight Agent Samuel House, Foreign Freight Traffic Manager F. J. Couse, Attorney C. R. Webber and Manager Commercial Development H. O. Hartzell of our Company.

Examples of young men receiving practical experience in traffic matters and studying traffic theory in leisure hours while in the service, then jumping to splendidly paid positions as traffic managers with industrial concerns, are frequent enough to make this and similar courses given elsewhere, most attractive to live wires.



H. T. Cromwell, recently appointed Assistant Superintendent, Glenwood Shops





### Note:

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

THE answers to the puzzles published in the June issue are:

1. B A S S  
A C C A S  
S C A R E D  
S A R A C E N  
S E C U R E  
D E R M A  
N E A T

2. Shifty, fishy

3. C A S T O R  
A M P E R E  
S P I R I T  
T E R E S A  
O R I S O N  
R E T A N S

4. Mendicant

5. K O L O A M A P U  
H I S T O R Y  
S T O U T  
E L E  
L

6. T  
A H M  
G R E E T  
A R M E R I A  
T H E E N I G M A  
M E R I G H T  
T I G H T  
A M T  
A

7. ONE WOE DOTH TREAD UPON  
ANOTHER'S HEEL

8. C I R C U S  
T O R P I D  
B O S N I A  
P E T A L S  
T E N P I N  
R A S P E R

9. Chances-changes

10. P A T  
A L E  
N I T  
P A N D E R A G E  
A L I E N A T O R  
T E T R A G O N S  
A T O  
G E N  
E R S

11. Chaplain

12. INCOME TAXES

13. GEORGE H. PRYOR, AUDITOR  
OF DISBURSEMENTS

14. THE UNITED STATES OF AMERICA.

CORRECT solutions were received from the following:

Comrade, N. Jineer, D. Lemma, S. T. Udent, Ben Franklin, Primrose, Pearlle Glenn, J. F. Donovan, G. Hartman Pryor, Atlas, L. M. N. Terry, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; Spica, Whitney Crossing, N. Y.; P. M. Pennington, Cumberland, Md.; Gee, Ashc-boro, N. C.; Gemini, Poly, Brooklyn, N. Y.; Wick-o-cincy, Cincinnati, Ohio; T. Hinker, Jack O'Lantern, Bangor, Pa.; Tunste, Joaquin, C. Saw, New York, N. Y.; Tow-head, Lafayette, Ind.; Ralph E. Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Petite, Molemi, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa, Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Arcanus, Eloise, Em Jay, Iowa City, Iowa; Jemand,

Wilmington, N. C.; P. A. Butterwick, Telford, Penn.

Additional solutions to May puzzles came from P. A. Butterwick, Telford, Pa.

The prize of six months' subscription to the Enigma, the official organ of the National Puzzler's League, was won by S. T. Udent (Miss Edna Whitehill, Auditor Disbursements Office, Baltimore, Md.).

### New Puzzles

#### 1. CHARADE (10)

This charade you peruse today,  
Would make a poet sore,  
But at least its ONE with all of those,  
That I have made before.

Far, far away in sunny Spain,  
Across the ocean blue,  
A dark eyed senorita was  
Conversing with a TWO.

Whene'er a man can do his work  
With great dexterity,  
We speak of him with much respect,  
And say he's very THREE.

And now I'll end this fierce charade  
That has no poetic feet,  
I hope the editor will  
Consider it COMPLETE.

Philadelphia, Pa.

A. T. Ourman

#### 2. INVERTED PYRAMID

(Defined by New International Dictionary)

Across:

- 1—A placing side by side,
- 2—Twelfth parts,
- 3—A female leader,
- 4—Dentist's instruments for removing tartar from the teeth,
- 5—Traps (Obs.),
- 6—Its (Obs.),
- 7—A letter.

Down:

- 1—A letter,
- 2—Dial. var. of had, pret.,
- 3—Shall (Obs.),
- 4—(Carp.) driven obliquely as a nail,
- 5—To compel (Obs.),
- 6—Of or pertaining to the foot,
- 7—Spotted American cats (*Felis pardalis*),
- 8—Sirups (Obs.),
- 9—Imarians,
- 10—Same as TASSET,
- 11—Obs. or ref. sp. of ILLS.,
- 12—A ridge of drift,
- 13—A letter.

Brooklyn, N. Y.

Gemini



## 3. RIDDLE

I'm small and pink and smooth and round,  
In graneries I may be found,  
I'm large and red and ridged and bent,  
I'm ne'er bestowed but often lent,  
I'm sharp or dull; I'm thick or thin,  
In flora alone, but in fauna a twin,  
I'm green or white, and wear a beard  
That's rarely plucked and never sheared;  
I never leave you tho' you lend me,  
From evil, master, pray defend me!  
I burn and yet quite cool remain,  
What am I? Reader please explain.  
Cincinnati, Ohio Wick-o-eincy

## 4. DIAMOND

1—A letter,  
2—(Slang) A mate,  
3—(E. Ind.) Small trees of the family  
Apocynaceae, common in Southern India  
(Obs.),  
4—Official certificates of government  
grants,  
5—(geol.) The older portion of the Tertiary,  
6—A Spanish Admiral, defeated by  
Rodney at Cape St. Vincent, January 15, 1780,  
7—(Prov. Eng.) A star,  
8—(E. Ind.) A sheep, the nahoor,  
9—A letter.  
Baltimore, Md. S. T. Udent

## 5. BEHEADMENT (5)

The ONES that do to girls belong  
Are thought by fellows very fine.  
To have your THREES around their  
waists  
No TWO is done the boys opine.  
Bangor, Pa. Jack O'Lantern

## 6. RHOMBOID

(New International Dictionary)

Across:

1—A Cen. and So. American pinnate-  
leaved palm,  
2—Celebrity,  
3—Pertaining to nitrogen,  
4—The fall herring,  
5—One of the shooting stars of the star  
shower which recurs near the 14th of Nov.,  
6—(Golf.) The position of two balls on  
the putting green.

Down:

1—A letter,  
2—A coordinate particle,  
3—The female of the domestic fowl,  
4—A single thing,  
5—Dorsal,  
6—A room for ewers,  
7—A native of the region of the Upper Nile,  
8—A rabbit,  
9—To border,  
10—Prefix denoting "two,"  
11—A letter.

Yazoo City, Miss.

Spud

## 7. CHARADE (6)

"Oh TWO me ONE the TOTAL,  
(Said little Jack) 'Tis fine  
I always get the smallest ONE  
When we have guests to dine."  
Whitney Crossing, N. Y.

Spica

## 8. SQUARE

1—Stared or roamed about as if moon-  
struck,  
2—Gilt or bronzed metallic ware,  
3—A gasometer,  
4—Attention,  
5—Makes choice of,  
6—Compulsion.

Baltimore, Md.

Red Crow

## 9. ANAGRAM

(Based on the titles of three novels by  
Sir Walter Scott.)

HEAVEN MAY ENVY SIR WALTER,  
TOO, EH?

There lie three books upon the shelf  
Writ by a master hand;  
Oh would that my unworthy self  
Such talent could command!  
They tell of castles high and strong  
With wall and moat around;  
Of clashing clans whose border songs  
Make hills and dales resound.  
Johnstown, Pa. Tom Crestmore

## 10. PROGRESSIVE HALF SQUARE

(New International Dictionary.)

1—Cycling,  
2—A city in W. Va.,  
3—Following closely behind,  
4—Fishing,  
5—Eloge (Obs.),  
6—The Chinese water chestnut,  
7—A meadow (Prov. Eng.),  
8—No good (Slang, U. S.),  
9—A letter.  
Charleston, W. Va. Winkie

## 11. ANAGRAM

HELP PLUNGE IN A CALM REST

Baltimore, Md.

N. Jineer

## 12. PENTAGON

(Defined by New International Diet.).

1—A letter,  
2—To catch (Wright's Dial. Eng. Diet.),  
3—Fare,  
4—(Eccl. Hist.) Literally, the pure;  
hence, the members of any of various sects  
which aimed at giving a practical protest  
to real or fancied corruption,  
5—(Egypt Myth.). One of the four genii  
of Amenti, the region of the dead,  
6—Chasubles,  
7—(Class Myth.). Pertaining to the  
Muse who presided over lyric and amatory  
poetry,  
8—Blander,  
9—Bustle (Scot or Dial. Eng.).  
Baltimore, Md. Comrade

## 13. CHARADE (5)

There was a lady named Kappa Kappa  
Who often wrote puzzles, quite snappa  
snappa  
She rode LAST a FIRST  
Till an A. B. Hose burst  
The TOTAL upset but snappa Kappa  
was happa happa.

New Florence, Pa.

Dan D. Lyon

## 14. HEXAGON

(Defined by New International Diet.)

1—A weight in apothecaries' weight,  
2—Compositions in verse having cor-  
respondence in terminal sounds,  
3—Catkins,  
4—To make mention of,  
5—Town in Vernon Co., La. (P. O. G.),  
6—The bottom or under surface of the  
foot,  
7—To put into a nest.  
Mulkeytown, Ill. Todd

\* \* \* \*

The solver sending in the first complete  
list of answers to the puzzles in this issue  
will be awarded a copy of one of the six  
best sellers, the selection to be made by the  
winner from a list that will be submitted.

To receive proper credit all lists of solu-  
tions must be in my hands by November 5.  
The answers and solvers list will be pub-  
lished in the December issue.

## Just between You and Me

The July issue of the Enigma carries  
contributions from both Wick-o-eincy and  
N. Jineer. The former contributes an  
unusual and unique Rebus, while the latter  
offers one of her fine anagrams which brings  
forth the commendations of the official  
editor. It is very gratifying to me per-  
sonally to see The Baltimore and Ohio  
Puzzlers, who began their puzzling careers in  
this MAGAZINE, have progressed so rapidly  
as to be already eligible for a place with  
the elite of puzzeldom. May there be  
many more such!

P. M. Pennington Wins Dictionary Offered  
by Vice-President Shriver

Careful compilation of solutions and new  
compositions submitted during the six  
months ending with June indicates that  
either N. Jineer (Miss Olive W. Dennis) or  
Wick-o-eincy (J. H. Wickham) was the  
winner of the New Standard Dictionary  
offered by Senior Vice-President Shriver.  
While I was trying to determine how to  
select between the two, with the true spirit  
of puzzeldom, they solved the problem for  
me by declaring that each was the happy  
possessor of a New Standard and requested  
the prize be awarded to some puzzler who  
did not have one. After another careful  
revision of the work performed I have con-  
cluded that the prize belongs to P. M. P.  
(P. M. Pennington, crossing watchman,  
Cumberland, Maryland). Considering all  
the handicaps under which Mr. Pennington  
has labored and the persistence with which  
he has maintained his interest in "In the  
Realm of the Riddle," I fully believe he is  
entitled to the honor. I extend my con-  
gratulations to Mr. Pennington and expect  
even greater interest and better work from  
him in the future.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

### Statement of Pension Feature

Employees who have been honorably retired during the month of July, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Barnes, Samuel A.....	Engineer.....	Conducting Transportation...	Akron.....	31
Bennett, Filmore.....	Conductor.....	Conducting Transportation...	Baltimore.....	40
Clancey, Patrick.....	Leverman.....	Conducting Transportation...	Toledo.....	37
Coughlin, John J.....	Sealer.....	Conducting Transportation...	Baltimore.....	34
Crane, Thomas F.....	Foreman.....	Maintenance of Way.....	Baltimore E. E....	37
Crosby, Francis C.....	Brakeman.....	Conducting Transportation...	Akron.....	34
Cummins, Howard A.....	Conductor.....	Conducting Transportation...	Baltimore.....	31
Cunningham, Aristadis M...	Crossing Watchman.....	Conducting Transportation...	St. Louis.....	26
Cunningham, Frank.....	Car Repairman.....	Motive Power.....	Charleston.....	29
Davis, Ford.....	Foreman.....	Maintenance of Way.....	Akron.....	17
Duncan, William E.....	Car Repairman.....	Motive Power.....	Toledo.....	30
Dunkerly, William R.....	Boilermaker.....	Motive Power.....	Baltimore.....	53
Jankowski, Theodore.....	Trackman.....	Maintenance of Way.....	Chicago.....	18
Kobi, John.....	Crossing Watchman.....	Conducting Transportation...	Chicago.....	21
Korzenborn, Charles A.....	Machinist.....	Motive Power.....	Newark.....	49
Late, William E.....	Conductor.....	Conducting Transportation...	Baltimore.....	39
Lewis, John N.....	Machinist.....	Motive Power.....	Baltimore.....	15
Marsh, Eli T.....	Engineer.....	Conducting Transportation...	Baltimore.....	45
McCormick, John E.....	Mill Machine Hand.....	Motive Power.....	Baltimore.....	44
Mulquin, James.....	Trackman.....	Maintenance of Way.....	Newark.....	30
Naas, John H.....	Agent.....	B. L. T.....	Baltimore.....	21
Satchell, Samuel M.....	Train Baggage men.....	Conducting Transportation...	Ohio.....	37
Turner, Milton.....	Crossing Watchman.....	Conducting Transportation...	St. Louis.....	46

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to May 30, 1923, amount to \$5,204,867.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Corbin, James W.....	Conductor.....	Conducting Transportation	Monongah....	July 21, 1923.....	44
Green, Thomas E.....	Baggage man.....	Conducting Transportation	Ohio.....	May 6, 1923.....	32
Holmes, William T.....	Tinner.....	Motive Power.....	Baltimore....	July 1, 1923.....	49
Kaline, William F.....	Machinist.....	Motive Power.....	Baltimore....	June 29, 1923....	37
Keller, Adam.....	Engineer.....	Conducting Transportation	Cumberland..	July 5, 1923.....	41
Meadows, George.....	Engineer.....	Conducting Transportation	Cumberland..	July 25, 1923....	48
Metzger, Barth.....	Yard Clerk.....	Conducting Transportation	Baltimore....	July 17, 1923....	44
Purdy, Richard.....	Engineman.....	Conducting Transportation	Cumberland..	June 14, 1923....	48
Rose, Thomas J.....	Train Baggage man...	Conducting Transportation	Monongah....	July 7, 1923.....	52
Spengler, Charles W....	Agent.....	Conducting Transportation	Shenandoah...	June 7, 1923.....	39



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## J. S. A. Bryant

Mr. Bryant was born on July 7, 1853. He entered the service in 1875 as brakeman, Baltimore, and in 1894 was transferred to carpenter gang where he remained until his recent retirement.

## John Cowan

Was born in 1857. He entered service on August 1, 1882, as passenger brakeman, Pittsburgh. In 1885 he was transferred to train baggageman and in 1892 was made extra passenger conductor. In 1893 he was again appointed train baggageman and remained in this position until his recent retirement.

## Daniel Lester

Was born in Washington County, Indiana, on September 2, 1850. In 1873 his parents moved to Seymour, Ind., where he entered the service of the old Ohio and Mississippi Railroad, as wiper, under Master Mechanic A. Thompson and General Foreman A. J. Ross. He was promoted to freight fireman in 1875 and to engineer in 1883, remaining in this service until his retirement on June 1, 1923.

## J. L. Shrewbridge

James L. Shrewbridge was born at Harper's Ferry on December 6, 1846. He entered the service as water boy, under W. H. Myers, in a construction gang at Sandy Hook in 1863.

At the close of the Civil War he accepted employment in a carpenter shop at Harper's Ferry where he remained until the owner died. Then he was employed under Master Carpenter O. T. Kemp as a bridge carpenter. In 1894 he was injured and later

became a watchman at Shenandoah City, looking after bridges between that station and Harper's Ferry. He was then made gardner at passenger station, Harper's Ferry. In 1911 he was made crossing watchman at Pulp Mill, and retained this position until his recent retirement.

Mr. Shrewbridge recalls clearly the John Brown raid, the capture of his men and their execution. He assisted in constructing the old bridge which spans the Potomac at Harper's Ferry. He had five sons—all telegraph operators—who were employed on the Baltimore and Ohio. Four of them are still working for the Company, three on the Baltimore and one on the Cumberland Division.

## Thomas Crane

Thomas Crane was born on October 12, 1857. He entered the service on August 5, 1885 as foreman, Construction Department. At that time the Philadelphia Division was being constructed. After this work was completed, he was section foreman at Wilmington, Del., until 1892, when he took charge of an extra gang at Derby, Pa. He was general foreman in charge of construction of the East Side yards.

From 1911 until his retirement in 1923 he was extra gang foreman. Mr. Crane's entire service was in the Maintenance of Way Department.

## Charles A. Korzenborn

Charles A. Korzenborn was born on March 11, 1858, at Cincinnati, Ohio. He entered Baltimore and Ohio service on May 8, 1874, as apprentice at Newark, Ohio. He was promoted to machinist January 1, 1878, which position he held at the time of his retirement, on June 5, 1923.

## Milton Turner

Milton Turner was born on January 11, 1850, in Metcalf County, Ky. He attended school until he was 13 years old, when he moved with his parents to Jackson County, Indiana, and worked on a farm until 1875. He entered Baltimore and Ohio service in 1876 as trackman. Because of poor health he was transferred to a position as crossing watchman in 1917, which position he held at the time of his recent retirement. He was married in 1884, and has four children.

## B. C. May

B. C. May was born in March, 1857. He was employed on a farm until he was 19 years of age. He then went to a County Normal School two terms and later taught school for several years. In 1901 he entered Baltimore and Ohio service as car inspector and in 1902 was transferred to bridge carpenter gang. In 1910 he was injured, near Somerset, Pa., and has been unable to work since that time.

## William J. Berry

William J. Berry was born at Fell's Point, Baltimore, Md., on February 4, 1853. In 1882 he entered the service as crossing watchman, in which position he remained until his recent retirement.

## "Do Unto Others—"

THAT City Passenger Agent J. P. M. Duvall, Washington, D. C., is a firm believer in the Golden Rule is emphasized by the following letter he has received from the general agent of one of the large Trans-Atlantic Steamship Companies:

"We take this opportunity to extend our great appreciation for the assistance rendered by you and your road to Mr. O. G. Davis, who sailed on our steamer on July 27.

"We aroused a decided interest in booking Mr. Davis over our line, because his limbs are useless, he being a World War Veteran.

"It is a pleasure indeed to know that there is a railroad that will take so much personal interest in one individual and we want to thank you for our company, also for the American Red Cross, for the treatment accorded Mr. Davis in New York."



HONOR TO WHOM HONOR IS DUE

Left to right: J. S. A. Bryant, John Cowan, Daniel Lester, James L. Shrewbridge, Thomas F. Crane, Charles A. Korzenborn





# Safety Roll of Honor

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
BALTIMORE AND BALTIMORE TERMINAL DIVISIONS				
July 20	R. E. Ladley	Operator	Singerly	Defective car
June 15	J. A. Kopinke	Patrolman	Mt. Clare Jct.	Track
July 26	J. E. McFarland	Conductor	Skillman, P. & R.	Defective car
CONNELLVILLE DIVISION				
July 30	N. L. Post	Conductor	Oliver	Track
July 30	J. O. Neil	Brakeman	Oliver	Track
PITTSBURGH DIVISION				
June 27	W. G. Gretsche	Brakeman	Rankin	Defective car
CHARLESTON DIVISION				
July 19	Tom Davis (off duty)	Conductor	Clendennin	Defective car
July 19	H. E. Bragg	Flagman	Clendennin	Packed box
July 30	R. A. Brake	Conductor	Blue Creek	Packed box
July 30	O. L. Mullins	Brakeman	Blue Creek	Packed box
July 30	J. R. Cox	Conductor	Pickens	Cleared slide
Aug. 4	R. A. Brake	Conductor	Mile Post 55	Cleared slide
Aug. 4	C. U. Skiles	Engineer	Mile Post 55	Cleared slide
Aug. 4	J. K. Boggs	Fireman	Mile Post 55	Cleared slide
Aug. 4	J. E. Case	Brakeman	Mile Post 55	Cleared slide
Aug. 12	C. W. Cogar	Conductor	Burnsville	Repacked box
Aug. 12	C. C. McCue (off duty)	Baggage man	Mile Posts 74, 89 and 80	Cleared slides
Aug. 12	J. W. McTheny (off duty)	Fireman	Mile Posts 74, 89 and 80	Cleared slides
Aug. 18	H. E. Bragg	Conductor	Delta	Packed box
Aug. 18	K. G. Long	Brakeman	Delta	Packed box
NEWARK DIVISION				
.....	C. W. Peters	Operator	Barnesville	Defective car
July 26	F. R. Thomas	Operator	Lore City	Track
May 24	James McDaniel	Trackman	St. Louisville	Car
OHIO DIVISION				
Aug. 13	J. Litter	Engineer	Darby Bridge	Extinguished fire
CHICAGO DIVISION				
July 27	W. F. McCormick	Operator	Rosedale	Car
July 9	A. W. Hoyles	Engineer	Garrett	Removed obstruction from track
July 9	I. Schulthess	Fireman	Garrett	Removed obstruction from track

## Stop!

Dedicated to Charles Smith, Faithful Baltimore and Ohio Watchman, Washington Street, Greenfield, Ohio

By BUD KERNODLE, in the "Greenfield Independent"

At the crossing see him stand  
With the target in his hand,  
A guarding angel, though he has no wings;  
He is always on his beat  
In the summer's broiling heat  
Or when the chilling blizzard bites and stings.

At the crossing day by day  
Death is watching for his prey,  
A demon that no grace nor pity feels.  
But the watchman's faithful eye  
Guards the heedless passers-by,  
And saves them from the grinding of the wheels.

For the target in his hand  
Bears a short and sharp command  
That all must heed until he lets it drop.  
There is neither "if" nor "and,"  
The rushing crowd must stand  
At that grim Anglo-Saxon order, "Stop!"

Any child can understand  
That imperative command  
That brings the crowd to halt upon the spot.  
None may take it as a joke  
Falling like a weapon's stroke  
And startling as a pistol's ringing shot.

To the youth who would aspire,  
Urged by false ambition's fire,  
To climb by crooked methods to the top,  
May that short compelling word  
Clearly over all be heard  
As the voice of Duty sternly orders,  
"Stop!"

To the maid who would begin  
Some alluring course of sin  
And is sowing seeds to reap a bitter crop,  
Let the watchman's printed sign  
Be a warning voice divine  
As the inner voice of Conscience whispers,  
"Stop!"

Now this watchman is no myth,  
But just honest Charlie Smith  
And he wears a cap and buttons like a cop.  
I would write another verse  
But they're getting worse and worse  
And he turns the target on me saying,  
"Stop!"

## In the Pullman on No. 5

Woman in Chair No. 22: Conductor, I think this Pullman porter is the best one I've ever seen.

Pullman Conductor: Yes, he's a good one, Barcus is. He's had 23 years of service, and they don't make 'em like him every day.

Man in Chair No. 23: Yes, you don't always strike them like this one. Why, he just gave my shoes a regular shine, not just a brushing off. And just now, just to bluff him, I said, "George, (I call them all 'George') I'm sorry, but I haven't a darn bit of small change. Yes, I have, too. I've a nickel. Will that do?" "That's all right, suh, puffedly fine, Suh. Every little bit helps, no matter how small, yas, Suh." "And he gave my hat another brushing and helped me with my coat."





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

I have heretofore advised the elimination of the words "very much" in connection with the usual "thank you," and I have to report very little, if any, progress in the matter. We seem to be wedded to the habit of saying "thank you very much," just as though it was really necessary; just as though the words belonged there; whereas, in that connection, they are ridiculous and needless and the use of them shows that we lack originality and are copying others.

I have, however, to report progress of a very decided character in my campaign requesting smokers to abstain from lighting cigarettes in our crowded elevators where we have so many lady passengers.

The young gentlemen in this great big office building are just too lovely for anything. Language of this character in extolling them, I know, is extraordinary, as we usually, and very properly, apply praise in these terms to the other sex, but really they are entitled to high commendation, for the habit has almost entirely vanished. Now and then a cigarette is started, much to the discomfort and annoyance of the ladies in the lift, but this is generally done by outsiders. I think we are getting along.

I did not make the observation complainingly, but in a recent contribution to the MAGAZINE I remarked that in alighting from a train I had to depend entirely upon myself, and to use extra caution. Since the admonition appeared in the MAGAZINE, however, I have had no trouble in alighting. A young gentleman trainman on train 509 the other Sunday night at Mt. Royal, gave me full attention, and it was appreciated.

James Cordon Bennett in the New York Herald, before the Civil War (now listen to that), was in the habit of inserting in some of his editorials, the words "due entirely to the influence of the New York Herald," and so I ascribe the prompt and immediate attention referred to in my case, as due entirely to the influence of the MAGAZINE. Some one at the helm read that paragraph and suggested the proper remedy, and it was applied.

"A prophet is not without honor, save in his own country," is a true saying in the main, but when E. W. Young, our chief clerk, returned from his vacation in the far west in August, and told me how he had enjoyed my letter in the Baltimore and

Ohio MAGAZINE while traveling eastward on No. 8, I felt that that was satisfaction enough, and when my young friend, J. Ronald Horsey, proclaimed similar sentiments, I felt an additional tinge of satisfaction. Mr. Horsey is the gentleman who was awarded the first prize for the best thesis by the Faculty of Maryland University Law School.

I am obliged to admit however, that my plan to have the girls trot out the familiar darning bag as an aid in the capture of an husband, has proved a dismal failure. Admitting that I have been unsuccessful is not a pleasant step, but I realize my utter want of capacity; my deficiency of means to achieve an end, and I shall be very cautious and careful in the future.

In the July number of the MAGAZINE, there was a picture of the Clarksburg freight office force. Even the men smiled, and the girls, well they were just too nice for anything. I looked at the picture again and again and again.

A passenger on our train No. 524 the other Saturday was returning from a trip to the Pacific coast to his home in Philadelphia. He had made eleven trips to California, ten of them by the Baltimore and Ohio. The eleventh he had made by a

competing road, and it was the worst of all. Someone told him he deserved it. The Baltimore and Ohio furnished him good accommodations on the ten trips and he was sorry he had swerved away from it to go by any other route.

#### General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

W. A. Clark, baggage agent, Camden Station, who accompanied the Presidential Special on its trip to Alaska, returned with the sad party from San Francisco. After the trip terminated so sadly, it was necessary for Mr. Clark to take several days off, upon his return, to recover from a cold which he had contracted, and to rest from the exacting duties in caring for the personal effects of the party and the many floral offerings. The westbound trip was interesting and instructive.

From the reports brought back by Mr. Clark, the type of baggage car used on the "Best and Only" made a favorable impression on the western railroad people. The reputation and service of this department was also frequently and favorably commented upon.

It has been confidentially reported that Miss Lewis, the fair stenographer in the Rate Room, was seen leaving Baltimore recently for Rising Sun. Inasmuch as there are no rivers or lakes near this little city, we are wondering "why the bathing suit" in the large package she so carefully guarded?

Messrs. Denton and Dugan while in New York City recently, accompanied General Manager R. B. White on an inspection tour of the Staten Island Lines. Mr. Dugan thinks it would be well worth while for all Baltimore and Ohio people to get a mental picture of the Staten Island property and their importance as a part of the Company's New York City terminal connection.

The call of the Country Fairs is beginning to be heard. This is a reminder that the good old summer time is drawing to a close. While the suggestion of the country fair is apt to draw a smile from each of those who have had the exciting pleasure of attending at least one of them during his life time, how many realize what these fairs really mean to passenger traffic, and the responsibility it places upon the railroad to protect these



Introducing our correspondent, Miss Mabel L. Menges, General Baggage Department. Left: Dreaming of—Baltimore? Right: Listening while Niagara Falls!



movements? It is a yearly problem of this department to protect the baggage phase of it and every effort is being made to handle it this season without a single loss or complaint. Will all those in a position to do so please lend a helping hand?

W. O. Johnson, train baggageman, Cincinnati, and wife recently returned from a pleasant vacation trip to California and other western points of interest.

Fred Grice, train baggageman, running between Cincinnati and Louisville is wearing a smile that won't come off. About a year ago while spending his vacation in California, Mr. Grice decided to dabble in oil stocks, and recently he received the good news that his company had brought in a thousand-barrel well. (Now is the time to get that nickel back that he borrowed from you.)

Our Company's successful experiment in handling bulk milk and cream shipments in glass lined steel tank cars continues to attract attention, judging from the frequent inquiries this office is receiving from shippers, dealers and other carriers, as well as tank car manufacturers.

Mr. Harry S. Calvert, president, Elyria Enamel Products Company, Elyria, Ohio, recently paid this office a visit in the interest of milk-cream tank car service.

**EDITOR'S NOTE.**—Miss Menges is one of our valued and regular correspondents. It is a rare occurrence for a month to pass without at least a few notes from her pen. She has recently returned from a well-earned vacation, and our friend, John Newman's criminal bird of the underworld, got in a little of his fine work for us. You will see the result. Miss Mabel, in one photograph, is viewing the beauties of Niagara Falls, while in the other she appears to be dreaming of Baltimore as she gazes over the still waters of the Hudson. After spending a week visiting New York, Niagara Falls and other places, Miss Menges enjoyed her vacation at Pen Mar!

#### Offices of Chief Engineer and Engineer Maintenance of Way

Correspondent, J. E. BARNHART

In the last issue of the MAGAZINE, notes of the General Offices of the Maintenance of Way Department, Baltimore, made their first appearance in the "Among Ourselves" columns. The perpetrator, or I might say agitator, of the idea, gracefully relieved himself of any further responsibility in the matter by "unloading" on the present incumbent, and while the duty is accepted, it is not quite understood why he should have "picked" on me.

Since it is the intention of these notes to promote among ourselves a spirit of good fellowship, it is hoped that all may accept whatever may be hereafter written in the same spirit.

Vacation days are rapidly drawing to a close and all hands are ready to settle down to another year of hard work.

We understand that a new sport may be expected to be popular this Fall. "Stump Jumping," though strenuous exercise, is, so we are told, exhilarating. Any contestants for match games will please correspond with the "chief exponent of the art" in room 1205.

The efficient file clerk in the Office of Engineer Maintenance of Way, recently returned from a pleasant and "sun burning" vacation. Ask Walter how easily a Ford can jump a ditch and climb a tree.

Now we will have something to talk about before getting down to work in the mornings. Bowling is on. Roberts, the "Old Timer" expert, still continues to lead the gang with his usual luck. Any one desiring instructions, particularly on how to make a strike by hitting the No. 10 pin, should confer with "Bill."

Did you ever see a Ford (Foard) drive an Overland car? Quite a feat, but it has been done.

It seems to be the consensus of opinion that Eddie needs a little trimming up. We understand that he doesn't like the barber shop and the thought has been expressed that possibly we might be able to get "The Girl" to take him in hand again. Who is willing to intercede?

The force, generally speaking, is busy stopping the leaks. About the only thing that leaks out nowadays is the noise of J. E. B. and D. S. F. trying to keep forms M. E. and M. U. going, and Dyche trying to explain to his friend at Camden Station what requisitions are. Ask Myerly.

Miss Wales still maintains, as usual, that riding on "The Best and Only," is far superior to "sitting burros," especially when climbing the high mountains of the Golden West, where she spent several weeks, recently, resting (?)

#### Engineering Department

Correspondent, O. K. EDEN

*"Remember there are two sides to every question. Get them."*

With the passing of Warren Gamaliel Harding, our 29th President, we have lost a true friend. A HOME man, perhaps better than any other word, best describes him. That a man so lovable, kind, generous in all things, not affected by the pomp and power of being the head of one of the greatest nations, should be taken while in the prime of his life, hurts, especially where there is so much good work to be done. Everybody who knew our late President had a kind word to say about him. Even his political enemies, and he had not a few, were among the first to pay tribute to him and condole with the bereaved widow.

*"Be truthful. Get the facts."*

And now, after having paid our respects to our departed President, let us all, with one accord, join in cooperating with his successor, Calvin Coolidge, 30th President of these United States. If ever a man needs a friend, it is when he is thrust into a high position.

*"Mistakes are inevitable, but strive for accuracy. I would rather have one story exactly right than 100 half wrong."*

Since vacations have been in order many of my fellow workers have indulged in coats of tan. Some of them had the brains (?) enough to try to procure a coat all at once, the consequence being one or two were in agony for days with blisters.

*"Boost—don't knock."*

#### Money on the Floor

"A shoe manufacturer one day watched a workman operating a machine, which among its other uses, puts eyelets in shoes. Noting the carelessness of the man, who had been working some hours already, he searched around the floor near the machine until he had picked up eyelets to the value of about eight cents. He watched the operator a while longer, and then asked him to pick up the eight cents he had

dropped. This puzzled the man—he could see no money on the floor. Finally the manufacturer explained.

"Inquiry revealed that in this factory of 2,000 workmen, carelessness on this one small item meant a loss of nearly \$500 weekly, enough to pay the wages of a good many of them."

In reference to the above article, taken from a recent issue of *The Wall Street Journal*, while we don't make shoes, we DO work with materials where, if proper care is not exercised, waste will abound. The quotation is a good "copy" for our slogan "Stop that Leak." Think it over!

*"Be decent, be fair, be generous."*

U. S. H., child prodigy of the thirteenth floor, is still up to his baby pranks. He has been home suffering from chicken pox, but we hope by the time this appears in print (with apologies to "ye editor") he will be with us again, hale and hearty.

*"There's good in everybody. Bring out the good, and never hurt the feelings of anybody."*

The quotations given at various intervals above, were all part of our late President's creed; especially when he was head of the *Marion Star*. Might be well to read them over carefully and then draft some for ourselves.

At a recent baseball game at Oriole Park, one of our scouts reported eyeing a certain young hopeful seated in a box, alongside of a certain other young person. Furthermore—but we can't afford to spill "all" the beans at present. We'll see!

It is understood that certain young people from this department habited the Atlantic City on Labor Day. From reports received the water was fine—among other things. We could tell a lot more, but—what's the use.

Don't forget the "Prospective Business" card. Make use of it if possible. More will be supplied upon request.

By the way, "Spike" Schanze is a real golfer these days. In addition to his "Mexican hairless" on his upper lip, and his golf knickers, he acquired some "real" golf shirts at a recent "Summer Clearance Event." He certainly does *talk* a mean game.

A certain young lady was heard to ask of a waitress in the lunch room one day "What kind of cocoanut custard pie have you today?"

"Joe" Kemp went on a mysterious mission to several points on the Potomac River a short while ago. Probably surveyed the local conditions concerning several popular county fairs. With the coming of the autumn season his duties will very likely take him out of the city on Saturday afternoons. Maybe!

#### Vacation Notes

"Empty," tiring of "down on the farm" hid himself to Atlantic City for a few weeks. We understand the girls were furnished a treat (?).

Harry Roebuck and Wittie Warren, seeking new fields of conquest, visited Sherwood Forest. After a few days sojourning there, they decided to move their headquarters, and forthwith journeyed to a popular Jersey Coast resort namely, Wildwood-by-the-Sea. We don't know where their field kitchen was established in this latter territory. We do know that previous to their departure from the city, considerable correspondence passed to and fro betwixt them and a certain hostelry. The popular belief is that the trip was devoted



mainly to the inspection of several golf courses.

It seems strange that two of our secretaries should take a liking to one of our southern states with an Indian name signifying "here we rest," i. e., Alabama. Going to two distinct parts of the state, it is nevertheless rumored they went for identical reasons—other than getting a rest. How 'bout it, "Ozzie" and "Alf?"

"Alvie" Weston and the Missus sailed the ocean blue. After visiting friends in New England they embarked from the port of Boston, steamed outside the three-mile limit and returned again to the port of Baltimore. "Alvie" reports that the fishes were amply provided for during the trip, and further avers that he did his bit.

"Babe" McLaughlin, the assistant to our genial file clerk, Walter Pohl, was detailed for special duty in the Blue Print Room during vacations. Had a wonderful time, he says.

"Mac" McCracken and the wife "flivvered" to New England, but contrary to expectations, brought back his young and healthy pipe. They spent fully two of the fourteen nights in a dry tent, the other nights being somewhat damp. "Mac" still insists that camping out is all that is claimed for it.

### Engineering Department Pittsburgh, Pa.

Correspondent, J. M. WHELAN

The country has suffered a serious loss in the tragic and untimely death of Warren G. Harding. How true, indeed, the poet's words:

"The boast of heraldry, the pomp of power,  
The path of glory leads but to the grave."

But by the grace of God, a new captain steps upon the bridge, a new pilot is at the wheel, and the great ship of state rallies from the shock and sails serenely on.

The South Hills acquires a new family this month as P. J. R., Mrs. P. J. R. and the kids are now in full possession of the home on Benson Avenue. Congratulations!

We were favored recently with a visit from Miss Louise Bayonnet, a former stenographer in this department, who is now employed in the Adjustment Bureau, Cleveland. Miss Bayonnet, we understand, was one of the prime movers in the celebration of "Galloway-Fries" day at Cincinnati.

A prominent member of the Valuation Department reported for duty recently and reported touring about eight hundred miles with a party of friends. He reports the "Chev" was a "darb" during the trip

as he had no trouble whatever. No, I am sorry, but there really isn't anything else to report.

R. Maxwell personally investigated the report that there was fishing at Meadville, Pa., but regrets that notwithstanding the fact that the party was properly attired and had the proper kind of bait, the fish refused to bite. Of course, it may be possible that the members of the party had not been properly introduced. No, positively, they hadn't a thing with them!

The genial "Colonel" Frye spent a few days with us recently and our correspondent had quite an interesting talk with him. Mr. Frye, owing to the circumstances over which he had no control, was having trouble with his throat. You know the "Colonel" loves an argument and I imagine that he left here sort of satiated, as it were.

And now we have a few words to say to ye Editor. In many respects we find the July number of the MAGAZINE to be one of the best that we have ever seen. (Thank you.—Ed.) In spite of the fact that we understood the Capitol as a subject, was rather hackneyed, we find it used in a clever and intelligent manner in the cover design. (Intelligence is our middle name.—Ed.) We are also glad to see the return of the colors to the cover and hope that the change is permanent. (It's still only



THE GENERAL FREIGHT CLAIM AGENT'S OFFICE SENDS US

1. E. M. Litke, a former employe, now employed by the Southern California Edison Co., Big Creek, Cal. 2. Miss M. Howard, A. A. Spurrier and Miss M. Wingate. 3. The sunshine that brightens the home of Mrs. Lena Lozon, O. S. and D. Division. 4. M. Friedman, H. Anderson, E. Redding, E. Wootton, S. Seigler and A. J. Fineman. 5. Misses Martin, Morewood, Coniff and Howard





The family of "Sparky" Spicknall, "Mayor" of Westport. When not "Mayoring" he's a compositor in the Printing Department

one color, Mr. Whelan. Have you a liking for the Green?—Ed.) If we might be pardoned the criticism, some of the cover designs have not been at all in keeping with the character and importance of the MAGAZINE. (Suggestions are always in order.—Ed.) There is also a wonderful improvement in the picture reproductions used in the publication. (The art editor, engraver and printer here bow together.—Ed.) We are going to write the editor soon and ask his opinion of an innovation which we have in mind for the MAGAZINE and with a final apology for our seeming impertinence we will close. (We are impatient to hear it. Shoot!—Ed.)

#### Office of General Freight Claim Agent

Correspondent, NORMA H. APPLGARTHE

##### Report account of absence from duty

One morning recently one of our investigators checked short and while the head clerk was wondering what had happened to him, the telephone rang. Miss P. answered—"Baltimore and Ohio Railroad, Freight Claim Department, Miss P. talking." "Why this is Mr. S. Well—Umh—Ah—Oh, we had a little excitement around our way last night. What was it? Why it's a girl and weighs seven pounds."

Congratulations!

We understand R. L. Baldwin recommends "Stay Comb," as a wonderful product. Just look R. L. B. over early some morning and be convinced.

Just when the weddings are to be we cannot say, but Misses M. H. Rider and H. Hopkins have new diamond rings. "It won't be long now."

Harry Gannon gave us a surprise when he suddenly took unto himself a wife, Miss Ethel Lautenbach, on July 20. Being rather conservative he naturally could not stand the strain of a parade up a church aisle, so he was quietly married at the home of Rev. L. M. Zimmerman.

Some one asked the question—What would you do if somebody gave you a house? Many different opinions were given. Mr. Rodden said he would think the questioner crazy and have him put away. Miss Harris says she would get a man, put him in it and demand good behavior. Mr. Anderson decides he would give it to his poor relative.

Mr. Wootten (bridegroom), said he would make use of it "quick." Miss Kistner is a generous person and said she would get them around the neck and hug and kiss them and everything. Better watch that young lady. But then Miss Pearrell goes Miss Kistner one better, and declares she would find a nice man and get married. Men, you'd better watch out if she gets a house or she will get you, too. R. H. Benfer is an appreciative soul and said he would go nuts with happiness. Wonder who'll be the first to get one.

We are glad to have Robert H. Baldwin added to our office roll. The Mailing Division is to be congratulated.

#### Printing Department

Correspondent, HARRY TOFT

Composing Room Foreman Frey has returned from his annual vacation. He reports a good trip and looks well. He was relieved by Cost Clerk C. J. Lehman.

We have been fortunate in securing this month the photograph of the three sunbeams in the home of Compositor "Sparky"

Spicknall, better known as the "Mayor" of Westport. Now we understand his smile.

Your correspondent has joined the happy band known as "commuters," having secured a home in the wilds of Essex, Md. That's the place where they hang up the sun every morning and take it in at night. Be patient, boys, the house warming will come.

Recently, Proofreader Meyers appeared with a very badly swollen face, his left eye being almost closed. His alibi is that he caught cold. Maybe it's a case of "Maggie and Jiggs!" Ask him.

#### Auditor Coal and Coke Receipts

Correspondent, J. LIMPET

Poor Rose! Her latest loss is her pocket-book. Year before last, while on her vacation, Miss Dahne had her clothes stolen. Last year she lost a coat. This year a purse is minus. We feel sorry, Rose, but apparently the best thing for you to do is to cut out vacations.

#### Auditor of Disbursements

Correspondent, LILIAN E. SCHUELER

The base ball team which represents the Baltimore and Ohio in the Inter-Club League, Baltimore, went to Connellsville, Pa., on July 28 and defeated the Connellsville division team by a score of 5 to 1. It was a well-played and interesting contest for six innings, but in the seventh the Baltimore boys hit three runs and put the game safely away. The pilgrims had a delightful trip and enjoyed every minute of it. They were entertained by Mr. Smith, Baltimore and Ohio Y. M. C. A., and were made to feel at home by other Baltimore and Ohio people of Connellsville. They hope to have the opportunity for another friendly tilt with that fine bunch of sportsmen.

Our four boys in the photograph seem to be having a good time, eh? They are Herbert Franz and Calvert Schlick, Maryland Swimming Club, and Frederick Glaser and George Burcke of this office and Ariel Rowing Club, who went on a canoe trip down the bay during the week of July 16. They stopped to cook their meals and explore the beaches along the Patapsco and Magothy Rivers and the Bay. We judge from their healthy appearance they must be good cooks. They had several thrilling



Left: O. R. Lutz buys a new bathing suit and poses at Bay Shore. Right: The smiling Miss L. C. Stark





#### SUMMER SPORTS FOR BOYS AND GIRLS OF AUDITOR DISBURSEMENT'S OFFICE

1 and 3. Misses Simmering, Silance and Fuller enjoy a trip through the Yellowstone with their friends. 2. W. J. Hayes and his pupil.  
4. Messrs. Herbert Franz, Calvert Schlick, Frederick Glaser and George Burcke

experiences along the 70 miles of their trip but came home with no more serious injury than a good coat of sunburn.

The Birthday Club, Transportation Bureau, celebrated the first anniversary of its organization on July 19. It was a real affair with lots of ice cream and cake and—secret—even a speech by "Tommie" Campbell.

Misses Simmering, Silance and Fuller have returned from an interesting trip through Yellowstone Park. They tell us that a knicker suit is the ideal dress for a comfortable vacation. Just look at them; it not only is comfy but good looking also!

A number of A. R. A. clerks attended the wedding of Joseph Luddy, who was married to Miss Leona King, Car Service Department, on July 12 at St. Jerome's Church.

Miles Cavey, also of the A. R. A. Bureau, was quietly married to Miss Laura Collars on July 21. We extend our heartiest congratulations to both lucky fellows.

Poor George looks so sad these days since that young lady was transferred from the A. R. A. to the Payroll Bureau. Wake up, George, better days are coming.

Score another for Cupid. Maintenance of Way Bill Writer W. Preston Miller entered on the long, long trail with Miss Evelyn Townsend, on August 20. Details are lacking but we understand a three days' honeymoon was spent at Gwynn Oak Park, after which the loving couple hung their hats permanently in their own love nest. Fellow workers extend best wishes.

Sherlock Holmes has nothing on W. C. Garman, Jr. Recently W. C. G. discovered that his papers were being tampered with by those little visitors commonly termed MICE. After a prolonged journey under his desk he finally emerged announcing that he had detected their means of entrance, namely, the mice climbed up the telephone

wire and gained entrance through an aperture (which is about the size of a needle's eye), into his desk and thus destroyed his papers. Some nifty detective work, eh? Who says the J. E. Bureau hasn't genius!

"Silent" W. J. Hayes, Payroll Bureau, the acclaimed champion speed counter-signer of paydrafts, has burdened himself with an extra job; that of private tutor to a deafened World War Veteran, Carroll Amoss by name, a member of the 313th Infantry, "Baltimore's Own." Mr. Amoss has shown marked proficiency in the mute language, and as a result he has been "restored to society" so to speak. Mr. Hayes is known to be the only totally deaf employe on the Baltimore and Ohio System and he has made good as a clerk for the past eleven years. He is a graduate of two Pennsylvania Institutions for the deaf and for a time was a student at Gallaudet College for the Deaf, Washington, D. C. He speaks and reads the lip movement with ease and is also a good piano player, the only deaf one in the United States. We think Mr. Hayes deserves a great deal of credit for his past accomplishments and his new undertaking.

The latest excitement in this office is the spreading epidemic of automobilitis. Seems like the germ of the auto salesman's silvery "smoos" infects 'em sooner or later and the only cure is "driving it yourself." As railroad employes we have all been taught the SAFETY FIRST measure to CROSS CROSSINGS CAREFULLY. So when you run her up to the crossing, practice the old STOP, LOOK and LISTEN, then after you're safely across let her pick up to make up for the few seconds delay.'

The sad news of the death of Harold R. Wilt's mother and serious injury to his father, caused by an automobile accident at Fort Wayne, Indiana, en route to Baltimore, elicits the heartfelt sympathies of his co-workers.

There is hidden genius somewhere in our office—a poet in disguise—for I found this on my desk.

You asked me to describe my trip:  
Well, we started away at a merry clip  
And reached the City of Brotherly Love,  
And stopped for a while at Willow Grove.  
We saw all the B. & O. Veterans there;  
Some went to work when they left their high chair.

Then along the Wissahickon trail,  
Over high hills and down the deep vales  
To Doylestown, given by one Billy Penn  
To two peace loving Irish gentlemen;  
To Easton and there we stopped for a nap,  
Then on to the Delaware Water Gap.  
No pen should ever attempt to describe,  
Go see it—it amply repays the ride.

The trail takes you on to Mt. Pocono,  
High up near the clouds with the valleys below,  
Past Tobyhanna, Goldsburg, Moscow and Elmhurst

To Scranton, so wet you'd think a cloud 'd burst;

No rains they say, for so long a time  
They have to have Beer in their autos to climb

The stupendous mountains, to get to the top,  
There it's quite easy to get a "small drop."  
A chap right ahead had a rear tire "bust"  
And suspicious liquid leaped out on the dust.

It was here we saw the last of the trail,  
It is here you see the last of this tale.

"Navonod"

#### Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

"Old Sol" kept right on the job during the past vacation season, and every Monday morning found another blistered individual in our midst. A hearty slap on the back was often returned by a vigorous punch on the nose. The burning question





STATEN ISLANDERS

Left to right: Fireman DeWaters and Wagner, Engineer Naples, Fireman Currie and Engineer Kelly. Trainman Mercer, Engineer Cahill, Clerk Delaney and Engineer Kelly. We are sorry Conductor C. F. Troy was "lost in the shuffle." Only part of him can be seen

of the day is, how to prevent the office belles from peeling, after burning. To obtain a coat of tan, without the usual discomforts, we suggest practice of the modern cure-all, auto-suggestion. Don a bathing suit and take a few strokes up and down the bath tub; then lie on the floor and repeat to yourself: "Week by week, my neck and beak are getting browner and browner." Continue this until your complexion has reached the desired shade. A certain amount of caution must be observed, as one absent-minded individual baked himself without realizing what he was doing.

The wedding of Miss Fannie Reeder, formerly of this office, and Lieutenant Lewis McDonald, U. S. N., took place on August 4 at the home of the bride. A farewell luncheon was given the bride by the girls at the office, and a linen shower was held at the home of Miss Cora Dudley. Congratulations!

Our sympathy is extended to our fellow clerks, Miss Mildred Fisher, whose mother passed away on July 4, Miss Edith Cooper who lost her brother on August 13, and Mrs. Anne Lawler, whose husband died on July 7.

#### Auditor Passenger Receipts

Our milk waybill artist, Walter Leutner, gained considerable fame when he drummed "Gus Mack's Happy Six" into first prize, a silver loving cup, in the jazz band contest held at River View Park, on August 1. We are told that Walter twirled a mean drumstick.

#### Sidelights on the Picnic

The annual picnic of the Welfare Association; Auditor of Passenger Receipts, Office, was a grand success in every way, and we wish to congratulate the committee, Messrs. Grund and Thomas, on the result of their untiring efforts. The afternoon was given over to dancing, baseball, racing and other contests.

Johnny Klees won the hundred yard dash for men, while Mildred Eberhart showed the girls how it should be done by navigating the course in nothing flat. "Bob" Machen demonstrated his farming ability by returning victor in the potato race, and Earl Hoppman put the rest of the contestants to shame by inhaling half a watermelon in less time than it takes to tell.

Only three of our young ladies were willing to admit their eligibility to run in the fat ladies' race. Lee Adele McNally was

the first to cross the tape closely followed by Elizabeth Meredith, who lost both her heels doing a hook slide across the line. Helen Kirkwood developed a balky streak at the post and didn't even get started.

No one seems to remember the score of the baseball game, which ended so abruptly when the ball was lost and the orchestra started to play. The shock of hearing music and being unable to dance was almost fatal to Margaret O'Leary. She declared that she would jump overboard if they played "Running Wild." Fortunately, this number did not seem to be in the repertoire of the orchestra.

"Dick" Purdy and "Tom" Cook did noble duty in satisfying the thirst of the crowd.

Helen Harte refused to imbibe such a strong beverage as coffee, and brought along a supply of good old Irish tea.

There was not a dull moment from the time we left the office until the special cars brought us back to the city. Did we have a good time? I'll tell the world we did.

#### Relief Department

Correspondent, H. IRVING MARTIN

##### In Memoriam

*Back Home—To cross over the river and rest under the shade of the trees.*

*Back Home—Where the wicked cease from troubling and the weary are at rest.*

*Back Home—To rest forever on the bosom of Mother Earth.*

On July 16, Albert I. Helfrich, father of Miss Elizabeth Helfrich, Savings Feature.

On July 18, Mrs. Ella M. Ritchie, mother of H. T. Mitchell, file clerk, Relief Feature.

On August 3, at Clarksburg, W. Va., Mrs. John McDonough, sister of James P. Fleming, Sr., Reception Hall man. Mrs. McDonough was born in Derbyshire, England.

The residents of the modest town of Relay, Md., the hamlet around which cluster so many of the stories which form an important part of the early history of the Baltimore and Ohio Railroad, thought that in their midst there would be placed a new Lick Observatory. Was it the Transit of Venus that they thought they had discovered? A new planet or a new star? Back they came to earth when they found it was no more than Friend Hachtel shooting over the hills in his new "Hup." "Hach" is sure some out-of-door man. He's learned how to add ballast to his canoe

and the Savings Feature now takes a full deep breath.

"Baker Tall at Saunders Range." But five words, yet it means a whole heap if Baker takes it all in for its full value. Head erect, shoulders squared, he blew back among us. Care-free. Ready to find that lost "file" even if it meant digging to the bottom of every "ice-box" in the office.

Every man loves to go a-fishin'. Uncle John Bredehoeft takes a day off occasionally. And John Brooks. He doesn't use many words to picture his luck. But that wonderful sun-burn he caught speaks loudly for itself.

Miss Elizabeth Brune, the always smiling stenographer to assistant superintendent, whiled away the hours of her vacation at Oxford, Md.

Ernest Buchheimer is back from his trip. With a satchel full of reservations and a card case full of cash he started out to visit all of his relatives. We don't think he missed any.

J. Norris Desverreux introduced his smiling countenance to the citizens of Boston, Albany, New York City and Niagara Falls.

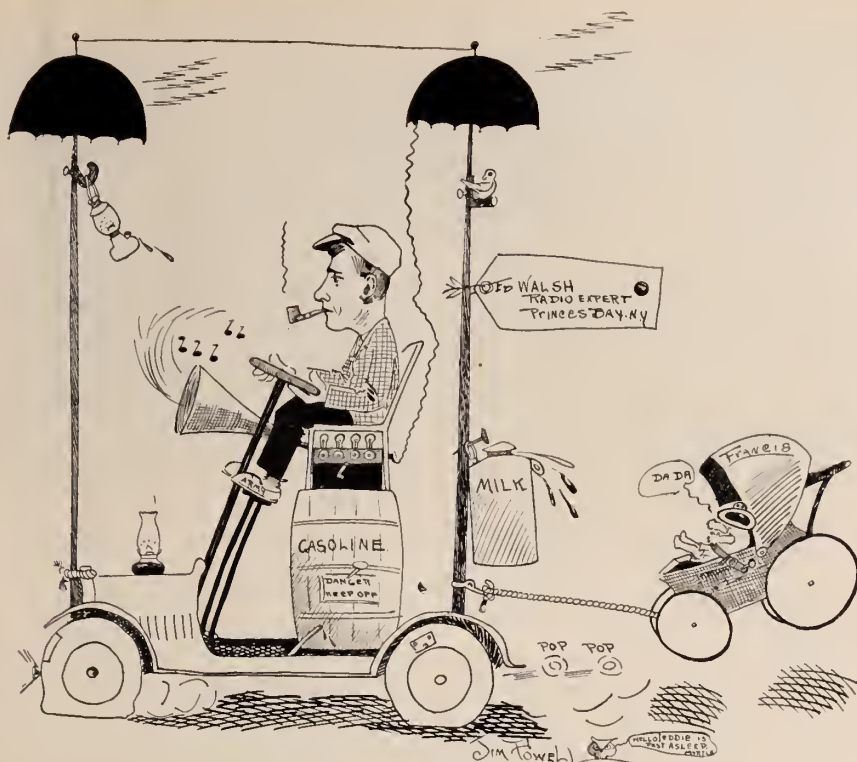
J. Edward McCann has gone into politics, studying it from all viewpoints. It is rumored that he will spend his entire vacation campaigning for Highlandtown's candidate for Governor, Mr. William J. Guber. "Andy Gump" as a campaigner will have to take a back seat.

Miss Lillian C. Gerhold, home from Yellowstone Park, chockful of enthusiasm about the wonders and beauties of that bit of Nature's wonderland. What a successful tourist agent she would make if she retold in that vivacious and sparkling way all of her story about Old Faithful Geyser, the vari-colored terraces at Mammoth Camp, the geysers and hot pools, the canyons and falls, and the snow-capped mountain setting.

Whereas, the 27th day of September is to be the happiest day of the whole year (and of one man's whole life). No, that isn't the President's Thanksgiving proclamation, but the announcement from Earl Plowman that on that day he and Miss Hilda Loveless will wed.

Vernon Miles and family went into seclusion for two weeks at Sharp's, Va., one of those river points that do not show big on the map, but loom large when it comes to enjoying a good rest.





Powell picks up his pen

Miss Katherine Meyers, who assists in sending out checks to pensioners promptly at the end of each month, was compelled to take a furlough because of illness. Her place is being filled efficiently by Miss Margaret L. Vernetson.

Walter R. Carroll is one of the newest arrivals in the Relief Feature. After spending three years at the Polytechnic Institute (four years to graduate) he gives up the possible fame of a great engineer to serve the railroad in a clerical capacity.

Another welcomed to our force is William A. Cavey, formerly connected with the Valuation Department.

## New York Properties Staten Island Lines

Correspondent, G. J. GOOLIC

Biff-Bing-Bang-Fourth Annual Ball of the Employees' Mutual Benefit Association, Staten Island Rapid Transit Railway, will be held at Stapleton Club Rooms, on November 3, at 8.00 p. m. Music will be furnished by our favorite and well known Jazz King, Professor N. P. Vice. Officers in charge are; B. F. Kelly, president; E. E. McKinley, vice-president; J. B. Sharp, treasurer; G. J. Goolic, recording secretary; J. V. Costello, corresponding secretary; Executive Committee, J. F. McGowan, W. P. Slattery and J. J. Lestranger.

The Committee is working hard to put this over with great success and make it the best affair ever held on Staten Island. Come along and enjoy yourself!

Don't forget the Date—Time—and Place.

On August 4, the team representing the Union Pacific Railroad Company traveled to Staten Island and there met defeat at the hands of the Staten Island Transit Railway Club, by the score of 13-1.

This game put the necessary finishing touch to the Staten Islanders form, as they were to play the Baltimore Blue Socks on August 11.

August 11 saw the downfall of the far famed Baltimore Blue Socks by a score of

15-5. In the first inning, Frank Martin, our versatile second baseman, started proceedings by hitting safety. Rebban, the old reliable, doubled and Martin scored. The Staten Islanders scored another run in the third.

Baltimore became active and scored three and this score remained until the fifth inning, when the Islanders scored five runs, in the seventh five runs, in the eighth two more and, to cap the climax, three in the ninth.

Baltimore made a brave but futile effort in the eighth inning but could muster only two runs.

The features of the game were the remarkable back stop work of McCullough, who kept the boys from Baltimore hugging their bags; not a stolen base chalked up against him, and the batting of Rebban and Martin.

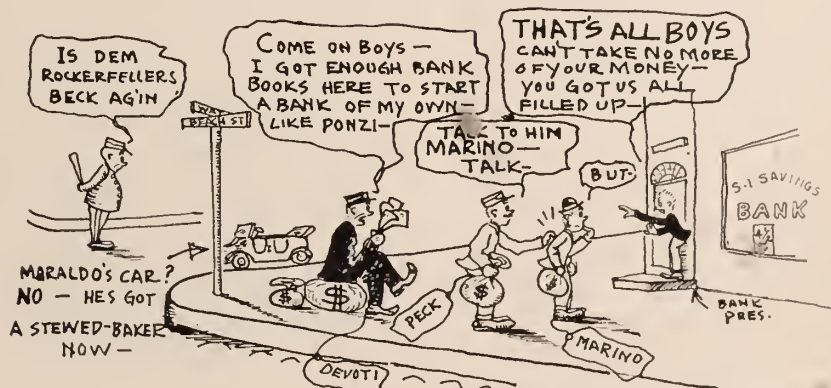
Needless to say the pitching was well taken care of as the score indicates the lack of runs.

### While on Our Vacation

"Patsy" Santoro advises that he is now at Kenoza Lake, N. Y., and that cider made by the residents near the Lake makes a fellow forget about Prohibition. Miss Helen Delaney, Law Department, returned from a two weeks trip to Shrewsbury, Mass. Joseph Fanella had a three days trip by auto to Atlantic City. Joseph is now in training for the Fall Campaign.

### "Wise Cracks" by Frank Rebban

"Gee, the old man's made a double."



## 'THE BANKERS'





"Bob" McCullough is somewhat elated by the Baltimore Girls.

Raburn has captured Johnny Larkin's sister.

Johnny Larkin was somewhat nervous on the eve of the game at Baltimore. Ask Raburn, he knows.

Frank Martin thought while riding in the Pullman that he was atop of a box car.

## Pier 22, North River

Correspondent, JOHN NEWMAN

Meeting my old friend "Joe Coffee," alias Antonio Paturso, mentioned before in the MAGAZINE, coming across "the farm" one day recently, lugging two large market baskets, one in each hand, one containing solid edibles, sandwiches and pie, the other one fourteen bottles of milk, for the consumption of some of the office force, I suggested to him the idea of getting a cow. He thought goats would be preferable, fourteen goats to be named after and dedicated to the service of the consumers. He could herd them upstairs at lunchtime and the lunchers could have their milk on tap. "Now me the goats," said "Joe," shaking the milk basket, "and jackassa to," shaking the other "bask."

Agent J. J. Bayer, Pier 22, who also has received honorable mention in these pages at various times, has had several hundred mimeograph copies made of the prospective business card enclosed in the July issue of the MAGAZINE, for the use of our freight receiving clerks. These men have an opportunity to note on the trucks delivering westbound freight to us, shipments that could be handled via our lines, routed over competing lines; they get the necessary data for the "traffic tip" and do the tipping accordingly. Mr. Bayer says that the scheme works beautifully, and looks to the traffic men for results.

The time for vacations now being about over, we may view them in retrospect, contemplatively. (Nice long word that.)

The most pleasure derived from vacations is in the anticipation of joys to come, joys foretasted that seldom materialize. Why are these lapses from routine called "vacations," anyway? It would, perhaps, be proper to put the question "How did you enjoy your vacation?" to one convalescing after a trip on rough water, but otherwise the question is not apropos. It is the chair one has occupied that gets a vacation. The vacator gets a "fine time," oh, yes!

Frank Going draws a picture in lead color of a rainy week in a country boarding house, describing the indoor joys derived from a rickety and rocky pool table with flatwheel balls and home-made cues for the "gents," and an antique square piano, with some notes false and some missing, for the ladies, who knew the words of some popular songs but didn't know how to sing them, for, says Frank, "it was terrible." He also mentions that among other "mottos" hung in the mess-room was one that read "Prepare to meet thy God," upon the appropriateness of which he commented, saying that with what they served to eat there the admonition was not out of place.

Our irrepressible young fisherman, John Duffy, is at this writing, somewhere in Maine, fishing. He invested a heap of hard earnings in such accessories as togs, rods and flies for "casting" for trout. He also took along an ex-German, ex-service army rifle; he is bound to get some fish; if they don't want his flies he will shoot them. Go to it, Johnnie, have a "fine time."

Someone has told a story about a party of tourists, togged out in proper sport

clothes, hipboots, wicker baskets, an assortment of rods and flies, and bottled lunch, "casting" up and down one bank of a stream, getting never a nibble, while on the other bank a barefoot boy with a crooked stick and a piece of twine pulled them up every so often. But the tourists had the "fine time," with them it was "sport;" they wanted the fish for a picture. With the boy it was an occupation; he wanted the fish for supper.

Chief Clerk "Bob" Riddell is getting ready for a belated honeymoon trip to extend over a month's time and across the continent, to the Pacific Coast, with stopovers at all the points of wonderful interest along the routes, Baltimore and Ohio and Santa Fe going, and Southern Pacific coming back. One such "vacation" every ten years is more worth while than the regulation nine-day frolics once a year.

"Ed" Kiernan, personal secretary to terminal agent, has, for reasons of his own, chosen Montreal, Canada, for his objective. He is there now, I believe, and is having a "fine time." The T. A. himself visited there last summer, and the secretary might have picked up some tips that made him decide to go there.

I am sorry to announce that my popularity as correspondent appears to be on the decline. The absentees have neglected to send me cards from the hills and lakes where they have been having fine times this summer. They are also very reluctant in turning in pictures for the MAGAZINE. Have I been too free with raillery and given offense? If so, I beg pardon, not that I feel guilty nor that I am contrite, but for politeness sake.

## Baltimore Terminal Division

Correspondent, H. R. LINCOLN

A number of changes have been made in the personnel of the forces at Riverside, Howard T. Cromwell going to Glenwood as assistant superintendent of shops, Ralph H. Cline taking position of assistant master mechanic at night. George W. Short comes from Cumbo to take the place vacated by Mr. Cline as general foreman, days. W. J. Eppinger is the new assistant boiler foreman, vice Joseph L. Sweitzer, deceased. Howard King takes the place of E. J. McGuiness, who also went to Glenwood.

In arranging for her vacation "Mith" Evelyn E. Comra caused a run on the supply of forms 712 and 1534. She still comes to work in her "Chev" and can be heard three blocks away. In crossing the tracks at Riverside the young lady is compelled to let go of the steering wheel and hold the body with both hands to keep the chassis from running away from her.

"Barney Google" (Herman Chrender) and "Spark Plug" (4402) continue their joy riding.

James T. Schmeinke appeared recently in a new spring coat. It is suspected that somewhere between Riverside and Camden there must be a girl.

While on the subject of coats, we are wondering how much longer the bunch of holes that "Jack" Tarr calls his "office coat," will hold together.

D. W. Dean, Riverside, nearly caused several cases of heart failure by appearing on time.

"Sam" Paid is still looking for someone who will take the job as material man.

Each day at noon, a number of the fellows from Camden Station gather at Conway Street yard and indulge in what they term baseball. Judge K. M. Landis should really visit this place some noon time and learn how the Great American Game should NOT be played.

"Ernie" Ohle, record supervisor, Bay View District, decided on a trip to Atlantic City for his vacation, having heard a lot about but never having seen "America's Playground." Evidently his visits could not have impressed him, as he was seen daily after the first few days at Clifton Park Swimming Pool.

What has hitherto been regarded as a sort of an Eveless Paradise, has at last been invaded by the "female women." We now have two lady clerks in the Agent's Office at Locust Point.

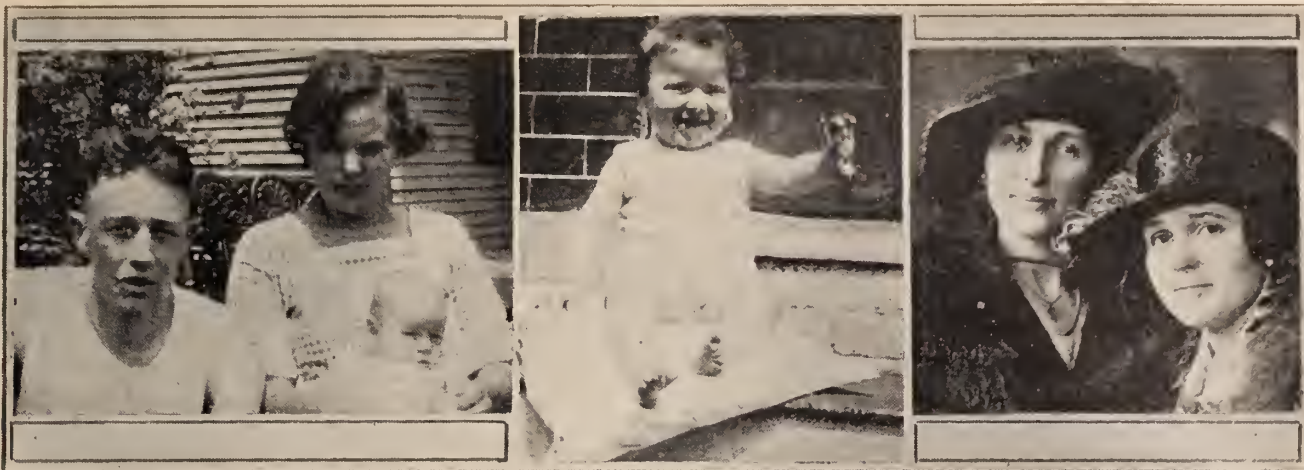
John Higdon, file clerk, Superintendent's Office, spends most of his evenings on the river, emulating Walter Hoover. The pity of it is that "Hig" only stands about sixty inches in his stocking feet. If he had another foot in height we might have the Baltimore and Ohio represented on the Schuylkill during one of the regattas.

We know a "stenog" whose taste runs to chocolate eclaires and cake eaters. Seems rather appropriate.



Other of Bauernschub's clever cartoons will be found elsewhere in this issue





## EVERY ONE'S HAPPY AT MOUNT CLARE

Left to right: Flue Plant Helper and Mrs. G. Scott, with baby Ruth; Melva, daughter of Flue Plant Helper L. E. Collender. Why is Smith Shop so popular? Here's the answer—Misses Ruth Bowers and Amy Fisher

## Mt. Clare Shops

Correspondent, W. H. ZELL

Much credit should be given Foreman Marion V. Pascal, for the manner in which he helped to handle the large crowd that went to the Veterans' picnic at Willow Grove Park, Philadelphia, on August 7. Mt. Clare was well represented and the Mount Clare Band helped to liven up the day.

Chief Clerk and Mrs. Serp and Labor Supervisor and Mrs. J. E. Tatum, spent part of their vacation motoring to Atlantic City.

Our old friend Frank Ogle, foreman, Steel Car Plant, spent his vacation at Atlantic City, although we understand that isn't all he spent!

The Mount Clare Freight Car Department Baseball Team journeyed to Piedmont and came back victorious, by a score of 8 to 7. The game was thrilling and was witnessed by one of the largest crowds of the season. Eyerly and Johnson, for the Car Department, each got a home run, while Mansfield of the Dry Bugs got two. Punk Smith, the fast shortstop of the Mt. Clare team, and at one time a member of the Piedmont team, was warmly applauded when he stepped to the plate for the first time, and responded with a three base hit.

We are glad to announce that Harry D. Griffith, supervisor of shop schedule, Passenger Car Department, has taken unto himself a wife. This is his third attempt Congratulations!

## Mt. Clare Yard

Assistant Correspondent, J. F. TEARNEY

It was a sad and sorrowful occasion indeed, the day that Patrolman E. L. Johnson was "to measure his beat, with his big feet, on another street." Always with a smile and a cheery word for all, which always won the same in return "Johns" will be missed by all with whom he came in contact, both from a personal and business standpoint. Even the girls, passing the yard office to and from work, ask about "Smiles," as they knew him by no other name. We all wish him success in his new territory.

A certain young lady in the vicinity of Halethorpe was observed on a certain occasion, with a certain adornment, on a certain finger, of a certain hand, which depicts a certain coming event, and a certain young man in Mt. Clare Yard Office

blushes at mention of this certain said fact. He doesn't deny, nor does he admit, but we are saving up our pennies just the same.

His "Unk" at Riverside says J. Carroll goes around Mondays, Wednesdays and Fridays, not to mention Tuesdays, Thursdays and Saturdays, Sunday being without doubt. Give us the good word, "Ben." We all flop sooner or later, only some fall a whole lot harder than others.

At a recent enjoyable evening spent at the home of Chief Yard Clerk Tearney, Elkridge Highlands, by some of the boys of the yard office force, "Walt" Brennan found out he could sing barreltonc, and insisted on leading all vocal selections. He has announced his intention of collecting fruit and eggs at a certain local vaudeville house next Thursday night. We'll all be there, "Walt," to cheer you. When "Cheers" run out, we figure on throwing benches.

District Record Supervisor O. J. N. Burkart is spending part of his vacation with relatives "way back in Indiana, down on the farm." He writes of having a fine time, but we doubt if he enjoys that part of his vacation as much as he does the other part spent around here. We're glad to say he'll soon be back. Even the office cat isn't the same since he went away. She misses being kicked out the door, regularly without fail, each a. m.

It seems to be a mania among the conductors in the yard to wear odd shoes. Recently Conductor H. L. Hudson appeared in a brand new pair, not knowing the difference until the odd appearance was called to his attention. He plans to take them back to the second hand store, where purchased, as soon as he can borrow another pair to wear in the meantime.

Conductor C. A. Bokman appeared this morning in a pair of dreadnaughts, one black and the other tan. He blames this on his eyesight, saying he thought he had his patent leathers on.

## Camden Station

Correspondent, W. H. BULL

Picked up 'round Camden Station by The Tatler

Judgin' by th' 'mount o' milk brung in th' office ev'ry noon, seems we might save money keepin' a cow or two ourselves. 'Course, might cause some 'citement etc., fer awhile 'til we git th' hang o' milkin', but then w'y not 'point one special fer that. Me thinks Miss Smith'd make a right

pretty little milk maid, so here an' now I'm nominatin' her. What, say boys? Send your votes in, one an' all, soon's possible.

Some has taken a likin' to this "chocolit milk" lately, so o' course they'd have to keep a separat an' distinct cow an' feed her chocolit bars; but then maybe th' other cow'd git jelus, thinkin' we wuz playin' fav'rits.

Shore do look 'spicious; them two suit cases our own Charley Griffith done took with 'im when he went on his vacation jist recently. Figured spendin' vacation in Betterton; maybe takin' sudden sick an' no doc right handy to give 'im a prescription. 'Sall' right Griff, don't blame yu' none whatever fer bein' prepared, only jist beware o' them gents known as "bition agents."

EXTRY! EXTRY! Didja' hear th' news, folks? Jist recently our old friend, John W. Hardy, took unto himself a bride. John is the pride of the Inbound Rate Department, and we all joins in wishin' th' two newly wedded doves all kinds o' good luck.

As wuz pictured in these columns sometime ago, maybe you'll remember friend Kruemmel wuz leadin' in the "Matrimonial Handicap" with friends Fiege, Stone and Davidson, just a notch behind and Friend Fred Hardy in the rear coaxing a nag, that wouldn't be coaxed, to "giddap." Since then our friend Fiege haz bin conferred the honor of bein' papa of another darlin' lil' girl, blue eyes, pink cheeks an' everythin.' 'Course Lawrence allus did like the girls. This incident tightens the race somewhat as the aforesaid papa moves into a tie with Friend Kruemmel. Ter'ble expensive Lawrence; them gals.

## Baltimore Division

Correspondent, W. H. TARR

Passenger Brakeman A. C. Maddox, who died on July 26, had been ill for about eight weeks. Mr. Maddox was born on October 2, 1877. He entered the service on January 4, 1901 under agent, Locust Point. From there he went to the Car Department in 1905. He later became a brakeman and entered passenger service in 1907, continuing in that service until the time of his illness. He was very popular and had a lively disposition. Anything that was within his power to do to accommodate anyone it was his pleasure to do.



Samuel B. Bosley, former road foreman's clerk, Riverside, was presented by the engineers and firemen on the Baltimore Division with a gold watch, chain, and charm. The presentation took place at Friendship Hall. Mr. Bosley held the position of road foreman's clerk on first entering the service, which brought him into personal touch with all the engine crews. Mr. Bosley's father was an engineer and he is following his father's footsteps, now assuming duties of fireman. In his capacity as road foreman's clerk he became well posted on locomotive operation. Mr. Bosley served in France during the War with the 113th in the heavy drives around Montfaucon and came out of the fray without injury.

Freight Trainmaster C. E. Owen has completed and moved into his new home at Ashburton. Good wishes!

Of the number who are on their vacation, we mention Miss Cora Ekin who spent hers at Pittsburgh. We are told she is greatly interested in automobiles. Specialty—A Ford.

Here we are. Our former family artist by an artist:

#### Dedication

The picture here as you will plainly see,  
Is easily recognizable as Abe, "The Grouchy,"

He never smiles, always moaning,  
Snappy, never happy, mostly groaning.

Brace up Abe, try to smile,  
Or your friends, you will lose in a while.  
Out of luck, you will surely be;  
What you gain, we cannot see.

No one likes to see you looking glum,  
Smile, cheer up, sing or hum,  
Gloom—you cast o'er everyone;  
You certainly have us going some.

*With apologies—G. L. H.*

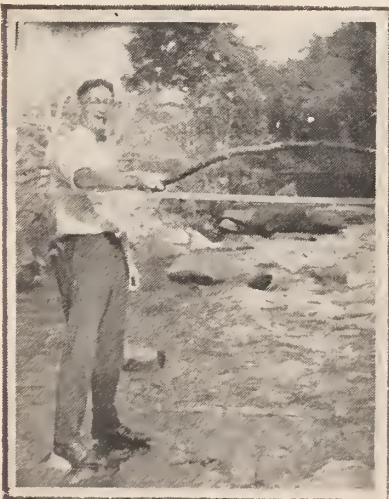
We learn Mr. Hoskins spent a very enjoyable vacation touring around Pittsburgh, Monongahela City, and Chambersburg in his new Oakland 6-44 touring car.

Train Dispatcher H. Hambleton is improving in health. We hope to see him back at the key in the near future.

#### Pier 22, South Philadelphia, Pa.

Correspondent, MARY G. GUTHRIE

J. E. Sands, terminal agent, is at his desk again after spending two weeks' vacation at his home, Louisville, Ky.



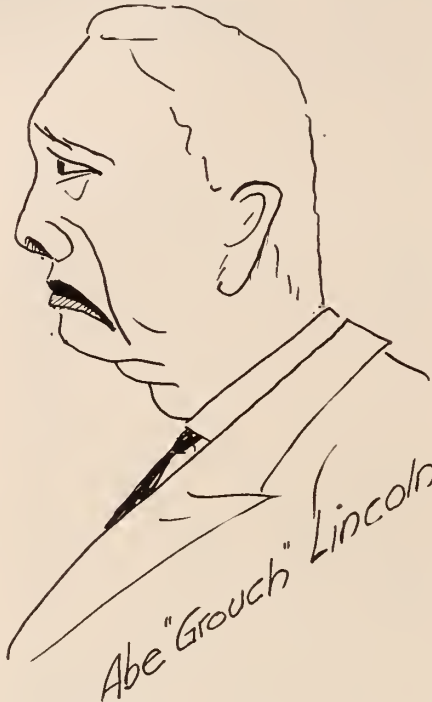
H. L. Goodman, Secretary to Superintendent,  
Baltimore Division

John Callahan, cashier, Pier 22, has opened his bungalow in Ocean City where his family are enjoying the ocean breezes. "John" commutes every day.

The "stork" has been a busy bird, paying a visit to the home of Messrs. Carrigan, Mahoney and McDevitt. Congratulations!

We are glad to announce that Mildred Blackburn's mother, who underwent a serious operation, is much improved. We hope for her early recovery.

We have added to our office force a new member, Samuel G. Starrett, who recently came from Londonderry, Ireland, where he was cashier and auditor, Londonderry and Lough Swilly R. R.



Our friend Wallace Search has purchased a Light Six Studebaker. One warm evening, after the worries of the day, he took the girls of the Cashier's Department to Willow Grove. Who said Wallace was a quiet boy?

Miss Marie Fester, collection clerk, recently returned from a vacation trip to Boston on the Steamship Nantucket.

The railroads, as a whole, are making a splendid showing. If given half a chance they will keep on improving and developing better service for shippers and travelers. Notwithstanding the difficulties placed in their way, the Baltimore and Ohio renders the best service ever provided in the transportation line.

#### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

Oh, Boy! Oh, Joy! Just to think that the usually busy stork should have been guilty of missing any one connected with the Baltimore and Ohio Railroad in his wanderings up and down our fair city! But he has evidently been locking about for any places that he missed and in his journeys discovered that for ELEVEN long years the home of our yardmaster, Fred. O. White, had not been enlivened with the sound of his wings hovering over it; so, as a surprise, and in order to try to make up for



The late Brakeman A. C. Maddox, who was a favorite with everybody

lost time, he paused there long enough to drop a big, bouncing boy down the chimney of the home of "Meme" White and his good wife. Do we congratulate the happy parents? We do, most heartily! We wish them all the happiness that such events bring to "Aged Couples."

Agent A. H. Howes, Pataskala, Ohio, with his family, consisting of Mrs. Howes and son, Howard, and Miss Ora Moore, a friend of the family, recently made a visit to this city. While here they stayed at the home of your correspondent. They were here during the sad ceremonies connected with the death and funeral of President Harding, and were thus enabled to witness the impressive rites that the solemn occasion called for.

Many of our force have availed themselves of holiday opportunities, and good old New England, the glades of the Southland, the mountains of Pennsylvania and ever popular Atlantic City have seen the smiling countenances of the Baltimore and Ohio people who have left the dusty streets of the city for a period, and are gradually returning with ruddy cheeks and brightened color, showing the benefits they have derived from the change of air and scenery.

Once more we are able to make a blank report on our sick list, and sincerely hope that this condition will prevail for a long time.

#### Brunswick, Md.

Correspondent, R. L. MUCH

A well known member of our community is James Hartley, whose photograph appears here. He was born on May 15, 1838, in Morgan County, Va. He entered Baltimore and Ohio service as track laborer on June 12, 1858. On August 12, 1861 he enlisted in the Northern Army, and was discharged in 1864. In February, 1865 he again returned to the Baltimore and Ohio in local freight service and was later promoted to conductor, remaining in train service until he was retired in 1901.

Mr. Hartley tells us that in his day freight trains did not carry cabooses and that he had to ride outside in all kinds of weather. When your day was completed you had made a day's pay, he says, even though it might take you two days to do it. He had to make up his own trains and in many cases had to rob one train of links and pins in order to make up another.

Mr. Hartley is still hale and hearty at the age of 85.

Yard Conductor Walter Phillips, Brunswick, has asked the MAGAZINE to express his thanks to officers employees and the Police Department for many kindnesses extended to him and to his family, during the period of illness and subsequent death of his wife.



## Cumberland Division

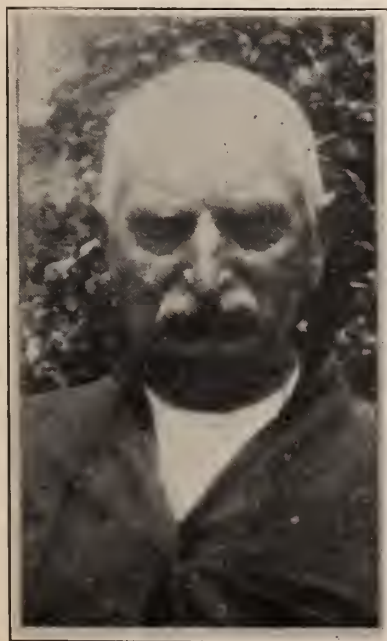
Correspondent, JOHN J. SELL

At the Divisional Safety Meeting, held in the Superintendent's Office, Cumberland, on August 14, the new members recently selected were in attendance, and from the amount of business transacted and the number of observations reported, the new committee promises to be one of the most active in the promotion of Safety that we have yet had. W. D. Lenderking, safety inspector, was present and expressed himself as well pleased with the manner in which the new members took hold of the Safety movement. With the cooperation of every employe we should be able to make our division head the list in the Safety Honor Roll.

A number of local employes journeyed to Cincinnati to attend the "Galloway-Fries" day picnic, and pay a fraternal visit to our Western Lines Veterans. These annual outings are much enjoyed, and with the get-together spirit which prevails, insure better cooperation and tend to the betterment of the service.

The apple shipments from this territory are increasing daily, and heavy movements will continue until the season closes. The crop this year is large, and a trip through the apple belt, extending from Harpers Ferry to Keyser, shows the trees loaded with luscious fruit, some of the branches completely broken down with fruit. They can be seen from our trains, and add to the attractiveness of a trip over our lines through the beautiful Potomac Valley. It is estimated that there will be more than two thousand carloads shipped from this territory this season.

The tomato crop in the vicinity of Cherry Run and Sleepy Creek is reported heavy, and the local canneries will be kept busy for some time putting up the yield. The buckwheat crop, in the glades adjacent to Deer Park and Terra Alta, is also heavy this year, while our line serves some of the largest coal producing regions of the country, and delivers this commodity to the cities and towns both east and west to keep the wheels of industry humming, and warm the homes of thousands in winter.



James Hartley, Brunswick

Few of our readers realize the variety and extent of crops raised in the territory through which our line runs.

The old armory yard, just west of Harpers Ferry Station, has been cleaned up and covered with grass and a marker erected showing the location of the old U. S. Arsenal, captured by John Brown in his famous raid of 1859. The foundation of the buildings can still be plainly seen, and the improvement receives favorable comment from our patrons passing through that historic town.

Something over a year ago the plank crossing at Frederick Street, Cumberland, was replaced with a tarvia bound stone and screening crossing, which has proved very satisfactory. The Harrison Street Crossing is now being replaced with the same material, which will make quite an improvement.

Track Supervisor Walter R. House received a painful injury to his left hand while working with the steam ditcher at Patterson Creek recently. His many friends hope for his speedy recovery and return to service.

We were glad to hear of the promotion of our fellow correspondent of Keyser, Harry B. Kight, to the position of traveling passenger agent, Cumberland. While Harry will be missed from Deer Park Hotel station and Keyser ticket offices, his promotion is well merited, and we hope he will find time to send in a few lines now and then.

We understand our old friend "Ed" Tasker, assistant shop clerk, Keyser, is grooming his crack checker team, with a view of taking the division championship this fall and winter. He will have to go some, for the Champion Cumberland team under the able guidance of G. Frank Messman, report clerk, Superintendent's Office, with such players as George Bramble, Col. Cogan, "Hotty" Spearman, "Bob" Meltinger, Ambrose Martin and a large field of experts to draw from, still maintain their supremacy in the game.

While the average miles per car per day for the division has not been as high as that reached earlier in the summer, it is steadily increasing. With every employe doing his utmost in the prompt release and movement of cars from sidings, and with the anticipated heavy fall movement, it is hoped we will soon be able to reach our high record made this spring, and possibly make an even better record. Let's put our shoulder to the wheels, boys, and set the pace for other divisions to follow.

This is a new "old" story: An empty car earns no coin  
Unless it's gotten loaded and then kept right again'  
Then the sequel to the story is to get the empty loaded  
Move load to destination, without your being goaded.  
An empty on a siding, where no loading to be had  
Might just as well be on shop track, sick and very sad.  
And a shop car earns no money, standing idly around  
Fix it up right quickly and make it safe and sound.

This is all about more miles per car per day  
Keep the car a' moving, make them earn their pay  
You ask how to increase the miles per day, that's fine  
Read the July issue, see pages eight and nine.



Above: Miss Margaret Irons, Brunswick Y. M. C. A. Below: Secretary McDaniel in his working clothes

Lineman H. C. Rhodes, who has been absent because of illness, is improving rapidly and we hope to see him back shortly.

On August 25, the American Red Cross First Aid Car visited Cumberland. The lecture and demonstration by the doctors in charge was much appreciated by employes and others who availed themselves of the opportunity to attend. The car also visited Martinsburg, Cumbo and Green Spring, August 16 to 24, where similar lectures were given.

Another car which visited this territory August 23, and gave exhibitions and demonstrations at Oakland, Potomac and Cumberland, was that of the Maryland Soil and Improvement Special. A large number of agriculturalists and employes visited the special and were much impressed by the exhibits. This territory is rapidly coming to the front as an agricultural district.

Former Superintendent and General Superintendent M. H. Cahill, now vice president, Seaboard Air Line, passed over the division recently, en route to Niagara Falls, and renewed acquaintance with a number of old friends and former fellow employes. We are always glad to see Mr. Cahill with his beaming smile, and we are glad he used our line when opportunity permitted.





#### THE "QUEEN CITY" PROVES ITS RIGHT TO THE NAME!

Left: Miss Frances D. Menefee, daughter of A. E. Menefee, Cumberland Round House, and granddaughter of retired Engineer. She graduated from Allegheny Nurses Training School in May, 1923. Center and right: Catherine E. and Eleanor C., daughters of Wreckmaster P. D. Ziler, graduated from Allegheny Nurses Training School in May and June, 1923.

Brotherhood of Railway Clerks, Fort Cumberland Lodge No. 403, recently tendered a swimming party to the officers and employees of the Cumberland Division. A large number joined in the evening's pleasure at the Crystal Swimming Pool. Let's have some more of these times, boys. We all like to swim!

The accompanying photograph is engine 13, taken many years ago. This engine was renumbered 57 and saw service on the Cumberland Division and in Cumberland Yard for many years. The picture was loaned us by a local employe who said that there is an interesting history connected with it. He could not tell us much about it, but would like to hear from some of our Veterans, who will possibly recognize the engineer and know some of the engine's history.

Art Editor Dickson, of the MAGAZINE, recently spent some time in Cumberland, sketching views of our terminal, and we look for some interesting pictures of pincts

on the division. Mr. Dickson is a "Prince" and we are glad to have had him with us.

We extend our sympathy to Joseph Shaffer and family on the loss of the wife and mother, who died at Keyser on August 16. Besides Mr. Shaffer, who is a car repairman at Keyser, she is survived by two daughters and two sons, both of the latter being employed by the Baltimore and Ohio. Chester W. is maintenance of way accountant, Cumberland, while Dyche is employed in the Car Department, Keyser.

We miss the smiling greetings of our friend, Michael Laffey, crossing watchman, Bedford Street, Cumberland, who has been off duty recently because of the serious illness of his wife. We hope for her speedy recovery and "Mike's" return to duty.

Our genial agent at North Mountain, Burr Flagg, is a busy man these days,

handling the heavy apple crop being shipped from his station. Burr is right on the job when it comes to getting the cars loaded and moving.

Well, boys, with the track in shape, motive power all keyed up and all of us ready to go, there is no question about the fall business on the Cumberland Division getting highball movement, but its new records we want and the Car Miles to grow. Stop that Leak! Let's Go!

Bridge 88, over the Youghiogheny River west of Oakland, is being replaced with a steel plated girder bridge. This bridge has been in service for a number of years and the substantial steel structure now being erected will accommodate the heavier power used over the mountain.

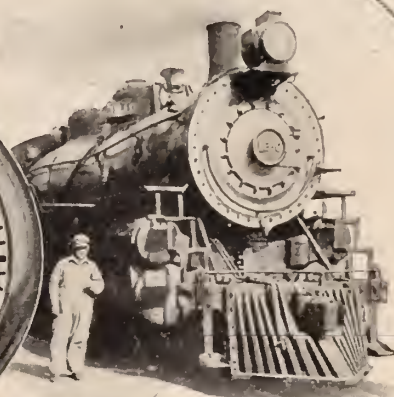
We regret to report the recent death of our estimable division passenger agent, W. W. Picking, at his home, Somerset, Pa. Mr. Picking saw more than forty years' service with our Company, the last five



#### DO YOU KNOW HIM?

Our Cumberland Division Correspondent sends us this old time photograph. Do you know the engineer or the history of the engine? If so write us about it





## You May Never Run the California Limited—but You Can Own a Hamilton Watch

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The Hamilton most railroad men prefer. In this model you have a watch that will pass time inspection on any railroad and give you accuracy and dependable service for many years to come.

For other than time inspection service, we recommend our No. 974 movement, which gives you Hamilton quality at a lower price.

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of which were spent on the Cumberland Division. By his genial and affable manner he won a host of friends for himself and our Company.

Prompt service is now in order. Miss Ella Dougherty, one of our charming telephone operators, has returned from a vacation trip to Canada. Miss Agnes Murphy has returned from a vacation spent in the eastern cities. "Line's busy" no longer in order.

### Green Spring, W. Va.

#### Timber Preserving Plant

Correspondent, E. E. ALEXANDER

"Over and over again,  
No matter which way I turn  
I always find in the Book of Life  
Some lesson I must learn."

President Harding's funeral train passed through our town at 6.52 p.m., on August 7. A large crowd assembled at the station to mark its passing and pay a tribute of respect to our deceased executive. The touch of the sorrow it bore reached every heart as the great engine, draped in mourning, slowed down and silently rolled by with its precious burden. And, we think, the heartfelt sympathy of that little gathering joined the sorrow of the multitude that had already marked its passing and was felt by the lonely woman riding with her dead—our President.

President Coolidge having declared it a day of mourning, the plant was closed on August 17.

Word has been received here of the marriage of A. F. Leonard, a former Plant employe, and Miss Edith Malone, a local school teacher, in Detroit, July 29. Congratulations!

Narrow Gauge Engineer "Press" Allen drives up to the gas station now. It's an Overland, brand new and delivered in time for the big picnic, too.

Little Vernie and Mary Lewis, children of Craneman C. M. Lewis, have been confined to the house with whooping cough. We hope the doctor lets them out soon.

R. N. Angier, chemical engineer, relieved C. L. Kittle, treating inspector at Finney, Ohio, during the latter's vacation. Mrs. R. N. Angier visited her home in Baltimore during the absence of her husband.

Mrs. J. D. Rockwell, wife of operator, accompanied her sister, Mrs. V. S. Dillard, who has been visiting her, to her home at Lakeland, Fla., August 8, where she will spend a few weeks. Mr. Rockwell accompanied the ladies as far as Washington.

General Foreman E. M. Stottlemeyer has been confined to his home since August 1, with an injury to the muscles of his right leg. It will probably be some time before he is able to be out.

August 4 was a day that will be talked about in this community and remembered for some time to come. It was Green Spring's own holiday, the occasion of the big Plant picnic. Nice accounts appeared in local papers. Our special guests were Hon. John J. Cornwell, general counsel, Miss Jennie Smith and "Aunt Mary," who will tell you all about it elsewhere in this issue.

Mrs. A. E. Irving, librarian, Baltimore, was the guest of her son, A. E. Irving, tie inspector, August 5, and attended the Plant picnic.

Are you hauling your full tonnage every day or are you running light, perhaps dead-heading part of the time? You know it is the engines that handle full tonnage that produce the most revenue. We should take a lesson from them.



Above: "Uncle Tom" Morgan, Engineer.  
Below: John, son of Engineer Grubb and  
Ruby, granddaughter of Painter J. L. Dawson

Miss Margaret Talbott Stevens, associate editor of the Baltimore and Ohio Magazine, was the guest of Mr. and Mrs. E. E. Alexander for the picnic. Miss Stevens, who was one of the principal speakers Saturday, spoke at the Methodist Sunday School here Sunday morning and also at the U. B. Church. Miss Stevens is a splendid speaker with a charming personality and we hope to have her with us again. (Hampshire Review, August 8.)

Tieman and Mrs. C. T. Seeders announce the birth of a son, Lee Irving Seeders, on July 24. Congratulations!

Miss Elizabeth Goldie Sisler, sister of Plant Laborer B. L. Sisler, died at the home of her grandmother here, on July 27. Born at Green Spring, January 3, 1899, bereft of a mother's care at a tender age, her grandparents were the only parents she knew. Her's was an exemplary life; she was well known in this community and loved by all who knew her. The bereaved relatives have the sympathy of a wide circle of friends. Funeral services were conducted at the Methodist Church at Green Spring, with interment in the family lot, Indian Mound Cemetery, Romney, W. Va.

Another home is broken, another wife alone and little ones left fatherless by the death of Tieman Wilson Lee Kenney on July 28, at his home near Green Spring, following a prolonged illness. Born September 9, 1886, a son of Okey and Sallie Kenney, he was cut down in the prime of life, leaving a little family to whom he was devoted, a wife and three little ones, Thelma, age ten, Martha, four and a baby Cecil, two years old. For these he had hoped to get well and live, but it was not to be. Funeral services were conducted by Rev. G. Yost, interment in Forest Glen Cemetery. Pall bearers, his fellow workers at the Plant, were W. T. Lichliter, N. B. Hinkle, E. Allen, P. Allen, Rev. Z. J. Powers and E. D. Robinson. The bereaved ones we commend to the tender mercies of a Divine Master who knoweth and understandeth their sorrow better than any other. May He ever sustain them.

Tieman Kemper Comer was called to his home at Stanley, Va., July 17, by the serious illness of his mother, Mrs. Ruebin Comer, from which she failed to recover, dying on August 3. We extend Kemper the sympathy of his fellow employes.

The Maintenance Engineer and the Union Pacific Magazine for July contain an article about the new Tie Treating Plant built and now in operation for the Union Pacific Railroad at the Dalles, Oregon, costing approximately \$550,000. The new plant has four cylinders and a capacity of 2,000,000 ties per annum.

The Union Pacific Magazine for July also contains a picture and nice write-up of Miss Jennie Smith, railroad evangelist, whom the writer says has been acquainted with every president of the United States since President Arthur.

### Sabraton, W. Va.

Correspondent, L. M. GUMP

Vacations are the order of the day. We are getting many reports of enjoyable trips and pleasant times.

Oak Park, after having been closed for a year, is again coming into its own. Excursions are frequent and large coming from Morgantown, Clarksburg, Fairmont, McKeesport, Mt. Pleasant and Connellsville. Evidently our eastern friends do not know what a popular little resort we have on the M. & K., or they would visit us. We invite one and all to come and enjoy a little outing.

The accompanying photograph is of Engineer Thomas Morgan, usually known as "Uncle Tom." Mr. Morgan is a passenger engineer, and a real old timer, having entered the service in 1892 and promoted to engineer in 1897.



Our second picture is of John Grubb and Ruby Dawson. John is the brother of Master Mechanic's Stenographer Miss Ella Grubb, and the son of engineer James Grubb, Rowlesburg. Little Ruby is granddaughter of Painter J. L. Dawson, Fairmont, W. Va., and John's cousin.

Carpenter J. M. Deakins, who has been off duty during an extended illness, has returned to work. We are glad to see him.

Storekeeper Farrell has gone house-keeping. No, girls, he isn't married—yet.

You never miss the water until the well goes dry. In the same manner you seldom appreciate the quality of service your home road gives until you get away from it. The next time you ride on a foreign road, look about you and see if it's as accommodating, up-to-date and cleanly as the Baltimore and Ohio. It usually isn't.

Hostler Harry Flynn recently purchased a new automobile. Harry's account of the transaction and the nights of sleep it cost him is interesting. Anyone who has not heard it should do so at once.

Jim Ware and Slim Lantz are interested in what brand of bird-seed to feed their new cuckoo clocks.

The correspondent has been thoroughly called down and warmly "bawled out" recently because of the lack of Sabraton items. Sad but true. The correspondent's time is limited, his journalistic ability more so, and the assistance he gets with his write-ups is less yet. Perhaps a word or suggestion from the men along the line, on the road and in the shops, would help. Did you ever think of that? TRY IT!

#### Martinsburg Shops

Correspondent, W. L. STEPHENS

Foreman F. C. Maxfield has returned from a long vacation, spent at his old home in New Hampshire. The genial Max looks well, indicating that the much needed rest did him good. His old homestead, where he passed the time, was built in 1735.

The fellow employes of Carman David Shotts extend their sincere sympathy to him on the death of his mother. Mrs. Shotts had lived in Martinsburg for 26 years.

Death claimed another venerable patriarch of the Baltimore and Ohio when James

Powell, retired engineer, passed away recently at North Mountain, W. Va. He was almost 73 years of age, and 49 years and 9 months of this time had been spent in active service with our Company. He entered the service in 1866 and retired in 1916. Many years of his life were spent in Martinsburg, where he was well known and highly esteemed. He was a member of the B. of L. E. and Baltimore and Ohio Veterans' Association.

George Meadows, pensioned engineer, died at his home in Martinsburg on July 25, at the age of 81 years. He was born at Frostburg, Md., in 1842, where he was educated, and later moved to Cumberland. In 1867 he married Susan B. Ford of Westernport, Md. In 1868 he moved to Martinsburg and lived here for many years. He was then transferred to the Berkeley Springs Branch. When retired, he returned to Martinsburg to reside.

Mr. Meadows entered the Baltimore and Ohio service in 1860 and served actively for 47 years. Sixteen years ago he retired from active service. His wife died several years ago. Five children survive, one son being employed as machinist in the local shops.

The funeral services were held in St. Joseph's Church, of which the deceased had long been a devout member. Father W. A. McKeefry conducted the service. Members of the Baltimore and Ohio Veterans acted as pall-bearers, and interment was made in St. Joseph's Cemetery. Our sympathy is extended to the bereaved family.

#### Paw Paw, W. Va.

Correspondent, M. L. SHARON

We are glad to note that former Agent C. T. Bevens has returned to his home here after spending some time in the hospital, Cumberland.

Second Trick Operator Eugene Grope, Okonoko tower, is now occupying his new home here.

Bell Nixon, brother of Engineer John T. Nixon who handled the President's special on the East End, is seriously ill at the home of his daughter, Mrs. E. Ambrose. Mr. Ambrose is superintendent of the Paw Paw Tannery and Mr. Nixon is the father of our efficient and genial merchant, Earl Nixon, the latter being State Senator from this district. Engineer John T. Nixon, with his wife and two children are at the bedside of their relative.

The apple shipments from this station have commenced. The new packing and grading plant is in operation. The crop is heavy and a large amount of business will be handled by our Company between now and early winter.

Uncle "Josh" Lewis, a retired watchman, who has served the Company since 1862, and has passed his 81st mile stone, has not been well of late.

DEPOSITS \$1,055,260.26

**The First National Bank**  
Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit



The late George Meadows

# \$1.00 BRINGS YOU

## This Famous Illinois BUNN SPECIAL



Most remarkable watch offer ever made! Simply send me \$1.00 with your name and address—that's all.

**No Red Tape  
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### O. F. Bale & Co. EST. 1888

21-23 Maiden Lane New York

Ed. Wentling, one of our merchants who used to set his Waterbury by your correspondent's watch, now uses The Capitol Limited to get the correct time.

Your correspondent and his wife attended the picnic at Green Spring and spent an enjoyable day. We heard Governor Cornwall's eloquent address and saw the scenery from France which Aunt Mary brought back with her. And that dinner! No, we cannot tell you everything we had to eat, it would take too long.

#### Keyser

Correspondent, H. B. KIGHT

It is with regret that we report the death of Division Passenger Agent W. W. Picking, at his home, Somerset, Pa., at 8.00 a. m. on August 11. He came to Cumberland five years ago from Chicago on his appointment to the position of division passenger agent here.

Mr. Picking made many friends during his stay with us and he will be missed by all. To his family we extend sincere sympathy.

Agent Strouse, Terra Alta, is all smiles—it's a boy. Congratulations!

Stop That Leak! There are many ways in which this can be done. In my travels recently, I had occasion to visit a station about daybreak. The ticket clerk on duty turned off the lights as soon as it was possible to see without them. By turning out lights when not needed he had helped to cut the electric bill in half. Good boy, Jimmy!

Fireman Hollen deserves high commendation for his watchfulness. Recently when his engine was standing at Queen City station waiting for No. 1, he noticed an engine backing down and saw a lady step out into the path of it. He jumped down and pulled her aside, falling as he did so. However, someone caught the lady and Hollen, sweeping them both to one side without injury.



## Connellsville Division

Correspondent, C. E. REYNOLDS

The Division correspondent just returned from an enjoyable vacation spent in Somerset, Johnstown, and other points of interest in that vicinity, accompanied by his wife and little son.

On August 6, a baby boy arrived at the home of Mr. and Mrs. Earl Shank. The little fellow has been named Earl, Jr. The proud father is assistant chief clerk, Superintendent's Office.

On August 8, a baby girl arrived at the home of Mr. and Mrs. Charles V. Payne. The little one had been named Mary Ellen. This was a happy event for Charles, who is chief clerk to Superintendent Martin, Connellsville.

On August 9, Yardmaster and Mrs. J. E. Dice and family returned to Somerset from Sylvan Lake, Ind., where they spent two weeks visiting relatives and friends. Sylvan Lake is in the vicinity of Mr. Dice's native home, and he has been making annual pilgrimages to his birthplace for a number of years.

On August 10, Gail Fishback, Grafton, arrived at Connellsville to take up the duties of car distributor, vice Harry L. Ash, who was assigned to other duties.

**NOTICE!** There are many items of interest on the Connellsville Division that do not reach the division correspondent. Therefore, at this time, I ask that you send to

me, at Connellsville, all items of interest, including photographs, in order that we may make a better showing for the best division on the System. This includes all employees on the Connellsville Division, and it is hoped that future results will not be disappointing.

The Misses Cecelia and Frances Friel, stenographer and time clerk respectively, division offices, are now spending two weeks vacation in Toronto, Canada, and other points of interest in the east, including Niagara Falls.

The accompanying photos were taken at Springfield, W. Va., on the South Branch of the Potomac, while several of our office girls were camping with the NIGHT OWLS at that point. The girls report a good time.

### Foxburg, Pa.

Assistant Correspondent, D. H. KIRKWOOD

Trainmaster J. F. Miller has resumed duty after a vacation spent at Niagara Falls, Buffalo and other eastern points. Conductor C. D. Newman and Engineer J. W. Edinger are in Canada at present. Brakeman Grover C. Rankin is in California. Dispatcher M. W. Ross spent his vacation trying to catch whales in the Allegheny. Conductor W. A. Mattern is back again after his trip.

Agent M. H. Hindman, Bruin, recently became a benedict. Congratulations!

Dispatcher McGorlick, who has been absent some time because of illness, has resumed duty. We are glad to have him with us again.

Agent L. D. Richardson, who has been away on six months furlough, has resumed duty. He is relieving various agents for vacations.

Have you seen the beautiful folder entitled "Back to Nature on the Beautiful Butler Branch." If not secure one from the nearest ticket agent. They are fine.

Miss Bertha O'Hara, agent, Karns City, has purchased a Buick coach.

## Pittsburgh Division

Correspondents, EARL FAIRGRIEVE and MARY BREEN

### Glenwood Shops

Correspondent, EDRIC C. GREAVES

Thousands of people from Pittsburgh and vicinity visited Glenwood Station and yards on August 7, to witness the passing of the funeral train of the late President Harding.

President Coolidge passed through Glenwood early on August 10, on his way to Marion to attend the funeral of the late President Harding, the special changing engines at Laughlin Junction. On the return trip the train stopped at Glenwood to change engines.

W. A. Whalen, former shop clerk, East Side, Philadelphia, has been appointed chief clerk to district master mechanic, and by his strictly business manner has already gained the confidence of his associates. Success to you "Bill."

Earl A. Abbott, former assistant district chief clerk, who is taking a medical course at Valparaiso University, Indiana, and who has been away from Glenwood for a year, has returned and is employed in the District Master Mechanic's Office. Mr. Abbott will return to college in the early fall. Glad to have you with us again, Earl. We know that a certain young lady in Connellsville is cheerful these days.

Miss Kathryn E. Farrell, Superintendent of Shops' Office, has been recuperating at Roanoke, Va. Glad you are back again, Miss Kitty. We are living in anticipation of listening to your wonderful voice in the near future.

Howard T. Cromwell, assistant master mechanic, Riverside, has been appointed assistant superintendent, Glenwood Back Shops. Mr. Cromwell assumed his new duties on August 10, and has the good wishes of all.

Miss Claire Farrell, Stores Department, reports that Geneva on the Lake, Ohio, is a charming spot for a vacation.

The Glenwood Social Club is preparing for its next dance and entertainment. By the silence of H. F. Schwab, chairman, Entertainment Committee, we are inclined to believe he has some new novelties "up his sleeve."

An Efficiency Bureau has been organized at Glenwood Back Shops, of which former shop clerk at Riverside, E. J. McGuinness, has been appointed as one of the inspectors. Mr. McGuinness assumed his new duties on July 23, and by his tactfulness and courtesy has already made many friends. Here's to your success, "E. J."

### Glenwood Roundhouse

Correspondent, JANE P. PASSMORE

In the first part of June, Assistant Chief Clerk C. E. Rider took a few days' vacation. When he returned, he informed the office force that he was going to be married



CONNELLSVILLE GIRLS GO A HIKIN' AND CAMPIN' AND EVERYTHING

Above, left: Misses Esther Weltman and Blanch Stafford. Right: Misses Blanch Stafford and Lenora Grace. Below: Misses Blanch Stafford, Lenora Grace, Thelma Capper and Lorain McGarrity



seon. But we got ahead of him and the news leaked out that he had been married on June 9, to Miss Alvenia A. Miller, at Cumberland, Md. A few days later, he was summoned to the office and presented with a fine dinner set. Now Rider, our promise holds good—don't forget yours—that is, a dinner served off those dishes. Congratulations!

We are all glad to know that Miss Julia Hart, clerk, General Foreman H. J. Meinert's Office, Allegheny, Pa., is able to be back on the job after being absent for three months, because of illness.

Master Mechanic C. E. McGann and family have returned after spending a vacation in Atlantic City.

This is such good news that I want everyone to know it. While coming in on the train recently, I could not help but hear a conversation going on between two gentlemen seated back of me, something like this. "You know this Baltimore and Ohio put on a dandy train—The Capitol Limited, I believe they call it—makes record time right into Washington—don't think there is anything to beat it on the railroad; best train going." Now does that not make Baltimore and Ohio employees feel good? I can tell you it made me feel good. I could not help turning around to smile at the man after such a good boost for our road as that—what do you think about it?

At times the conversation in the Office of Master Mechanic, and especially after so many trips have been taken, runs something like this:

"You know, I had the best drink of cream I ever tasted. They have the best cream in Mars."

"Talk about a good time—and all the nice fellows I met.—Say, I did not get frightened when I discovered I lost my purse." Tie a string on it the next time Mary.

## Monongah Division

Correspondent, ANNA MARY UNKS

"Joe" Deegan and John Bradford spent their vacation drinking the wonderful deep blue sea water at Atlantic City.

Everybody is invited to the Superintendent's Office, as well as to the other offices in the station, to see how a clean wall agrees with them. We think they are just fine.

The accompanying snapshop is of C. W. Yates, boiler foreman, Cincinnati Shop. Mr. Yates may be called one of our graduates having served his apprenticeship with us.

## Ohio River Sub-Division

Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

Who do you suppose spent a recent weekend in Parkersburg? None other than Marie Slatterick, correspondent, Wheeling Division. Your correspondent had the honor of meeting this delightful girl, who, endowed with the charm of a Nina Spengler, the brains of a Margaret Talbott Stevens and the beauty of a Magdelene Lauer, is likely to go a long way. We were quite taken with Marie, and, judging from appearances, there were others—one in particular!

We have some interesting news for our Wheeling readers that we are sure they will never hear if we don't tell them. The inimitable Marie got lost on Blennerhassett



ON THE MONONGAH DIVISION

Above: Raymond, son of Dispatcher Claude Wolfe. Center: Boiler Foreman C. W. Yates. Below: How Brakeman H. Withers spends his spare time

Island. No, she was not alone. And the same individual who got lost with her, stayed out so late one night when calling on her, that his papa got worried about his precious chee-ild and started out to find him. It developed he was only star gazing after he had left Marie. Papa found him on a street corner, gazing up at the stars and babbling incoherently to himself something about "Luv."

Does everyone know Norman Harrison, alias "King," "The Battling Kid," "Caetus," also numerous other aliases? We have discovered that he is a real baseball player, "h-m" some pitcher, too. He recently



## Sell Shirts

Sell Madison "Better-Made" Shirts, Pajamas, and Nightshirts direct from our factory to wearer. Nationally advertised. Easy to sell. Exclusive patterns. Exceptional values. No experience or capital required. Large steady income assured. Entirely new proposition. **WRITE FOR FREE SAMPLES.** MADISON SHIRT CO., 603 B'way, N. Y. City

pitched a game at Rockland, Ohio. The opponents only got 7 runs in the first inning, but "Sunshine" didn't let them get a hit.

P. K. Partic comes to us from the Toledo Division. Welcome, Mr. Partic!

Safety First! Please don't leave any more draw bars lying around where "Tubby" Frazer can kick them.

G. C. Barnett was recently transferred from the Low Yards to the High Yards.

Who said "Pete" McCabe was afraid of snakes? Didn't he kill that one that "Sherm" Johnson brought from down the river in a sack? Of course, we must admit that he was about 40 feet away from the ferocious reptile, and the weapon of offense was a chunk of coal, but it was a real snake, and a big one at that!

Heard over the 'phone:

Bill: "That you, Tubby?"

Tubby: "Uh-huh."

Bill: "Well, that blamed coal report won't balance."

"Tubby: "That's queer, I know it's right."

Someone said they saw B. F. Butcher playing center field for the Homestead Greys the other day.

"Vic," Springer's mother and his brother Marcus arrived in Parkersburg on August 13, from Nebraska. They will make their home here.

Congratulations to Mr. and Mrs. Dale Harmon.

Just the very nicest baby

Any parents ever had

Is the one we're very certain

That has made your home so glad.

So we send Miss Georgia Louise

Our congratulations true

For her very wise selection

Of a happy home with you.

Thomas Ball is the latest devotee at Henry's shrine, having purchased a new sedan. You may be sure he does not ride alone if anyone happens to be going his way. In fact, he goes out of his way to give some of the weary ones a lift. He is truly a good Samaritan, and we believe an extra bright star will be added to his crown.

"Benny" Horner, our wide-awake crew dispatcher, says that if he could keep the old Buick out of the shop "she" might run once in a while.

Ross Wagner says he caught a fish that long up Worthington Creek the other day—Aw, what's the use? There isn't room enough in the MAGAZINE to tell how long it was.

5.45 a. m. Sunday! The Yard force is all lined up for its regular Sunday morning treat. As usual, "Bill" O'Niel has bought out the five and ten cent candy supply.

Can you imagine any one so attractive that she couldn't go into the ocean for a dip without being vamped by a sea lion? It won't be hard to believe if you will look at the photo of our "Little Mary" in this issue. This summer, Mary went to the Pacific Coast to visit her sister, and her



mother reports she went bathing at Balboa Beach. No sooner had Mary begun to frolic in the water, than a gay Lothario of a sea lion came up and playfully tossed Little Mary (or Pee-wee, as she is known to her intimate friends) into the air. Pee-wee screamed for help and the handsome life-savers dashed out in their boat and rescued the fair maid. Pee-wee says it was her first time in the Pacific and it is going to be her last. Although she is very peevish just now about her experience, we opine she will be somewhat consoled when she returns and finds that she has been assigned to a position that pays a few more marks per day than the one she left when she started on her adventurous journey.

Carding Clerk George McDiffitt has left us to take a position with the Reynolds Tobacco Co., Winston-Salem, N. C. If he makes as good a salesman as he did a carding clerk, he will be a "humdinger." The entire force wish him success. Until the position has been permanently assigned, it is being capably filled by L. A. Morgan.

When it comes to furnishing heroes of national repute, the local Freight House is in a class by itself. Our latest entry to the hall of fame is none other than our efficient(?) bill clerk, George Beck, or "Buddy," as he is affectionately called by his billing (and cooing) partner. The facts as given by an observer are as follows. While riding with John Maloney in his "tin can" on a recent Sunday evening, as they were passing through Buena Vista on the inter-urban car line, our hero made the startling discovery that a large frame dwelling was on fire. The tin can was immediately brought to a stop; our hero leaped out and running to the house proceeded to hammer on the door, but received no response. The nearest house was half a mile down the road and George, bidding John watch the fire until he returned, started on a run for help. Neither one thought of using the tin can, and it was just as well, as ten miles an hour is the limit of speed for John's "rattle-box," while George can make a mile in 1.50 flat, he having once walked to Cincinnati and return.

After arousing the nearest family, George rushed back to the burning house to assist in the rescue of the household goods. Breaking a window and getting inside the

house, George proceeded to hurl the pictures, dishes, glassware and other breakable articles, through the window, but he was careful with the mattresses and rugs, carry-

ing them to the window where John could take them on his back, carry them to a safe distance, and set them down carefully. George remained at his post until driven out by the smoke, and was given a rousing cheer by the onlookers as he emerged from the burning house. John was also congratulated for his heroic work in carrying the mattresses to a safe spot.

By the time the fire department arrived the entire house was consumed, but the family mattresses were saved, which enabled the owners to get a night's sleep, thanks to George and John. Hero George's picture appeared in the August issue. Hero John's photo appears in this number.

Mrs. Joe Cromley would be quite conceited if she could hear her husband bragging about her cooking, and he certainly looks as though it agrees with him. We wonder if she wouldn't let some of us skinny folks board with her!

Miss Mary Ethel Owens has returned from a vacation spent at eastern points, Atlantic City seeing the most of her. She acquired a gorgeous yellow dress while away. If she wore it on the Boardwalk, we are sure she must have knocked 'em cold.

Arch Taylor, Low Yards, is running around, sticking out his chest, bragging about young "Patsy" Taylor, age one week, and do you wonder? Pipe young "Pat" mounted on his T. B. tested Holstein! "Patsy" is the twelfth child to pick out Arch for his papa!



Above, left: John Maloney, fire hero, with bunch of "American Beauties" presented by grateful and admiring crowd. (See notes for details.) Right: Mary Keenan, affectionately known as "Pee Wee." Below, left: Claim Agent W. A. Smith. Right: "Self-explanatory"

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Notice to vacationists. We sent in a number of items for the last issue regarding vacationists and what they were doing, but evidently every other correspondent did the same thing. The Editor, in a circular letter, advises that so many of these items came to him that most of them had to be left out. Some of you will be sad, some glad, but we hope none will be just plain mad.

### Charleston Division

Correspondent, C. W. DIXON

"Slow of heart to believe."

There's nothing particularly wrong about that. Take any new method that might be thrust upon us. A man is but a mere machine if he does not want to take a little time to consider. But, listen! After he does believe, what's the matter with making up that lost time?

The Charleston Division was visited by a severe rain storm on August 12, which caused considerable damage on the line between Burnsville and Richwood.

In the Richwood territory, the waters coming down Big Laurel almost obliterated all trace of the Saxman Coal & Coke Company's Railroad before reaching our line, where it continued to do much damage.

One reason for the few lines from the Charleston Division in this issue, is the fact that the correspondent has just returned from his vacation. Nothing startling happened to him during his trip, except that he was very much sun-kissed while boating on the old Muskingum River, above Zanesville, Ohio.

It is with sincere regret that we announce the illness of our superintendent and fellow worker, Mr. Trapnell, who left us on an enforced vacation on August 16.

The employees of the division sympathize with Mr. Trapnell and join in wishing him a speedy recovery from his illness.

W. E. Kearfott, assistant division engineer, Connellsville, Pa., formerly located at Weston, has been enjoying a short visit with us.

In these columns will be found picture of Edna Fern Dean, three year old daughter of M. D. Dean, secretary to superintendent. Her parents may well feel proud of their possession.

Operator L. A. Teskey, "SU" Office, Weston, coming into the office a few mornings ago, remarked about the atmosphere in the office being too close. He had no sooner made the remark than he "threw up" a window.

Everyone in the Weston offices seems to miss the smiling face of "Trix" McDermott, jolly girl that she was. It was a great game while it lasted, but the young gentleman from Roanoke seems to have taken the "trix."

Miss Juanita Hostetler has objected so strenuously to our making mention of her in the MAGAZINE that we will refrain from doing so—at least in this issue.

Engineer J. W. Taylor, after being absent for sometime because of illness, has resumed duty.

Yard Conductor R. B. Kessler has resumed duty after spending several days with relatives at Cincinnati, Ohio.

Yard Conductor J. P. Reid has returned from Baltimore, Maryland.

Miss Margaret Patton, clerk, Weston Freight House, has returned from her vacation, spent in Virginia.

Trainmaster W. C. Deegan has returned from his vacation.

If times are hard, and you feel blue,  
Think of the others, worrying, too;  
Just because your trials are many,  
Don't think the rest of us haven't any,  
Life is made up of smiles and tears,  
Joys and sorrows, mixed with fears;  
And though to us it seems one-sided,  
Trouble is pretty well divided,  
If we could look in every heart,  
We'll find that each one has its part,  
And those who travel Fortune's road,  
Sometimes carry the biggest load.

(Author Unknown.)

Gassaway Shop Notes—Same as last month.

Weston Shop Notes—Same as last month. One would think nothing ever happens at those two places. Won't someone please take it upon himself to help the division correspondent out by sending in a few items of interest.

Not a month goes by but that we have an interesting episode in connection with Chief Clerk Schide and his boat. We have a dandy this month but it was too serious to broadcast.

## Western Lines

### Cincinnati Terminals

Correspondent, J. BEEL

Miss Bertha Goetz, Superintendent's Office, left for a two weeks' vacation on August 1. Her campaign against the eligible men during this period does not seem to have met with the desired result, else why return? We trust Miss Kathryn Weber, who left on August 16, will meet with better success.



Edna Fern, daughter of Secretary to Superintendent Dean, Charleston Division

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The hair growing era is now at hand. Honors should be extended to W. J. Maloney, general chief yard clerk, who has added a few fine specimens to his sparsely settled crop.

Another odd sight is two newly bobbed heads in the Superintendent's Office. All seem pleased with the change, with the exception of Frank Nock, who loudly proclaims, "The rage of freaks is spreading."

G. B. Farlow, assistant division engineer, is visiting his home. Now won't our Georgie make Little Old New York sit up and take notice.

He's a bright and laughing person,  
Jolly all the live-long day,  
Everybody whom we know,  
Likes his light and friendly way.  
And before this gay good humor,  
Shadows surely fly to bits;  
Who is this you greatly wonder,  
Why, the man we all call "Fitz."

Tall and dark our lady fair,  
Hers a type most sought, yet rare,  
From her praise we can't refrain,  
She, you see, is our Lorraine.

The employees of Storrs Roundhouse are glad to hear that our friend William Gerth is improving steadily. He has been missed by his fellow men, and we hope he will be back soon.

We beg to announce that Machinist Apprentice Edward Massmann joined the ranks of the "Benedicts" on September 1, and spent his honeymoon taking a trip to Denver, Colorado. Congratulations!

The sympathy of the employees at Storrs Roundhouse goes out to Chief Clerk Andy G. Haar, who had the misfortune to lose his beloved father on August 1.

Machinist E. Jordan has joined the ranks of the "Benedicts." Best wishes from the employees at Storrs Roundhouse.

The officials at Storrs Roundhouse are proud of the first trick, middle crew, P. Schuetz and his fireman, J. Dineen, who have their engine—1584—trimmed up in good condition. If any other engine crew tries to take this engine, they will have a hard time. "Pete" will fight for engine 1584 at all times, as he says that engine has his name on it.

### Akron Division

Correspondent, J. A. JACKSON

The New Castle High School Band, which was entered in the recent contest held in Chicago, was handled over the Baltimore and Ohio, and was entertained royally en route to the Windy City. They were awarded fifth prize, which, considering the large number of entries, was a creditable showing. The boys were loud in their praise of the treatment received on the trip, and each member of the band will be a real Booster for the good old Baltimore and Ohio.

Fred Ellis, clerk, Division Accountant's Office, Akron, and Miss Elizabeth Klee





#### INTERESTING PLACES AND PEOPLE ON THE AKRON DIVISION

1. Standing, left to right: Messrs. E. F. Creel, D. A. Cassiday, N. R. Butler, J. A. Tschuor, A. J. Allison, K. E. Floeter. Seated: C. M. Powell and C. A. Burdge. 2. Huston and Richard, sons of Assistant Trainmaster and Mrs. C. M. Trussell, Akron. 3. Misses Margaret Weinberg and Margaret Sullivan. 4. Baltimore and Ohio station and crossing with the Big Four at Greenwich, Ohio. 5. "G. N." Tower and crossing with the A. C. and Y. at Greenwich, Ohio. 6. M. DiPero, E. W. Hott, R. C. Gallagher, A. P. Zeitler, R. C. Crump, W. F. Harris, N. R. Butler, Misses Margaret Sullivan and Margaret Weinberg. 7. An interesting view at Greenwich. Operator J. E. Hiester is in charge of the tower seen in this photograph.



were married on June 26 at the home of the bride, New Castle, Pa., Rev. S. E. Irvine, Pastor, First Presbyterian Church, officiating with the ring ceremony. Miss Gladys Bevan was bridesmaid and Howard Dixon served as best man. Following the ceremony a buffet lunch was served to twenty-five guests. The happy couple later departed on a wedding journey to New York, Atlantic City and Washington, D. C., and are now at home to their friends in a newly furnished home in Akron, Ohio. Congratulations from their many friends among Baltimore and Ohio employees.

Trainmaster C. P. Angell was called to Pittsburgh on July 1, on account of the death of his mother. His many friends on the Akron Division extend their sincere sympathy to him.

George Gordon, assistant chief clerk to superintendent, has resigned his position and is now located in San Diego, Cal., where he is employed in one of the leading banks in that city.

James R. Foster has been appointed assistant claim agent, Youngstown, Ohio, succeeding W. W. Baldwin. His many friends wish him success in his new location.

### Lorain Terminal

Mystery surrounds the Car Office. "Jonesie" has a diamond ring and no one knows where it came from. We can guess, however, and we further surmise that it will be an early fall wedding.

Road Foreman of Engines P. C. Loux is on his vacation. Northern Michigan is the place. When he returns "fish" stories will be in season.

Yardmaster G. L. Irish has returned from Pittsburgh where he attended the Relief Department Convention.

Rule Examiner F. W. Green spent two weeks with us the latter part of July. Most of his time after working hours was spent at the bathing beaches watching the waves and —. Tell them, Fred!

General Roundhouse Foreman K. E. Floeter has the premises around the Roundhouse in "tip top" shape. Other terminals might use this point as a model.

M. A. Gleeson is again with us as assistant master mechanic. Welcome, "Mike."

Night Watchman E. Doran still continues to sort the mail and load it on the passenger train. He has been in the service for over 25 years and is one of our faithful employees.

Conductor J. W. Creel has taken unto himself a wife. Congratulations!

### Haselton, Ohio

Correspondent, LEE RICHARDS

It has been rumored that our assistant car foreman was married while on his vacation, but he is doing his best to keep it a secret. Fess up, Bauman, tell us the truth.

Miss Helen Maurie has given up her position as stenographer to Terminal Trainmaster J. C. Kline, to accept a life position in the line of matrimony. We all join in wishing her happiness.

A number of yard brakemen went to Milton Dam on a fishing trip. All reported a good time, but no fish.

Brakeman Cunningham has been off duty because of illness.

Fireman Crane has been away because of illness, but is now back on the job much improved.

Andrew Naufer, formerly employed at the Freight Office, Youngstown, Ohio, has

accepted a position with us as second trick crew dispatcher.

Walter Carmichael, who has been night yardmaster, East End, for a number of years, will resume his duties as conductor on the Akron Division.

Mr. Jones, second trick chief clerk, has been appointed night general yardmaster, succeeding B. Leingen, who took third trick at East End. We all wish "Jonesy" success.

Our old friend J. Flynn is again in the service.

R. H. Jones, second trick crew dispatcher, has been placed on first trick.

G. W. Van Camp, crew dispatcher, is on leave of absence because of illness. The smiling face of R. H. Jones now graces the office in his capacity of crew dispatcher.

C. D. Updegraff, general yardmaster, has purchased a new Star Sedan. "Red" says no one can pass him on a hill and that the Star is the best little boat ever made. Who agrees with him?

Margaret Griffin, a former employe of the Baltimore and Ohio, has returned as secretary to J. C. Kline, vice Helen Maurie.

J. C. Kline, formerly general yardmaster, Martinsburg, W. Va., is now terminal trainmaster, Haselton, Ohio, vice R. E. Pyle, who was transferred to Southwestern Division.

### Youngstown, Ohio

Correspondent, PEARL C. SCHMUTZ

Miss Alice Craig, piece work operator, was called to Bradford, Pa., account death of her grandfather recently.

Robert Kohl, secretary to division freight agent, Youngstown, Ohio, has been promoted to secretary to assistant general freight agent, Pittsburgh, Pa.

Miss Margaret Hodge has been promoted to general stenographer, Youngstown Freight Station.

### New Castle Junction, Pa.

Correspondent, AGNES BARNES

Joseph E. Phillips, claim clerk, Agent Knox's Office, and Mabelle E. Barber were married on June 21. After a wedding trip to Washington, D. C., and other eastern points, they are at home at 231 N. Crawford Street. Congratulations!

Harry G. Boyd, tallyman, New Castle Freight House, and Ruth M. Barber were married on June 21. Mrs. Boyd is a cousin of Mrs. Phillips. Mr. and Mrs. Boyd are spending the summer at their cottage in Edenburg.

"Sam" Ross, chief clerk to freight agent, has traded his Buick and now has a new Overland touring car.

Born to Mr. and Mrs. J. Walker Balentine, a nine pound son, at New Castle Hospital, June 21. The young son has been named Richard Wendell. Mr. Balentine was formerly employed in the Division Accountant's Office, and Mrs. Balentine, nee Miss Betty Richards, was secretary to F. H. Knox, freight agent, New Castle.

A nine and three-quarter pound baby girl was born to Mr. and Mrs. A. L. Kramer, at Bellevue Hospital, Pittsburgh, on June 24. Mrs. Kramer will be remembered as Miss Justine McCune, switching clerk, New Castle Freight House.

William Childress has been promoted from gang time keeper, Maintenance of Way Department, to extra gang foreman, Lowellville.

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Miss Julia V. Quinn, secretary to trainmaster Dorsey, wishes to extend her thanks to all who cast a ballot in her favor in the Relief Department campaign.

Little Mary Louise Murphy, four year old daughter of Yardmaster Murphy, while playing in the back yard of their home, fell off the porch, breaking her right arm. Mary Louise is improving satisfactorily.

J. I. McIntyre, yard brakeman, passed out cigars and candy on July 31 in honor of a ten pound boy, who arrived on July 30. The young son has been named Raymond. Congratulations!

General Yardmaster H. L. Evans and family toured York state, including Celeron, Allentown, Buffalo and Niagara Falls. Harry reports a wonderful trip.

On June 8, a ten pound girl was born at New Castle Hospital to Yardmaster and Mrs. C. E. Gee. The baby has been named Evelyn Ruth. Mrs. Gee will be remembered as Miss Ruth Colnot, formerly employed in the Division Accountant's Office. Congratulations!

**Freight Traffic Department**  
Cleveland, Ohio

Correspondent, A. R. STROME

On July 17, the Traffic Department employees held a Beach Party at Rocky River Park, eight miles west of Cleveland.

While the majority of the party were enjoying a swim and walking on the beach, Division Freight Agent Gosnell supervised the cooking of the weiners.

Supper was served about 8.30, and it was a hungry bunch that partook of a tasty repast. The party broke up about ten o'clock, everybody hoping to have the opportunity of surrounding some more Campfires before the summer is over.

The Traffic Department of Cleveland held their Second Annual Picnic at Mentor Beach Park, about 35 miles east of Cleveland, on the afternoon and evening of July 28.





AT THE CLEVELAND TRAFFIC DEPARTMENT PICNIC

Left: Nancy, daughter of Division Freight Agent C. M. Gosnell, Akron. Right: Messrs. Strome and Glancy represented Annette Kellerman

The party, about fifty in number, made the trip in automobiles, and on arrival at the park, J. W. Freeland, chairman, Entertainment Committee, took charge and put on an interesting and entertaining program, prizes being awarded to the winners of the various contests.

At six o'clock, dinner was served, the table being tastefully decorated for the occasion.

Too much credit cannot be given Eva H. Oldham, chairman, Commissary Committee as it was only by hard work on her part, assisted by other members of the committee, together with the wives of employees, that the dinner was such a marked success.

The following out of town guests were present: Mr. and Mrs. C. F. Farmer, Youngstown; Mr. and Mrs. C. M. Gosnell, C. M. Groninger, Miss Bailey and C. H. Groninger, Akron; Miss Margaret Hunter, Pittsburgh.

We regret to learn that J. A. Scheuerman, coal freight agent, has been transferred to Baltimore, but at the same time we extend our best wishes for his continued success.

On behalf of the employees, Assistant General Freight Agent Kimes presented Mr. Scheuerman with a beautiful walrus leather brief case, in token of the appreciation of our long and pleasant association with him.

#### Newark, Ohio

Correspondent, B. A. OATMAN

Walter E. Laird, chief clerk to Superintendent Kruse, is convalescing after a serious operation. We wish him a speedy recovery.

Effective August 1, H. F. Wyatt assumed the duties of trainmaster, East End, Chicago Division, Garrett to Willard, with headquarters at Garrett. We congratulate "Harry" and feel sure that he will make good, as he did on our division.

Effective August 1, T. J. Rogers assumed the duties of trainmaster, Newark, vice H. F. Wyatt promoted. We welcome Mr. Rogers to the Newark Division staff, and wish him success in his new location.

Was Newark Division well represented at the Western Lines Picnic? Well, if you had been around to see the scramble for reservations on the special which left Newark at five bells, you would have thought that the Newark Division had decided to spend the day at Chester Park.

**WE ARE STILL LOOKING FOR MORE CAR MILES.**

**IN FACT WE ARE EXPECTING IT. YOUR INDIVIDUAL PART IN THIS CAMPAIGN**

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**ALL DIVISIONS ARE MAKING TO INCREASE.**

#### Accounting Department

Correspondent, R. T. GEORGE

Born to Mr. and Mrs. Oren J. Payne, Jr., a boy, Donald Eugene, on July 25. Mr. Payne is employed as maintenance of way accountant at this station. Congratulations!

We are now prepared to challenge any employe on the System to compete with "the one, and only triple jointed contortionist in the world." You will note in the accompanying photograph a difficult feat performed by the title holder, Otto Hohenzollern Reichert. After much persuasion, Mr. Reichert consented to twist himself into this shape, and have a photograph taken especially for this MAGAZINE.

Not much use for anyone to go on a fishing trip now that the chief clerk is back. You know fifteen pounds, twenty-five pounds and all that kind of stuff. I went on a fishing trip about two years ago, so of course I know it's all true.

#### Mansfield, Ohio

Correspondent, C. R. STONE

C. F. Parks, supervising agent, recently paid us a visit in connection with inspection and station routine.

Traveling Freight Solicitor E. C. Dodna was with us recently, securing various L. C. L. and C. L. shipments for the Baltimore and Ohio.

George Sellers, ticket agent, reports that passenger business is brisk and that the Sunday excursions to Cedar Point are giving the Baltimore and Ohio a nice revenue, which shows that the people are taking advantage of the reduced rate offered to spend a splendid day at the Point.

General Yardmaster L. L. Kerr is still looking for empty cars and people are still after him to get them. If any one along the line has an empty that is O. K. for loading, kindly send it to Mansfield and we will see that it is properly loaded and routed so that we will benefit by a long haul or handle to destination.

Yard Conductor Amsey Bird is talking of painting his Ford car. The body is to be light green, the wheels dark red, and the top black. The writer is going to get a fly swatter and if he ever passes another Hudson or Cadillac will swat that fly.

Moorland Edwards, trucker, Freight Station, is contemplating driving from Mansfield to Ironton for a visit. We hope he has no bad luck!

During the past month Mansfield had the privilege of seeing President Harding's Funeral Special. There were 35,000 people who viewed the train as it transferred from the Pennsylvania to the Baltimore and Ohio and then to the Erie for the last run to Marion, Ohio. The tracks were patrolled by police officials from all three roads and the American Legion boys directed traffic. We were all waiting silently when a mammoth Pennsylvania pilot engine came slowly across the thoroughfare, draped in black, and with the former President's picture on the pilot, edged with black crepe. About 20 minutes later two Pennsylvania engines, fittingly draped with black crepe, slowly came towards us. As the writer looked over the crowds, there was not a person who spoke or made a noise. As the special slowly moved through the throng, mournfully tolling its bell, the crowd stiffened and unconsciously came to attention, and with hats in hand paid silent tribute to the Nation's Fallen Chief. As the last car passed us, wherein lay the body of the dead President, the casket could be plainly seen, draped with our flag, with soldier and marine standing at attention as guards.

The train slowly moved to the Erie tracks and there the two draped Erie engines started the train on its last lap of a sorrowful journey. As the last car moved out of sight, the spectators seemed to sigh in unison, and then slowly wended their way to their homes. It was what we came to see and it was a sight we will never forget. "Greater love has no man than this, that he lay down his life for his friends."

The work on the new team tracks south of the Freight House is progressing rapidly.

Agent W. O. Stockwell is moving and we don't envy him. One doesn't realize how much you can accumulate until you move it.

C. K. Kauffman, cashier, Mansfield, is planning to go fishing at Detroit in the near future. The writer may attend the





Home of Conductor J. D. Kinney, Newark, Ohio, built with the assistance of our Relief Department

opening of the bot—I should have said season, and proceed to feed the fishes as prescribed by law.

H. W. Kale, freight house foreman, will put in a new system. Articles to be loaded in way cars will be radioed to "Dave" Bridges and he, in turn, will try to locate them. "Dave" made a notation about checking an empty barrel over, contents apparently O. K. We have often wondered what would happen to "Dave" if they quit manufacturing Red Horse.

#### Columbus, Ohio

Correspondent, R. KENNETT  
Assistant Correspondent, EDITH ROACH

We regret to announce the death of General Yardmaster H. E. Decker on July 23. Mr. Decker had been in bad health for the past two years, which had caused him to be absent from duty a greater portion of this time. He had been in the service 30 years, spending all his time in the Zanesville and Columbus yards. He was a member of the Newark Division Veterans. Our sympathy is extended to the bereaved family.

Born to Operator and Mrs. Ray Hines, Black Lick, on July 20, an eight pound son. Congratulations!

We are glad to see Engineer Herbert Brown on the job after two months' absence because of being injured.

Trainmaster Broughton will now sing that little ballad entitled, "Who stole the lock on my garage door?"

Conductor Thomas Cowan has resumed duty after being absent some time because of sickness.

Scientists report finding petrified giants in Grand Canyon with feet 19 inches long. That's not saying much. They should give our Night Yardmaster Smith the once over. He's no giant, either!

We understand the prize fight to be held soon will consist of three 10 round bouts:

First bout—Kid Hukill vs Battling Smith.  
Second bout—K. O. Griffin vs Baldy Woods.

Third bout—Racehorse Allen vs Windy Cline.

The exact date and prices for this bargain bill will be announced later.

## PATENTS

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General Foreman VanBlarcum spent his vacation visiting Michigan points. Conductor Branthaver and family spent a week camping on Big Darby.

Thos. Yeager, Freight House, has been made relief yard clerk while our clerks are taking their vacations.

The Baltimore and Ohio Employees Annual Picnic was held at Mr. Burgett's home in Grove City, August 3. Owing to the rain it was held in the house, but plenty of cats and a good time made everybody happy.

T. J. Payne, "Our Stand-by Tim," has not been able to work for some time owing to a bad attack of rheumatism. We miss him and wish him a speedy recovery.

Miss Marie Brink is on leave of absence for a much needed rest.

The Sewing Club met at Mrs. Fred Head's home, August 16.

#### Marietta, Ohio

Correspondent, G. R. STEEN

General Superintendent Stevens, Freight Traffic Manager Lewis, Superintendent Kruse and Division Freight Agent Kendall were guests at the picnic of the Washington County Experimental Farm last month.

There is a story about our demurrage clerk, J. P. Kerwin, that runs something like this. Joe had been calling on a certain girl for about ten years. One night Mr. B. said, "Mr. Kerwin what are your intentions?" Mr. Kerwin answered, "Mr. B. I have no intentions." "Get out, burn no more gas for me," and "Joe" went. Some time later he was seen in the office with a traveling bag full of photographs and other girlish trinkets, showing them to some of the fellows and was heard to remark: "Boys she was a good girl at that." Poor "Joe," you have our deepest sympathy.

Rate Clerk Walter Mellor says the girl he will marry must have golden hair, blue eyes, be about five feet, three inches tall, very beautiful, and a real good sport; like



#### IN THE LIMELIGHT ON THE NEWARK DIVISION

Left to right: A charter member of the sewing club, Robert Bridgely Head; Extra Train Dispatcher J. A. White, Newark; Trackman James McDaniel; Otto Reichert, posing as a contortionist

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A FINE TRACK AND A FINER WATCHMAN

Right: Crossing Watchman "Billie" Watterson, Mathis Street, Madisonville, Ohio. The Dorothy Perkins pink rambler rose is sixty feet long. Left: Roxabel Hill, showing ballast washed gravel placed there six years ago

to fish, hunt and swim, in fact be a real partner. If any one knows of such a person, please let the writer know, as Mellor would never get a chance.

### Chicago Division

Correspondent, GERTRUDE G. CROW, Secretary to Division Freight Agent

We regret to announce the death of Conductor Chas. E. Carlin, which occurred on August 10, at his home on South Peters Street.

Mr. Carlin was taken ill in the Spring with leakage of the heart, but after several weeks was able to resume his duties. However, he was again taken ill, and had been confined to his bed since July 30.

Mr. Carlin was born in Carlinville, Ill., a town named after his grandfather, who was governor of Illinois, and entered the service of the Company in 1899 as brakeman. Several years later he was promoted to freight conductor, and at the time of his illness was running on express trains 13 and 14.

He is survived by a widow and four children, who deeply mourn his loss.

The many friends of M. Marea will be pleased to learn that he has been appointed general manager of the Electric Short Line Railway, with headquarters at Minneapolis, Minn. Mr. Marea was formerly general foreman of the Garrett Shops.

The Public Relations Committee of the Baltimore and Ohio Railroad entertained a number of Garrett Business Men at a luncheon at the Garrett Country Club on August 9. Division Freight Agent Sullivan gave an interesting talk concerning rates, and Company Counsel Mountz explained to those present that the object of the meeting was to promote better relationship between the public and the railroads. It is the intention to hold these meetings twice a month.

Several changes took place on the Chicago Division recently. J. E. Fisher was appointed trainmaster vice T. J. Rogers, transferred to the Newark Division, and H. F. Wyatt, Newark Division, was transferred to the Chicago Division with headquarters at Garrett. We regret the departure of Mr. Rogers, but as the transfer is a promotion, we wish him the best of luck. Mr. Rogers was presented with a handsome traveling bag, and Mrs. Rogers with a beautiful hand bag, by officials and employees with whom he was closely associated. Chief Dispatcher Carroll made the presentation speech.

L. E. Groves, Claim Department, has been assigned to the Chicago Division as assistant to our division claim agent, J. M. Allen, with headquarters at Garrett.

D. E. Sullivan says those who have observed the immense tonnage that has been moving over the Chicago Division for some months past will not begrudge the Traffic

Department just a little vacation, especially since they had none last year. But they are told to "hurry back" and be prepared for a strenuous campaign this fall and winter.

On July 5, the Veterans' Association, Chicago Division, presented Mr. Sullivan with a service button for 40 years' service with the Company.

### South Chicago, Ill.

Correspondent, ESTHER J. MOBERG  
Storekeeper's Office

Our Country and our Company deeply feel the loss of two good men—President Warren G. Harding and the late E. W. Hoffman. We feel that the loss of Mr. Hoffman is great to the Company, as the loss of President Harding is great to our Country, and we are sincerely sorry.

The employees of the Mechanical and Stores Departments have purchased a new flag, which was first raised, at half mast, in honor of the memory of our deceased President. Much credit is due Pipe Fitter Schultz, who took charge of the flag services.

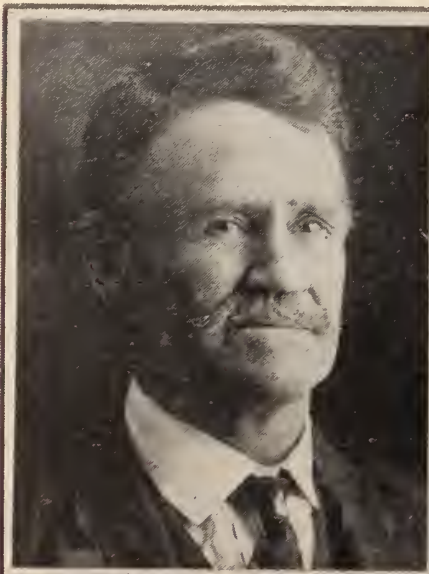
### Ohio Division

Correspondent, A. E. ERICH

*All Get Together. Ring the bell at the forty mile per car per day mark.*

On the Baltimore and Ohio, a gain of one-half day's time on each car placed for loading or unloading will improve the gross car supply by about 660 cars per day. See that the car is loaded or unloaded and moved promptly. INCREASE CAR MILES!

W. ("Bill") L. Allison, district safety agent, recently participated in a regular "movie hero stunt." A team of horses belonging to a farmer became frightened in an alley near "Bill's" home on East Main Street, Chillicothe, and tore through the crowded streets. The owner gave chase and when he came to the Allison residence, "Bill" had him get on the running board of his automobile and then drove after the run-aways. Getting alongside of them, he guided his automobile closer and closer to the side of the frightened horses, until finally the owner jumped from the running board to the wagon. Then, as the lines were down, he crawled along the tongue of the wagon until he could grab the reins and brought the horses to a stop. No damage or injuries resulted from the mad flight. The only thing lacking was the camera man cranking in front of all this action. Seriously, by "Bill's" quick thought and action, possibly considerable



Left to right: Conductor C. E. Carlin, Trainmaster J. E. Fisher, Garrett, Ind.



damage and injury was averted, and the owner of the team was loud in his thanks.

Charles Lechner and Carl Boll, have been added to the "new faces in old places," among the Freight House force.

Miss Katherine Moore, one of the young ladies of the Local Freight Office, and daughter of Agent Moore, has said "Yes" and signed a life contract with John Gallaher, foreman of the Chillicothe Lumber Company. We all join in wishing them happiness.

Another young lady of the Freight Office, Miss Bertha I. Graves, slipped to Covington, Ky., where she and G. Harry McDonald were married. Congratulations!

N. R. Guthrie and O. L. Sarg have been appointed assistants on Corps, Maintenance of Way Department. We wish them success in their new positions.

F. L. Cline, electrician, is receiving congratulations on the arrival of a baby girl.

Willard Hoffman, machinist, has taken unto himself a wife. Miss Mable Sweetland is the lucky girl.

R. Hunter, machinist apprentice, is the proud papa of a baby daughter, who has been named Mary Catherine.

**SAVE FUEL.** Saving one pound of coal means the moving of one ton of freight six miles. Each scoop of coal (15 lbs.) costs the revenue of one full passenger fare

for one mile. **SAVE FUEL! STOP-THAT-LEAK!**

#### SAFETY FIRST versus SAVING FUEL

R. "Bob" Wilson, instructor of fuel economy, while on vacation via automobile route, was waiting at a crossing for a train to pass. Several other tourists were waiting and one remarked to him that it certainly was a good idea to "CROSS CROSSINGS CAUTIOUSLY" these days. He said formerly you could easily see an approaching train, even if you were unable to hear it, because the black smoke made it evident that train was approaching, and you could tell just how far it was from the crossing; however, now that black smoke has been practically eliminated, the "Say-it-with-brakes, and save-the-flowers" slogan was the safest way. This bit of conversation goes to show that not only is SAFETY FIRST being observed but also the SAVING OF FUEL is evident.

Yes, "Bob" Conner, Division Accountant's Office, is married. He at first denied it but finally admitted the truth. The fortunate (or unfortunate) lady was Miss Lucille Moore. Congratulations!

Glad to note the recovery of Mrs. Helen Simpson, wife of Operator J. B. Simpson, Leesburg, Ohio, after a serious operation, at Bethesda Hospital, Cincinnati.

Mrs. Ed. Barrett, operator, Leesburg, and sister, Miss Margaret Townsend, operator, Harpers, are visiting home folks in

## FORDS run 34 Miles

(an Gallon of Gasoline)

### Low Gear Seldom Used



With Air-Friction Carburetor

Guaranteed to reduce gasoline bills on any car from one-half to one-third and increase power of motors from 30 to 50%. Makes old cars better than new.

### Sent on 30 Day's Trial

Fits any car. Attach yourself. Starts easy in cold weather. No shifting of gears in slow moving traffic. Send make of car and take advantage of special 30 day trial offer. Agents Wanted.

AIR-FRICTION CARBURETOR CO.

149 Raymond Bldg. Dayton, Ohio

North Carolina. Operator "Ed" Barrett looks lonesome and says he doesn't like batching any more. Cheer up "Ed," she'll be home soon.

Sorry to learn of the illness of Mrs. F. B. Littlejohn, operator at "Q" Tower, and hope for her speedy recovery.

The new abutment being put in at "DA" Tower is rapidly nearing completion, under the supervision of the Vang Construction Company.

#### The Safety Secretary Says:

If you are enjoying good health and want to remain well, don't be careless and probably have an accident. Practice Safety First. Watch what you are doing while you are doing it. That's Safety.

Let your motto be Safety in your daily work.

Safety means looking out for others as well as yourself.



#### ON THE OHIO DIVISION

Above: left to right: L. A. Pausch, Supervisor and his home at Leesburg, Ohio. Supervisor L. A. Pausch. Track east of Lynchburg. Below: Foreman Fred Weaver and Trackman M. L. Dininger. Track Foreman Fred Weaver, Section 43. Track Foreman J. E. Weaver, Greenfield, Ohio

Please mention our magazine when writing advertisers



Open Day and Night - Short Orders - Quick Service

## UTOPIA DINING ROOM

MRS. EVERETT WHITACRE, Prop.

MEALS SERVED FAMILY STYLE  
Strictly "Home" Cooking

We Cater to Baltimore and Ohio Employees

In Connection With  
"EVERETT'S SHOPPE"

1917 E. Third St.  
Dayton, Ohio

## THAT DEPENDABLE GROCERY

THE

# WAGNER GROCERY

## STAPLE & FANCY GROCERIES

Third and Springfield Streets  
DAYTON, OHIO

We Surely Appreciate Your Liberal Patronage  
and Thank You for Same

## EAST DAYTON SHOE STORE

1911 EAST THIRD STREET

(HOME OF EDUCATORS)

I just want to tell you how I surely appreciate  
the business the Baltimore and Ohio R. R.  
families have given me

## BEFORE BREAKFAST SERVICE

# LIPPINCOTTS

## Pasteurized Products

THE CREAM OF THE MARKET

We are more particular than our customers

SERVICE MADE US SUCCESSFUL

We thank the Baltimore and Ohio Employees

## M. CUMMINGS

## The Grocery of Quality

OUR MOTTO—A SQUARE DEAL TO ALL

We appreciate the patronage of the Baltimore  
and Ohio R. R. Employees

1911 E. THIRD STREET

## Car Miles

Remember that if all divisions should make during the same week the best Average Miles per Car per Day record that each has made in the best record week of it's history, the average for the system would jump to 41.7, excluding bad order cars.

The mark we have set is 40 miles.

It Can Be Done

## Toledo Division

Correspondent, C. E. THRASHER

## Division Freight Agent's Office

Correspondent, GERTIE MCBRIDE

Miss Maude Veidt, for three years secretary to division freight agent has resigned her position. We are sorry to have Miss Veidt leave but trust that after she has regained her health we will have her in the Baltimore and Ohio family again. Miss McBride has been transferred to the position vacated by Miss Veidt.

Clara Leingang had a dog,  
Its hair was long and shaggy,  
And everywhere that Clara went  
That dog went—wiggly waggy.

It followed her to work one day  
And jumped into the car  
And trusted luck to steal a ride  
But got—not very far.

The operator spied the dog,  
Poor Clara looked abashed  
He grabbed that doggie by the neck  
His fare he hadn't cashed.

He put him gently off the car  
And bid him ne'er return  
Now Clara leaves him safe at home  
And works—his bones to earn.

Thomas Heiland, division passenger agent, can work just as efficiently in khaki overalls as in his broadcloth. If you don't believe it, just take an early morning ride on Salem Avenue.

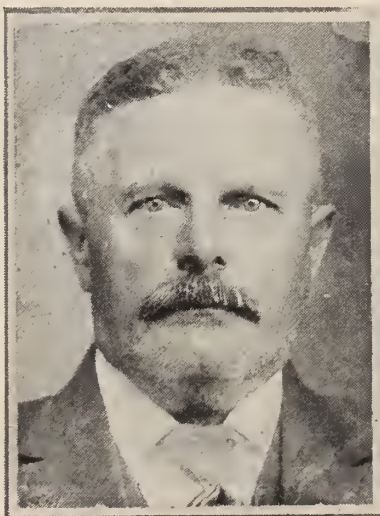
## East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

On August 6, we posted a bulletin from Superintendent A. A. Iams, entitled "Traffic Tips." This surely has a strong appeal and, needless to say, East Dayton will cooperate to secure all business possible for the Railroad. No business is too large, and none too small for us to handle. "Give us the tip and we'll put it across."

We should, with a feeling of gratitude, acknowledge the wonderful work our Press is doing in the "Careful Crossing Campaign," in the editorials, appearing almost daily.

I desire to call attention of our employees locally to the advertisements placed in our MAGAZINE by several of our merchants. We appreciate them, and ask our readers, in return, to patronize them and mention the MAGAZINE when doing so.



The late C. E. Hendricks, St. Louis Division

Please mention our magazine when writing advertisers

Immediately upon being informed of the death of our beloved President, Warren G. Harding, General Foreman W. A. Gilmore ordered our shop flag at half mast. During the lowering of the flag, our employees stood with bare and bowed heads paying their tribute in silence.

Charles Partlow, conductor, Wellston Division, has just purchased a beautiful home on Linden Ave., and is going to give the boys a house warming. Nice work, Charles, we'll all be there with bells on.

Little "Bob" Mannix, so well known around East Dayton shops, is now a full fledged booster, having entered the employ of the Baltimore and Ohio under Agent L. F. Hockett.

Travers H. Smith, boilermaker, East Dayton, is the proud father of an eight-pound boy, who arrived on August 8. Congratulations!

Some of soft-headed speed demons must think that the sign "Stop, Look and Listen" was intended for engineers, the way they ignore it. "Better stop that jay-riding and place a little value on your life."

We frequently receive a visit from our Company physician, Dr. Frank Thompson, and the impression he leaves is lasting. He is a strong exponent of "Safety First" and his advice and aid are valuable to our employees.

The air brake instruction car arrived at East Dayton on August 10 under the supervision of William Shriver, air brake instructor. His lectures and instructions were scheduled each day at 2.00 p. m. and 7.15 p. m., and were attended by capacity audiences.

## REMEMBER THIS

The Chance Taker is the Accident Maker.

BETTER

Stop, Look and Live.

## St. Louis Division

Correspondent, ALTO SMITH, Trainmaster's Office, Flora, Ill.

W. J. Bassett, inspector of accounts, has sold his home in Flora to Chief Clerk to Captain Police Carl Edwards, and will move to Washington, Ind., his present headquarters.

## Breezes from East St. Louis

Erwin Buckmueller and Harry Rehage promoted to the Traffic Office, St. Louis. This promotion is due to opening a new Traffic Office in Tulsa, Okla., and boosting the boys a few notches out of the St. Louis headquarters.

G. W. Hunt, general yardmaster, is back on the job after spending his vacation in Florida, New York and Niagara Falls.

What's up now? Lots of talk about a new yard going to be built near East St. Louis.

The clamshell is filling tanks with coal at East St. Louis, making the operation look modern once more.

The old adage "It never rains but it pours" was proved in East St. Louis on the night of August 8. The water got up over the rails in the Lower Yard, lightning striking the C. & A. switchman's shanty, which is only a few paces removed from the Baltimore and Ohio switchmen's shanty. Terminal Tunnel was filled with water delaying traffic because of having to route it via Eads Bridge.



Orville Hutcheaft, first trick caller and a mighty good one, is now prepared to "live happily ever after." Orville is just back after a thirty day's honeymoon. Congratulations! And while we are passing them out, we hand them to Fireman A. E. Hogan, who is the proud father of a new fifteen pound boy.

Yardmaster M. E. Logue traded in the old "stand-by" and now has a new Chevrolet Sedan.

Cross Crossings Cautiously! Where the real responsibility for the crossing accidents lies, is now being shown by such incidents as the awarding of \$5000 damages to the C. & E. I. R. R. for damage to their engine, against the estate of Harper Daniels, killed in a crossing accident at Danville, Ill. The too venturesome driver who fails to heed the approach of trains when crossing railroad tracks not only endangers himself but passengers on trains. The weight, momentum and strong metal construction of automobiles, combined with its speed, wrecks trains.

Conductors W. H. Platz and J. Rittenhouse and Mrs. Rittenhouse have returned from a trip on the Great Lakes and through Canada.

R. E. Pyle is acting as assistant trainmaster on the St. Louis Division in place of W. P. Cahill.

G. M. Bradford, clerk to general foreman, Flora, Ill., made a motor trip through Wisconsin and Minnesota accompanied by his wife and the latter's parents.

We cannot vouch for the authenticity of the following story but they tell it on "Cy" Rink, one of the industrious members of the crew of Cochran, Ind., switcher, better known as Caruso II, because of his vocal ability. "Cy" claims to have sung before a large crowd of people at one time; they were so elated over his singing that several of his admirers hoisted him onto their shoulders and carried him through the streets of the city. Some of those present say that he was only carried as far as the Ohio River, where he was promptly and cheerfully thrown into that muddy stream. They state that if you do doubt the authenticity of this story, all you have to do is hear "Cy" sing "Beale Street Mamma!" Then you'll wonder why a weight wasn't tied around his neck!

One of our employes, who believes in courtesy to our patrons, is Assistant Yardmaster F. G. Hoskins, Flora, Ill. Recently a lady from London, Ky., accompanied by her husband and daughter, died on train No. 3 as the train was nearing Flora. Mr. Hoskins took charge of the situation, the lady was removed at Flora and Yardmaster Hoskins arranged for undertaker, and was of great assistance to the bereaved family in getting in touch with relatives, securing additional funds and starting them back to London. The father and daughter were deeply grateful for the services he rendered.

Another instance of service rendered patrons was the finding of pocketbook containing \$45.00 by Brakeman V. C. Reid on train No. 49 recently. The pocketbook was the property of James Gordon, Mill Shoals, Ill., and was placed in charge of ticket clerk at Flora, and Mr. Reid notified Mr. Gordon on his return trip that the pocketbook had been found.

While working way car on train No. 72, August 14, Brakeman C. U. Leonard

found some old-time slips, dated June, 1908, covering trip on trains 21 and 22, St. Louis to Vincennes, Conductor H. A. Smith, Engineer C. Hall, Baggageman W. Hunt, Brakeman F. H. Wright. Another time slip for trip on train No. 38, Conductor Crump, Brakeman F. H. Wright and H. H. Chess, Engineer F. Nimmicht. Only two of these men are now in service, Conductor Crump and F. H. Wright who lost an arm in 1909, and is now chief caller at Flora.

The death of Conductor Charles E. Hendricks removed from the seniority list one of the oldest passenger conductors. "Shorty" took service with the Baltimore and Ohio South Western Railroad on April 28, 1898, and was promoted to freight conductor October 8, 1902. Conductor Hendricks died on August 1, rounding out twenty-five years of service. We have lost a good and faithful employe and a much loved man. Interment was made at Ashland, Ill.

The accidental death of Brakeman Arthur M. Tracy at Odin, Ill., August 8, was a shock to his host of railroad friends. Brakeman Tracy was a loyal employe and ready to perform any duty. He took service as brakeman in 1917 and, to help out in emergency, transferred to Cone yards during wartimes. He later resigned but again took service in 1920. Funeral services were held at Antioch Churchyard, east of Claremont, Ill. Services were conducted by the Brotherhood of Railroad Trainmen.

Our veteran conductor, Charles Ireland, made his appearance on July 31, with two bright gold stars on his sleeve, symbolic of fifty years' service with the Baltimore and Ohio Railroad. Mr. Ireland is one of our most popular conductors on the Springfield Sub-Division and it is everybody's hope that he will be with us fifty more years!

### Walter A. McKelvy—Vigorous, Keen, Alert—Rounds Out Half Century of Service

ON August 5, 1873, Walter A. McKelvy entered the service of the Baltimore and Ohio as an apprentice at Mt. Clare. Fifty years later to the day he



Walter A. McKelvy

**\$215 In One Day**

Bentley of Philadelphia made that, hundreds making fortunes, too, with **Oliver Oil-Gas Burner**. Gives 3 times the heat. No coal or wood. Fits any stove. Burns 95 per cent. air, 5 per cent. kerosene. 1 minute to demonstrate. Sells itself. No wonder agents clean up—many in spare time. **OLIVER OIL-GAS BURNER & MACHINE COMPANY, 2099 Q Pine Street, St. Louis, Mo.**

**AGENTS!** Write for exclusive territory and Special Offer at once.

was putting in long hours of overtime with hundreds of other emergency men on the washed out section of the Old Main line at Gaithers, holding up his end of the work at the rapid pace set during that record-making reconstruction. Several days later he came on request to the MAGAZINE Office to tell about his half century's stewardship. Broad shouldered, straight as an arrow, eye keen, voice clear and strong, weather-tanned and alert, he is a remarkable example of how friendly unremitting toil can be to a man even over a period of a half century. It is risky to tempt fate with prophecy but barring the unforeseen we predict that Walter McKelvy is in a fair way to break some long standing service records of the Baltimore and Ohio, before he is retired.

Mr. McKelvy's apprenticeship at Mt. Clare was served under Wm. G. Primrose, foreman of the Bridge Shop. He then went as machinist under the supervision of Benjamin Uncles in the Water Department of Maintenance of Way. His territory covered all east of Cumberland, looking after the machinery of the water supply system. Now, though engaged in the same work, the intensive growth of the Road has reduced his territory until it comprises only from Baltimore west to Weverton, including the Washington and Metropolitan Branches. His work has always been a pleasure to him and especially has he enjoyed keeping up with the many improvements that have been made in his department.

Mr. McKelvy was born in Baltimore on April 28, 1859. He and Molly V. Lepson, daughter of a Baltimore Police Department captain, were married in 1886. Mrs. McKelvy died in 1920, but the six children of the happy union, three boys and three girls, are all living. Walter A., Jr. is doing work similar to his father, on the East End of the Baltimore Division. Edith G. is the wife of Stanley B. Miller of our Engineering and Accounting Department.

Mr. McKelvy joined the Relief Department when it was started and has only drawn two months relief during all the years. His service comprises a number of five year periods during which he never missed a day at work.

Today you will find him in the cozy and well ordered little maintenance shop at the historic station at Relay, still adding day after day of happy toil to the long and faithful years already to his credit.



## Following the Good Will Girls through France

(Continued from page 29)

the doggerel, "My-mother-told-me-to-take-this-one," pushed the button for the second floor, and found ourselves confronted by another individual.

"Where do we find the chef-da-gare?"

"Je ne sais pas, Mesdames, a gauche, peut-etre." (I do not know, ladies, to the left, perhaps.)

So once more we went *a gauche* and down a long hallway to a room at the end. Here sat several railroad men, their feet upon the table and pipes in their mouths.

Where would we find the gentleman who would show the Good Will Delegate from the Baltimore and Ohio about the station?

Ah, he regretted that he did not know. Had we brought our letters?

We had not.

Then he would take us to a gentleman who would surely know. We entered another office, where a stately, white-haired gentleman received us courteously, heard our request, picked up a telephone, then said presently that the chef de gare (station-master) would see us in his office. He would take us to the chef de gare.

But we did not know that before seeing the chef de gare it was necessary to see the sous chef de gare, his worthy assistant, in order to explain our mission before being allowed to see the great man who had charge of the station.

The sous chef de gare was extremely polite. And he spoke a little English, which, of course, was helpful. After telling him our story he went personally to the chef de gare. Then the chef de gare sent for us and received us personally in his little office. It was quite formal. And then he directed his assistant to conduct us through the station and to show us every courtesy. This was done to the letter.

The clocks of the station are set by electricity from the Eifel Tower. There are tables in the station on which one may slide his baggage beside him when purchasing a ticket. There are also any number of writing tables throughout the station, with materials provided for correspondence. Sometimes there are magazines and time tables there for the convenience of passengers. As on the streets of Paris, there are toilets everywhere. On the walls of the station concourse there are innumerable pictures of scenes along the railroad, alphabetically arranged. Behind each picture is an electric light to enhance its coloring.

Near a doorway there was a huge refrigerator. What for? For milk. Milk? Oh, yes; there are many babies that travel on the trains of these railroads and babies must have milk. It is distributed free to them en route.

On the walls also there were posted notices to the effect that there were special rates for families traveling and for wounded people.

There was quiet in the yards. We were told that all of the heavy trains and the freight trains for the day had departed during the night or earlier in the morning. There would be no trains for several hours. This seemed rather peculiar when we considered the size of the yards. There are nine large buildings for cleaning equipment. One of these which we entered looked not unlike one of our own roundhouses, with its mallet engines. There are no large shops at Paris; the nearest one is at Ville Neuf St. George. This one employs 2100 workers. There is another shop at Lyons.

Switching is done frequently by big horses. We were told that often women push the cars from one track to another, but we did not see any of these. Across the large tracks were extra little one for switching. There are special tracks for important personages who visit the city of Paris, as well as special waiting rooms. There are three-wheeled trucks with electrical engines that hasten the distribution of baggage. I had a nice ride about the baggage room on one of these trucks. We glided in and out between trunks and bags and had a glorious time.

In the telegraph office were a number of girls who worked away at the instruments. In showing me her machine one of them clicked out a message on a strip of paper, transcribed it on her machine, then showed it to me. It read:

VIVE L'AMERIQUE LES AMERICAINS SONT LES AMIS DE FRANCE —which, translated, means: LONG LIVE AMERICA. THE AMERICANS ARE THE FRIENDS OF FRANCE.

In the dispatcher's office we found that heklographed or mimeographed instructions to employes were written in long hand.

There were no evidences of safety rules here or anywhere else on the French railroads that we could see. There were signals, of course, which were rather interesting. We went up into a signal tower in which there were 200 levers. The floor here was the cleanest one that I saw anywhere in France, and not only was it clean, but it was also polished as if ready for a dance. There are four kinds of signals: the carre, the disque rouge, the disque bleu, and the semaphore. The carre is a square signal in which are placed alternately four red and white squares with a place therein for a lamp; the semaphore is somewhat after the manner of ours, save that is a perfect oblong in shape, and the disque rouge and disque bleu are red and blue discs, respectively, that are used to stop and start trains. There is no signal given to indicate starting time by any employe. Nor does the conductor stand with his watch in his hand. All that happens when it is time to go is that the blue disc shows blue, a little bell rings as a signal to the engineer, and the train pulls out. These discs are placed at the end of the track nearest the station.

On the platforms between the tracks are stoves here and there, for the purpose, as

our guide, M. Morin, told us, of having a place for employes to gather around "when they are hard at work in winter." Thus the train shed is heated.

Pacific type engines are always ready for the heavy trains and the names of the engineers are always on the cabs. There are three assistant stationmasters who wear white caps. One of these told us that since the advent of the motor truck there has been a considerable falling off of freight.

A little illuminated indicator at the head of the track announces the time of arrival and departure of the train.

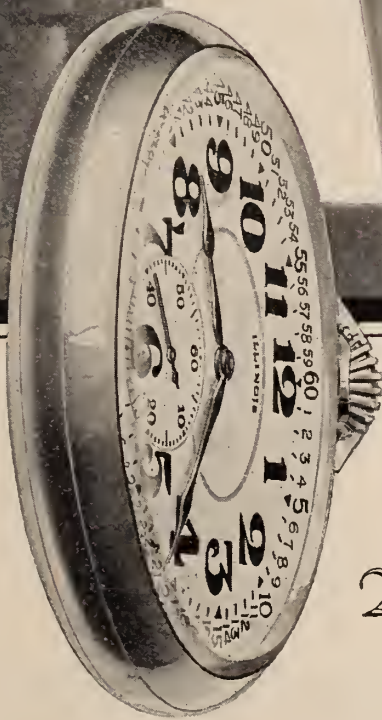
### French Dining Cars

I have spoken of the French dining car before. The first experience that we had with one was on our initial trip to Paris from Havre—the day when we walked through eleven coaches to get to the diner and stepped over pigs and guinea pigs, half-dressed babies and baskets of bread and vegetables in the narrow aisles of the third-class coaches. Arriving at the door of the kitchen we were surprised to find piles of bread, tomatoes and potatoes on the floors. These chefs certainly are not the most cleanly of cooks. There are lots of copper cooking utensils around—but they are always hanging up for decoration. The actual cooking is done in almost anything.

Bread is found on the floors of dining car kitchens, of houses and hospitals alike, and still there is always the sign that reads, "NE GASPILLEZ PAS LE PAIN," meaning "don't waste the bread." I remember also one day when I took the trip to the perfume factories at Grasse that we came to a bread stall on the top of a hill. (Bread as you know, is sold at open stands, where the flies get as much of it as you do. You make your purchase and take the bread in your hand or over your arm, if it happens to be of the doughnut shape, and go on your way rejoicing without a sign of a paper or other wrapper around it. If your shoe-string comes untied, you just drop your bread in the street and tie your shoe; then you pick up your bread and go home, and throw it in the corner until you are ready to eat it.) The little French girls, thinking to please me, bought me two loaves of dark bread, of the shape of doughnuts. The flies having had their share of it, I hardly knew how to go about eating it, and yet I didn't dare refuse for fear of hurting the feelings of some of my little friends.

I watched my chance, called their attention to something on the opposite side of the road, stealthily broke off a part of the crust of one loaf and threw away the broken crust. Then I dived in and got a big handful of the inside and began to eat it heartily. A sudden idea came to me. "We shall have what Americans call a 'love feast'!" I told them. "I'll take a bite, then each one of you must take a bite of my loaf; we must eat it together." Thus was my bread eaten,





9 UP - EVERY HIGH-GRADE RAILROAD WATCH MUST BE ADJUSTED IN THIS POSITION IF IT IS EXPECTED TO KEEP ACCURATE TIME

Don't buy an inferior watch—  
ask for a

21 or 23 JEWEL - 6 POSITION  
*Bunn Special*



Dial up



Dial down



12 up



3 up



9 up



6 up

If a Bunn Special is given the care and consideration that any good watch deserves, it will be an accurate time-keeper for a lifetime and longer

*Ask any jeweler or write  
for circular*

ILLINOIS WATCH COMPANY  
SPRINGFIELD

*Please mention our magazine when writing advertisers*



### Girl Waitresses

Coming back to dining cars—we always found there girl waitresses, with a dining car conductor in charge. The latter always served the cheeses and the ice cream at the end of the meal. He it was who also opened the bottles of wine for his guests. Water was always provided on the diners, ice water sometimes, but the great mystery to the French people is how the Americans can drink so much water, for as they will tell you, water, in France, is made to wash in.

The shrieking whistles of the trains always made us laugh; they sound like the little tin horns that the children get at Christmas time.

Then there was the freight house, with its yellow glass roof that seemed to bring sunlight into the room. A rather good camouflage it was, too. I could have declared that the sun was shining, and yet, outside of the train shed the rain was pouring down. Here were carloads of vegetables being unloaded, although most of them had been unloaded during the night and sent to market. There were celery and artichokes and asparagus, loads and loads of them. The markets of France, with these huge piles of vegetables, more than we ever see in our markets at one time, are most interesting. Rabbits and chickens were crowded into little boxes; I saw one box that measured about 18 by 30 by 6 inches containing about 30 rabbits. Rabbits are eaten extensively throughout the country.

Leaving the freight house we came to the great sheds on the sides of the regular train shed where there were hundreds of emigrants awaiting their trains. These that we saw were Italians, probably on their way to Havre to take a boat to America.

We took a little tour through a train that soon would be ready to leave for Switzerland. First came the cars of the P. L. & M. Railroad; then came the Swiss cars, then the Italian cars—all of first class for tourist travel (only fools and rich Americans travel in first class, they will tell you); then come the *wagons lits* or sleeping cars, and the restaurant or dining cars. The sleepers and diners belong to another company as do our own Pullmans. This is the regular make-up of a train from Italy to Switzerland.

On the outside of some of the cars you may see the little indication that reads thus: A3 C2 B5-f. This, our guide explained to me, means that this is a first class compartment car, and that it contains a handbrake and a telescope. The inside of some of these compartment cars is interesting. There are several varieties. In the *lit salon* there are three beds in each compartment, each of which folds up into a chair in the daytime, with extension seats to form the bed at night. There are small washrooms and toilets for each compartment, pictures on the walls, little closets in which to hang your coats, and tiny dressing tables with drawers. Guide books are always supplied for every compartment.

On every seat is a ticket, sometimes in a little frame, giving the name and address of the person who is to occupy that seat. Seldom does one ever see a conductor on a train. Tickets are invariably taken up at the gate. Compartments may be closed and locked and the shades pulled down, even during the daytime, but there is always the lever to be pulled in case of alarm. I wondered just what would happen if the lever were pulled. There are also communicating rooms.

On leaving the Gare de Lyon, Miss Martin and I decided that we would have lunch in the station restaurant before going down to the Gare de 'L'Est, another railroad station, which is the property of the State.

A grand staircase leads from the concourse to the restaurant. Handsome paintings decorate the walls, and within the *salle a manger*, or dining room, the ceilings also were elaborately decorated. Lovely washrooms were to be found here, the nicest that I saw anywhere in France.

For lunch we had a variety of *hors d'oeuvre*; (oh, but the French are strong on that *hors d'oeuvre*!). Shrimp, potato salad, bologne, sardines and several other things were included in this. Then came delicious salad of turbot, a fish of which they are very fond (the dressing was made with carrots and peas); stewed rabbit with mushrooms, and hearts of cream with luscious strawberries, and coffee. The price of the meal was 85 cents each, including the tip.

Down at the Gare de l'Est we got permission to go through the gates to see the double-decker trains that are used in commuter service. The stairways are on the outside and people cling to the cars and stairways like ever and ever so many bees, slowing going into their hives. These are always crowded to the outside, but despite the fact that there are no conductors for these cars, the boarding of them is unusually quiet. There was hardly a word spoken by anybody who climbed on. Upstairs the ceiling is very low; it has to be because of clearance; a person cannot stand upright

in the upper car; he must bend his head until he gets to a seat. On making our way back we found that another gateman had taken the place of the one who had but recently let us through. This one was not disposed to let us through; however, I passed him a Baltimore car check, which I happened to have in my pocket and we had no further trouble. I wonder if he ever found out what it was.

(To be continued)

### Death of Division Passenger Agent W. W. Picking

**D**IVISION Passenger Agent W. W. Picking died at his home in Somerset, Pa., on August 11 at the age of 65. He was educated in the Public School at Somerset, later entering the United States Naval Academy. He afterwards learned the printing trade in the Somerset Herald Office, and was later employed in the New York Herald Printing Office. He was also employed as a custom house clerk in New York and as superintendent of warehouse of a wholesale glass importing house in the same city.

Mr. Picking commenced his railroad career as travelling passenger agent at Pittsburgh in 1887. In 1891 he was appointed city passenger agent, Chicago; in 1900, general agent and in 1902 district passenger agent, Chicago.

In 1916 Mr. Picking came to Cumberland as travelling passenger agent and early in 1918 was appointed district passenger agent. On December 1, 1918 he was appointed division passenger agent and held this position at the time of his death.

Mr. Picking served as 2nd Sergeant, 1st Sergeant and 2nd Lieutenant, Company G, 10th Regiment, Pennsylvania National Guard.

Funeral services were held in Somerset on August 13. The esteem in which Mr. Picking was held was shown by the large number of beautiful floral remembrances, one of which was a blanket of roses sent by the Passenger Department.



Engine 5233, Chicago Division, draped in mourning to handle the late President Harding's funeral train. In the foreground, left to right: General Foreman Reese, Road Foreman Frazier Round House Foreman Harwood





The late W. W. Picking

## Hundreds Honor Memory of Late E. W. Hoffman at Funeral Ceremony

THE funeral of the late General Superintendent E. W. Hoffman was held on August 10, at Indianapolis, Ind., from the home of his parents, both of whom are still living, at 1828 East Ohio Avenue.

The services at the home were in charge of the Scottish Rite Masons, Raper Commandery Knight Templars acting as escorts. The services at the cemetery were conducted by Ancient Landmarks Lodge, No. 319, A. F. and A. M.

Interment was at Crown Hill Cemetery. The floral offerings were many and beautiful, three vehicles being required to carry them from the home to the cemetery, and indicated the high esteem in which Mr. Hoffman was held by his friends and fellow workers. Included in the floral pieces was one from the executive officers of the Baltimore and Ohio at Baltimore.

The active pallbearers were: H. B. Reynolds, trainmaster, Pennsylvania R. R., (who gave Mr. Hoffman his first position); H. F. Reynolds, train master, C. I. & W. R. R.; T. W. Calvin, supervisor station service, Baltimore and Ohio R. R.; M. Mathews, yardmaster, Pennsylvania R. R.; Dr. J. M. Applewhite, and M. V. Hynes, general superintendent, C. I. & W. R. R.

The honorary pallbearers were: F. B. Mitchell, R. W. Brown, M. S. Kopp, F. S. DeVeney, H. White, C. W. Havens, W. G. Farling, M. H. Broughton and W. J. Head.

The following officers of the Baltimore and Ohio were present at the funeral:

E. B. Russell, assistant to genl. mgr.; G. D. Brooke, sup't. of transportation; E. T. Ambach, ass't. sup't. telegraph; F. B. Mitchell, general superintendent; J. H. Meyers, superintendent; R. B. Fitzpatrick, trainmaster; J. M. Shay, master mechanic; P. A. Callahan, ass't. engineer; T. W. Calvin supvr. station service; H. E. Duncan, chief clerk to S. M. P.; F. J. Brinkman, secretary to gen'l. sup't.; R. R. Jackson, district

storekeeper; G. W. Squiggins, general passenger agent; all of Cincinnati. J. A. Spielman, ass't. to gen'l. sup't., Pittsburgh, Pa.; R. W. Brown, superintendent, Cumberland, Md.; M. S. Kopp, superintendent, Grafton, W. Va. W. G. Brown, general passenger agent; P. C. Benedict, division passenger agent; R. R. Huggins, terminal train master; H. H. Hall, ass't. secy. & treas.; F. B. Huntington, general auditor; F. S. DeVeney, superintendent; G. P. Palmer engineer maintenance; H. White, chief clerk to V. P., all of Chicago, Ill. R. Mallen, train master, Chillicothe, Ohio; F. R. Gelhausen, master mechanic, Chillicothe, Ohio; A. A. Iams, superintendent; O. E. West, dist. supvr. terminals; F. J. Parrish, ass't. engineer, from Dayton, Ohio; C. W. Havens, train master, Lima, Ohio; W. G. Farling, gen'l. yardmaster, Toledo, Ohio; S. U. Hooper, superintendent, Garrett, Ind.; E. J. McSweeney, master mechanic, Garrett, Ind.; H. G. Kruse, superintendent, Newark, Ohio; M. H. Broughton, train master, Columbus, Ohio; A. R. Carver, division engineer, Newark, Ohio; E. N. Kendall, div. freight agent, Newark, Ohio; C. R. Duncan, chief clerk to G. S.; W. J. Head, safety agent; G. R. Littell, freight agent, Cleveland, Ohio; M. A. Gleeson, master mechanic; W. K. Gonnerman, general foreman; A. H. Gensley, terminal train master, Lorain, Ohio; J. L. Shriver, road foreman engines, Akron, Ohio; W. A. Radspinner, spl. engineer, G. M. Office, Cincinnati, Ohio.

In addition, a large number of officers and employes of the Pennsylvania and C. I. & W. Railroads were present to pay their last respects to their former fellow employe. Few men on a railroad had as large a number of personal friends as the late Mr. Hoffman.

## "There is an Indefinable Something about Baltimore and Ohio Service"

Virginian Apartments,  
Suffolk, Virginia,

August 6, 1923.

Mr. J. P. Dugan,  
Passenger Agent,  
Baltimore and Ohio R. R.,  
Baltimore, Md.

My Dear Mr. Dugan:

Your check for adjustment on the overcharge for baggage from Defiance, Ohio, to Wilmington, Delaware, on June 14, reached me at Luray on the evening of my departure for Suffolk. The rush of moving and the arrival of a baby girl soon after my arrival here, have prevented me from acknowledging receipt of the check (\$1.89), and of expressing my appreciation of your courtesy. I hereby do so in a belated, though none the less sincere way. I appreciate your courtesy and your interest in the matter, and thank you, Sir.

May I add, that, although I am not a



## "There's One Man We're Going to Keep"

"Ed Wilson, there, is one of the most ambitious men in the plant. I notice that he never fools away his spare time. He studies his International Correspondence Schools course every chance he gets.

"It's been the making of him, too. He hasn't been here nearly so long as Tom Downey, who was laid off yesterday, but he knows ten times as much about this business.

"I'm going to give him Tom's job at a raise in salary. He's the kind of man we want around here."

HOW do you stand in your shop or office? Are you an Ed Wilson or a Tom Downey? Are you going up? Or down?

No matter where you live, the International Correspondence Schools will come to you. No matter what your handicaps or how small your means, we have a plan to meet your circumstances. No matter how limited your previous education, the simply-written, wonderfully-illustrated I. C. S. textbooks make it easy to learn.

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globe-trotter, I do have occasion to travel from time to time, and I have found that there is an indefinable something about the Baltimore and Ohio service that I do not find on other roads, and I always mark the courteous treatment and the efficient service which seems to be the aim of the Company and the employes. I say this by way of commendation, without any ulterior motive. I have already had occasion to thank Mr. Lowes in the same way.

Respectfully yours,

(Signed) H. S. HARDCASTLE



## "Our Passengers Are Our Guests"

Philadelphia *Public Ledger* Calls Our Chestnut Street Station Cheerful and Homelike

IT was pleasing to find in the Philadelphia *Public Ledger* of April 30, 1923, an article which singled out our Chestnut Street Station as one of the pleasing landmarks of the city. Under the caption, "just little sketches 'round our town," it said, in part:

### A Sunburst Window

On July 4, 1888, the Baltimore and Ohio Railroad Station at Twenty-fourth Street and Chestnut Streets was opened for business—a large, comfortable depot at the service of the traveling public.

And thousands were duly impressed with the new terminal and marveled at its fine appointments.

The building, prominently marked by a tall clock tower and the unusual architecture harmonious with the Chestnut Street Bridge which spans the Schuylkill close by, has managed to stay nearly the same, and although the tracks are depressed at that point, the station has retained a certain quaint cheerfulness and unstation-like geniality, much like the unexpected jovial

outlook of a gouty old man (if there ever was such a combination!).

\* \* \* \* \*

But that good humor is plainly the creditable state of the Baltimore and Ohio from the minute one enters the spacious ground-floor waiting room with its huge hand-chiseled fireplace and straw benches until the last-moment dash for the train, is quite evident—and there is certainly chance for fascinating exploration.

There certainly is much to be explored—the intricate iron balustrades, the old lanterns at the foot of the steps and the famous "sunburst" windows on the landing. Those windows are fashioned of leaded glass, beautifully designed to catch the rays of the sun as it sets in the west and reflect their radiant luminosity.

It is a wonderful sight at the close of day when each small pane of glass is suffused with the iridescent glow of warm reds and yellows. Then the stairway is just one golden maze of glory.

The walls of the baggageroom downstairs are of inlaid glass and almost every section is composed of original panes, plated when

the station was built. Of course, the customary equipment is there—chewing-gum slots, scales, bootblack, telephone booths, health notices and porters.

Although no mention is made of the officers and employes who handle our passengers at this point, we have heard enough of their kindness and courtesy to know that they fit appropriately into the setting of hospitality suggested by the writer.

With such an inviting rendezvous offered when one is either going to or leaving Philadelphia there must be great possibilities of increasing our passenger business at this point.

## What the Magazine Saw This Month

### What Have You Seen?

Chief Clerk W. H. Schide, Weston, W. Va., driving his new Essex coach.

The new "Mountain" observation cars on The Capitol Limited. A semi-compartment effect is created by the new type of headboard. It adds to the privacy of the passengers. The width of a seat back is 41 inches, while the fixed headboard is 32¼ inches in width. "The remainder of the headboard, used at night when berths are made down, is drawn from the fixed portion and locks automatically," says the *Pullman News*. This does away with all danger of falling boards injuring passengers, and reduces the weight carried by the upper berth during the day. The "Mountain" cars are all 10-section sleeping and observation type, upholstered in blue and with the steel grained to a perfect imitation of Italian walnut, the faces of the uppers apparently being quarter-sawn and greatly enhancing the rich effect. Ready to leave Mount Royal on The Capitol Limited, the new cars present an attractive picture.

Division Accountant W. E. Severns, Weston, W. Va., and his wife, at Coney Island, N. Y!

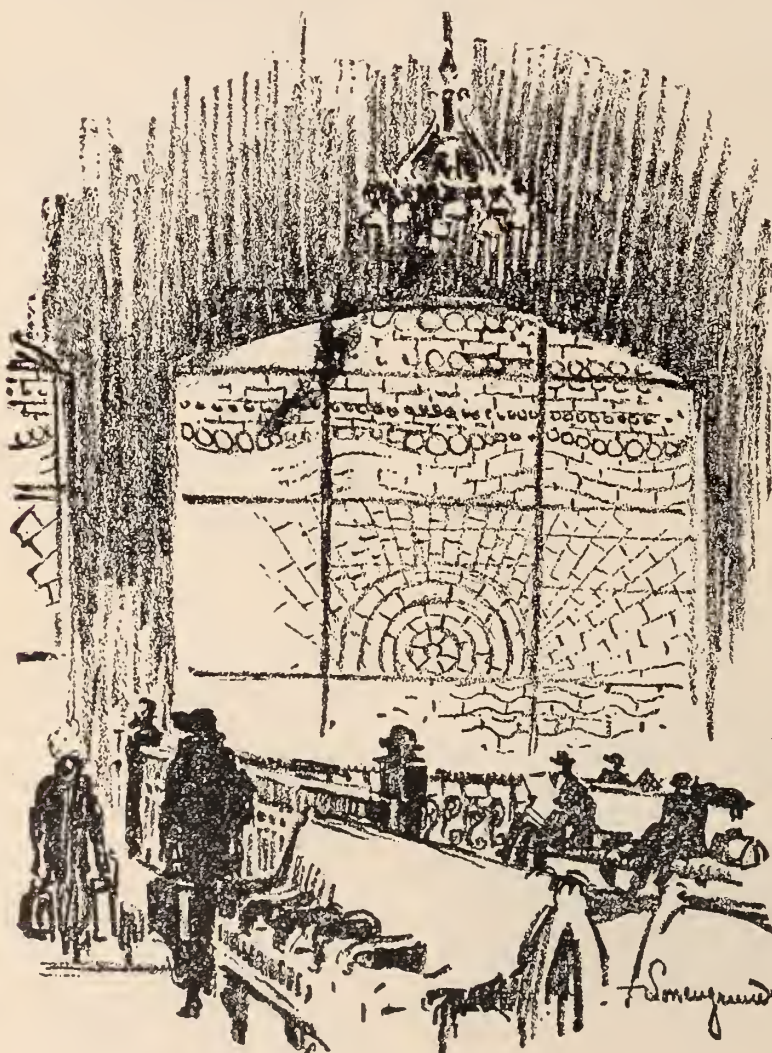
A waiter in the dining car "Mount Vernon" under the direction of Steward Templeman, filling a baby's bottle with hot fresh milk while the mother waits, showing that even the little babies are well taken care of by our efficient Dining Car Department representatives.

W. W. Wood, after completing what, to the ordinary person, would be a full meal, completing his dinner with a piece of real apple pie "baked on the car."

Station Master Schley, Camden, chasing "bats" (live ones) in his home at 2.00 a. m.

Miss Mabel Gessner chaperoning a number of passengers at Mount Royal at 8.00 p. m., seeing that their every want was supplied in the Baltimore and Ohio way.

Foreigners from various parts of the globe, who had arrived in New York by steamer, using Baltimore and Ohio No. 9



The Rose Window reflecting a golden blaze of glory from the setting sun



to the west. One of them carried a suit case with tag on it reading "via Canadian Pacific Railway steamer." Some could not speak English, but all—under the efficient care of our Passenger Department, reached their destinations safely.

A special car on No. 525 from New York for Baltimore, carrying sportsmen to the Baltimore Aquatic Meet.

Assistant Division Engineer Lynch, Weston, W. Va., arriving at Camden on No. 4 on Sunday. The reason is in Baltimore!

Dan Moriarity, Newark, Ohio, with a paper of pins in his hip pocket. What for?

J. Swikert, Relief Department, doing a jazz dance with an old lady at the outing of the Accounting Association.

Geo. W. Sturmer, grand president of Veterans, whistling for a horse to "gee up" at the Cincinnati picnic.

Edward A. Mannix, East Dayton, eating ice cream cones—or was it "hot dogs?"

Nina Spengler, Good Will Delegate, leaving the office to be married in October; girls advising her that she'd better make it sooner, for "there's many a slip 'twixt—etc."

Vice President Fries getting bumped by a flag-pole.

H. R. Lewis holding a grand reception in his office, Cincinnati, on the morning of Galloway-Fries Day.

C. M. Groninger and "The Bunch" from Cleveland waiting for dinner.

All the superintendents' wives gathered together in a group.

"Mister Ed" Drawbaugh watching the picnic crowd pass through Cumberland.

Mr. Jones, Coal and Coke Receipts Office, daring a lady to flirt with the engineer of a passing train.

C. A. Thompson wondering where in Baltimore he can find anything besides a drink of water.

Harry B. Kight camping on the trail for passenger business.

Mrs. Otto Wallburg, Lima, Ohio, looking for Mrs. Wallburg's husband.

W. E. Duffey "dieting" on three ears of corn, a plate of soup, and two helpings of everything else on the dining car menu.

## Operator E. E. Hurdle Over Forty Years in Service

RECENTLY we had the pleasure of a visit from E. E. Hurdle, operator, Waverly Tower, at Mount Royal station. He was accompanied by A. L. Knight, engineer, Chesapeake and Ohio Railway. Their photographs are shown on this page.

Mr. Hurdle entered the Baltimore and Ohio service at Baltimore, in September 1877. In 1881 he was promoted to the position of operator and since that time

has been in continuous service. His entire service has been on the Baltimore Division. He has been at Waverly Tower since January, 1920.

Mr. Knight runs between Richmond, Va. and Gladstone, 120 miles, on the Chesapeake and Ohio Railway. Before leaving he expressed himself as well pleased with what he had seen of the Baltimore and Ohio and its employees.

## Sweet Words—These

THE FARMERS SUGAR COMPANY  
Defiance, Ohio

D. E. Sullivan  
District Freight Agent  
Baltimore and Ohio R. R.,  
Garrett, Indiana

Dear Mr. Sullivan:

I came down from Chicago yesterday on your train leaving there at noon.

I sat all the time in the observation car watching the track and I want to express to you my appreciation of the work done on the road bed.

I am not an expert but it does not take an expert to see how well the road bed is kept up and how easily and pleasantly the train glides along.

Some one is deserving of a lot of credit, I do not know who it is, possibly a lot of men deserve credit and likely it reaches from the president down, but whoever it is, I desire, as one of the traveling public, to express my appreciation of a work that certainly has been well done and shows in the results attained.

Yours very truly,  
(Signed) C. H. ALLEN  
President



WELCOME VISITORS AT MOUNT ROYAL

E. E. Hurdle, Operator, Waverly Tower, and Engineer A. L. Knight, C. and O. Railway, Richmond, Va.  
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—to use and introduce the greatest improvement in Inner Tubes since autos were invented. Air Gauge in valve stem of every Tube shows pressure at a glance.

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## He Couldn't Forget His Trip on the Baltimore and Ohio

By B. A. OATMAN, Newark, Ohio

A TRIP long remembered was that taken by one of our friends living near Zanesville, Ohio. Twenty-five years ago he traveled over our line from Nashport, Ohio to Pleasant Valley, Ohio. Apparently he was so much impressed with the beauty of the scenery that he forgot to pay his fare. On February 18, 1923, this gentleman called on our agent at Zanesville, C. W. Jones, and paid for his trip of 25 years ago.

A trip over the Baltimore and Ohio is never forgotten.

Mistress—I saw the milkman kiss you this morning, Jane. I'll take the milk in myself after this.

Jane—It won't do you no good, mum. He promised not to kiss nobody but me.

—The Mill Whistle

A man never knows what real happiness is until he falls in love and then it is too late.

—Clarksburg Exponent



# System, Planning, Cooperation, Hard Work—These Qualities Made M. of W. Prize Winners

**W**E conclude below the letters written by supervisors and foremen on sections which won prizes in the Maintenance of Way Department for 1922. There were so many of these sent to the MAGAZINE that we have had space for only a few in each issue. There has, however, been such a surprising freshness and variety in the letters that we are sure all maintenance men on the Road have enjoyed them.

## We All Worked Together. Team Work Did It

The reason we received the prize was because I had three good men, and we all worked together to accomplish everything we could to better the condition of our section. I took the lead and my men followed. I always look over a piece of work before we start to figure out the easiest and best way to do it, and then have it done right. I do not want all the credit for winning this prize; I want my three men to have their full share. They were William Maurey, Frank Sperry and T. R. Willey.

D. C. POPE,  
Foreman, Middletown, Va.

## Do a Good Day's Work

When I started out with my gang in the morning, it was my aim to do a good day's work. When we put in a piece of track, we tried to do it so that it would "stay put." That gave us time to work on other places, and we did not have to worry about the place we had just finished.

T. E. ARNOLD,  
Foreman, Hyattsville, Md.

## Close Supervision Helps

We did it by close supervision and did well everything we started. We avoided trucking and unnecessary handling of material. We gave personal supervision to unloading ballast, to avoid trucking. Good, competent foremen did wonders.

R. E. EADER,  
Supervisor, Baltimore Division

## Make Every Hour's Work Count

I planned carefully to make every hour's work produce useful and permanent results and am gratified to receive the prize. This shows that we have been able to make a decided improvement during 1922.

C. ANDERSON,  
Foreman, Washington Jct.

## If We Do Our Work Right, We Get Results

The work I did, I did right and I think if we all practice this plan, we will have a better railroad in future.

A. DIFURIE,  
Foreman, Havre de Grace, Md.

## Our Motto Was Safety First

I paid strict attention to the movement of passing trains, while I was at work, to see whether or not they were running smoothly. I found that free use of the level board made a great improvement in my section. We did our best to work hard on our section and uphold our motto of Safety First.

JOHN WINTER,  
Foreman, Washington, Pa

## Always Try to Do Better

As I have been fortunate enough to get first prize on track work for the season of 1922 on this sub-division, will try to tell you how it was secured.

By hard and careful work at all times, always trying to do each piece of work a little better and quicker than the last one. It will pay us to try to do our work a little better each day. I believe we have fair and just officials on the Baltimore and Ohio Railroad and that they will appreciate our effort.

D. ELDRIDGE,  
Foreman, Chicora, Pa.

## Watch the Little Things

I feel that the offering of these prizes is an incentive to everyone to try to be first, the honor alone being worth the effort, and I have no doubt every track foreman puts forth his best efforts trying to win one of the prizes.

One of the secrets to success for track foremen (with the fluctuation of forces), is to always watch the little things, take care to correct them in their infancy and not to wait until they become monsters, thereby making the majority of our work minor activities. The one who does not put off until tomorrow the things he can do today always produces good results.

Foremen should feel that the sections of which they have charge, are theirs, that they absolutely own them, and they will not be satisfied with anything but the best. When a foreman needs anything, he will ask for it and if it does not come within a reasonable time, he will ask again and again until he gets what he wants. He should also get his men to feel that they own a part of the section on which they work, and that they will not allow their neighbor to have better conditions than they; when this exists there is no doubt of results. The track and right of way will be kept free from filth and dirt, the scrap picked up and placed in bins and heavy growth of weeds kept down, ditches will be kept open and water permitted to pass off unobstructed. With Harmony for Strength and Co-operation for Support, we can accomplish much.

L. A. PAUSCH,  
Supervisor, Leesburg, Ohio.

## Whatever is Worth Doing is Worth Doing Well

I was taught at home from infancy that whatever was worth doing, should be done well.

My railroad experience has practically all been under my present supervisor, and it has always been his instructions to work to standard and never be afraid of doing the work too well. In past years I have made it a point to be ready for all general instructions as they come, and comply with them as quickly as possible. I watch the little things and correct them as they come up, and consult my supervisor for advice; he is always ready to give advice and to assist. When in doubt as to what is best to do, ask for advice. This will be cheerfully given.

J. E. WEAVER,  
Foreman, Greenfield, Ohio.

## Plans Work at Meetings

Good fortune comes to every one at some time or other but the breaks of the game must go in your favor or you will not win.

I try to plan my work with the division engineer and, in turn, with the foremen who handle the work. All season's work is laid out for each foreman at meetings which I hold each month. At these meetings, a comparison of the work done by each man the previous month, is made. I watch in



MAINTENANCE OF WAY PRIZE WINNERS

1. Foreman John Winter. 2. Foreman D. Eldredge. 3. Supervisor D. C. McGregor. 4. Foreman H. B. Miller. 5. Foreman A. Difurie. 6. Foreman T. E. Arnold



detail, the delivery of the right material at the right time and spend considerable time with each gang so as to improve their methods of work.

In order to be sure all tracks are safe, I make a personal inspection, checking all main tracks, frogs and switches and going over heavy curves with a gauge and level. I try to have each gang spend a portion of their time on running repairs, but during the summer season I have them spend not less than 75 per cent. of their time on renewal work.

To all the foremen I give credit for doing the best they can. The foremen on this sub-division are strictly Baltimore and Ohio men, having started on this road as laborers.

D. C. MCGREGOR,  
Supervisor, Pittsburgh Division.

## Joseph Jenkins' Musical Family Troupe

THOSE who are accustomed to go in and out of the Baltimore and Ohio Central Building, at Baltimore, Md., will recognize in the accompanying picture the honest face of Joseph Jenkins, porter. The picture also shows Joseph's wife and nine children.

The stringed orchestra is Jenkins' pride, and well it might be, for its members are all within his own family circle. They give performances for many occasions, including church entertainments.

Jenkins first came in contact with the Baltimore and Ohio when he worked for the contractor who built the Baltimore and Ohio Building. Later he decided that he would like to work inside the splendid structure which he helped to build, so, in 1911, he came into the service of the Railroad as porter. Here he has served faithfully ever since. For nine years he has worked every single day, including Sundays, except for his vacation days.

The Jenkins children, in order of their ages, are: Ruth, Ethel, Ephraim, David, Ezekiel, Paul, Naomi, Martha, Joseph, Jr., and James. Their mother's name is Mary.



The Talented Jenkins Family

Please mention our magazine when writing advertisers

## "Unusual Courtesy" is the Usual Thing on the Baltimore and Ohio

MARYLAND CASUALTY COMPANY  
Home Office, Baltimore

April 24, 1923

Mr. E. V. Baugh  
Manager, Dining Car and Commissary  
Department

Baltimore and Ohio Railroad  
Camden Station, Baltimore, Maryland

Dear Sir:

Enclosed please find check for \$1.70. In explanation wish to say that on Sunday morning, April 22, I boarded Train No. 8 at Mt. Royal Station, Baltimore, for Plainsfield via Boundbrook and had with me my two and one half year old granddaughter. About noon when I was ready to go to the dining car I found to my consternation that I had left my pocketbook at home. This of course did not mean anything so far as my lunch was concerned but my instructions were to feed the baby at all hazards at noon. Your dining car steward, Mr. A. R. Sampelle, just then passed my seat in the parlor car and after explaining the situation, he very courteously invited me to the dining car, told me to forget about the money and order what I pleased.

I would like to comment upon the very courteous manner in which your Mr. Sampelle handled the situation and I am certainly under many obligations to him.

Yours very truly,

(Signed) J. W. RAUSCH.

NOTE: Mr. Rausch's kind letter was accompanied by a check to cover the cost of his meal.

## Machine to Test "Flat Spot" of Car Wheels at Purdue

FLAT spots of car wheels break many rails in a track, some even showing 600 breaks due to one flat place on a wheel. To help eliminate this big loss, a "flat spot" machine has been designed and installed at Purdue University to determine the limit of flat spot allowable so that rails will not be broken.

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**The Master Railroad Watch of America. Adjusted to 6 positions—Time-Tested, Rated and Cased at the Great Illinois Factory.**

This Master Railroad Watch is guaranteed to pass the most rigid inspection on every railroad. Adjusted to 6 positions, extreme heat, cold and isochronism—21 jewel lever set movement, Montgomery or Arabic Dial, in a durable and handsome 20-year gold filled screw back and bezel case.

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**J. M. LYON & CO., INC.** IN BUSINESS NEARLY 100 YEARS

2-4 Maiden Lane, New York

The plant is not entirely out of the experimental stage as yet, but may be described briefly as follows:

One axle of one truck under an ordinary flat car, capable of being loaded from light weight to full capacity, is run onto two supporting wheels, one being an ordinary supporting wheel about 30 inches in diameter, carried on two bearings. The other supporting wheel is arranged differently, the wheel being a horizontal circular track 10 feet in diameter revolving on a central vertical shaft, and so placed that the car wheel with the flat spot rests upon it.

Immediately below this point where the car wheel rests upon the circular track is a roller wheel carried in ball bearings and resting upon the end of a vertical piston rod to which is attached a piston or plunger fitting into a cylinder containing oil below the piston. The car axle is bolted to an electric motor by means of a belt and split wood pulley. By this means the car wheel containing the flat spot may be run at any desired speed. As the car wheel turns (and with it the circular track) the blow delivered by the flat spot is transmitted to the circular track, thence to the roller wheel and piston. The downward pressure of the piston on the oil is then transmitted to a recording device when the force of the blow may be measured, as the recording device is calibrated in such a way that the record is readily convertible into feet or pounds. Knowing the force of the blow delivered, and the known force applied when rails are broken it is not a difficult matter to establish the maximum length of flat spot allowable.



# Six Pensioners with 327 Years of Service

By HARRY B. KIGHT, Magazine Correspondent, Keyser, W. Va.

THE west end of the Cumberland Division has long been noted for the beautiful scenery and for the efficient performance of its employes. Men here have spent most of their lives on this division in the employ of the Best and Only; they have given to the Company the best years of their lives; now time has caused a number of them to lay aside their duties; they have been honored by the Company and have been pensioned. Keyser boasts and is proud of the records of its pensioned residents and points to them with pride.

In the accompanying photograph are six of them, known to every man, woman and child on the West End of the Cumberland Division. It is in no spirit of jealousy that the Cumberland Division boasts of leading and that other divisions must follow. The combined ages of these Veterans total 452 years, their actual combined length of service, 327 years.

The one thing to which we would direct the reader's attention is the youthful appearance of these Veterans, who in spirit are even more youthful than they look. Note how erect they stand! Time has truly dealt gently with them.

Left to right are John Christman, conductor, who is still in the service, has served 54 years, and is 74 years of age; John Compton, pensioned conductor, served 52 years, age 75 years; Marshall M. Sayre (the bucking walrus), pensioned conductor, served 60 years and is aged 78 years; Col. W. J. Lavelle, train rules examiner, still in the service (and going strong) has served 51 years, aged 68 years; Jacob Criser, pensioned conductor, served 54 years, aged 75 years; John Carr, pensioned conductor (follower now of Isaak Walton), served 56 years, aged 80 years. Sayre and Carr served in the Federal

Army during the Civil War. Criser served in the Confederate Army.

While this picture contains but six of our honored veterans, we still have some more with long service records and who have grown ripe in years, and we are truly

## Baltimore and Ohio Had 60 of 500 Miles of Railway in U. S. in 1832

A COMPILATION of railroad mileage in the United States made ninety-one years ago showed that there was then in operation less than 500 miles of railroad in this country. This compilation has been uncovered in a recent find of a complete file of the *Railroad Advocate* at Atlanta, Ga.

This magazine, one of the earliest railroad publications in the world, was published, according to its announcement, by an association of gentlemen to promote interest in the railroads, and to enlighten the public on the feasibility of railroad operation. Many of the columns were taken up with demonstrating the superiority of the railroads over other means of transportation, and in general boosting the railroad business.

The extent of railroad building at the time of the January 19, 1832 issue, is shown by the following compilation:

"This is a list of railroads now constructing, several of which are in part finished, and in successful operation:

"Baltimore and Ohio—whole length 250 miles—60 miles completed and in use.

"Albany & Schenectady—16 miles in length—12 miles in use.

"Charleston & Hamburg—135 miles in length—about 20 miles completed, upon which United States mail is carried.

sorry that the likenesses of Sam Kight, pensioned conductor, and Mike Dugan, pensioned boilermaker, are not here.

Should any other division or any other Railroad in the United States produce the same number of men with the same combined age and length of service, we will then call in a few more old timers and prove to the world that the Baltimore and Ohio means Best and Only and has a record in everything that cannot be excelled.

"Mauch Chunk, completed and in use 9 miles.

"Quincy, near Boston, now in use, 9 miles.

"Ithaca & Owego, 29 miles.

"Richmond & Chesterfield, 12 miles.

"Camden & Amboy, 50 miles.

"Lackawaxen, 16 miles.

Besides this was a list of about twenty other railroads that had been started or were "about to be commenced."

—New York Times

STOP! LOOK! LISTEN!—"Is this a fast train?" the salesman asked the conductor.

"Of course it is," was the reply.

"I thought it was. Would you mind my getting out to see what it is fast to?"

—Evansville Crescent

Two can live on bread and cheese and kisses if they don't run out of bread and cheese.

—Clarksburg Exponent

### She Evidently Knew Him

(A messenger boy with a telegram for Mr. Smith rings at two in the morning): "Does Mr. Smith live here?"

Feminine Voice (Wearily): "Yes! bring him in."

—Clarksburg Exponent



A SEXTETTE TO BE PROUD OF

Left to right: John Christman, John Compton, Marshall Sayre, Col. W. J. Lavelle, Jacob Criser, John Carr



# Stifel's Indigo Cloth

Standard for over 75 years

The white won't weaken

REGISTERED U. S. PATENT OFFICE  
CANADA AND OTHER COUNTRIES.

MADE IN



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"Boy! you're right! Work clothes made of Stifel's Indigo cloth have more wear in them than any you ever sold me before. Hereafter I'm looking for the Stifel Boot-shaped Trade Mark whenever I buy work clothes."

Railroad men in cab, caboose, yard and shop wear work clothes made of Stifel's Indigo Cloth because they are *stronger, wear everlastingly and keep their looks*. All leading *Overalls, Shirts, One-piece Garments and Women's Dresses* are made out of it. Look for the boot-shaped trade mark on the work clothes you buy. Then you'll be satisfied.

GARMENTS SOLD BY DEALERS EVERYWHERE  
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# FREE



This superb 110-piece Set, with initial in 2 places on every piece; decorated in blue and gold with gold covered handles, consists of:

- 12 Dinner Plates, 9 inches
- 12 Cereal Plates, 7 in.
- 12 Soup Plates, 7 1/2 inches
- 12 Cups
- 12 Saucers
- 12 Cereal Dishes, 6 inches
- 12 Fruit Dishes, 5 1/2 inches
- 12 Individual Bread and Butter Plates, 6 1/2 in.
- 1 Platter, 13 1/4 inches
- 1 Platter, 11 1/2 inches

- 1 Celery Dish, 8 1/2 inches
- 1 Sauce Boat Tray, 7 1/2 inches
- 1 Butter Plate, 6 inches
- 1 Vegetable Dish, 10 1/4 inches, with lid (2 pieces)
- 1 Deep Bowl, 8 1/2 inches
- 1 Oval Baker, 9 inches
- 1 Small Deep Bowl, 5 inches
- 1 Gravy Boat, 7 1/2 inches
- 1 Creamer
- 1 Sugar Bowl with cover (2 pieces)

## Brings 110-Pc. Martha Washington Blue and Gold Decorated Dinner Set

Send only \$1.00 and Hartman will ship the complete set. Use it for 30 days on **Free Trial**. Then if not satisfied, send it back and Hartman will return your \$1.00 and pay transportation charges both ways. If you keep it, **TAKE NEARLY A YEAR TO PAY**—a little every month.

**Your Initial in Gold, Surrounded by Wreath of Gold, in 2 Places on Every Piece (Gold Covered Handles)**

Beautiful Colonial Martha Washington shape. All handles are of solid design and are covered with gold. Every piece decorated with a rich gold band edge, a mazarine blue follow band and Old English design with gold wreaths. Beautiful white lustrous body. Guaranteed first quality; no "seconds."

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**Beautiful Centerpiece, Six Dainty Doilies to Match and 6 Silver Plate Knives and Forks**

We want to prove to 50,000 more customers that Hartman gives the best merchandise, biggest values and most liberal terms ever known. And to get these 50,000 new customers at once we send **FREE** a 36-inch "Indian Head" linen centerpiece; 6 dainty doilies, 12 inches in diameter, to match; 6 extra silver plated knives and 6 extra silver plated forks, fleur-de-lis pattern. Only 50,000 will be given **FREE** with the Dinner Sets—so act quick. Send the coupon—now!

**Order No. 320EEMA18. Bargain Price, \$34.85 Pay \$1.00 Now. Balance \$4.00 Monthly.**

**The Centerpiece, 6 Dainty Doilies to Match and 6 Silver Plate Knives and 6 Forks are FREE**

# HARTMAN Furniture & Carpet Co.

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# Baltimore and Ohio Magazine



LIGHT BLASTING AT BRYDON, W. VA.,  
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Program, Baltimore and Ohio Railroad, 1923

October 1923



WHEREVER YOU ARE

## Trail Blazers

ALL over the Great West is written the record of the pioneers who blazed the first trails that guided civilization in its westward march.

As settlers followed, Montgomery Ward and George R. Thorne blazed a new trail to them, being first to fill their wants direct by mail and in the complete spirit of the Golden Rule.

Trail Blazers—Business Pioneers we were, and are. Fifty-one years have but given us experience. We stand today more alert, forward looking, searching out new methods in manufacture and trade to secure for you better goods and bigger values and greater savings.

Trail Blazers of over fifty years ago, Montgomery Ward & Co. still cling to this spirit of leadership—we are the Oldest Mail Order House and Today the Most Progressive.

WHATEVER YOU NEED

LEWIS and CLARK  
Blazing the Oregon Trail  
1804-1805

Fall & Winter 1923-24 Catalogue No. 99  
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All Over America

# This Book is Now Saving Millions of Dollars for the American People

The opportunity is now yours to Save Money on nearly everything you buy—for the Farm, the Home and the Family.

You have a copy of this book—or a neighbor has one. Because into every state, into every city, into every county all over America the Montgomery Ward & Co. Catalogue has gone, bringing its opportunity for money saving this Fall.

### Montgomery Ward & Co. Is Working Constantly to Keep Prices Down

Over Forty Million dollars' worth of merchandise has been bought and manufactured especially for this Catalogue, bought when prices were the lowest—articles of steel were manufactured when steel prices were down, leather goods when hide prices were low.

Our buyers have actually searched the important markets of the world in their determination to secure these bargains for you—to help hold prices down, to make your savings larger.

### Are You Using This Book?

Are you taking full advantage of your money-saving opportunity? Is your family buying from this book?

You can save many dollars this season if you use this Catalogue, if you buy from it regularly, if you study this book and see for yourself the saving it brings to you.

### Ward Quality—and low prices

Never, in over fifty years, have we intentionally sacrificed quality to make a low price. We offer no price baits on unserviceable merchandise.

It is our policy to sell only goods of Ward Quality—the kind of goods that stand inspection and use. So a low price at Montgomery Ward & Co. is always a low price on reliable goods of standard quality.

We believe it takes both standard quality and low price to make a bargain. And every bargain we offer is a reliable, serviceable article that will give you entire satisfaction.

Begin today saving money by using this book. Begin today sending all your orders to Ward's—where your patronage is always appreciated, where for over fifty years every customer has always been given a square deal.

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### Your Order will be Shipped in Less than 48 Hours

Our new perfected system of filling orders is now over a year old.

And our records prove that during the past year nearly all orders were shipped in less than 48 hours.

48 hour service is our promise to you. But we do better than our promise—because a large percentage of our orders are actually shipped within 24 hours.

So you can order from Montgomery Ward & Co. and feel sure that nearly every time your order will be shipped in less than 48 hours, and frequently within 24 hours.

The Oldest Mail Order House is Today the Most Progressive  
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# I Offer You \$200 a Week

## My Special Offer to Railway Men

*The Amazing Story of W. S. Cooper Points the Way To A \$200 A Week Income for You*



J. R. HEAD

of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



E. A. SWEET

an electrical engineer, is making from \$600 to \$1,200 a month and works only about four hours a day.



A. B. SPENCER

of Pennsylvania, is an insurance man who represents us in spare time. We paid him \$625 for one month's spare time.

My name is Cooper—W. S. Cooper. I live in Ohio, and this is a true story about myself. I am writing it because there are thousands of men in America struggling along on starvation wages, just like I was, who can do just what I did and make from \$5,000 to \$10,000 a year.

### I Was a Wage Earner

A short time ago I worked in a factory. I was not the owner, not the superintendent, not the boss. I was a wage-earner. I made as much as the average man and no more. I was just like nine out of ten other men—a slave to my job—no real money, no real future. Why, I couldn't have raised \$100 in cash if my life had depended on it. And that was only a little while ago.

Today, I am a successful business man. I have a large income, money, investments. I have hundreds and hundreds of friends. I get a lot of pleasure out of life. I have no boss. I work just four hours a day and only five days a week. And the reason for the change in my circumstances is very simple.

### The Curse of a Small Income

Please remember that only a short time ago I was practically broke—doing like most men, trying to make a meagre salary meet the constantly increasing expenses of life. It couldn't be done. We wanted to live like other people. We wanted some of the luxuries of life. We wanted to buy our own home. But there simply wasn't enough money. We were living from hand to mouth. And it made me almost desperate to think of what would happen if I became sick or lost my job.

And yet, today, I am a big success. Money no longer worries me. I buy what I want and pay cash for it. I travel where I please. I give my family the luxuries that every family is entitled to expect from the head of the family. I hesitate to say it, and maybe it does sound foolish, but just the other day I paid \$900 for a diamond ring that I had wanted for a long time.

Now I am going to tell you how this great change came about. One day I heard that a man could make from \$100 to \$300 a month in his spare time by doing a certain kind of work.

I didn't believe it. I couldn't believe that a man could make as much in an hour or so as I was making by eight hours' hard work.



W. S. COOPER

Just to satisfy my curiosity, however, I investigated. As you read this you will feel just about the same way I did then. I thought it couldn't be true, and yet, it might be, and it certainly was worth finding out.

### I Find Myself

I found a wonderful thing. I discovered that instead of making only from \$100 to \$300 a month, men who were doing this work were making as high as \$1,200 a month—men like myself who had never had any experience were easily cleaning up from \$100 to \$150 a week.

When I look back to that day and realize how close I came to passing up my opportunity it sends cold chills down my spine. All that I have today, my entire success, is due to the proposition that I learned about that day.

### I Have Succeeded Beyond My Dreams

There is no secret to my success. I have succeeded beyond any dream. I may have had a few years ago. And please remember I consider myself only an average man. Here are the facts about my success.

I am the local representative for the Comer Manufacturing Company. This company manufactures Comer All-Weather Raincoats—the finest coats in style, material and workmanship that can be bought anywhere.

Comer Coats are not sold in stores, but through a local representative. The local representative does not have to buy a stock. He doesn't have to invest any money. All he does is take orders from Comer customers,—orders that almost come without asking,—and he gets his big profits every day for the orders he takes.

Many of my customers now come to me. I don't know how much bigger my business will get, but I no longer consider it an exceptional day when my earnings exceed \$50 or \$75. There are few business men in this city whose profit is greater than mine, and I can only see unlimited opportunity in the future.

### You are Now Offered the Same Opportunity

If you are interested in increasing your income from \$100 to \$1,000 a month, and can devote all your time, or only an hour or so a day, to this same proposition in your territory, write at once to The Comer Manufacturing Company, Dayton, Ohio.

This is their special offer to Railway Men. They will send you, without any preliminary correspondence or red tape, a complete selling outfit that puts you in business for yourself, with full instructions, samples, style book, order book and everything you need to get started. Sign and mail the coupon now, and in less than a week you can be making more money than you ever believed possible.

## FREE TO YOU



In addition to your big earnings we offer you a Buick Touring Car, without a cent of cost, that you can use to help you in developing this great business. Mail the coupon for full details of our special proposition.

## NOTICE

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.

## Mail This NOW

The Comer Mfg. Co., Dept. SBX-69, Dayton, Ohio.

Please send me, without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name .....

Address .....

Print or write plainly





Volume XI

Baltimore, October, 1923

Number 6

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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standard. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



CHD.



## An Engine an Hour

The Baldwin Locomotive Works recently turned out an engine per hour for thirty-one hours.

This is a record in construction. It looks small beside Henry Ford's 6,000 Tin Lizzies per diem, but it is a notable achievement just the same.

Each one of these engines is capable of hauling at least seventy-five freight ears holding an average of twenty tons of goods, or 1,500 tons. Thus in thirty-one hours, the railroads of the United States have had 46,500 tons increased capacity added to their facilities.

It would not take long to catch up with the transportation overload if the roads could buy locomotives as fast as the builders can produce them.

—New York Evening World

## But He Carries It Home, Unaided!

Three boys were boasting about the earning capacity of their fathers. The first said:

"My father can write a few lines and call it poetry and sell it for \$10."

The second said:

"My father can draw a few lines and put a few dots on them and call it music and sell it for \$25."

The third said:

"That's nothing. My father can write a few lines and get up in church and say them and it takes six men to carry the money down the aisle to him."—Exchange.



A ducky and his brown sweetheart followed by three pickaninnies applied to the clerk of a Southern courthouse for a license to wed.

The clerk eyed the assemblage doubtfully. "Whose children are these?" he asked.

"Dey our'n," was the ready response from the man.

The clerk was scandalized, being new at his post. "You ought to be ashamed of yourselves, waiting to get married till you have a family half grown—"

"Jedge, you'll have to excuse dat," interrupted the "bride" sweetly. "De roads out our way is so bad!"—Harper's Magazine.

## Electrician Needed

"I've just read an article about electricity, Henry," said his wife, "and it says that before long we shall get everything we want by just touching a button."

"It won't do us any good," her husband sadly replied.

"Why not, Henry?"

"Because nothing would ever make you touch a button. Look at my shirt."

—Exchange.

## Hitting the Trail

A guest in a Cincinnati hotel was shot and killed. The negro porter who heard the shooting was a witness at the trial.

"How many shots did you hear?" asked the lawyer.

"Two shots, sah," he replied.

"How far apart were they?"

"'Bout like this way," exclaimed the negro, clapping his hands with an interval of about a second between them.

"Where were you when the first shot was fired?"

"Shinin' a gemman's shoe in de basement of de hotel."

"Where were you when the second shot was fired?"

"Ah was passing de Big Fo' Depot."

—Exchange

# For "Good Time" Buy one of these famous Railroad Watches

on the

## "KATZ Liberal Credit Plan"

These watches will pass inspection  
on any railroad in the country

21-Jewel HAMILTON, 20 yr. Guaranteed Case

58.50

21-Jewel BUNN SPECIAL, 20 yr. Guaranteed Case



Mail Coupon for one of our Catalogues.

Name.....

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Do you work for Baltimore and Ohio?.....

Division.....

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OFFICIAL R. R. WATCH INSPECTORS

**S. and N. KATZ**

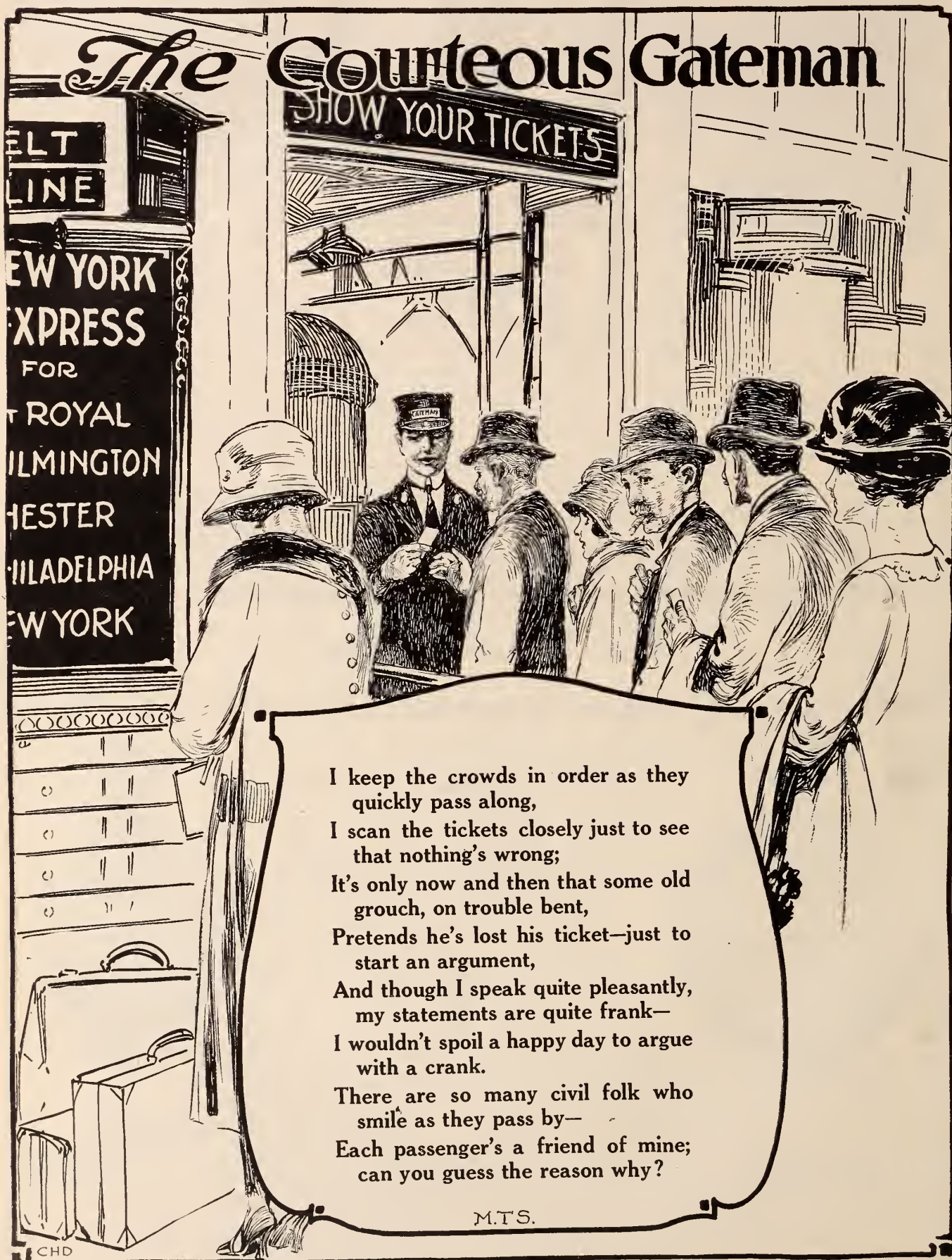
DIAMONDS, WATCHES, JEWELRY AND SILVERWARE

105-107 N. Charles Street

Light and Cross Sts. 1013 West 36 St.  
Eastern Avenue and Third Street.



# Prides of The Baltimore and Ohio—No. 9



I keep the crowds in order as they  
quickly pass along,  
I scan the tickets closely just to see  
that nothing's wrong;  
It's only now and then that some old  
grouch, on trouble bent,  
Pretends he's lost his ticket—just to  
start an argument,  
And though I speak quite pleasantly,  
my statements are quite frank—  
I wouldn't spoil a happy day to argue  
with a crank.

There are so many civil folk who  
smile as they pass by—  
Each passenger's a friend of mine;  
can you guess the reason why?

M.T.S.



## Prosperity is a Sociable Fellow—When He Visits He Always Shakes Hands All Around

LAST winter an interesting group of men had dinner and spent the evening together in New York City. Outstanding leaders in Railroad Management and Railroad Labor broke bread with the frank purpose of promoting greater friendship between the two interests they represented. They were trying informally to bring the interests together, to bridge "the great divide," to make, if possible, one interest out of the two.

Seated next to each other were two men of about the same age. They started work at about the same time, both as poor boys. Each knew the rigors of old time railroading, its thrills, its uncertainties, its hardships. Each had carried the little tin lunch box, experienced the "hospitality" of the distant terminal boarding house, and felt the satisfaction of the run home. For years they had eaten, slept, talked, worked and lived practical railroading, and now they had risen to leadership in their respective fields. But one was Railroad Management and the other was Railroad Labor.

Is it any wonder that they could get together to discuss intelligently and fairly the "mutual" interests of those they represented? Is there any wonder that there was a general understanding between them on the general aspects of the railroad question? Is it not even reasonable to suppose that mere chance had, in the early days of decision, cast the fortune of one with Organized Labor, and the other with Railroad Management, and that, with a slightly different turn of the wheel of fate, their careers would have been reversed?

Talking together earnestly over their cigars, the Brotherhood man leaned over quickly, looked his friend square in the eye, and, with an air of finality, said:

"Mr. M., the whole question depends on the extent to which we can get all our people to understand that what profits the railroads, profits them, and vice versa."

"That's true," assented Management, as he smiled inwardly.

(For years he had known that this was the solution. For years he had been preaching it and trying to practice it on his railroad among officers and men alike.)

"We must not fight," went on Mr. B., "except as we fight shoulder to shoulder for our common interests. How can we prosper if we work at cross purposes? It is axiomatic that good working conditions, steady employment and fair wages can only be provided if your railroad and others have the funds to provide them. This is what I call "enlightened selfishness." And when there comes a true understanding of just what that means, our differences will adjust themselves automatically."

The brotherhood leader struck the nail on the head. A complete understanding of what "enlightened selfishness" means in the relations between Management and Labor, will bring an era of peace and prosperity. And if our MAGAZINE does not, from issue to issue, in season and out, make this complete understanding its chief objective, it will have failed in its purpose. It may be newsy, attractive and interesting, but if it does not show the irresistible logic of "enlightened selfishness," it is not worth the paper it is printed on.

WITHIN the last week there came a visitor to the MAGAZINE Office, an employe, long a trusted and respected leader of his brotherhood. He is a good Company man and a good Union man. And if you think that such a combination isn't possible, you are making a big mistake.

He was telling me of his difficulty in getting some of the men he represents to see how true it is that what profits the Company profits its employes. He said:

"One of the men in my gang saw a passenger shove \$15.00 over the counter in the station for a ticket, and from the way he talked you'd have thought he ought to have gotten \$14.00 of it. He sees the big business the Company is doing and says: 'They ought to pay me more money.' But when I told him of the 80,000 others on the Railroad who have to share that \$15.00 he began to do some thinking.

"And then he gave me another opening," my visitor continued. "We had finished lunch and we were going back to the big building in which we are making a new installation. He said:

"Wonder why they're putting in this new equipment? Bet the insurance company made them do it—afraid of fire!"

"No, that isn't it," I answered. "They're doing it because business is good and they are now able to do it. They've had the plans ready for that installation for the last five years to my knowledge. I helped work out some of the details but they've never had the money to do it before. Now the Company is making a little more money than it needs for running expenses and interest, and it goes into improvements like that. That building was the best of its type when it was put up, but the better lighting and air provided in the new plan will not only make handling costs lower but will make the surroundings much more pleasant for the men who work there. You can see that yourself because you are helping put the job across.

"He admitted that I was right but



added that he didn't see how that helped him. So I tried to show him. I said:

"Look, now, doesn't that one job mean six months' work for our gang—steady work for fifteen of us! You bet it does, and that is the result of the Company's prosperity. It couldn't be done if the cost of doing business ate up all the money we take in. Isn't it better to be sure of six months' steady work than it is to be fighting for a few cents more an hour when that increase might

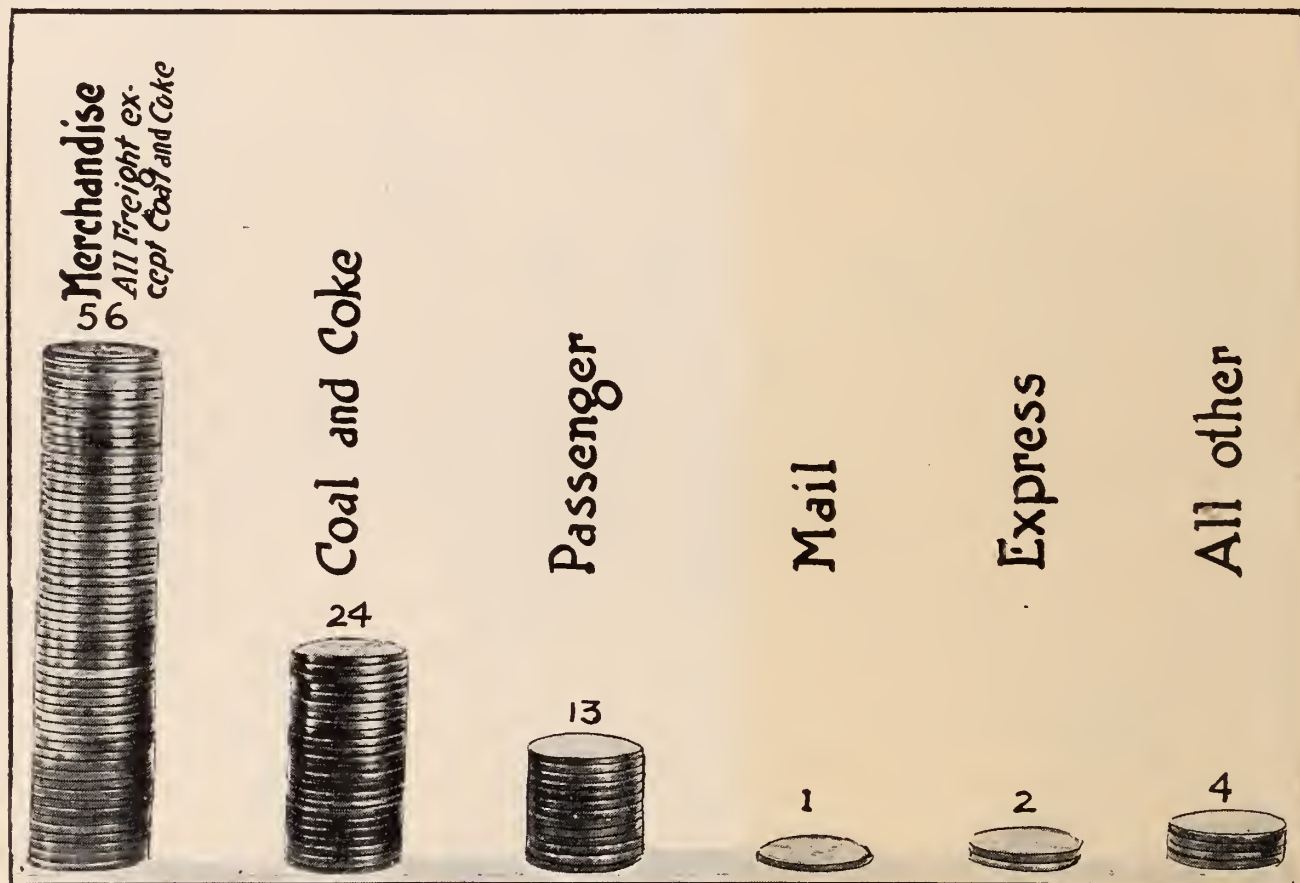
mean furloughs for some of the gang in a month or two?"

My friend seemed to me to have put in his homely and forceful way to his less thoughtful pal, the whole philosophy of the inter-dependence—the mutual dependence—of all of us on the Baltimore and Ohio payroll.

If the Company had not had a prosperous first eight months in 1923, it is not probable that the job mentioned would be under way, and perhaps the man who asked the question would not be on the payroll.

AND where does the prosperity come from? It comes from you and from me if we do our work conscientiously and well. It comes from the fireman who saves that "scoop of coal a mile" that we have been talking about so much in the MAGAZINE, and who thus helps cut down the coal bill; from the passenger conductor who is pleasant and obliging to patrons and who thus gets more patrons for the Road; from the engineer who handles his train skilfully, keeps his engine properly

## These Pennies Show How the Baltimore and Ohio Dollar for 1922 Was Earned



In 1922 the Baltimore and Ohio did a gross business of about \$200,000,000. In the above picture this total is represented by 100 pennies, and they are divided into piles representing the shares of the total revenue brought in by the transportation of the principal classes of commodities and of passengers.

Each of the piles is self explanatory except the last 4 pennies out of the hundred, and these represent revenue received for switching; dining and buffet service; demurrage; transportation of milk; storage; grain elevator; joint facilities; station, train and boat privileges; excess baggage; and a few other items.

"Giving Good Service" is the shortest answer to the question "How Can We Increase Our Revenues?"

And "Giving Good Service" is a trust confided to all officers and employes of the Baltimore and Ohio.

Together we can keep the trust unbroken and unimpaired.

One person failing in his share simply means increasing the other fellow's responsibility. Do Your Share!



oiled and looked after, and saves overtime; from the mechanic who takes good care of his tools or makes a replacement with good pieces of reclaimable material instead of requisitioning a new part from the storeroom; from the clerk who does his work carefully and avoids expensive mistakes; from the trackman who picks up and saves a spike, angle iron and bolt here and there instead of kicking them down the bank. It comes from the many, many employes who never let an opportunity slip by to

put in a good word for "their Road," and thus increase its business. It comes from every man who believes that whatever profits the Company profits him and who acts accordingly. There are thousands of such men on this old Railroad of ours today, and as they continue their good work and persuade others to their way of thinking and acting, so will our prosperity continue and increase.

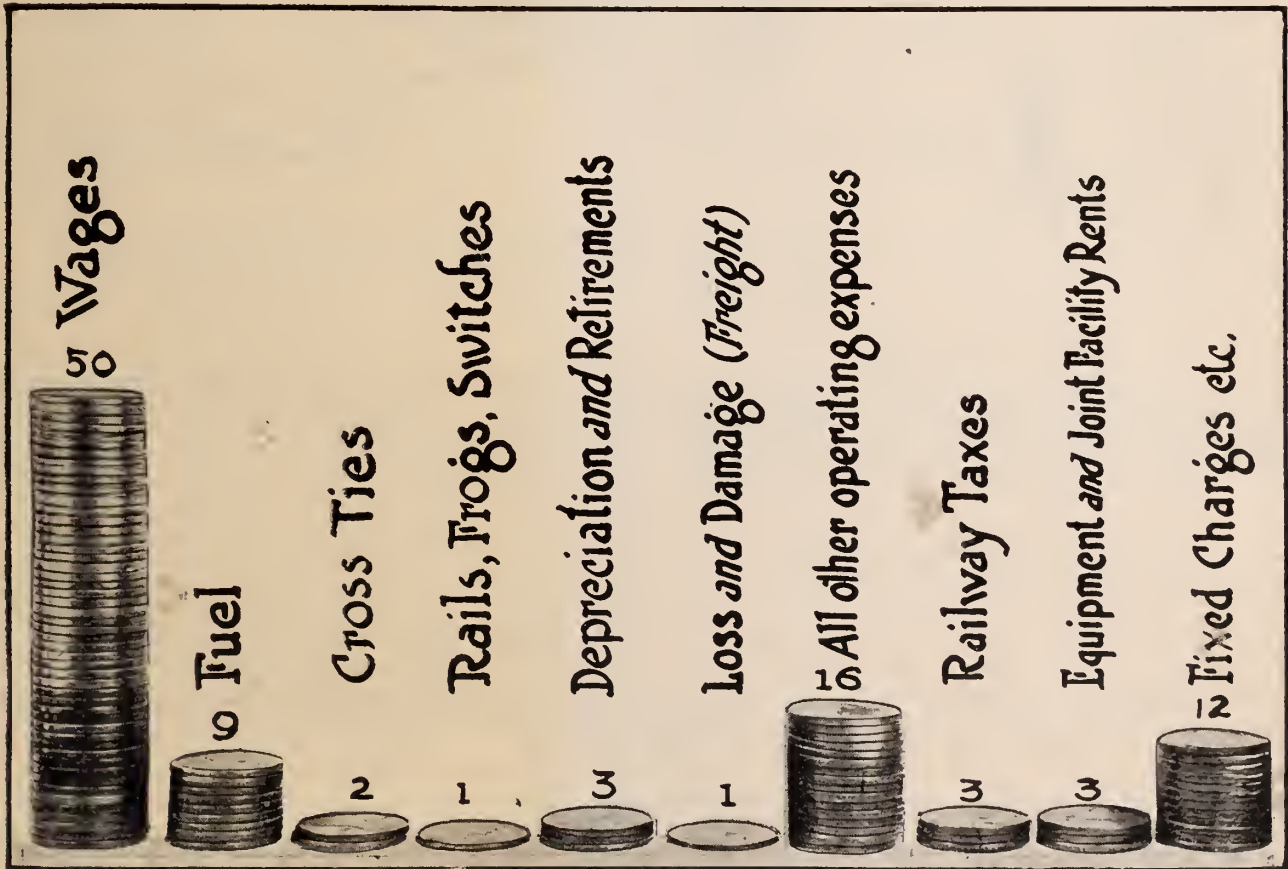
And let us not forget in all fairness that this prosperity has its very foundation in a considerate, square

dealing, progressive Management, one of whose chief concerns is that the Baltimore and Ohio family shall be a happy family.

The other side of the picture is of the careless and indifferent employee. When a Stillson wrench, costing \$3.00, is lost or needlessly broken by being used for a maul, the Company, of course, has to replace it. When a car is carelessly derailed in a yard by poor switching, the \$10.00 or more expense comes out of the Company's revenue.

(Continued on page 9)

## These Pennies Show How the Baltimore and Ohio Dollar for 1922 Was Spent



There are 100 pennies in the above picture, arranged in piles, which represent the principal items of expenditure for 1922. For convenience, fractions of pennies, in both pictures, have been changed into even pennies.

The largest pile, it is noted, is represented by payrolls, calling for 50 pennies out of the 100.

The next largest single item is "fixed charges," or interest on bonds, notes, etc., and takes 12 pennies out of the 100.

Cost of coal alone takes 9 pennies out of the 100.

"All other operating expenses," taking 16 pennies out of the 100, include injuries to persons; clearing wrecks; insurance; damage to property; lubricants; lanterns; water; and numerous other items.

The cost of many of these items can be cut down by concerted effort.

You, as an employe, may be concerned principally with only a few of them.

But you can do your part with these few and help "Stop That Leak!"





*Being one of a series of true stories about prominent railroaders who were good for a "sacrifice" when called to bat—*

Forty years ago in New England, when the snow began to fly, all but the most important trains were taken off until the coming of open weather again. Which meant that trainmen were "snowed up" for a winter of idleness, unless they could get holdover work in some other department. There were always odd jobs to be done even in zero weather.

One of them was driving piling at a stream where a new bridge was to be put in, and they needed a stationary engineer.

"Why don't you ask Russell," the road superintendent suggested to the foreman of the job.

Russell was a fireman who had made himself so generally useful that when they needed a "go getter" the answer generally was "ask Russell."

So Russell took the job—and on this schedule:

The engine was run at capacity during the day with a roaring wood fire, and the keeping up of full steam pressure, with oiling, watering, operating, etc., did not leave much time for wool gathering. When quitting time came at dusk, the water feed pipes had to be disconnected, the wood fire had to be "pulled," and a coal fire made to keep the boiler from freezing. Then came a hike of a mile to the boarding house for supper.

At nine came the tramp—often through deep, unbroken snow drifts—back to the engine, where the coal fire had to be banked to last through the night—then back to the boarding house and to bed.

Four-thirty was rising time. After breakfast and the walk back to the job, the pipes had to be connected, the coal fire pulled and the wood fire built so that steam would be up and the engine ready for the day's work.

Yes, it was a hard six weeks' work, that sixteen hour trick, in bitterly cold weather and with the ground waist deep with snow. But besides having the job when other men were loafing, the young fireman was making \$2.00 a day—fifty cents better than his regular work paid—and most important of all, he was acquiring a rudimentary knowledge of bridge engineering which has stood him in good stead in handling his present work as chief executive of a great railroad.



(Continued from page 7)

When a clerk makes an error in billing, the 60 cents cost may seem small, but it cuts down net income by just that much.

Yes, the Company signs the checks to pay for all those needless losses, but—

Half of them, at least, come out of the column headed "Wages" (see page seven), and which, needless to say, vitally concerns you and me.

THE direct benefit which this prosperity brings to the employes of the Road is as evident as anything can be. You will see on page eleven of this issue of the MAGAZINE a story on our improvement program for this year. It is costing over \$40,000,000.00, the largest part of which is borrowed money to pay for "Capital Expenditures"—equipment and betterments which will increase the value of the Property.

Now it may seem to the casual reader that money which the Company borrows does not indicate real prosperity. On the contrary—in a sense, at least—exactly the reverse is true. *For if the Company were not having a fair share of prosperity, it would not have confidence—and it might not have credit—enough to borrow the money.*

Look, for example, at the largest single project to be paid for out of this money, the Locust Point Grain Elevator and Pier Improvement. This will, when completed, give us unexcelled elevator and port facilities. In just this single improvement there are hundreds of men employed in good positions who would not otherwise be on the payroll. There are construction engineers supervising and inspecting the work. There are statisticians and bookkeepers making records of progress and costs. There are storekeepers and station forces and train crews busy handling material. There are car repair forces at work building box cars for the grain and other commodities which these facilities will enable us to handle. And when they are finished and in use there will be hundreds of carloads of freight to be handled by Baltimore and Ohio men, to fill them and keep them full. In other words there is a whole chain of workers kept profitably employed because of this improvement.

Then, besides these "new" improvements represented in the forty odd millions, are other kinds of betterment work being done. And these are being paid for with money which is being saved through economical operation and efficient workmen.

In one shop, for instance, the Company is spending thousands of dollars putting in new windows and lights,

improved floors, handling devices, etc. How much more pleasant it is to work in clean, airy, well lighted workrooms than in the reverse! How much happier is the man who leaves home in the morning for an up-to-date shop, with sanitary surroundings, good tools and safe working conditions, than for a place which is dismal, damp and inhospitable. And how much happier his family in knowing that his welfare is being guarded while he is at work! Without prosperity old facilities have to suffice. With prosperity they can be improved or replaced with much resultant benefit to the worker and his family.

Out of every penny which the Company saves through efficient operation a part, at least, can be invested for the benefit of employes. Ordinarily, if operations and fixed charges eat up all income, there is no money available for continuing improvement work when hard times come. But with an increase in the Company's reserves as the years go on, a temporary slowing up in business need not mean drastic cuts in

forces. Men whose service records entitle them to seniority can count on a very measurable steadiness of work. There are always important improvements awaiting a favorable time to be made, always equipment which can be repaired in dull season against the period of returning prosperity. And when that period comes, it finds the Railroad plant in condition to handle all the business that is offered, to keep large forces at work in all branches of the service, to give employes of long service preferred runs and tricks, to increase supervision and open the way to promotions.

HAVE we proved our case? Have we made it reasonably clear that it pays the employe to be efficient and loyal. Have the true colors that we have used in describing "enlightened selfishness" made it the attractive picture that it really is? If not we shall be glad to hear from the readers of the MAGAZINE. A discussion may help clarify the atmosphere.



Past IMPERIAL POTENTATE  
JAMES S. McCANDLESS  
803 SANTA FE BLDG.  
SAN FRANCISCO  
CALIFORNIA

August 9, 1923

E. W. Scheer  
General Manager, B. & O. R. R.  
Baltimore, Maryland

My dear Mr. Scheer:

Now that I have arrived back in my home in Honolulu and have had time to look over some of the mementos that have been given to me by the good people during my term in office as Imperial Potentate, I have among them the souvenir book of scenes along the Baltimore & Ohio R. R., the locomotive that brought me into the city of Washington and also a splendid picture of the executive office of that wonderful system.

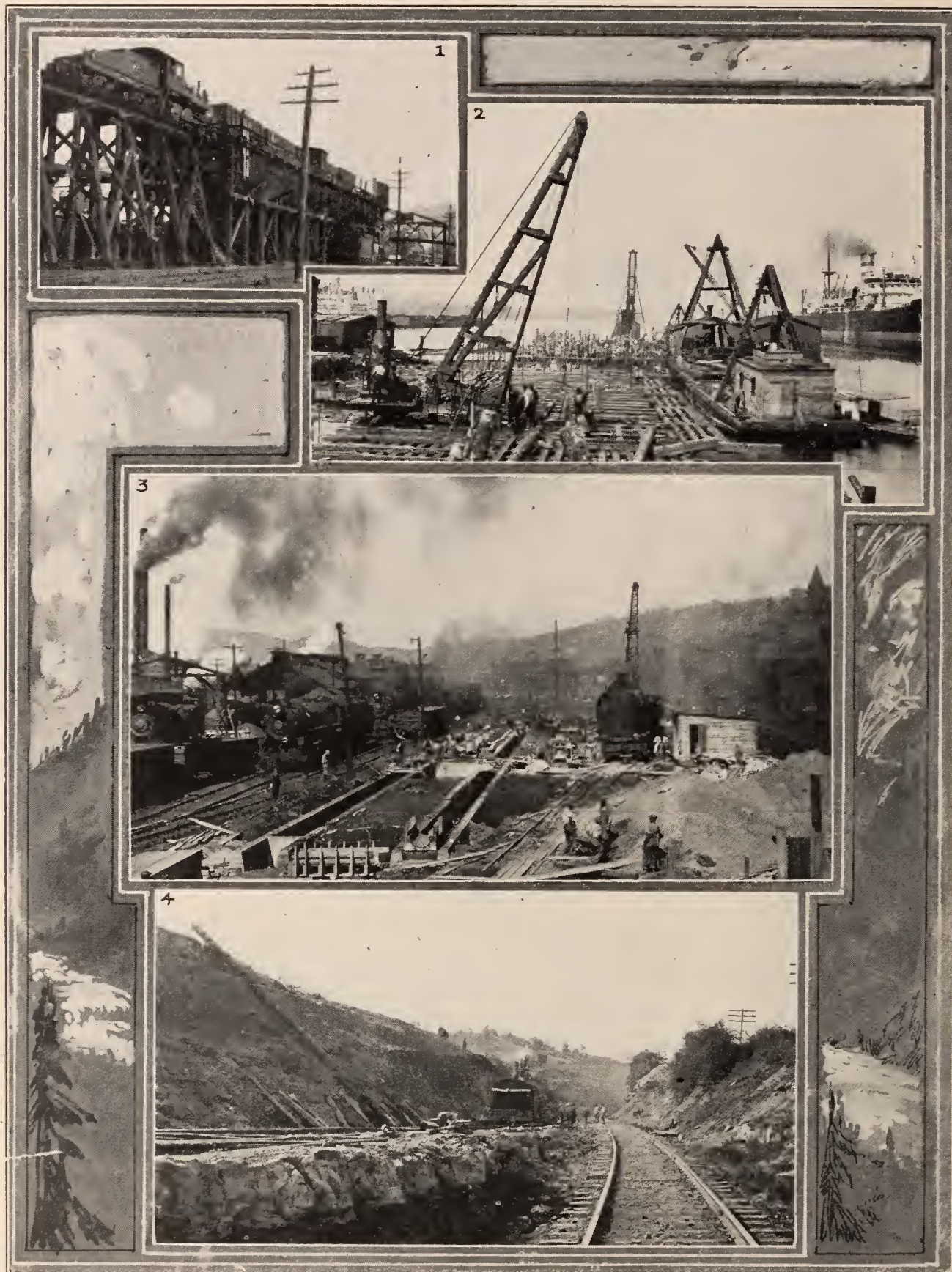
I am taking this opportunity to express to you my most sincere thanks and appreciation of this beautiful memento of a trip over your road and for the many courtesies extended to me by the officers of the Baltimore & Ohio all along the line.

I had a wonderful year as the Imperial Potentate and traveled over your road several times and I have always been received with courtesy and kindness everywhere I went and I want you to know that I appreciate these attentions. Again thanking you and assuring you that this will be cherished and filed away among my archives as the bright spots in my trip and with good wishes to you and your road, I remain,

Sincerely yours,

James S. McCandless.





PICTURES OF SOME OF THE ROAD IMPROVEMENTS ON THE BALTIMORE AND OHIO IN 1923, THE COST OF WHICH WILL TOTAL ABOUT \$23,000,000.00

1. The old coal tipple, Grafton, being removed to be replaced by a modern coaling plant.
2. Progress of the work on Piers, Grain Elevator, etc., at Locust Point.
3. Excavations for new ash pits, etc., at Grafton, W. Va.
4. Construction of additional track near Brydon, W. Va.



# Over \$22,000,000 Being Spent on Road Improvements by the Baltimore and Ohio This Year

THE road improvement program (exclusive of purchases of engines, cars, etc.) of the Baltimore and Ohio for the current year, is one of the most extensive undertaken in its history. The work now under way, or soon to be started, will, when completed, cost over \$22,000,000.00.

Among the items of special interest in the improvement program are the following:

Grain Elevator, Locust Point, and Pier 3, at the same place, which were described in the *MARCH MAGAZINE*.

Improvements to 33rd Street Freight House, Pittsburgh, and to freight facilities at Toledo, Sandusky, Georgetown and many other stations.

Installation of water treating plants, Toledo Division.

Tracks between Millvale and Etna, Penna., being elevated to obviate necessity of using track of another railroad, and to eliminate interference with other traffic.

Construction of additional track, Brydon, W. Va., to Flemington, W. Va., Monongah Division.

A large amount of new rail and track fastenings for various points.

Renewal of obsolete and light bridges which are inadequate for present heavy power. Among the most important are those at the Little Kanawha, Parkersburg, those on the W. P. & B. Branch, Pittsburgh Division, those between Brooklyn Junction and Wheeling, and between Brooklyn Junction and Parkersburg. Bridges between Somerset and Jerome Junction are being reinforced, and those on the Morgantown and Kingwood Branch have already been strengthened. Bridges on the Washington County Branch and on the O. L. & K. Branch have been strengthened for the use of heavy power.

New 100-foot turntable at Lima, Ohio.

Elimination of grade crossings at Martinsburg, W. Va., Stepney, Md., Feltonville, Pa., Salisbury Junction, Pa., and East St. Louis, Ill.

Improvement of numerous shops and engine terminals.

New office building, Mount Clare, to replace one destroyed by fire.

Old incline coaling tippie, Grafton, W. Va., removed and to be replaced with modern coaling stations. New ash pits, work pits, etc., will also be constructed at Grafton.

New work pits, Keyser, W. Va.

Engine house, Ivorydale, being extended to permit handling of class "S" engines.

New and improved shop and machine tools in numerous shops.

Signalling apparatus and telephone lines are being improved and extended, including extension of interlocking at Elsmere Junction. Additions or extensions to present telephone lines have been completed or are being made on the Cumberland, Connellsville, Pittsburgh, Monongah, Charleston, Akron and St. Louis Divisions.

New passenger stations at Gallipolis, W. Va., and Callery, Pa.

Additional retort at Green Spring Tie Treating Plant.

A summary of the cost of the improvements is as follows:

Freight Stations and Terminals.....	\$8,768,544
Yard, Track and other Road Facilities.....	8,258,015
Bridges.....	3,688,840
Shops, Engine Terminals and Tools.....	1,120,962
Signals and Telephone Lines.....	105,077
Miscellaneous.....	449,196
	<hr/>
	\$22,390,634

This is in addition to the following motive power purchases being made this year:

Freight cars.....	\$17,250,174
Locomotives.....	5,919,150
Passenger cars.....	633,075
	<hr/>
	\$23,802,399

Most of the "road" improvements shown, it will be noted, are in construction work which will increase our facilities and make it possible for us to do our work more efficiently and economically. When you build a bridge which will handle heavier power, it means larger tonnage trains and less cost per ton to haul. When you increase your second track, as we are doing in the Brydon improvement, it means quicker dispatchments and fewer delays in meeting trains. When you enlarge and improve freight house facilities, you make work easier and quicker for your forces and you increase your business by being able to give better service. Etc., etc.

There are improvements almost without number that the Baltimore

and Ohio would like to make right away to being about similar economies. The question always is, "Which is the most important—which will return the most in better service and larger economy." For in return for the dollars that go into such improvements must always be calculated the dollars that will come back in savings.

Many needed improvements on the Road cannot be paid for out of borrowed or "New" moneys because they will not "pay for themselves." When you paint a building, it costs money, but it does not increase the returns that the building brings in revenue. Other such non-revenue producing improvements are, generally speaking, new or enlarged passenger stations, especially at non-competitive points, improvements along the right of way to make the road scenically more attractive from the passenger standpoint, and elimination of grade crossings, the expense of which is often greater than the return in savings. Such improvements have to be paid for out of current income and make it most desirable that the Company earn enough to be able constantly to invest current funds so as to keep the property in good condition and make it up-to-date, well maintained and prosperous looking.

## Superintendent Urges Use of Prospective Business Card

SUPT. IAMS, Ohio Division, made a good move on August 6 when he issued a bulletin for posting on his division, calling attention of employees to the prospective business cards being inserted in the *MAGAZINE* and suggesting that every employee can use this card to secure additional freight and passengers for the Railroad.

This is a good illustration of Baltimore and Ohio teamwork. No matter how good an idea may be, it takes push to put it across. Records of the past two or three years show the whole-hearted interest of many employees in securing business for the Railroad. This shows what can be done. What will be done depends upon the amount of teamwork and interest similar to that so well illustrated by Superintendent Iams.

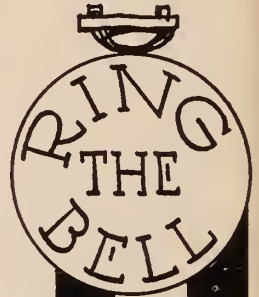


# August Actual Car Miles Show Car Bogie is Slipping. October

Actual Record, August, Excluding Bad Order Cars

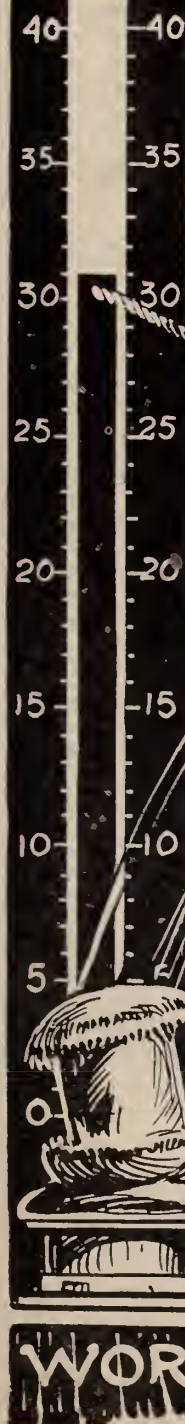
Eastern Lines	-	-	-	-	-	-	-	31.0 Miles per Car per Day
Western Lines	-	-	-	-	-	-	-	30.6 Miles per Car per Day
System	-	-	-	-	-	-	-	30.8 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	ESTIMATED—WEEKS OF,			
			September, 1923			
			1-7	8-14	15-21	22-30
New Castle.....	46.8	4-21-23	30.5	35.0	35.7	33.7
Cleveland.....	35.1	10-14-20	25.4	26.5	25.8	25.5
Newark.....	47.0	4-30-12	23.9	24.6	22.4	24.9
Chicago.....	51.4	4-14-23	39.6	39.8	42.7	40.9
N. W. District.....	39.0	4-14-23	30.6	32.5	32.1	31.9
Ohio.....	81.2	4-21-16	56.5	56.2	57.0	59.0
Indiana.....	33.6	2-21-20	29.3	27.5	27.9	27.2
Illinois.....	34.0	9- 7-16	26.0	26.7	25.5	24.4
Toledo.....	31.9	12- 7-20	27.4	27.2	28.1	27.9
S. W. District.....	33.0	10-21-20	30.8	30.2	30.6	30.4
Western Lines.....	35.3	5- 7-23	30.7	31.5	31.4	31.2
System.....	34.7	4-21-23	30.4	31.5	31.4	30.8





# Eastern Lines Still Ahead. Surplus Should Wipe Him Off the Sheet!



EASTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	ESTIMATED—WEEKS OF			
			September, 1923			
			1-7	8-14	15-21	22-30
Philadelphia.....	80.2	6-30-15	51.4	59.2	66.9	63.7
Baltimore.....	19.2	11-21-13	16.2	17.6	17.9	17.1
Shenandoah.....	29.8	1-21-14	17.5	16.7	16.4	14.0
Cumberland—East.....	103.3	5-14-23	78.6	84.2	73.9	75.2
Cumberland—West.....	94.3	6-21-23	64.4	66.5	75.8	88.8
M. & K. Branch.....	18.7	11-7-22	12.6	13.3	12.5	10.1
Cumberland—Total.....	91.4	5-14-23	70.5	74.3	71.6	75.4
Maryland District.....	45.7	7-21-23	40.4	44.1	43.9	42.3
Monongah.....	21.5	5-7-23	16.7	16.2	15.8	14.3
Wheeling.....	20.3	8-7-20	12.9	13.9	14.4	13.2
Ohio River.....	44.7	6-7-16	40.2	38.8	37.3	31.0
Charleston.....	21.7	6-7-23	16.1	19.1	14.2	12.5
West Virginia District.....	21.0	5-7-23	16.1	16.6	16.3	14.7
Connellsville.....	44.4	4-7-23	30.1	30.6	28.5	30.7
Pittsburgh.....	48.5	4-7-23	35.5	34.6	39.1	41.3
Pennsylvania District.....	46.3	4-7-23	32.8	32.6	33.5	36.1
Eastern Lines.....	34.9	5-14-23	30.1	31.3	31.4	30.3





THE World War left a heritage of conditions and questions which affect the relations of the great civilized powers and involve the peace of the world. The peace of the world, at this time, worn to exhaustion as the world is by the wastage in life and treasure of war, involves the future political organization of nations and perhaps the future of what we know as civilization. The glory that was Greece and the strength that was Rome disappeared before less obvious and menacing conditions than now threaten the countries of Western Europe. These conditions centre around three problems: German debts to the allies, the inter-allied debts and continental security against aggressive or impulsive war.

What can Germany pay and what will be the consequences of making her pay more or less?

Can the allies pay the war debts they contracted to one another and what political, economic and social consequences are involved in collecting rather than cancelling these obligations?

How shall the nations of the continent be so assured against aggression growing out of nationalistic aspiration, a spirit of revenge or commercial rivalry for preferential access to the natural resources of the world, that they will gradually lessen the intolerable burden of competitive armament?

The Ruhr involves all of these questions, and French and British policy can only be understood by keeping them in mind.

Whether the French occupation of the Ruhr is technically legal is a matter of no consequence. The question will never be submitted to any tribunal for decision and opinion will continue to differ about it largely as peoples' views differ on what is best for the world's hope of recovery.

The French occupied the Ruhr professedly to force the payment of reparations, though the amount of reparations to be ultimately paid by Germany has never been fixed and at the time of the occupation Germany was only about 8% in default of the payments then deemed due. The ability of France to pay her debts to the allies is, of course, bound up with the payments she receives as reparations. At one time France agreed to accept about thirty-four billion gold marks as pay-

# The Ruhr

By NEWTON D. BAKER

*Formerly Secretary of War*

(In "Trade Winds")

ment in full from Germany. Now she states her minimum to be twenty-six billion goldmarks plus what she owes to England and the United States, an aggregate of fifty-three billion gold marks. Meantime, it must be remembered that throughout the Versailles Conference, France demanded the left bank of the Rhine as essential to her military security. She wanted a river frontier which she could fortify. Her demand on this subject was met with the proposed treaty of guaranty by which England and the United States were to go to her assistance in the event of German aggression. In other words, it was recognized that the incorporation of the German Rhine peoples into France would merely hang another Alsace-Lorraine question over the head of Europe to be fought out some day, yet that France reasonably demanded security from a continuance of the "German peril" which had existed since 1871 and caused fabulous defensive military expenditures.

But the United States not only did not ratify the Treaty of Guaranty but did not even ratify the Treaty of Versailles. French statesmanship has, therefore, had to deal single

handed, both with the question of reparations, involving the reconstruction of the devastated district and the internal and external war debt and the question of security for France without either the left bank of the Rhine or the Treaty of Guaranty.

Just how much of France's action in the Ruhr is dictated by reparations and how much by the question of security, perhaps even the French themselves do not know. I, personally, believe that if Germany had in hand fifty-three billion or any other number of gold marks and offered them to France, the French would find some reason for not taking them, or at least not evacuating the Ruhr, until the question of security was settled to her satisfaction. Meanwhile, the grip of France on the industrial resources of Germany while producing little for France is slowly strangling Germany, and one or the other of two things must happen in the near future: either an international and comprehensive settlement of the whole question will be made or Prussia will go bolshevik and join Soviet Russia in a mutually defensive and possibly offensive alliance. In the latter case, Bavaria would probably separate from Prussia and, with French aid, try to resist the bolshevik onslaught. The French circle about Prussia would then be Poland, the little entente, Bavaria and Belgium, an adequate defense against Prussia under normal circumstances, but whether adequate against a red Prussia and a red Russia, only rivers of blood could tell.

In the meantime, the English devastated region is two million idle workmen, who are living now on an unemployment dole, which keeps them idle and discontented. Work for the idle can be found only by a restoration of trade and that can come only with financial and economic security in Europe, and, by example and influence, in the rest of the world. The British, therefore, care little about European security—in the French sense—and relatively little about reparations and interallied debts. They prefer to collect, if they can, enough to balance the heavy obligation assumed in the settlement of their debt to us, but even that is secondary to a restoration of order and political stability which will open up the channels of trade and financial confidence, which will give her a market



Newton Diehl Baker



and international moneys which she can afford to take in exchange for the labor of her workmen.

There is thus a complete difference in interest and emphasis in the two points of view which so far the French and British have been unable to reconcile.

Belgium, having had a preferential position assigned her, has received about three-fourths of her reparations, but she adheres to France because of the security question and for other reasons. Italy is too much involved to play umpire and too much absorbed in her own problems to risk throwing her weight decisively either way.

The world must, therefore, watch and wait the slow evolution of these tragic conflicts. The forests of international wealth and good will are in flames and the little weapons of diplomacy and mediation are beating wildly here and there but the conflagration is driving them back. Literally, no one can say what a day may bring forth. There is some hope in the fact that the

## Newton Diehl Baker

Newton Diehl Baker, ex-secretary of War, was born in Martinsburg, W. Va., on December 3, 1871, the son of Newton Diehl and Mary Dukehart Baker. He was graduated from the Public High School at Martinsburg and received his B. A. degree from Johns Hopkins University in 1892. His L. L. B. degree was received from Washington and Lee University.

On July 5, 1902 he was married to Miss Elizabeth Leopold, of Pottstown, Pa. During 1896 and 1897 Mr. Baker served as private secretary to Postmaster General Wilson. He began to practice law at Martinsburg in 1897. He became city solicitor of Cleveland, Ohio in 1902 and served in this capacity for ten years. He was mayor of Cleveland for the terms 1912-1914 and 1914-1916. On March 7, 1916 he was appointed Secretary of War by President Wilson; in this capacity he served until March 4, 1921. In March, 1921 he was appointed commanding colonel, Officers' Reserve Corps.

Mr. Baker is now a member of the law firm of Baker, Hostetler and Sidlo, of Cleveland, Ohio. He is known personally by many of our employes in Martinsburg and by other men in our train service who have met him on his frequent trips over the Baltimore and Ohio.

British and French are now talking in the open. The Pope is interested and the League of Nations grows daily

stronger because of its success in lesser matters, Lord Robert Cecil now represents England in the League—all these things are hopeful; but as yet no world brain or world heart has generated an idea or a pity big enough to save the situation. We can only watch and pray.

## Friends Everywhere

MR. ERNEST KEMP is a member of the builders' supply firm of Kemp and Jackson in Baltimore. He knows many Baltimore and Ohio people and always routes his freight Baltimore and Ohio, if he can. He likes the people and the service.

Recently one of his manufacturers came to Baltimore from Chicago via competing road and expected to return that way. But he did not. Mr. Kemp told him about the Capitol Limited and several days later he received a letter from the man in Chicago, with

the following postscript:

"You can tell your Baltimore and Ohio friends that the Capitol Limited is a very good train and that it equals anything I have ridden on in the United States. As a Baltimore and Ohio booster you will be glad to know this."

Friends everywhere!

And a friend that gets a friend to ride the Friendly Road makes more friends. Be friendly, be obliging, be courteous! Be on the lookout for opportunities like this one to make more friends for the friendly Road!



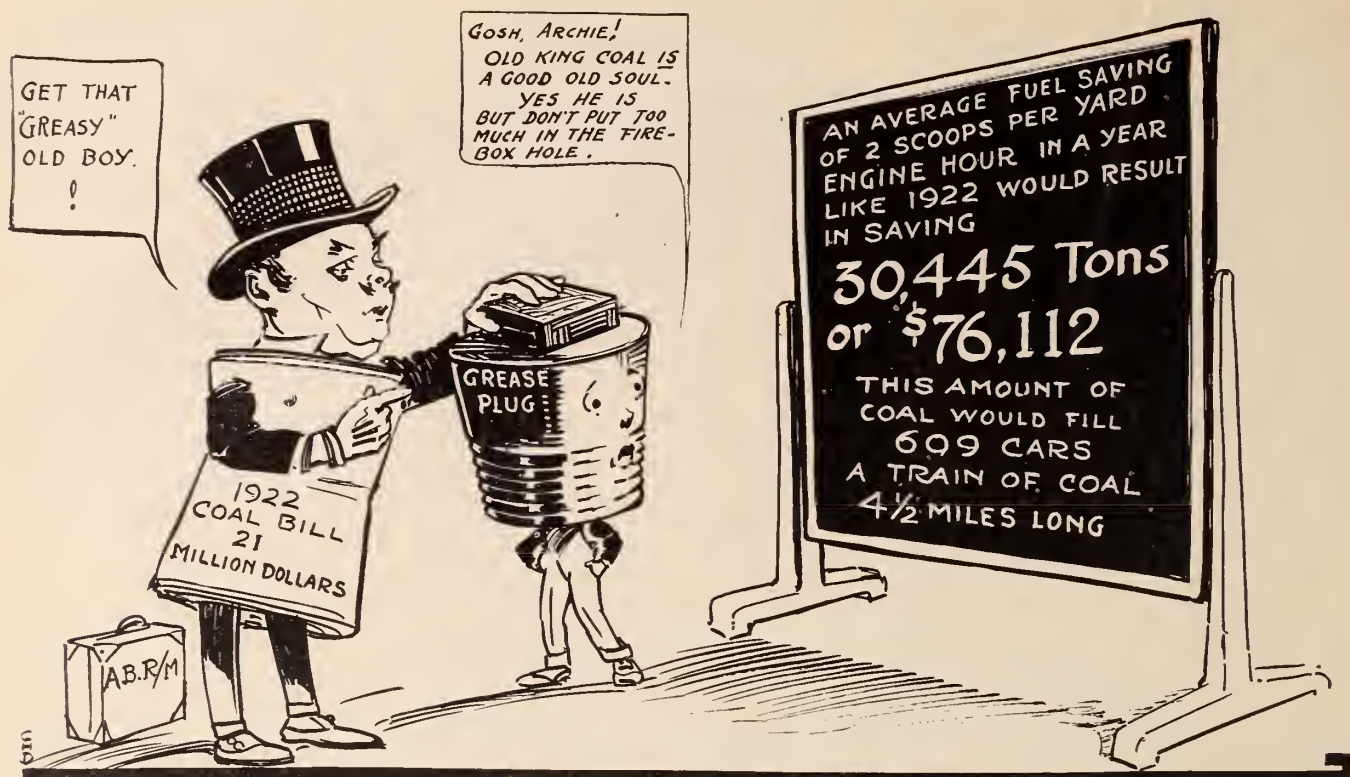
Cuts by courtesy of "Trade Winds"

Above: The French Occupation of the Ruhr

Right: French troops on guard while their comrades load coal blocks in the Ruhr District







## The Coal Bill and the Yard Engine Hour

**EDITOR'S NOTE:** (In a weak moment the Boss gave Archie a vacation. On his way back from Atlantic City, Archie talked to one of our yard engineers, who said to him, "How come, Arch, you talked about Passenger Car Miles and Gross Ton Miles—concerning the passenger and freight enginemen, but you overlooked one awful big item, the pounds of coal burned per yard engine hour, which concerns the yard enginemen." This conversation occurred just before Archie met Grease Plug, as described on the opposite page, and the following from Archie should answer the engineer's objection.)

A Yard Engine worked one hour equals one Yard Engine Hour (Y.E.H.).

If a yard engine burns three tons of coal during an eight hour trick, the fuel consumption would be 750 pounds per Y. E. H.

If two scoops less per hour were used during an eight-hour trick, the fuel consumption would be 5760 pounds, or 720 pounds per Y. E. H.

We have endeavored to show you by illustration just what fuel consumption Pounds Per Passenger Car Mile (P.C.M.), Pounds per 1000 Gross Ton Miles (G.T.M.) and Pounds per Yard Engine Hour (Y.E.H.) mean in money value to the Baltimore and Ohio. Also what they mean in economic advantage to the country at large by the diverting of this extra money spent for coal purchases to labor and equipment purchases. Finally, Mr. Fireman, make no mistake about it—SOMEBODY'S BACK BENDS AND SOMEBODY'S MUSCLES ARE STRAINED TO PUT THOSE EXTRA TONS OF COAL INTO THE FIREBOX.

Here then is the point of attack—CUT THE COAL BILL by reducing the consumption per P.C.M., per G.T.M. and per Y.E.H. HERE'S THE PLAN—ROADMEN—A SCOOP LESS PER MILE—YARDMEN—TWO SCOOPS LESS PER HOUR.

Save Two Scoops an Hour—It Can be Done!



# Archie Brick Tries to Enter the Beauty Contest at Atlantic City. He Meets Mr. Grease Plug

Yes fellows, it's true—The boss gave me a vacation—He said he needed a rest. Well anyhow, I went to Atlantic City and reading about the Beauty Contest in the papers, I thought I would enter as the Baltimore and Ohio Candidate. When I went up to the man in charge to register, he said, "Well, what do you want" I said "I come to enter for the Beauty contest" He said "you can't," I said "why not"



Needing a rest the boss gives Archie his vacation.

He said "you are barred on account of your sects" "Why, you poor boob" says I, "you don't even know whether I am a Mohamedan or a Baptist" Says he, "You poor fish, don't you know that this is for Ladies only" I said I did not, but if that was the case I would withdraw if he would let me look on—He said sure and he handed me a pair of sun glasses—I needed 'em all right. There was all kinds of them fellows



Archie arrives at Atlantic City—

—everything from Mallets down to dinkys. But first I want to tell you that I was more interested in seeing the Board Walk—I heard so much about the Board Walk that I wanted to see it for myself, so I says to a fellow at the station, "Say Brother, where does this Board Walk anyhow" He looks at me a minute or two kind of funny—I believe he thought I was kidding him—then he says "Where the Ocean Waves"



and tries to see the board "walk"—

and I says "Oh, and where might that be," and he says, "You'll Sea" then finally he says, turn to the left and walk two blocks. So I did—but I'll give you my word fellows, that Board never stirred, because I watched it for three whole days.

Anyhow, that wasn't what I started out to tell you—I'll pass over the parade, it



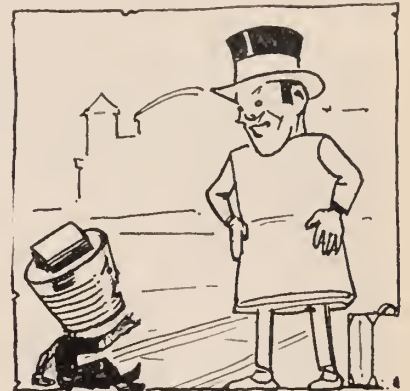
and enter the Beauty Contest—

was some parade at that. About the only thing worth telling about was how they dressed the women up—but I guess I won't tell you that either—there was very little to it. Anyhow, when I was coming back and got into Philadelphia just as I was getting off the car, I heard a weak voice calling—"Pick me up—Pick me up"



but finds solace in looking them over.

I looked all around and finally I located the noise coming from the middle of the track. Durned if it was not my old friend "Grease Plug" Says I, "Are you on your vacation too" Says he, Vacation nothing I got a serew loose and fell off engine umpty steen" I said, "is that so" and he says "Yes, and for the love of Mike don't stand there looking at me all day, but take me down to the shop—don't you know I've got a leak



"Durned if it was not my old friend, 'Grease Plug.' "

to stop" "I said, sure Greasy, I'll take you down" As we were going down the track arm in arm, who should we meet but one of our old friends the "Yard Engineer" So he springs this stuff about me giving him a raw deal by not writing up the yard service, and Grease Plug says, "Sure Archie, why don't you, and put me in it—I might get a regular job on the MAGAZINE" I said "nothing stirring Greasy old boy, you



"Whom should we meet but the Yard Engineer."

got a leak to stop on engine umpty steen," besides one like me is enough on any MAGAZINE, but I'll let you fill in when there is a hole to fill up" He said, "Gee whiz—No matter what I do, I am always filling up some hole, but I'm glad at that for that is one good way to stop a leak—all the same Arch I think I'll stick right on my own job—stopping that leak on engine umpty steen"



# *Bollman Trusses on Valley of Virginia Branch Will soon be Memories*

*by Philip George Lang, Jr.  
Engineer of Bridges*

THE reconstruction of three bridges on the Valley Railroad of Virginia, now in progress, which involves the replacement of Bollman trusses with deck plate girder spans, constitutes another step in the gradual disappearance of a bridge type, once widely used for the support of railroad traffic, but rendered obsolete by modern conditions. The bridges in question are identified in the Company's records as Nos. 117, 120 and 129, located at Mount Crawford, Cave Station and Verona, Va., respectively. The Bollman trusses concerned range in length between 65 and 150 feet. The original masonry piers and abutments, now about fifty years old, are still in excellent condition, and, with slight modifications to adapt them to the new steel superstructures, will be continued in use.

## **Bollman Was Our Master of Road**

The old spans in these bridges were designed in accordance with a form of truss developed and patented by the late Wendall Bollman, a resident of Baltimore, for eighteen years connected with the Baltimore and Ohio Railroad personnel and for ten years its master of road. During the latter portion of Mr. Bollman's life, and due largely to his genius, Baltimore enjoyed a measure of distinction as

an important center for the fabrication of metallic bridges. The products of the Patapsco Bridge and Iron Works, Clinton Street and Second Avenue, Canton, of which he was president, and those of the Baltimore Bridge Company, were extensively used throughout the United States, and shipped to numerous foreign points.

## **Probably Built at Mt. Clare**

Although, in consequence of the age of the three bridges now being replaced, accurate records covering the circumstances of their fabrication and erection are no longer available, there is strong reason to believe that the spans in Bridge 117, crossing the North River west of Mount Crawford were constructed in the Baltimore and Ohio Railroad Company's bridge shop, then located at Mount Clare, Baltimore. It is possible that the spans used at the other two crossings were made at the same point, although there is equal probability that they were fabricated at the plant of the Patapsco Bridge and Iron Works, Canton, Md.

Wrought and cast iron were used in these bridges. They were built in 1872 and 1873, and completed in the latter year. Their replacement, after fifty years continuous service, is not due to actual deterioration of the

metallic parts, but to the changing character of railroad equipment which, in our day, far exceeds in weight and severity of effect on bridges the rolling stock and motive power of the 70's. The fact that it has been possible to maintain these bridges in service until this time, and the preservation of their life and utility under conditions which the designers could have had no conception of, are high tributes to the sturdiness of this type of truss, the excellence of the workmanship and materials represented in the complete structures.

These vanishing examples of early bridge design for railroad superstructures, merit an honorable place as representatives of an important chapter in the evolution of the modern railroad bridge, and constitute an enduring monument of the ingenious and satisfactory manner in which a past generation of railroad builders encountered and solved the problems of their day.

It is interesting to recall that these structures were built under direction of J. L. Randolph, chief engineer, Baltimore and Ohio Railroad, from 1863 to 1883, and in one pier of each bridge there was inserted a marble stone bearing the inscription "J. L. Randolph, Chief Engineer—1873."

The erection of the new bridges is





Bridge No. 129, Valley Railroad of Virginia, Baltimore Division West End, Verona, Va.

progressing rapidly; each week one old span is removed and two new deck plate girder spans substituted, without interference with traffic.

The Valley of Virginia is always beautiful, especially at this harvest season of the year when its thousands upon thousands of apple trees are

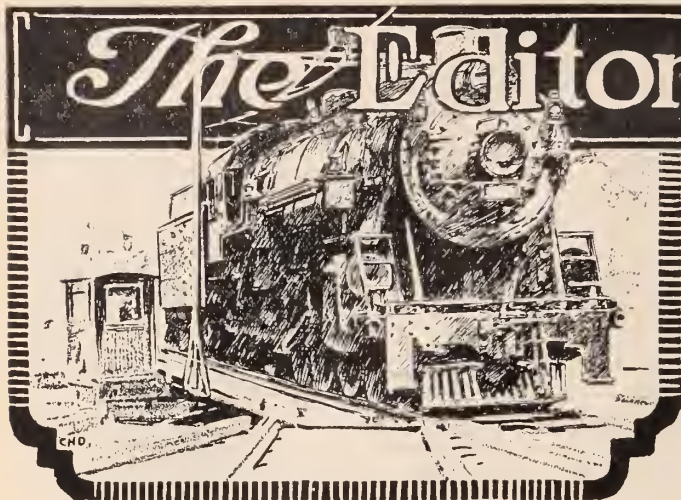
hanging heavy with fruit, and a visitor now may not only see Nature resplendent but also get a last peek at these old Bollman Trusses.



Bridge No. 120, Valley Railroad of Virginia, Baltimore Division West End, Cane Station, Va.



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

OFFICE: Mt. Royal Station, Baltimore, Md.

ROBERT M. VAN SANT, *Editor*  
 MARGARET TALBOTT STEVENS, *Associate Editor*  
 M. W. JONES, *Assistant Editor*  
 CHARLES H. DICKSON, *Art Editor*  
 HERBERT D. STITT, *Staff Artist*  
 GEORGE B. LUCKEY, *Staff Photographer*

### One Man Power

A large railroad company covers a lot of territory, and it employs many thousands of men. BUT—the average person will form his conception of that company often through one individual. This individual may be a trucker in a freight house, a clerk in an information bureau, an agent in a small country station, a brakeman on a passenger train, or any one of the dozens of employees with whom patrons come in contact.

If the one employe is discourteous or inefficient, then it will take a tremendous amount of efficiency, courtesy and kindness on the part of many to overcome the bad impression given by the one who either didn't care or didn't think what the result of his discourtesy would be.

COURTESY pays, not only for a little while, but every day and every minute of the day, whether in your office, on the line or at home. DISCOURTESY drives away patronage from the railroad, as it does in the grocery or dry goods store.

### Signs of Shiftlessness

What an indelible mark of shiftlessness it is, to see, as you walk through certain quarters of our great cities, the front doors of the houses standing open. Glimpses inside picture long, unswept hallways, dirty walls, and insanitary and unpleasant conditions generally.

Such also is the impression which a good operating man on a railroad, or even an observant traveler, gets of the road whose car doors in the long trains of empties are open. And with every impression that is given that a railroad is not a well kept, neat property, it drops that much in the esteem of the general public. The impression may hardly be a conscious one, but it is there just the same.

The MAGAZINE recently pictured a train showing a number of these empties with their doors open, and from cut the doors reached long, powerful, muscular human arms gripping the ground as the train went along and giving good pictorial representation of the fact that

it takes about twenty per cent. more power to pull a box car with its doors open than it does if the doors are closed. That is the economy or efficiency side of the problem—certainly important enough to make every yardmaster and employe handling empty cars on the Road, want to see that the doors are closed.

### Blindness

Five blind Hindus were brought to an elephant and told to describe him.

The first felt his tusks and said: "An elephant is like a war horn, hard and pointed."

The second felt his ear and said: "Oh, no! He is like a great wallet, in which one could keep all his wealth."

The third had seized the elephant's trunk. "Why," he said, "surely the elephant is like the young sapling—round and pliable."

Here the fourth, who had felt the flat hard sides of the patient animal, cut in. "He seems more like a fence to me—a great high fence, bulging with age."

"No, no," said the last blind Hindu, "all of you are wrong." Carefully he felt of the squirming tail once more. "The elephant is like a snake or an eel—wiggly and elusive."

With a snort of disgust the lumbering animal left the group, and for all we know these five blind Hindus may still be wrangling about the proper description of the patient beast of burden.

Many times, I too, am sightless. I gather a few facts about a topic, and then feel sure that I know all about it. I ram my ideas into my friend's protesting brain. I am indignant at his lack of knowledge on the subject at hand. His ignorance appalls me. I leave him serenely confident of my superior wisdom.

I confess it. Sometimes I am a blind, blind Hindu.

How about you?—*The Atlantic Reflector.*

### Compensations

This editorial was thought out on a Pullman sleeper and penciled in a notebook the morning after. A Pullman sleeper is a good place to think, as you usually fail to go to sleep immediately.

As we lay in an upper berth, the thought came to us that everything has its compensations.

Practically everybody tries to get a lower berth; but when the lowers are gone, somebody must take the uppers. Next time it happens to you, reflect on these facts:

The upper berth is further from the wheels, in consequence of which you get less of the vibration. It is further from the windows, by reason of which you get less of the dirt. It is nearer to the electric fan attached to the ceiling. Also, in an upper berth you never have the uncomfortable feeling that the fellow upstairs is going to fall through on you.

There are probably other desirable features about an upper berth, but we felt so pleased about the few we figured out that we dropped off into contented sleep.

The point of this whole recital is, of course, that if you can't have the exact thing you want, you can always find a lot of nice things about the thing you can have.

—*The Transmitter.*



# Homilies of the Hudson

## The Tell-Tale Tune

A procession headed by a hearse preceded by a brass band has just passed my window. The "music" was more noisy than tuneful and the thought intruded itself as it has before, that the thing was savage and incongruous, as out of place as would be an organ in a jazz-joint. There followed behind the hearse five carriages filled with flowers and a long line of "mourners." The whole ostentatious show was of no consequence and did not produce any effect on the central figure, in the hearse. Why, then?

I would like to slide over the margin with the strains of Carrie Bond's "End of a Perfect Day" lightly agitating my tympanum and carrying its musical appeal to my last consciousness before "taps"; and have Mendelsohn's "Spring Song" greet my first consciousness at the succeeding reveille.

A brass band, with drum and cymbal after the final stop? Brrrr!

*(Editor's Note: Which shows again that there is no accounting for tastes! Our friendly Philosopher of the Hudson, whose "taste" is expressed above, confided in the June issue that he was born in Sweden, one of the Scandinavian countries famous for the rugged men and music it produces. Its most famous recent composer was Edward Grieg, whose name would forever be illustrious for his Peer Gynt Suite alone, one part of which is called "The Death of Asa," mysterious, fascinating—a perfect musical shroud for the departing spirit. With this thing, reeking with the Scandinavian atmosphere, in his very blood, we wonder how Mr. N. could be happy with any less rugged strain.)*

Speaking of brass bands, I venture to suggest that the one he heard was composed of Italians, that it was an Italian funeral, and that they were playing Chopin's "Funeral March." Chopin was not an Italian but he certainly knew their temperament, and for sheer depth of despair followed by exalted hope for the future, there is nothing like his famous dirge.

It is well, however, as Mr. Newman has often reminded us, to have a liberal taste, for there are few who can choose what the tune shall be!

## Push or Brass

Lack of consideration for others, and disregard of their comfort and of the universal laws of comity, produce—"brass." Brazen impudence may be the result of the "atmosphere," influencing the growth of the young, or it may be a by-product of self-sufficiency and assertiveness. Here in N. Y. we are so used to it in our daily commingling with the world that we do not pay much attention to it. We call it "nerve." "Some nerve!" is often an exclamation of surprise mixed with admiration. Of course, if we are brought face to face with it ourselves, personally, it is different; then we feel aggrieved and resentful.

Upon all who have travelled, and observed, the "odious comparison" has most convincingly forced itself that nowhere in the wide world is this acquisition so well developed and common as in our beloved "Noo Yowk," where the art of how to behave is nearly as lost as yesterday. Politeness is subjected to ridicule and derision. Everywhere in public this impudence asserts itself. Pushing, elbowing and clawing for



precedence, to obtain an unfair advantage over others, is resorted to by everybody; hence nobody has a right to complain; and hence the often remarked and boasted "good nature" of the New York crowds.

The fellows that sit in the cars with legs outstretched, allowing us to step over them, and those that expectorate out of the windows of moving cars regardless of the passenger at the next open window, are common nuisances. But there are worse examples of "brass." I have seen a young woman in a car, in close embrace of a male companion, and both of them resting their feet in the vis-a-vis seat, regardless of the fact that several people were standing, until one, with less patience than the rest, pulled the legs down with the crook of his umbrella.

On the sidewalks in the market district, where the commission merchants "own them," I have seen a colored gentleman run a handtruck loaded with bags of onions over the foot of a pedestrian and, instead of apologizing, offer to fight him for being a fool. And on the beaches not long ago, I saw a ruffian run down a two year old toddler, filling her eyes and mouth with sand, and then stop to abuse the frightened mother for not "keeping the kid by her."

This is all New York "push." The obvious answer of a New Yorker to the foregoing naturally is: "If you don't like 'Noo Yowk' get to h—out of it." But I am not finding fault with New York. I am only calling attention to one of its "peculiarities." I like N. Y. and boost its many wonders.

There is another sort of "nerve" that may be excusable because it has an object, such as is displayed by book and other peddlars, "go-getters," and evidenced in a letter, just passed to me for attention. It bears the heading of an employment bureau and is in regard to a man seeking employment and giving this office for "reference." It is a questionnaire and the list of questions numbers twenty-three, among which, in addition to the reasonable inquiries relative to the applicant's occupation, length of service and ability, are imposed the following, each question separate and with space for reply:—"Is he honest,"—"truthful,"—"loyal,"—"prompt,"—"punctual,"—"dependable?" Then follows questions regarding his "personal appearance," "habits" and vices: "Does he gamble,"—"smoke,"—"drink?" Finally a list of his relatives and his former employers is requested. "Some nerve!" Is it not an impertinence and imposition to submit such a questionnaire to a business office and expect it answered. Only the applicant's own conscience knows the answers to the queer queries.





THEY'RE HELPING MAINTAIN THE CAPITOL LIMITED'S ALREADY DISTINGUISHED RECORD

Top row: Pullman Conductor Whitlock and crew. Second row, left to right: Traveling Passenger Agent C. W. Allen; Assistant Station Master C. S. Townsend, Camden; Station Master J. T. Schley, Camden; Car Foreman O. M. Masters. Third row: E. W. Landes, Foreman, Line Gang; Electrician Harry Doyle; Fireman W. L. Glaze and Engineer E. B. Owens (dubbed "Spark Plug" and "Barney Google" by the train crew). Fourth row: Car Repairer L. M. Kube; Foreman F. Sherman, Pullman Department; Car Repairman's Helper Edward Berwinkler. Fifth row: Dining Car Steward Cantrell and crew.



# Only Ten Minutes to Spare!

*The story of a bad night in Signal Tower Z*

Reprinted from the *American Magazine* by courtesy of the author.

HENRY F. PRINGLE

THE wind howled down over the crest of the mountains and threw itself against Signal Tower Z as though it would tumble the flimsy structure into the valley below. March was coming to an end contrary to all tradition. The warmth of spring seemed as distant as in the depth of winter. It had been raining steadily for a week and now it had grown colder. The gale carried a biting chill and a large proportion of sleet with the rain that it swept along.

Tower Z marked the half-way point of a forty-mile spur of the Midland railway, running north into the anthracite coal fields of Pennsylvania. On the 'time tables of the system the spur was known as the Pipestone Branch because of a large mine of that name which stood at its head. A solitary passenger train ran daily in each direction. But the branch was a valuable feeder because of the coal that it carried to the main line. It had but a single track.

Howard Branton, the youthful signalman at Tower Z, shivered a little as the wind made the small room in which he lived and worked tremble. Looking out from the window he was barely able to see the green light of the semaphore which indicated that the track was clear ahead.

"Clear enough!" he muttered to himself as men will who spend a large part of their time alone. "It's clear enough, all right, although it doesn't really make a blamed bit of difference to-night. This is one rotten hole to be stuck away in—nothing to see, nothing to do but wait for No. 3 and No. 6, which usually pass without even whistling. The Division Super doesn't know I'm alive. And they told me railroading was a fine job for a young fellow to work his way up in!"

Branton jabbed savagely at the fire in the old-fashioned stove which served to heat the tower. Youth is the time for companionship, and he was lonely. He had been at Tower Z for more than a year, and to twenty-two a year is a long time. The fact that back in his home town there was a girl named Susan, who had intimated that she could not wait too long, did not add to his patience. Susan had brown eyes and a very modern nature. She felt sure that she saw the world very clearly, and it is certain that she demanded much—but Branton was trying to put Susan out of his mind for the present.

It had been dark two hours now, and No. 6 had gone by at dusk. Unless a string of coal cars came down from the mines there was little chance of additional

work. The coal trains ran on no definite schedule during the night. When enough cars had been filled, the dispatcher at the mine sent along a wire instructing the Tower Z signalman to see that the line was clear. This, in turn, was relayed to Tower W, which stood at the junction with the main line. The principal function of Tower Z was to guard against landslides, and particularly to watch the long trestle which carried the track to the south.

It was just eight o'clock when Branton was summoned to his key by hearing his own call repeated.

"No more freights," said the dots and dashes. "Thought I'd tell you, so you could turn in. It's a rotten night. The rails are coated with ice. Good night."

Branton returned the greeting. He then turned toward his radio receiving set, which had helped to lighten many of the weary hours at the tower. Possibly Susan would be listening to the same concert to-night, he thought, forgetting his determination to think of her but little. The possibility comforted him, however, and he opened an evening paper which the crew of No. 6 had tossed to him and looked for the broadcasting programs from Harrisburg and Pittsburgh.

Outside the storm was increasing in violence. The wind crashed against the sides of the tower with renewed vigor and bent huge trees growing near by almost to the ground. It was a bad night, the worst that Branton had experienced in the course of his year on duty. He was glad that no trains were due. The steady clicking of his telegraph instrument gave assurance, however, that the wires were still in place.

The radio programs that night were about as usual. Branton determined to tune in for the program to be broadcast by a newspaper at Harrisburg. Much was being made of the fact that an opera company was in town that night. Part of the performance was to be sent out into the ether. The twin operas "Pagliacci" and "Cavalleria Rusticana" were to be sung. The tenor in the leading roles, so the account read, was named Signor Sanitelli.

"All right, signor," said Branton to himself as he twirled the wave-length knob on the receiving set. "Show us what you've got."

HE adjusted the ear-piece to his head, as he seldom used the amplifier except when some of the miners or men on the freights stopped in for a brief concert on their way to the junction. The

signalman found that the storm had affected the transmission but little. He listened somewhat impatiently to the bedtime stories, the market reports, and the fashion hints. Then came a series of news dispatches. Among them was one stating that the storm which was raging outside of the tower had covered a large area. Several lives had been lost in neighboring towns and villages. Finally, the voice of the announcer explained that the operatic performance was about to begin.

Branton was amazed at the clearness with which he heard the pure tones of the orchestra as the music started. He lit a pipe and waited for the curtain to go up. Now it seemed as though he were actually in the theatre at Harrisburg. The sound of the storm faded into the background, and the voice of Sanitelli moved him with its beauty. Before he was well aware of the passage of time the opera had ended, and the last notes of the sobbing Pagliacci had died away. Again came the howl of the wind and the tattoo of the sleet against the windows of the tower. The voice of the announcer stated that the usual news dispatches would be broadcasted during the intermission between the two operas. Branton jumped to his feet as the first one sounded to his ears:

Harrisburg, Pennsylvania, March 28 [it said], word has just been received here that fifty-eight men are buried in the Pipestone mine, which is located about fifty miles north of Altoona in the anthracite coal fields.

THE signalman hurried over to his telegraph key after throwing into position his radio amplifier, so that he would not have to depend on the ear-piece. He broke into the circuit and called the junction.

"Haven't heard a word," came back the answer from Tower W after Branton had described the message from the air. "This storm's raising Cain with the wires. I can't get Altoona. How are your own lines?"

"Seem O. K. so far," said Branton. "Let me know if you hear anything. Relief trains may be started out, you know."

The radio was silent for several anxious minutes and then:

Later dispatches state that the officials of the Pipestone mine believe the entombed men have taken refuge in an old shaftway, and that they are alive. The accident was caused by the collapse of No. 1 shaft after an explosion in a passage in which the night shift was working.

The mine owners telephoned to Altoona about fifteen minutes ago [said a still later message]. They ask for assistance in the shape of pulmonologists, doctors, and relief crews.

A dispatch from the Midland railroad officers [droned on the voice] states that a relief train is being manned. The train will consist of a high-speed locomotive and two coaches. It should reach the mine in about two hours.

Branton again rushed to the telegraph key in the corner. Operas, as far as he was concerned, were over for the night. The



relief train would necessarily run over the Pipestone Branch and past his own signal tower. It would follow the main line of the Midland for forty-five miles. This part of the journey should take about an hour. Then would come the switch to the branch on the last leg of the trip. The grade from the junction was a descending one. Here the train could travel from sixty to seventy miles an hour despite the ice on the rails.

"Notice to all signalmen and dispatchers," came a message just as Branton reached his key:

"Special train leaves Altoona at 9.55 Eastern standard time for mine disaster at Pipestone field. Has right of way over all other traffic. Tower man at Z will—"

Here the instrument gave a final click. The signalman tried frantically to get the connection again. But the wires were cold; evidently the lines were down at some point between the chief dispatcher's office at Altoona and Tower Z. He swore to think that the break had occurred just as he was to receive vital instructions. He was glad to remember that his radio set was still, apparently, in working order. At least he would get some idea of what was going on by means of the dispatches which would probably continue from the newspaper office at Harrisburg. The sound of the wind and the storm sent a chill of apprehension down the young man's back.

The broadcaster at Harrisburg sent a final message stating that the special train had just left Altoona and that "with one hundred volunteer workers, ten physicians, and twenty-five nurses, it is now roaring through the storm on its errand of mercy."

A low rumble sounded from the ravine to the south of the signal tower. It was followed by sharp cracks which rose above the turmoil of the storm. Branton, horrified, heard the grinding of timbers and the crash and thunder of tons upon tons of earth in motion. The detonations, which reminded him of artillery fire, first made him think that part of the mountain was bearing down on the tower. He started for the door, but then the sound ceased and only the storm remained.

The signalman glanced in the direction of his telegraph key to see, whether by some miracle, connections had been re-established. But no signal came from the wire. Taking down a flashlight from a shelf he opened the door of the tower and was almost thrown back into the room by the force of the wind. With the gale blowing full in his face, he groped his way down the ice-coated track to the trestle across the ravine, which was about a hundred yards distant. His worst fears were realized. Part of an overhanging bluff had slipped away, due to undermining by the constant rain and the battering of the wind. The near end of the trestle had been crumpled and now lay twisted in the gorge. The

single track of the Pipestone Branch ended in mid-air.

...With one hundred volunteer workers, ten physicians, and twenty-five nurses on board, the special train is now roaring through the rain and wind on its errand of mercy—

THE last dispatch from Harrisburg throbbed through his mind. The special was due at Tower W at the junction within an hour, and once the on-rushing train had turned into the branch line no power on earth could stop it from plunging off the end of the shattered trestle and crashing into the gorge with all on board.

For a moment Branton considered the possibility of building a fire, of burning the signal tower itself, in the hope that the glare against the sky might warn the engineer of the special that disaster lay ahead. Then he remembered that the track curved just before the trestle, and that a steep cliff obscured the view. The special, coasting on the down-grade from the junction, would be running at fearful speed. The signalman again groped his way to the side of the gorge and stood peering into darkness. The nearest bridge was two miles above, and the first house on his side of the canyon even farther. By the time that he could reach a telephone it might be too late. And, besides, the first duty of the tower guard was to remain at his post.

He hurried back to his tiny office, but the wires were still silent. Branton could not get connections in either direction.

The situation, he reflected, was hopeless. A long-abandoned mining company had dammed the stream almost opposite the tower and because of this obstruction a deep body of water, a hundred yards across and a half mile long, had been formed. The trestle was just below the dam. Help might lie across the stream; but Branton had no boat, and he could not swim well enough to get across in that way. The only boat he knew of was moored on the other side. The Fates seemed to have considered every factor and thrown them all against him. Branton knew that to clamber down below the dam would be suicidal, for the precipitous rocks were coated with ice. To go around the headwaters of the dam would take too long. The spring freshets meant that a full head of water was thundering over the dam, so he could not walk across that. And besides, came the ever-present reminder from the code of the tower man: he could not leave his post for more than a very few minutes!

While Branton had been out of the tower, the second of the two operas had started. An audience at the Harrisburg Opera House sat warm and dry and unconcerned while the train rushed on to destruction in an effort to save the entombed miners. The music seemed peculiarly loud, and made him feel the more helpless.

THE signalman was out of breath from his battle with the storm and weary with a feeling of horror that he must stand idly by, powerless to help, when the rushing train crashed off the trestle. Finally he dropped into a chair. In doing so his hand brushed against the knob that controlled the wave-length mechanism. The singing had just started, but instead of the bell-like tones of Signor Sanitelli, a piercing, wailing screech came from the horn.

Branton recalled that on previous occasions the amplifier had given forth loud and raucous tones when the wave-length apparatus had been improperly adjusted. Suddenly he conceived the idea of utilizing the weird sounds.

Only a short distance on the other side of the dam was a house, but it had seemed as remote as the poles, because of the barriers in the way. In it lived a man named Tompkins, a somewhat eccentric character, who had made good in the days when mining had been more of a matter of individual hard work and luck. His home was crude but comfortable and, most important of all, as Branton recalled, he had a telephone, and the telephone wires might still be intact. Moreover, he owned the solitary boat on the other side.

Feverishly Branton took down a coil of double-strand telegraph wire from the wall. He attached the ends to the receiving set and ran headlong into the night, this time with the amplifier in his arms. Unrolling the wire as he went, he hastened along the track to the edge of the gorge. He quickly adjusted the wires to the horn.

"If only Sanitelli will yell his head off now!" he muttered to himself as he dashed back to the tower and twirled the knob on the radio set. Faintly, because of the fact that the wind was blowing against the sound, he heard a wailing and screeching from the horn. The signalman hurried outside again, taking with him two small chairs, a can of kerosene and an armful of dry kindling wood.

Across the water, carried by the gale, the wild sounds from the amplifier swept out into the night. Branton hastily piled his kindling wood on the ground and soaked it with the oil. Using his body to shield the flame of a match from the wind, he ignited the pile, and in a moment flames were leaping ten feet into the air. On the top of the blaze he threw the chairs. He hesitated for a moment to listen, and wished that a more powerful singer had been engaged by the Sanitelli Opera Company, a soprano with a high pitched voice, or Caruso at his best.

"If only Tompkins will come out of his cabin and look across the stream!" cried Branton aloud as if in prayer, as he again returned to his post at the tower. His wires connecting with the outside world were still dead. It seemed as though an hour had passed since he had heard the roar of the landslide. Half afraid, he looked at his watch and was relieved to



find that it was only ten-ten. The special would still be forty-five minutes in reaching the junction. The door of the tower opened and Branton leaped to greet Tompkins, who stood, holding an oar in his hand, dripping with rain and melting sleet and watching him as though convinced of the signalman's insanity.

"What in blazes," he demanded, "is the

"Yes, and you've got to help. Is your 'phone working?"

"It's workin' right enough," said the old man, still puzzled and unimpressed; "but what gets you so het up? Supposin' the durned trestle is down? They ain't no more trains to-night, is there?"

"But there is a train," answered Branton. "There's trouble up at the mines. A

Then tell them to broadcast this message at once, and to wire all other plants to send it out also. And hurry, hurry!"

HE scribbled a message on a telegraph blank and rushed Tompkins, suddenly galvanized to action, out of the door. There was only a chance, a very faint chance, that the plan would work.



Across the water, carried by the gale, the wind sounds from the amplifier swept out into the night

matter with you? I near got drowned crossin' that pond in the storm. But I hears that racket and looks out o' the window, and then I sees your fire. Are you celebratin' a raise in pay or are you drunk?"

"The trestle's down," burst out Branton.

"So that's what happened a little while ago? I thought I heard a lot o' noise."

special's on the way. My wires are down, so that I can't get the junction—I can't get any place at all. The train will start on its way here from Tower W in less than an hour. You're the last chance. Tell the telephone operator to try for Altoona and the junction. If you don't get either, try to get the Westinghouse radio plant at Pittsburgh.

But Tompkins would act swiftly and with intelligence, the signalman knew, for the man had gone through several mine disasters himself, and would be spurred on by the plight of the entombed men.

"I got 'em, boy, I got 'em," came a triumphant call some minutes later from the doorway, and Branton turned from his



still useless telegraph key to grasp the miner's hand.

"Tell me about it," he demanded.

"I gave the girl at the exchange your message," he said. "I said to burn the wires to Pittsburgh. I got the Westinghouse plant inside of three minutes after she'd said the Altoona wires was down and no answer came from the junction.

"I'm talkin' for Tower Z of the Midland-Pipestone Branch," I says to 'em. 'They's been a landslide,' I says. 'The wires is down. A special is hell-bent for the cave-in up to the mines, and will run off a busted trestle unless she's stopped pronto. We can't get to the junction to warn 'em. If you folks'll broadcast this here message maybe some radio nut near the junction will pick it up and tell 'em to stop the train.' Then I reads 'em your message."

During this time the amplifier, which Branton had brought back to the tower was giving forth the strains of the second opera. It fell on unhearing ears, for Branton failed to share the optimism expressed by the older man, who seemed certain that the message would be heard and the train halted. Both men then looked toward the wireless.

"Stand by for important announcement," came the voice of the broadcaster again, this time breaking into the music. "The Harrisburg radio station has just received the following message from the Westinghouse plant at Pittsburgh:

"All persons living near the Midland railway system and particularly on the line running from Altoona to Pipestone junction are urged to see whether they can intercept special train on way to disaster at mine. Trestle is down and wires not working. You have only a few moments to save more than a hundred lives!"

"There's your message now, boy," cried Tompkins in triumph, "that'll get 'em. What'd I tell you?"

"It's weird," returned Branton. "I never felt before the way I do now. The special won't get to the junction for twenty minutes. And I know of a dozen people near there with radio receiving sets. It may work, Tompkins!"

In an effort to quiet his own nerves, Branton made a cup of coffee for himself and the miner. His watch showed that the was now eleven o'clock. Either the special had been saved by this time, or was beyond the reach of mortal hands. Both men, from time to time, looked appealingly at the radio amplifier, as if their very anxiety might persuade it to speak. At last they heard the voice of the announcer:

For the information of those who heard the appeal to stop the special [it said], we are happy to state that the train was halted at the junction. We have no further details. Good night.

"You done it, boy!" burst out the miner.

BUT Branton did not speak. The strain of the past hour left him numb.

He was soon alone in the tower again, as Tompkins returned to his home. The telegraph instruments were still silent.

The hours of the night passed slowly, but at last the eastern sky beyond the horizon of the hills turned from black to gray and from gray to white. The rain had stopped entirely and the coming of the sun brought faint touches of pink, which rested, in kindly fashion, on the rocks and crags of the mountains. Branton stumbled to his feet as dawn crept through the windows of the signal tower.

He hurried down the track to the trestle, where a scene of the wildest confusion met his eyes. The track swung crazily in the air on the near side of the gorge, for the landslide had torn away the supporting timbers and braces.

Branton was eating a makeshift breakfast when he heard the whistle of a locomotive and again hurried out of the tower. On the other side of the ravine he saw an engine to which was coupled a large derrick. A flat gondola car at the end of the train was piled high with lumber, rails, and other equipment for repair work.

"Hello!" called out the engineer of the locomotive, leaving his cab and advancing along the track to the point where the break had occurred. "Hear you had some trouble."

"Just a little," replied Branton, standing on the side of the ravine. "How long will it be before things are going again? And what's happened up at the mines? I can't make a soul answer over my wires."

"Guess we'll get the break done by night," answered the engineer. "I haven't any dope about the mine. The Division Super sent this message to you. I'll wrap it around a stone and toss it over."

THE engineer folded a telegraph blank, which he took from his hat, around a pebble and threw it to Branton. The young man read the message eagerly, and then frowned in bewilderment.

"What does it mean?" he called to the engineer, who was watching him with a delighted grin.

"I don't know a thing, son," was the reply. "Don't know a thing. Well, I'll see you later."

He turned and hurried back to his locomotive. Branton opened the telegram from his chief once more.

Listen in on Harrisburg program tonight [it said].

Branton, after getting a few hours' rest, returned to his post in the afternoon and was surprised when, at eight o'clock, the engineer, the foreman of the wrecking crew, and a number of the workmen appeared at the tower.

"We laid a little foot-bridge across the busted part of the trestle," explained the engineer. "We want to hear this radio stuff. Got her wound up yet?"

"Come on in," smiled Branton, "she's wound up all right. Hello, Tompkins; you here, too?"

"Stand by for news dispatches from Harrisburg," ordered the voice of the broadcaster from the amplifier which Branton had again attached, this time so that his audience could listen in. The little circle of men leaned forward eagerly.

Philadelphia, March 29 [began the dispatch]. A special train, with more than a hundred people on board, was saved last night when a farmer living near Tower W at the Pipestone junction of the Midland railway heard an appeal on his radio set to warn the engineer that a trestle on the branch ahead had been torn away by a landslide.

In a statement issued from his offices here today, E. H. Merriam, president of the Midland system, declared that the credit should go to Howard Branton, a youthful signalman.

One of the worst storms in the history of the state swept through the Allegheny Mountains last night. Branton, having been told by wire that a special was being hurried to the mine, was on guard. He—

"Hey, what'd you cut her out for?" came from Tompkins, as the voice suddenly stopped. "What's the big idea? It was just gettin' excitin'."

"I know most of the rest of it myself," returned Branton, his face crimson. "But what did the relief workers do? Did they get to the mine? And where did the newspaper get all that stuff?"

"I told 'em some of it," admitted Tompkins. "I got so blamed curious about the fellers at the mine that I called up a newspaper office at Johnstown this mornin'. The editor tells me that the relief squads continued the trip by auto after the train was stopped, and that most of the miners were safe. Then he made me tell him what you done. The boys fixin' the trestle said I wasn't to let on."

The audience then filed slowly out of the door and back to work of repairing the trestle. Branton was alone again—confused but happy and glad. After all, his chance had come and he had made good. He wondered whether Susan had heard, Susan of the brown eyes. Maybe she had just been listening in. Possibly promotion would follow, and possibly she would not think that he was so slow. His thoughts were interrupted by the click of the telegraph, the wires having been repaired. His own call sounded.

Proud and happy [came the message]. Heard it all. When will I see you? SUSAN.

"Can I send a return message?" he asked the operator.

"Sure," came the telegraphic answer.

Coming first furlough [he clicked].

### Miss Lilian Says:

If some of our boys were as anxious to learn the "line of rail" as they are "the line of track," more money would go into the Christmas Fund! —Lilian E. Schueler



# Consignees Usually Willing to Do Their Part if Railroad Does Its Part in Moving Cars

By O. L. WALLBURG, Chief Clerk to Freight Agent, Lima, Ohio

A REMARKABLE showing has been made by the Western Lines on car mileage and yet it seems to me we have only scratched the surface. If every employe having anything to do with car handling would concentrate every energy and effort to the end that the time a car is standing still shall be reduced to the minimum, I am absolutely certain that 40 miles per car per day could be reached easily.

To do this means that the minute a car is loaded, billed out and ready for movement, everyone connected with the handling of it must be on his toes ready for it to come. The man authorizing its loading must see that there are no defects serious enough to involve a transfer after it is loaded. It must be carefully sealed to avoid delay en route by reason of pilferage or loss of contents. It must be correctly billed to avoid delay at any terminal. Accepting shipments, especially carloads, in the face of embargoes, routing improperly, and failure to show complete information, mean delay and consequently less car mileage.

## The Yard Clerk Can Move Cars!

I doubt if yard clerks everywhere realize what an important position they fill in the railroad field. By their watchfulness and care they can assist materially in increasing our car miles, by exercising care in the listing of cars to yard conductors; every error means delay. They should always keep ahead of the game and have all tracks listed to

avoid a hurry up check and consequent errors and subsequent alibis. They should always be careful in filing bills. A misplaced bill or home route card spells delay and how it does cut into car mileage! Time is lost telephoning and wiring for copy of bill and home route. After a week or so the bill turns up from where? No one knows. But the car has been standing still all the time.

A "Nobill" never earns money for the Company. This delay may mean loss of patronage involving thousands of dollars annually. How fast does it travel? It's glued to the rails. That's not transportation. And car mileage is not increased. The more "nobills," the less car mileage.

## Superintendent Transportation G. D. Brooke Says—

"An intimate knowledge of yard office work is apparent in Mr. Wallburg's interesting article.

"Of course, the big factors in car mileage are keeping left-overs in yards down to 10 or 15%—which means a plentiful supply of good power; preventing congestion by regulating business with embargoes, etc., proper schedule for yard work so that cars will be placed in outbound trains quickly after loaded and moved to industrial plants promptly on arrival at destination, and prompt loading and unloading by the railroads at freight and store houses and by the public on private sidings and at team tracks."

## Consignees Willing to Cooperate

After car arrives at terminal and is delivered to consignee, or to interchange track for further movement, and proper data is furnished agent or connection, so that consignee may receive prompt notice, every individual car should be handled with consignee to secure prompt unloading. In nine cases out of ten the consignee will be on the job in two hours, yes, sometimes in less than that after you notify him. The consignee and shipper are earnestly striving to help the railroads in their present situation by releasing equipment promptly. Of course, there are exceptions, but they are in the minority and they are rapidly getting the correct viewpoint, that in order to help their business, they must release equipment promptly. They know that otherwise it is tied up everywhere, and their business suffers.

If consignee does not commence unloading during his first 24 hours of free time, the

matter should be taken up with him at once, not arbitrarily, but on the basis of keeping his patronage. It should be explained courteously that the car he is holding up is badly needed for another load.

After cars are released they should be listed and moved out empty in the next switch movement. Again I say the next switch movement. Who has ever taken up with consignees to secure prompt release of equipment and has not met with a counter proposal that the railroads move out the empties? Then patrons will see that we mean business and will expedite the release of cars to a greater extent.

Nothing retards the efforts of a railroad more in securing shipper's or consignee's cooperation in prompt release of cars than allowing the very same cars after they have been released by the consignee (often at additional expense to himself), to stand idle on his siding for 3 or 4 days, or a week, before they are moved.

When the consignees see that the Baltimore and Ohio means all it says, about more car mileage, and moves his empties out in the first switch after he has released them, our car mileage will be increased still more by the increasing effort put forth by the consignees to release their equipment. I believe none of our conductors or yardmasters fails to realize what it means to our patrons when his switch is not given attention currently. He releases the car and it is not moved out next day. His aggravation grows. Result; Company loses revenue somehow, at sometime. When? We do not know, but we know it does. On the other hand when he releases his car and it moves in the next switch he appreciates it. Result; More business and more revenue. Remember an idle car is earning no revenue and making no mileage.

## Hide the Pin Point!

By W. L. WHITING, Chief Clerk, Washington, D. C., Freight Office

In connection with the ever present Campaign for "Safety" there is one little suggestion that comes to the mind of the writer as being worth sending in, and that is in regard to the manner in which pins are inserted in papers, when it is necessary to attach one or more papers to a file. Many a finger has been poisoned by the prick of a pin sticking out from papers when opening an envelope in a hurry, and if, when the pin is inserted, one more movement is made and the pin point hidden under the first or second paper in the file, it will result in safety to all who handle the file afterwards, and thus prevent, perhaps, serious injury to someone. "PREVENTION IS BETTER THAN CURE!"



RETIRED FREIGHT CLAIM AGENT  
C. V. LEWIS

Mr. Lewis was with the Baltimore and Ohio for many years. He is the father of Freight Traffic Manager H. R. Lewis, Cincinnati. He is now at his home, "The Pines," near Medoc, Indiana. His faithful dog, Teddy, is a confirmed camera friend.



# President Harding's Trans-Continental Journey

Intimate Observations from the Diary of Ernest Chapman,  
Captain of Police and Member of Party

ONE of the interesting things in connection with the movement of the Presidential party over the Baltimore and Ohio and thence to Alaska was the fact that three Baltimore and Ohio men accompanied the party all the way. These were Col. Walter V. Shipley, division passenger agent, Washington, D. C., who had charge of the train; Captain of Police Ernest Chapman, Parkersburg, W. Va.; and Baggage Agent W. A. Clark, Camden Station.

One of the most interesting reports of the journey that we have read was sent in the form of a report by Captain Chapman to General Superintendent of Police Denton, at Baltimore. We only regret that it is not possible, because of space limitations, to publish the entire report in the MAGAZINE. Mr. Chapman was well known to the late President Harding, for he had accompanied him some years ago on his Presidential campaign.

## President Harding's Interest in People

The fact that President Harding was always ready to come out to speak to the people, sometimes even getting up at six o'clock in the morning and coming out on the platform of the train in his dressing gown, was one of the first things mentioned in the story; his untiring attention to Mrs. Harding and consideration of the members of his party were always impressive. Then follows the story of the many, many receptions, of the journey through the lovely Yellowstone, of the Pioneer Dance at Meachan, Ore., where the President and Mrs. Harding led the grand march; the smoking of the Peace Pipe, the visit to the disabled veterans of the World War at Portland.

"One of the striking features of the entire trip," says Mr. Chapman, "was the democratic manner in which the President and Mrs. Harding displayed their good will and friendship by making special inquiry concerning and requesting to meet, on all railroads, the officers and employes, and in having them come to the private car, where they were received with great courtesy. Col. Shipley, who was in charge of transportation, and Mr. Clark, who was in charge of baggage, were both well liked by the members of the party. I heard much favorable comment about them."

## Alaska a Land of Surprises

The description of the journey through Alaska, the land of almost perpetual daylight during the summer, is particularly interesting. Mr. Chapman tells us that it was a hard matter to go to sleep while it was almost as light as day. They could easily see well enough to read on deck of the ship at midnight, and at no time on their

journey through Alaska did they see a dark night. Imagine a regular baseball game at midnight!

The luxuriant vegetation, rhubarb four to five feet high, roses and peonies a foot in diameter, trees growing out of rocks and in places where it seemed absolutely impossible for vegetation of any kind to exist, all these are the result of the dampness of the country and the warmth of the Japan current which modifies the temperature of the five thousand islands in the midst of which the party passed.

## Alaskans Don't Lock Their Doors

"We were impressed," he says, "with the high standard of personnel of the people in charge of the activities on these islands. We saw many canneries, and those in these canneries were generally graduates of eastern colleges. We were impressed with the high standard of citizenship of the white population of Alaska. They told us that they never lock their doors and that nothing is ever stolen. This seems to be accounted for by the fact that if anyone stops in Alaska and violates this code of honor, he is put into a boat and told that he is better off away from Alaska. The whites in Alaska represent the survival of the fittest: they are the men and women who are not afraid of pioneer life, and whose character is as rugged, and in many ways, as attractive as the scenery."

Of the precautions taken to insure the safety of the President, Mr. Chapman tells us: "A destroyer went before and another behind the Henderson. These destroyers were equipped with special sounding de-

vices, and at times, rather than take any risk, the Henderson would ride at anchor."

The story of Father Duncan, a pioneer missionary in Alaska, is delightfully interesting, as is the description of the visits to Metlakatla, Wrangle, Juneau and Skagway, where he tells a tale of the days of the Gold Rush. Then comes the baseball game at midnight, and later the story of how President Harding rode the engine of the Copper River Railroad. The fishing industry occupies a section in the story, as does also the lore of the totem poles of the Alaskan Indians.

Mr. Chapman's description follows the journey all the way, including the arrival of the party in San Francisco and the death of the President.

"I am unable to describe in words how the news of the President's death shocked the members of the party," he says.

He describes Mrs. Harding as a truly "wonderful woman." "She is ever looking after the welfare of others, realizing in her own private sorrow that her countrymen had certain rights in connection with the going of their President.

"Mrs. Harding observed the crowds waiting along the line, and in the towns—and even the country sections between the towns—the tracks would be lined with automobiles. The people would leave their cars and stand at attention, while the train sped swiftly by. Mrs. Harding requested that the train should not exceed ten miles per hour through the communities where the crowds had gathered to pay their last tribute. Thereafter Mrs. Harding's wish was followed all the way into Washington.

"At Chicago about one and a half millions of people lined the railroad tracks. We were two hours running 19 miles through Chicago, it being necessary to use the pilot of the engine to force the people off the track, and it required four of the city policemen and myself to keep the crowd off the rear car in which the President's body rested. At many stops the bands were playing the Star Spangled Banner and funeral marches. Floral designs of all kinds were presented everywhere along the sad journey across the continent.

"The flag which still rests upon the casket of the late President was personally carried by me from the Southern Pacific Station to and into the room in which the President's body lay.

"The Guard of Honor, consisting of four military men, was supposed to stand at attention when on duty throughout the entire journey from San Francisco to Washington, but Mrs. Harding, still thinking of the welfare of others, instructed those in charge to allow the military guard to sit down while running between towns."

There is a wealth of other interesting incidents in Captain Chapman's story, as may be judged from this brief description, and we hope to be able to present some of these as they appear in his diary, in future issues of the MAGAZINE.



Chief of Police Ernest Chapman, Parkersburg, as he appeared during the war as a government employe in the Plant Protection Service





Above: Winding rivers which tread their way deep down in timeworn gorges are only suggestive of the many charms of the Butler Branch

Left: The Clarion River winds through wooded hills

## A Gallon of Coffee a Day for Henry Grandon

By CHARLOTTE MARLOWE, Office of Agent,  
Parkersburg

AT last! Henry Grandon caught by Kodak! And you'll all agree that the likeness just can't be beat! It's a sure enough taken-from-life photo. Mr. Grandon, better known as "Hank," has been in the service for more than forty years continuously and is still able to turn out more work than any man we know. His age (67 years) doesn't seem to make any material difference as far as his efficiency is concerned.

For a period of 35 years Mr. Grandon has never tasted water! (We think he would make a good "shiek," he could stand the deserts, just like a camel.) Henry drinks one gallon of coffee daily, which takes the place of water.



No water for Henry Grandon, 67 years old, 40 years in service

We one and all hope to see Mr. Grandon continue the good work he has carried on during the 40 years of his service. Oh, yes, we almost forgot to mention the pipe! If we were to meet "Hank" without that pipe we just simply wouldn't recognize him. It's always in the one position; note the way he grips it. "Hank" became quite attached to the birds that built their nests in his beard in the spring, but they have gone South for the winter, and he is lonely indeed.

## Death of John F. Lehrer

JOHN F. LEHRER, a veteran of the Baltimore and Ohio, died on August 2, at his late home, 109 S. Calhoun Street, Baltimore, from a complication of diseases. Mr. Lehrer was born in Philadelphia on April 25, 1835. He entered Baltimore and Ohio service in 1855 as a blacksmith at Mt. Clare and served until he was retired in August, 1906, as a general blacksmith and tool-dresser.

Mr. Lehrer was beloved by his shop mates and all others who came in contact with him. He was a Civil War veteran and enlisted in Company B, 8th Maryland Volunteer Infantry, 2nd Brigade, 2nd Division, 5th Army Corps of the Army of the Potomac, with the rank of sergeant, from August 19, 1862 to May 31, 1865. He fought in the Battles of the Wilderness, Laurel Hill, Spotsylvania, Petersburg and in many other important engagements of the war. The funeral services were held on Monday morning, August 6, with a solemn requiem high mass at St. Martin's Roman Catholic Church and burial in Loudon Park Cemetery. Mr. Lehrer is survived by a widow, Mrs. Ellen Lehrer, a daughter, Miss Ella M. Lehrer, five sons John F., Jr., William H., Chas. P., James F., Patrolman Lawrence L. of the Baltimore Police Department and 10 grandchildren. The pall bearers were Comrades of A. W. Dodge Post No. 44 of the G. A. R.

## The Beautiful Butler Branch

An Interesting and Attractive Pamphlet  
Written by MISS OLIVE DENNIS

"BACK to Nature on the Beautiful Butler Branch," is the title of an interesting folder compiled by Miss Olive Dennis, inspector of passenger service.

The folder contains, in addition to a bit of history concerning the points on and in the vicinity of the Clarion River, a list of the hotels and boarding houses on the Butler Branch, and the prices charged at each, a number of attractive cuts of scenes along the line between Pittsburgh and Mt. Jewett and tales of the days when Indians roamed about that section of the country. The lumber, iron and oil industries are described, and help to make the folder attractive enough to make anybody wish to spend a vacation in scenic Pennsylvania.

## Please—

Send to the Magazine Office all  
Surplus Copies of the May, July and  
August issues.

They are needed!



The late John F. Lehrer



# Scenes on Tour of Soil Fertility Special





# "Soil Doctor Special" Gets Hearty Response from Maryland Farmers

Baltimore and Ohio Soil Fertility Train Helped by University of Maryland, County Agents and Lime Manufacturers

By O. K. QUIVEY, General Agricultural Agent

THE Maryland Soil Fertility Special conducted by the Baltimore and Ohio, under supervision of its Commercial Development Department, in co-operation with the University of Maryland Agricultural Extension Service and Experiment Station, and with the various agencies interested in the promotion of the three forms of agricultural lime, proved to be one of the most effective agricultural demonstration and promotion trains ever operated.

Starting out from Baltimore on the morning of August 20, the Special made a total of nineteen stops, visiting the twelve Maryland counties traversed by the Baltimore and Ohio. The first meeting was held at Cowenton and the program was opened by Agricultural Agent P. O. Hurley who explained the purpose that the Special was endeavoring to serve to Maryland farmers. He was followed by Dr. Woods, President of the University of Maryland, who expressed his gratitude for the wonderful cooperative movement between the Baltimore and Ohio Railroad and the University of Maryland, together with the various manufacturers of liming materials. Dr. Woods stated that farmers should be gratified with the excellent service being given them by the railroads instead of clamoring for a reduction of freight rates, which is at present the popular cry among so many farming communities. He said that the farmer cannot expect the railroads to reduce their rates greatly, as the present rates are based upon cost, plus only a reasonable return and that it was only fair that the railroads should have this.

Dr. Woods was followed by Dr. J. H. Patterson, Director of the University of Maryland Experiment Station, and Dr. A. G. McCall, Maryland's expert authority on soil fertility.

Wide publicity had previously been given the train. Farmers had been asked to

bring samples of their unproductive soil to the train where it would be analyzed by the Soil Doctors in much the same way that the physician makes an analysis of human ills, and that following the analysis the Soil Doctor would write a prescription calling for just that material needed by the "sick soil." As the prescription was handed to the farmer, who brought his soil sample in for analysis, he was invited to back his wagon up to the train where his prescription was filled with enough liming material of the kind indicated in the prescription to correct on one acre the condition which exists in his soil and which prevents adequate crop production.

The Maryland Soil Fertility Special was met by good crowds of real farmers, Oakland, Maryland, having the largest turnout, 750 people. A total of twelve carloads

of liming materials, namely, burnt lime, hydrated lime and ground limestone, were distributed gratis for demonstration purposes to Maryland farmers by the Special.

In writing the prescriptions, Dr. McCall prescribed at least two forms of liming materials, in order that the farmer could make his own test with the different forms and determine which gave him the best results. It became a common occurrence, as the trip progressed, to hear farmers express surprise at the small amount of lime needed to correct their soil troubles, it being the common belief that several tons per acre were required, whereas the actual tests made on the train by the soil experts showed that the lime requirements were much less.

Several Maryland county agents have stated that liming materials will now be used more liberally by farmers, who have previously been afraid to use lime in the belief that such large quantities of this commodity were necessary effectively to neutralize soil acidity. At the conclusion of the schedule, Dr. McCall, on behalf of the University of Maryland and the other cooperative agencies, tendered the Baltimore and Ohio a vote of thanks for the splendid cooperation that was given in the planning and conduct of the Maryland Soil

(Continued on page 33)



On the opposite page, see—

"When the Soil Doctors Came to Town"

The picture at the top of the page shows the Soil Fertility Special at Hagerstown, Md. Below this are those in charge of the "school" and the distribution of lime, etc., to the farmers. Left to right are: Professor A. M. Smith and Professor J. M. Snyder, of the University of Maryland; P. O. Hurley, Agricultural Agent, Baltimore and Ohio; H. M. Camp, of the National Lime Association; Professor F. W. Oldenburg and Mr. Bowers, of the University of Maryland; Mr. Emack, Mr. E. H. Bunkley, and Mr. E. Smith, County Agent, Hagerstown. The third picture shows the "school" in session, the farmers learning a few things about the needs of the soil in their own particular locality. In the lower picture a farmer has just backed up his cart for a free distribution of lime.

Above: Farmers awaiting their turn to get lime at Childs, Md. Below: Testing soil samples brought in by farmers



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

### Statement of Pension Feature

Employees who have been honorably retired during the month of August, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Bissett, George W.....	Car Inspector.....	Motive Power.....	Baltimore.....	42 <sup>2</sup>
Hopkins, Thomas.....	Engineer.....	Conducting Transportation.....	Wheeling.....	44
McAdow, Charles F.....	Yard Brakeman.....	Conducting Transportation.....	St. Louis.....	50
McConnell, Albert E.....	Gate Tender.....	Conducting Transportation.....	Akron.....	44
McGinnis, Alexander W.....	Supplyman.....	Motive Power.....	Toledo.....	32
Merritt, George R.....	Car Inspector.....	Motive Power.....	Ohio.....	25
Mills, John F.....	Brakeman.....	Conducting Transportation.....	Newark.....	33
Phipps, Edward.....	Laborer.....	Motive Power.....	Cumberland.....	50
Schmitt, Ernest D.....	Fireman.....	Conducting Transportation.....	Cumberland.....	24

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to June 30, 1923, amount to \$5,240,283.65.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
BEVANS, EDWARD.....	Laborer.....	Motive Power.....	Indiana.....	August 10, 1923...	47
Boone, Melvin.....	Engineer.....	Conducting Transportation.....	Indiana.....	August 17, 1923...	44
Boyd, D. W.....	Oil Issuer.....	Conducting Transportation.....	Baltimore.....	August 10, 1923...	23
Brown, Michael.....	Engineer.....	Conducting Transportation.....	Ohio.....	August 22, 1923...	52
Cowman, James H.....	Blacksmith Helper.....	Motive Power.....	Baltimore.....	August 30, 1923...	40
Houser, George P.....	Carpenter.....	Motive Power.....	Ohio.....	August 9, 1923...	35
Lehrer, John F.....	Blacksmith.....	Motive Power.....	Baltimore.....	August 2, 1923...	35
Murphy, John.....	Crossing Watchman.....	Conducting Transportation.....	Toledo.....	July 25, 1923...	35
Powell, James.....	Engineer.....	Conducting Transportation.....	Cumberland.....	August 4, 1923...	49
Riley, Timothy.....	Crossing Watchman.....	Conducting Transportation.....	Chicago.....	August 5, 1923...	43
Tidd, Michael.....	Laborer.....	Motive Power.....	St. Louis.....	August 12, 1923...	43
Turfield, Ella B.....	Car Cleaner.....	Motive Power.....	Baltimore.....	August 29, 1923...	25
Woods, Henry B.....	Baggage Master.....	Conducting Transportation.....	Connellsville.....	August 13, 1923...	28



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## Arthur W. Booth

Arthur W. Booth, pensioned yardmaster, Chicago Terminal Division, was born on April 5, 1858 at Ainsworth, Lake County, Ind. He first entered railroad service with the Wisconsin Central Railroad at Stevens Point, Wis., in 1880.

On October 26, 1897, Mr. Booth came to the Baltimore and Ohio Chicago Terminal, as a transfer service employe. He was made assistant general yardmaster (night service) on November 1, 1906, and on January 1, 1916, assistant general yardmaster, East Chicago. His name was placed on the sick list on March 22, this year, and his retirement was listed on August 7.

## Edward Phipps

Edward Phipps was born in 1857. He entered the service on March 1, 1873 as track laborer. In 1909 he was appointed pumper at Cumberland and in 1912 hostler at Magnolia. In 1913 he went to Cumberland as painter's helper and in 1914 was transferred to the position of laborer. He retained this position until his recent retirement.

## Charles A. Kight

Charles A. Kight was born on December 3, 1854, near Westernport, Md. He lived on a farm until March 21, 1883, on which date he entered the service of the Baltimore and Ohio as a car repairer at Piedmont, W. Va. In 1905 he was made car inspector, in 1906, boilermaker's helper, in 1908 janitor, the latter being the position he held at the time of his recent retirement.

## John F. Mills

John F. Mills was born in 1858. He entered the service of the Baltimore and Ohio in 1879 as section laborer. In 1896 he was transferred to position of freight brakeman, which position he held at the time of his recent retirement.

## Louis Richter

Louis Richter was born in Germany on June 4, 1858. He first entered railroad service in his native city, Hanover, when about 17 years old, his first duties being in a machine shop. Mr. Richter says that the laws in Germany are very strict as to applicants for railroad positions, especially in the Transportation Department. An applicant for position as fireman is required to spend one year in a shop in order to learn the various parts of an engine. After this experience he is permitted to enter service as a fireman and thereafter earns his promotion to engineer.

After several years service in Germany, Mr. Richter came to the United States, arriving on August 25, 1885. He went to work as a machinist on the Illinois Central about two weeks later. He then was employed by the Chicago, Harlem and Batavia Railroad, which road was later taken over by the Great Western and later by the Chicago Terminal Railroad.

Of special interest is the fact that Charles Hegley, now train examiner, Baltimore and Ohio Chicago Terminal, was assistant superintendent of the C. H. & B. Railroad when Mr. Richter started his career in the United States.

Mr. Richter entered Baltimore and Ohio

service at Chicago as an engineer on September 1, 1888, which position he held at the time of his recent retirement. He is married and has one daughter living.

## "Soil Doctor Special" Gets Hearty Response from Maryland Farmers

(Continued from page 31)

Fertility Special. In this connection the following letter is interesting:

UNIVERSITY OF MARYLAND AGRICULTURAL  
EXPERIMENTAL STATION  
College Park, Maryland

August 28, 1923

Mr. O. K. Quivey  
General Agricultural Agent  
Baltimore and Ohio Bldg.  
Baltimore, Md.

Dear Mr. Quivey:

I wish to extend to you an expression of our appreciation of the interest which the Baltimore and Ohio Railroad is taking in the development of the agricultural interests of Maryland, especially with reference to the Soil Improvement Special operated over your lines last week. I am highly satisfied with the results of the trip. I feel very sure that all three of the co-operating agencies made many friends during the trip and that the cause of a better agricultural method has been substantially promoted.

As soon as our data is compiled I will send you a detailed report together with additional comments.

Yours truly,

A. G. MCCALL

In Charge Soil Investigations

The Baltimore and Ohio wants to take advantage of this opportunity to thank publicly the University of Maryland Agricultural Extension and Experiment Station, The National Lime Association and the various lime and limestone manufacturers for their generous and helpful cooperation and for the opportunity thus extended the Company to serve the agricultural interests of Maryland.



NOW ENJOYING A WELL-EARNED REST

1. Arthur W. Booth. 2. Edward Phipps. 3. Charles A. Kight. 4. J. F. Mills. 5. Louis Richter



# Following the Good Will Girls through France

By MARGARET TALBOTT STEVENS

(Continued from the September issue)

## Callahan—XIX

THE week in Paris rushed by like a whirlwind. As I look back to it now I realize that we hardly knew day from night. Early in the morning we usually began our program. We arose between seven and seven-thirty. Breakfast took not more than fifteen minutes at the most and we were ready. Sight-seeing trips occupied the mornings; afternoons were usually devoted to receptions and teas; evenings meant dinners and some form of entertainment.

One of the events of the journey was Callahan's visit to Ireland. Callahan was quite a favorite. Of course she had a given name, but nobody knew it; she was full of fun and real Irish wit, and nobody felt like calling her anything else but Callahan, so Callahan it was.

She came to America some years ago. Her mother and her sister still live in Ireland, so when Callahan was elected to take the trip to France you may be sure that she called on all of the saints to intercede for her when she begged to be allowed to take a flying trip home. It was while we sat at lunch in the city of Nîmes that someone brought a message to her. She read it and burst into tears. She couldn't eat another mouthful.

"Oh, Callahan," we asked, "what is it? Not bad news?"

"Bad news! I should say not. I'm that happy I can't help cryin.' Why, bless yer heart, I'm goin' to me auld Mither!" And almost shouting for joy, she left the table and went to her room. Of course we rejoiced with her. So, instead of seeing all of the Devastated Region as the rest of us did, Callahan went home.

When she came back and joined us in Paris she was the happiest mortal imaginable.

"Tell us about it, Callahan," we begged.

"Well," said she, "it was like this. Oi rode on the train towards home, me heart goin' pit-a-pat at ivery turn av the wheels. Whin Oi got ferninst the place Oi thought me heart would bust. Oi got off at the station and walked across the fields to me auld home. Nobody there knew that I was comin.' There sat me mither on the step; me sister was a-churnin' in the yard.

"Oi walked up to her an' sez, 'Say, it looks loike ye was busy today.'"

"Me sister dropped the churn handle an' looked at me. She couldn't believe it. Down she dropped on her knees.

"Mary, Joseph, Mither of God,' she prayed, 'have mercy on us!'"

"Me poor Mither was spacheless.

"But it didn't take thim long to figure it out. It doesn't take the Oirish long to

figure out anything. In a few minutes they was a-preparin' fer a big party. An' a party it was you bet. Sure an' we danced the whole endurin' night, until six in the mornin'—an' thin they started to get ready for another party. Why, bless the saints, nearly all of Oireland was there to see me, an' whin I come away even the pigs grunted afther me. Sure an' it was wan gr-r-rand toime!"

The story may sound a bit funny to those who read it, but to have heard Callahan tell it was worth a trip to France.

## Paris Fashions and Customs—XX

Some of our women readers will want to know about the fashions in Paris. To tell the truth, Paris did not quite come up to our expectations in this, or rather, the Parisian women did not. But there is a reason. In America we find working girls wearing their best clothes on the streets. In France it is quite different. Working girls dress mainly in black, and when they can possibly do so they travel in twos and threes. The best girls of Paris never like to find themselves alone on the streets and when they go unchaperoned it is in the daytime and not at night.

To see a group of girls in Paris or in any other French town (save Nice, perhaps), one would imagine all of them to be in mourning. Dull black seems to be the proper color for a working dress. Most of the girls in the shops wear black. In the evening at the opera they dress. And then it is that their gayest frocks come forth. One evening, when we went to hear the "Meistersinger" at the Champs Elysees Theater, as the guests of the French Government, we saw some of the most gorgeous wraps imaginable. Great, colorful silken wraps in almost every shade. There were many combinations of reds, yellows and greens, quite Spanish in effect, which were worn with high ornaments in the hair.

We did not care for the manner of dressing the hair anywhere in France. At the time that we were there, it seemed to be the style to wear the front hair parted in the middle and bobbed back as far as the ears, and the back hair gathered into a knot at the back of the neck. There were few hairnets to gather up the straggling ends, and the effect was anything but neat.

On Sunday afternoons in the Bois du Bologne or on the Champs Elysees the papas and the mamas take all their children for a walk. Oftimes then we see the older daughters attired in smart suits. This is when they look their best.

Most of the Parisian styles of which we read are worn by tourists or are found in the windows of the shops to attract the attention of Americans. And yet, we must realize that the French, for the most part, are still in a poor financial condition and few of them can afford to dress as we do in America.

## The Metro—XXI

The trolley cars in France are very narrow. There are always the three classes and sometimes four. A partial partition denotes the separation between the spaces designated for the various classes of riders. If you ride third class you will probably stand; in the second class section you have a better chance to get a seat, and in the first class section you nearly always get one. The peculiar thing that I noticed, and one of the members of the Committee informed me that it is always done, is that the conductor on the Metro always punches the tickets on the blank side. You may hand them to him right side up but he will turn them over in spite of anything. One pleasant feature about the subway or Metro is that directions are clearly shown on a huge map at the entrance. Arrows show you that if you are at the Bastille and wish to go to the Republique, you go down a certain stairway and take a certain car and get off at a certain stop. This is a great convenience and transferring is a simple matter.

## More Sightseeing—XXII

There were so many things to be seen in so short a time, and we could not afford to miss anything. As one of the girls then expressed it, "I feel like Alice in Wonderland."

### A Visit to Montmartre

Before one goes to Paris he hears of Montmartre, and when he gets there he is always assured that he has never seen Paris until he visits Montmartre. We had read about it in the daily paper published aboard the ship on the way over; the French people had told us about it, and naturally, we were anxious to see this "awfully attractive, ridiculously wild place." So you may know that when the time drew near for our departure we began to be worried for fear that we would not see it.

Then came the announcement that on Wednesday evening the Good Will Delegation would be taken to Montmartre for a celebration. We were wildly excited. On that morning we visited the hill of Montmartre—once known as the Mount of Martyrs because of its connection with the martyrs of religion who had made this



hill their favorite spot by dying here. Here is a famous Catholic church, the Sacre Coeur, through which we were taken, and where several of the girls brought their rosaries to be blessed. Old and gray looking on the outside, one would never dream of the magnificence inside of its walls.

That evening there was much ado about dressing. As usual we had only a few minutes, but having become quite accustomed to dressing in a hurry, we were soon ready. Our coaches were waiting for us outside the door of the Hotel. Coaches? Ah, yes, our regular auto buses. Some-

times it did seem a bit queer to be riding in these to the opera, but it was quite jolly.

On we went, up the long hill that leads to the Place Pigale (sometimes called by Americans the Place Pig Alley), which is the center of the so-called "high life" of Paris. Here one may see gaily decorated



#### HERE AND THERE IN FRANCE

1. A group of schoolboys of southern France. Note the black aprons. 2. Good Will Girls wanted to carry home the little French babies of the clinic established by the American Committee. 3. Entrance to a dug-out in the Devastated Region. 4. American girls place wreaths on the grave of the Unknown Soldier at the Arc de Triomphe. 5. A typical trench near Fort Douaumont. In places like these our soldiers fought in the World War. 6. "One Dines at Montmartre"—a good advertisement taken from the daily paper published aboard ship, and incidentally, a good picture of the doings at Montmartre. 7. A French soldier teaches his little son to honor the American Flag



cafes bearing such names as Le Rat Mort (The Dead Rat), Cafe Neant (Cafe Nothing), Lapin Agile (Jumping Rabbit), Bal Tabarin (Clown Dance), La Chaumiere (The Cottage), Heaven and Hell, etc. To one of these we went, walked in and took our places before the tables. Decorations were everywhere. This evening was to be devoted exclusively to the Delegation. There was splendid music and everything was quite lovely. Delicious ham and cheese sandwiches came around, a few of the girls danced with each other and with a few of the Frenchmen who attended.

The French as dancers do not appeal particularly to American girls, and I might say that there was not one girl in the party who was heard to remark that she would exchange her "beau" in America for any Parisian. As a matter of fact, the average Parisian has an expression of weariness on his face. Whether this is a mark of the war or whether it is the result of late to bed and early to rise we were not able to figure out. However, when evening comes they are ever ready for diversion, but the morning hours see the streets filled with men dragging wearily to work.

There were great rolls of confetti, colored paper balls and balloons everywhere. At about nine o'clock great paper dolls, Pierrots and Pierrettes, were distributed.

We went home early on that evening for we had much sleep to make up and many places yet to visit.

### Versailles and a Dinner Party—XXIII

I think it was the next morning that we started on our journey to Versailles, the city where the Peace Treaty of 1919 was signed. The ride was delightful. We had splendid weather during our stay in Paris, a little rain occasionally, but not enough to mar our pleasure at any time. We arrived at Versailles in about an hour and went through the magnificent suites which at one time were occupied by kings and queens and court favorites. We had luncheon in the little park which surrounds the chateau. I shall remember that luncheon because of the long time that it took to be served, and we were oh, so hungry.

After luncheon we loitered about the beautiful fountains, the lovely gardens and the wooded parks. Another long ride and we came to a little enclosure where the cars were to be parked for some time, and where many of us got out and walked toward the home of Anne Morgan where we were to be entertained at dinner.

If you will turn to the last issue of the MAGAZINE you will see the picture of the delightful little cottage and miniature farm of Marie Antoinette. Here she was accustomed to retire with her ladies in waiting when she became weary of court life. This was one of the places that we enjoyed so much, that is, all of us except Miss Lauer. There is a little stream, about three feet wide, that runs before the

cottage, across which, a few yards further down stream, there is a rustic bridge.

Now it did not just suit Magdalene to cross the rustic bridge; it would be lots more fun, she thought, to jump across the stream. But it so happened that when the gentleman tailor who, a few weeks before, had fashioned the Parisian creation which Magdalene was then wearing, had not reckoned that an American girl, still retaining some of the traits of early childhood, would attempt to jump across the stream in it; therefore, its width was not at all compatible with the width of the stream.

Cautious Nina, who deserves to be decorated with the medal of the Delegation, for she is a true exponent of Safety First, warned her companion.

"Oh, Magdalene, you'd better not. Honestly, something might happen!" she cried.

But Magdalene kept on. She backed back, got a good running start and—Splas-s-s-s-sh!

It had happened. Magdalene had fallen into the stream. Fortunately it was not deep, so that it was not the work of a hero to fish her out. She ran around until, except for her feet, she was quite dry. Nothing further happened to her before dinner save that she lost the heel of her shoe before we reached our destination.

There was plenty of time, so we loitered about the fish ponds and fed the carp with the bread that we had saved from our lunch. Under the shade of the lovely trees along the side of the road we stopped to rest. A few noble souls who pretended that they were not tired executed a Virginia Reel, led by "Professor" Peck. A little further on we came to a great stone gate, which was opened for us, the first time that it had been opened for thirty years. There we posed again for pictures, passed on through a little village, and soon found ourselves within the lovely villa of Anne Morgan.

Miss Jay, one of our leaders, whose hobby is landscape gardening, had a fine chance at Miss Morgan's home to study it. There we found beautiful shrubbery; green clusters of boxwood were cut to represent birds and animals; at the end of a little fountain lake was the musical conservatory where an orchestra delighted us with American jazz as well as with the slow measures of the French waltz.

It is interesting, indeed, to know the number of American songs that have gained popularity in France. Many of the old "standbys" have been translated into French and are sung by the people. A man whom I met this morning and who has just come home from a journey through France, informed me that "Yes, We Have No Bananas" is taking Paris by storm. I can imagine them singing it now. Wouldn't you love to see them shrug their shoulders and throw out their hands as they inform the world that "Oui, Nous N'Avons Pas Les Bananes?"

Dinner at Miss Morgan's was delightful. There was an open fireplace (near which Miss Morgan made Magdalene sit because of her wet feet) and the little tables were placed here and there, each one having some particular guest in addition to the Good Will girls. The real American ice cream was a treat; Miss Morgan knew just what would please us.

After dinner there was another concert, and at about ten o'clock we started for the hotel.

### Another Montmartre Party—XXIV

We were having coffee in the dining room at about eleven o'clock that night, after our return from Versailles, when a certain leader of our party—there were so many of them—came up to a group of us and asked if we would like to take a trip to Montmartre.

"Oh, but it's eleven o'clock and after," we declared.

"Goodness, but do you call that late? Montmartre is just beginning its fun. Please don't go home and tell the folks that you didn't go to Montmartre."

"But we went the other night."

"And you came home too soon."

"All right; we'll go for a little while."

There were about ten or twelve of us altogether, about three of whom lived in Paris and who were to take care of us. Up the hill once more we went. First of all we went into the door of a gruesome looking place known as the Neant. At the door we were met by an undertaker.

"Ah, my good people," he said, "I trust that you have said farewell to your friends. Once having entered this mortuary you may never expect to return. Death is a beautiful thing. Please enter and be seated on the tombstones around the caskets. There I shall bring to you something which is permeated with the germs of hydrophobia and tuberculosis, typhoid and yellow fever. If one does not kill you the other will; usually they all combine and you die immediately."

He then handed us long black tapers, about the size of a little birthday candle but nearly 12 inches long. These were lighted and placed into little holes cut in the caskets to fit them.

"When these are burned out," the undertaker explained, "your life will be extinct also."

Soon a terrible rattling sound came from somewhere above our heads. We looked up and by the hideous purple light that came from human skulls suspended from the ceiling, we saw a skeleton jump from his casket and rattle his bones upon the wood. Nina grabbed me around the neck, and I surely thought that the end had come.

"Oh, it just serves us right for coming to such a place. I wish that I had stayed at the hotel," she wailed.

"Follow me into the crematory!" com-



manded the undertaker. So each took a candle and followed down a long, damp passageway into a dark room. We of our party kept hold of each other's hands so as not to get lost. A curtain went up and someone called for a volunteer. An American offered his services for the sacrifice and went upon the dimly lighted stage. A coffin was stood up on end. The volunteer was robed in a shroud and placed therein. Then, as we looked at him he gradually disappeared, leaving in his stead only a skeleton. By the same magic he was restored and soon stepped back into our midst. A number of such things were presented and then we started back, Nina and I leading the way through the dark passage. When we had advanced about two thirds of the distance something black arose before us. A purple light came from somewhere, and the most ghastly looking creature that I ever aid my eyes on arose from the depths of somewhere and called out in sepulchral tones: "Adieu, adieu, a—dieu!"

And it was certainly "a—dieu," for it will never be my pleasure to go into such a place again.

Once out of this and into the street, we declared ourselves ready to go home. But our chaperons were not ready.

"We just took you in there for fun. You weren't frightened, were you?"

"Oh, no; oh, no, of course not," declared Magdalene, Nina and I in one breath.

Then we made our way into another.

"This is a good sample of Montmartre," they said. "If you want to get atmosphere for a good story, here's the place to get it."

"Thank you, I've had enough atmosphere to last me quite a long time," I said.

But this is what we saw here:

A long room with long tables on either side; young men with old faces, young women and old women who thought they were young looking; freakish gowns on freakish women, and some gowns that did not deserve the name: some lovely frocks were there, too, and some that were otherwise. Take a piece of silk about two yards long; put one end of it over one shoulder, twist the other end around you, and you will have one frock; cut two holes for your arms in a bolster case and you have another; dip your face into your mother's flour barrel and put a daub of shoe polish on either cheek and you'll look exactly like one of the Montmartre dames.

I have not read a better description of Montmartre than that given by Raymond S. Tompkins in "The Sun" of September 14. A part of his description follows.

#### Montmartre Presents Strange Human Stew

"Montmartre, around the Moulin Rouge, is a bonfire of red electric lights and a strange human stew of the hardboiled and the innocent. We sit at a sidewalk table and drink la biere, watching the Montmartre crowd go by. Pale faced men, deadly pale; women over-dressed and over-

painted, with searching looks in their bright eyes. An old, old woman with a little handful of evening newspapers, selling from table to table with a mixture of business shrewdness and pathos—who is glad to have you hail her with condescending heartiness because she knows this is the American way of treating old women who sell newspapers and that it means perhaps, a whole franc at one swoop."

The room seemed filled with confetti, paper parasols, balloons, etc. Down at one end was a bar where anything from soup to champagne might be had. Near the center of the room sat the orchestra, playing wildly, while all about the room capered wild folk, who, in the daytime, are won't to call themselves human beings. It was interesting to watch the reaction. How these people can caper about all night and go to work the next morning—for many of them are working people—is a mystery. Some of the women had lovely eyes; they looked as if they might have had pretty faces, if we could have seen their faces. But we had seen enough. We were glad to go back to the hotel. What time was it? Please don't ask.

#### Dinner at the Inter-Allied Club—XXV

One of the most interesting evenings that we spent in Paris was the evening of the dinner at which we were the guests of the Inter-Allied Club. The individual invitations came to us in huge envelopes. This, we were assured, was something that we could not afford to miss. Here we would meet many distinguished persons. We must look our best. Well, we tried rather hard, and I believe we succeeded. It was quite a thrilling moment when we stood in the reception room and looked over the gowns. Many of the girls had purchased frocks in the Paris shops, and some had visited Paris dressmakers, so that the array was quite wonderful. Then, too, there were the French women who were dressed better than any we had seen heretofore.

We met many delightful French people, both women and men, and also a number of Americans or people who had travelled much in America. At each table there were some French people to make the evening more interesting. When the dinner was over there were several addresses and then each delegate's name was called and she went forth to receive from M. Riebel, minister of the Liberated Regions, a bronze medal bearing her name in recognition of her work for the devastated region of France. To the honor delegates were given testimonials of appreciation to be presented to their respective cities and newspapers. The dinner dance was quite an affair, for here we met all kinds of French government officials and their wives, as well as members of the American Embassy and other prominent Americans residing in or visiting in Paris.

#### Other Receptions—XXVI

There was also an afternoon in which we had a delightful reception at the American Embassy. Ambassador Herrick, with his daughter and a number of guests received us. Tea was served in the beautifully appointed salons and it did not take long for the American girls to make themselves quite "at home."

One morning we made a pilgrimage to the Arc de Triomphe and there placed floral tributes in memory of the Unknown Soldier buried beneath it.

The reception by Marshall Foch in his little Office at Les Invalides was quite interesting. We stood in line and he came out going from one to the other, hearing her name, and then making his bow. He looks a bit older now than in the pictures which we have been accustomed to see. Perhaps the fact that he was dressed in "civies" made us think so. Back in the courtyard we saw many of the cannon used in the war, also the railway car in which the Armistice was signed, and an old taxicab which was one of the first used that rushed the French soldiers to the First Battle of the Marne.

#### Last Days in Paris—XXVII

It would take a long, long time to tell you of all of the things that we saw in Paris. Suffice it to say that we left little unseen. On the last day in Paris we were quite restless. It was hard to think of having to leave. Of course, we would be glad to get back home; at the same time we had grown quite fond of Paris and her people, her odd streets and her little shops, her art galleries and lovely buildings. But journeys must come to an end. In the evening some of us were going out when in the lobby of the hotel we met a group of Americans. Oh, how good it was to see them! Ah, yes, I think we were quite ready to go home.

"Ho, here are the Good Will Girls," said one.

"Yes. Well, what do you think of that? Are there any girls from New York?" The speaker was a woman from New York.

"No, the New York girls will be over with the next delegation, within a few days," I replied. Then suddenly I got an inspiration.

"Are any of you from Baltimore?"

A gentleman turned around sharply.

"I am originally from Baltimore," he cried, "I worked for the Baltimore and Ohio Railroad for twenty years!"

"Baltimore and Ohio Railroad!" gasped Nina, Magdalene and I in one breath. "Bless your soul, man, and who are you?"

Then I remembered, Mr. Montagnani, who used to come around to the offices during the war, singing Harry Lauder's songs and selling Liberty bonds. You may be sure that we were glad to see him. We had to leave then, but he promised that he'd be in Havre to see us off, for he is now located there in charge of the Marine Y. M. C. A.

(To be concluded in next issue)



# Women's Department

Edited by Margaret Talbot Stevens.



## "Economy is Not Stinginess," Says President Willard

THE woman who practises economy in her home, who stretches the dollars as far as they will go conveniently, and who thinks twice before she spends, is wise, not stingy. She is a help to her husband and the right kind of mother for her children; she is the woman who engenders the spirit of happiness in the home, because when the financial affairs of the family are running smoothly a great burden is lifted from the mind of the wage earner.

These are some of the ideas brought out by President Willard the other day when he was telling us of some of the ways in which the MAGAZINE could be of service to the women in the homes of our Baltimore and Ohio men. Furthermore, he said that a great number of accidents are brought about, not merely through carelessness, but because the employe is under some unusual mental or physical strain. Peace of mind is one of the best assets that a railroad man can possess, and peace of mind is one of the finest things that a railroad woman can bring to her husband through her earnest efforts to keep home affairs in order.

The thrifty housewife is a valuable woman. She knows how and when to buy, and to choose the things that will be of greatest comfort and service to her family. She does not buy everything that the pedler brings to her door, and she does not have to have a \$15 or \$20 bonnet just because Mrs. Brown next door has one. She knows that her husband works hard to earn the money for the family and that something must be put aside for a rainy day.

### Sensible Planning

The woman in the home has a big job on her hands. She must study and plan, not only how to make the money stretch over the necessities, but she needs to have a little left over at the end of each week or month. Sometimes, in addition to planning for herself, she has to devise ways and means of getting her husband to spend wisely. Many families are continually in debt, not because its members do not make enough to keep them comfortably, but because they use such poor judgment in spending it.

### The Same Money Will Buy Poor or Good Meals

I know of a family of people who never have and never will know how to spend. The husband and father made a reasonable salary. On Saturday night he came home with his pay envelope and he and the mother went to market. So far, so good. But a peep into the market basket would tell a peculiar tale. There would be meat and potatoes, of course, but what else? Substantial vegetables, oatmeal, coffee? Butter and bread? Milk? The things that go to make up the proper kind of diet for themselves and for their two growing children? No. There were pickles and cheap peach cake, candy and a half-dozen bottles of strawberry pop.

On Sunday, instead of having a nice, palatable roast with browned gravy and baked or roasted potatoes, the meat would be boiled, for that was the easiest way to cook it, and the potatoes thrown into the pot, taken out and put on the platter with the meat. This, with coffee, without milk or cream, was the Sunday dinner for the family. But the children never ate much dinner on Sunday anyway; they slept late, for the whole family had gone to the movies after the marketing was over—it wasn't Saturday night unless they went to the movies—and the children had filled themselves with candy. Besides, they never seemed to want any breakfast at any time. Alice, the nine-year old always awoke with a headache (she always had a few pennies to spend for candy before she went to bed) so all that she wanted was black coffee. Milk? No, she didn't like anything if she couldn't get cream, and the father said that condensed milk wasn't fit for anybody's stomach.

"I have the strangest children," complained the mother one day, "when they go to other people's houses they eat anything and everything, but when they are at home they never seem to want anything."

The father died of stomach trouble, leaving no insurance or other provision for the family. The mother now works in a factory and the children care for themselves after a fashion. They all look

as though a good square meal, with less pickles and candy, would make new creatures of them.

I just heard yesterday of another family—they're not Baltimore and Ohio folk, thank goodness—who follow after the same mode of living. The man gets \$35 per week. There are three children. They are buying a home. That's fine. But—they are also buying an automobile, which they only have time to use on Sundays; and they are buying a fur coat, because the wife said that if her husband could have an automobile she could have something of like value; and the husband and father went to his boss yesterday and asked for a loan of \$2,500, to be paid back at the rate of \$2.00 a week.

What does that man need? Personally, I should say that he needs a sound thrashing; certainly he needs someone to look after his finances. And if that woman were the right kind of woman she would not only give up her desire for a fur coat but she would talk her husband out of buying the car until they have the money to do it with. This man had an insurance policy, but he has long ceased to make payments on it. Suppose something should happen to him; suppose, for example, he should lose his right arm. What under the sun would become of him, his wife and his three babies? If you were his boss would you loan him the \$2,500?

I certainly am not aiming at, nor do I wish to get "in Dutch" with, railroad folk who own automobiles as luxuries, for, in the first place, it is none of my business; and in the second place, I believe that most of our folks who own them undoubtedly can afford them. I hope so, at least. However, I do believe that there are those who are contemplating buying them and indulging in similar luxuries who ought to give this matter serious consideration. And I say unequivocally that it is an outrage to mortgage homes for this purpose. Particularly would this hold true of railroad people, most of whom, through the privilege of the pass, are able to travel so easily from one place to another. Moreover when we read of the auto finance corporations loaning hundreds of millions of dollars to individuals for the purpose of buying cars, isn't it high time to begin to observe the old railroad signal, "Stop, Look and Listen?"

Dr. Monroe once said in a lecture on the charitable institutions of Baltimore that poverty is a disease that only the knowledge of the proper values of money can cure. I think that he was right.

### How Can The Magazine Help?

The Women's Department of the MAGAZINE was established for the purpose of being of service to the women of the Baltimore and Ohio. We have the libraries of Baltimore, our schools and colleges, and the practical knowledge of many men and women who have "made good" to draw



from. And we have a desire to be of real, useful service to the women of the Baltimore and Ohio. How can we serve you? What is your particular problem? We are not so strong on giving advice, but we are willing to help you work out a budget system. We shall be glad to get together menus for days or for weeks, for your husband's or your child's lunch box. We shall be glad to furnish recipes on demand, or to help you plan your wardrobe. It is to the end of helping our women make practical as well as pretty clothes that we have bargained with our Pattern Bureau to let us have the patterns for our women at ten cents each, beginning October 1. In this way you get from two to six patterns for the price of one elsewhere.

Buying foods in wholesale lots, as is practiced by many thrifty housewives, is good policy, provided such foods can be used to advantage. Buying a bushel of fruit for preserving or for jellies, etc., is a splendid idea, but buying a bushel of apples or peaches in summer for table consumption is seldom wise. Apple sauce twice a day for a week is no fun for those who have it set before them, and even when it is varied, as in baked apples for lunch, apple pie for dinner, apple dumplings or apple fritters the next day, one's stomach soon tires of the same thing, and when a person loses his appetite it is high time to change his diet.

A woman of my acquaintance bakes her own bread. This is good, wholesome, healthful bread—when it is fresh. But she bakes ten or twelve loaves at one time. Then the family must eat it until it is all gone, and the family is not such a large one. Yes, the bread becomes stale before it is eaten. Now, if this dear lady would use her head, figuratively speaking, and make a toast for breakfast and bread pudding, with a generous supply of good raisins in it, for dinner, she could afford to make a little more bread at one time than could be actually consumed while fresh. But since she does not, it would be to her family's advantage if she would bake a smaller quantity at a time.

It would give us much pleasure to hear from some woman who has made a success of running her household. We do not have enough of these household hints in the MAGAZINE. We need more help in our Women's Department anyway—the help, not of novices like me who know only through observation, but the help of honest-to-goodness Baltimore and Ohio women who actually handle households and who know through practical experience just what theories will work out and which will not.

We shall be glad to run a Thrift Section in each issue of our MAGAZINE if you women think it worth while. What do you say?

And President Willard has put up to me the job of making this Women's Department the best Women's Department in any magazine in the country. I'm ready to try to do it and I'm going to do it, but I can't do it alone, and I just "feel it in my bones" that you're all going to help me. How about it?

## Andy Wanted a Shirt, but Elizabeth Made Herself a Dress Instead

### And the Whole Office Joined in the Fun

WHEN we wrote to Miss Elizabeth Lucey, of the General Superintendent's Office, Pittsburgh, a few weeks ago to ask her if she didn't want to make a dress for our feature pattern in this month's issue, the whole office took the matter in hand. Andy Moore wanted a shirt, and so did some of the other fellows. And Mary Breen, who, in a short time is to become Mrs. Cliff Somebody, cast jealous eyes at Elizabeth. But Elizabeth decided that since the letter was addressed to her, she would be *it*, and represent the Pittsburgh Division in a brand new dress. Besides, you see, Andy is so terribly slender

that Elizabeth was fearful lest a shirt on him would not show off to the best advantage in a picture.

So Elizabeth went straightway and purchased for herself 4 yards of figured pongee, with a background of henna and figures of blue and gold.

Since this is Miss Lucey's first attempt at dressmaking we feel that she is to be congratulated.

"The dress isn't quite as nice as I would like to have it," writes that young person, "but I warned you that this was my first attempt. I didn't put the drapery down the side; instead, I put on the sash and a



ALL DRESSED UP—AND GONE ON HER VACATION

This is Miss Lucey, wearing her new dress, made from a Baltimore and Ohio pattern. She was just ready to go on her vacation when this picture was taken. The pattern comes in sizes 34 to 46, inclusive. Price 10 cents. Please use coupon



# With Simple Patterns Like These, Home Dressmaking Becomes a Real Pleasure

By PEGGY

WE have received so many nice letters from women and girls who have tried the patterns shown on the pages of the MAGAZINE during the past year that we feel justified in recommending

MAGAZINE in time to make use of this attractive little Mother Goose dress, which may be made of chintz, cretonne, cambric, or even of crepe paper.



4501

these patterns to our women who do their own sewing. Particularly do these patterns appeal to the novice. Simple in design, but adaptable to individual touches, and with all seams allowed, in using these dress-making becomes a real pleasure.

This month's strip of patterns includes a dress to wear at the Hallowe'en party. We trust that many of you will receive the

4488

4501. Scotch Mist, heather mixtures, serge, cheviot and other coatings are good for this style.

The pattern is cut in five sizes: 6, 8, 10,

## Andy Wanted a Shirt, but Elizabeth Made Herself a Dress Instead

(Continued from preceding page)

little round collar, both made of pieces of bias material. This was the only change that I made in the pattern. The body of the dress is exactly the same. I found it very easy to make, just by following the pattern and the instructions on the outside of the envelope, which helped quite a lot.

"I have had a number of compliments on the dress. Of course people say nice things anyhow—" (we bet they do) "but inasmuch as this is a Baltimore and Ohio dress, I have accepted their kind remarks and told them the whole story.

"Quite a number of the girls want to borrow the pattern. I suppose, in order to help business along, I should tell them to send ten cents to the Baltimore and Ohio Magazine Pattern Bureau, 1188-1190 Fulton Street, Brooklyn, New York, and

get one. But really, I haven't the heart to do that, so, if you don't mind, I'll pass it along to them.

"I can't say exactly how long I worked on it; there was a Saturday afternoon and several evenings, but I am sure that there was not more than 8 hours' work on it; of course, anybody with experience could make it in a much shorter time.

"The pattern calls for 5 yards of goods, but since I had short sleeves I purchased only 4 yards and found it to be sufficient."

The price of this pattern is only 10 cents. It comes in the usual sizes. Use the coupon when ordering. Do not send your orders to the MAGAZINE at Baltimore, but to the Baltimore and Ohio Magazine Pattern Bureau, 1188-1190 Fulton St., Brooklyn, N. Y.

12, and 14 years. A 12-year size requires  $2\frac{3}{8}$  yards of 54-inch material. Price, 10 cents. Please use coupon.

4488. The house dress of today has a very important place in the wardrobe of every woman. The model here illustrated is suitable for the stout and slender figure. Gingham, crepe, ratine or printed cotton, as well as linen may be used for its development. The width at the foot is  $2\frac{1}{8}$  yards. The closing is at the left side in front.

The pattern is cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $4\frac{3}{8}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

4492. This fashionable model will develop well in kasha cloth or in satin. As illustrated soutache braid was used for trimming on collar and cuffs, a vest of em-







4496

broidery in Oriental colors makes a very attractive finish.

The pattern is cut in six sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $3\frac{3}{4}$  yards of 54-inch material. To make the vest of contrasting material requires  $\frac{1}{4}$  yard 9 inches wide or wider. The width of the skirt at the foot is



4486

$1\frac{1}{8}$  yards. Price, 10 cents. Please use coupon.

4505. Here is a very pleasing model, with becoming lines and smart features. The style is suitable for the new figured silks, for moire satin, or jersey weaves.

The pattern is cut in five sizes: 12, 14, 16, 18 and 20 years. A 16-year size requires  $3\frac{5}{8}$  yards of 40-inch material. To make belt and revers of contrasting material requires  $\frac{3}{8}$  yard 40-inch wide. Price, 10 cents. Please use coupon.

There is a good looking coat in pattern No. 4484. This may be made of velour, kasha cloth, plush, or any pile fabric. Well lined, with a little padding in the shoulders, if necessary, this coat will be



4487

well worth the time it takes to make it. Fur is not necessary to make it a good, warm coat for winter. The collar may be closed high at the neck or rolled low with the fronts forming revers. Pattern comes in four sizes: Small (43-36), Medium (38-40), Large (42-44), and Extra Large (46-48). Medium size requires  $5\frac{1}{2}$  yards of 44-inch material. Price, 10 cents. Please use coupon.

4295. Novelty woolen, and serge are combined in this model. The style is also good for serge, jersey or wash materials.

The pattern is cut in four sizes: 6, 8, 10 and 12 years. A 10 year size requires  $2\frac{3}{8}$  yards of 44-inch material. For collar, cuffs and vest of contrasting material,  $\frac{1}{2}$  yard 32-inches wide is required. Price, 10 cents. Please use coupon.

4506. One could have this in jersey



4495

weaves, in flannel or serge; It is also a good model for linen, seersucker and gingham.

The pattern is cut in three sizes: 2, 4 and 6 years. A 4 year size requires  $2\frac{1}{4}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

4524. This pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires  $11\frac{1}{8}$  yards 36-inches wide. For drapery and fichu of contrasting material  $4\frac{1}{2}$  yards 36-inches wide is required. Hat alone requires  $\frac{5}{8}$  yard. Without long sleeves  $\frac{5}{8}$  yard less is required. Price, 10 cents. Please use coupon.

4485. The practical features of this model are apparent at a glance. The long

#### PATTERN ORDER COUPON

Baltimore and Ohio Magazine Pattern Bureau  
1188-1190 Fulton Street  
Brooklyn, New York

Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

Name.....

Street.....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

*Up-to-Date Book of Fashions*

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS



waist, and deep neck opening are becoming to slender and stout figures. Damask and linen could be here combined, or chambrey, with striped seersucker for trimming. This is also a good model for serge, ratine, or crepe.

The pattern is cut in seven sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $4\frac{1}{2}$  yards of 36-inch material. The width at the foot with plaits extended is  $2\frac{1}{4}$  yards. For collar, vest, cuffs and belt of contrasting material  $\frac{7}{8}$  yard 36-inches wide is required. Price, 10 cents. Please use coupon.

4497. Youthful lines, and popular style features are expressed in this model. Crepe satin with facings of the satin side and the dress portions of the reversed side, is here pictured. This is a pretty style for voile and organdy. It may also be developed in one material with embroidery or braid for decoration.

The pattern is cut in four sizes: 8, 10, 12 and 14 years. A 14-year size requires  $4\frac{3}{4}$  yards of 40-inch material. Without tunic, bertha and cuffs  $1\frac{5}{8}$  yard less is required. To trim with contrasting material as illustrated requires  $1\frac{1}{8}$  yard 40 inches wide. Price, 10 cents. Please use coupon.

4493. Pretty English chintz was used for this model, with bindings of black sateen. This is a good model for gingham, percale and also for rubberized materials.

The pattern is cut in four sizes: Small, Medium, Large and Extra Large. A Medium size requires  $3\frac{1}{2}$  yards of 27-inch material. Price, 10 cents. Please use coupon.

4507. Comfort and freedom are expressed in the style here illustrated. The model is good for gingham, seersucker, repp, pongee and kindergarden cloth. The bib and pocket, also the cuff may be omitted.

The pattern is cut in three sizes: 6 months, 1 year and 2 years. A 1-year size requires  $1\frac{7}{8}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

4504. The stylish side closing and the pretty basket pockets will please the little girl for whom this dress may be selected. The sleeve may be in wrist or elbow length. Gingham with collar, vest pockets, belt and cuffs in contrasting material will be good for this design. Brown linen with tan or white for trimming is also attractive.

The pattern is cut in four sizes: 4, 6, 8 and 10 years. A 6-year size requires 3 yards of 27-inch material. Price, 10 cents. Please use coupon.

4496. Plaid gingham with linen in a contrasting color would be attractive for this style. Printed cotton, crepe or ratine are also pleasing. The waist portions are cut with skirt sections, that are joined to plaited side portions. The short sleeve is cut in one with the waist. The long bell shaped sleeve is added.

This pattern is cut in four sizes: 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{1}{2}$  yards of 36-inch material. To trim as

illustrated with contrasting material requires  $\frac{1}{2}$  yard 36-inch wide. Price, 10 cents. Please use coupon.

4486. The combination of plain and striped material here portrayed is very appropriate for this style. The long lines and "V" shaped vest, are especially becoming to woman of mature figure. Ratine and linen or gingham and chambrey could be used for this model.

The pattern is cut in seven sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $5\frac{3}{8}$  yards of one material 36 inches wide. To make as illustrated requires 2 yards of plain material and  $3\frac{3}{8}$  yards of striped material. The width at the foot is  $2\frac{1}{4}$  yards. Price, 10 cents. Please use coupon.

4487. Here is a fine "protecting" apron with plait extensions at the side front seams. In unbleached muslin with a finish of bias binding in a contrasting color, this model will be inexpensive and very serviceable. Gingham, or sateen, chintz or chambrey are also suitable, and in damask in blue and white or silver gray, it will be very attractive.

The pattern is cut in four sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra, Large, 46-48 inches bust measure. A Medium size requires  $5\frac{1}{8}$  yards of 32 or 36-inch material. Price, 10 cents. Please use coupon.

4495. This model has youthful lines, and new style features. It portrays an attractive combination of plain and striped material. One could use braided or embroidered fabric for waist and sleeve, and taffeta, satin or kasha for the panel and skirt portions and for the collar.

The pattern is cut in three sizes: 16, 18 and 20 years. An 18-year size requires  $3\frac{3}{4}$  yards of 40-inch material. To make sleeves and waist portions of contrasting material as illustrated requires  $1\frac{3}{8}$  yards. The width at the foot is  $2\frac{7}{8}$  yards. Price, 10 cents. Please use coupon.

Send 12 cents in silver or stamps for our UP-TO-DATE FALL & WINTER 1923-1924 BOOK OF FASHIONS.



Mrs. E. C. Baker, Wife of Maintainer, Washington Junction, Md.

## Culinary Column



### A Will and a Way—and Delicious Biscuits for Lunch

Point of Rocks, Md.

August 15, 1923

Dear Miss Stevens:

I have often felt like contributing to your page but held back because of lack of talent. There is one thing I can do well (excuse self praise) but my husband and others say so—that is, bake good biscuits. Not much of an accomplishment I'll admit, but something.

A couple of years ago some men from the Baltimore office were in our town. It happened to be a very rainy day. As our town is small it affords poor accommodation for strangers so I occasionally prepare a meal for some and enjoy doing so. This day found me very much unprepared and without a loaf of bread in the house, and worse yet, not a grocery near as you have in the cities.

About eleven o'clock my husband called saying some men wanted lunch. Not wishing to disappoint him I hustled round and mixed up the following biscuit dough: 4 cups flour, 4 teaspoons Rumford baking powder, 1 cup lard, 1 teaspoon salt, 1 tablespoon sugar. I worked this thoroughly until it became feathery, then added cold water slowly mixing with a large spoon until the mixture was all moistened. Then I dropped this by spoonfuls slightly apart in biscuit pans and baked quickly.

With these and a few other things I managed to get a meal. The biscuits were replenished a couple of times and one was left. The point of my story is this: let us all learn to meet emergencies in whatever vocation of life circumstances find us in a close place. Let us not be found wanting, we can find a way if we will, and let it be as nearly as possible the right way.

Yours sincerely,

Mrs. C. E. BAKER,  
Wife of Maintainer.

### Baked Corn

By LOUISE OATMAN, Daughter of B. A. Oatman, Master Mechanic's Office, Newark, Ohio

1 can corn, 2 eggs, 2 tablespoons melted butter, 2 cups milk, salt and pepper, cracker crumbs.

Beat eggs slightly. Mix all ingredients together. Pour into a buttered baking pan. Cover the top with cracker crumbs and bake in a moderate oven until firm.



## Are Your Children Safe from the Fire Hazard?

FOUR year old "Jimmy" had found a box of matches in the kitchen and was having the time of his life watching the pretty blaze. Sister, who had been taught the danger of playing with matches at school, has taken the box away from him, much to his disgust, and is giving him a severe lecture. She has learned the lesson earlier than most persons do and is trying to teach it to the rest of the family.

Instruction in fire prevention can not begin too young. Many grown persons are careless with fire because they didn't form the habit of carefulness when they were children and through pure luck they have never had an accident.

Fire last year probably killed 15,000 persons and injured at least as many more. It destroyed property worth \$520,000,000. At that rate, one life was lost every half hour and property worth \$1,000 went up in smoke every minute. Most of these fires could have been easily prevented by keeping the premises clean and by a little more care in the use of fire and inflammable materials.

Insurance doesn't pay for fire losses, it merely distributes them. You pay insurance on your house and furniture and the boss pays it on the factory and machinery. High fire losses mean high premiums and this cost is added to the price of everything we buy. The \$520,000,000. doesn't begin to cover the loss by fire. When a factory is burned, many men are out of a job, sometimes for several months. When a house or apartment building burns down, it means a family without a home and there is a shortage of houses in nearly every city. It costs more to build now than when the destroyed building was erected and this means higher rents.

Fire prevention is your protection, both for your home and your job. The safety committee or whoever is in charge of fire prevention needs your help in eliminating fire hazards in the plant. If you notice a pile of rubbish or oily rags or any inflammable material in a place where it shouldn't be, report it at once.

"Don't smoke or light matches where 'no smoking' signs are put up," says a National Safety Council bulletin.

"Get into the habit of blowing out the match and stepping on the butt, even where there is no danger."

The same care is necessary at home. It is especially necessary to keep matches out of the way of young children. Playing with matches is a fascinating but highly dangerous indoor sport.

Preventable fires seldom start in clean places. The wife may be a spotless housekeeper but it is an exceptional home where there isn't a pile of old clothes, newspapers and other combustible stuff in the attic, the

closet under the stairway, or in the basement. These are ideal places for fires to start.

A stove left unwatched with the draft turned on may become overheated and start a fire. Kerosene and gasoline should not be kept in large quantities around the house. All open lights should be kept away from them and it is hardly necessary to add they shouldn't be used for starting fires.

Every man, woman and child should learn the location of the nearest fire alarm box and know how to turn in an alarm. After turning in the alarm, stand by the box till the fire department arrives and direct them to the blaze. They know the box from which the alarm was turned in but not the location of the fire and may spend valuable minutes looking for it.

### News from Martinsburg Auxiliary

By MRS. CLARA McDONALD TAYLOR

AUGUST 23 was a gala day for the Veterans and their families—the day of the big picnic at Chester Park. About 25 or 30 made up the quota from Martinsburg. The day was lovely and the weather wonderful. Everybody was happy in meeting old friends and in making new acquaintances.

Some of the Martinsburg folk went on the third section of No. 1, and some followed on Section 4. On the former were Mr. and Mrs. Delaney, Mr. and Mrs. Criswell, Mrs. W. A. Burkhart, Mrs. Catherine Fiskey, Mrs. H. Wilger, Messrs. P. M. Light, Robinson and Householder. Mr. Light and Mr. Wilger looked as though the trip had been too much for old men; never-

theless, they managed to enjoy the meals on the way back. Every time that we saw them they were eating, eating.

Our stay in Cincinnati was very brief. Chester Park is a lovely place, but there is too much to see at one time. A little bit goes a long way.

In connection with the fine train service which we of the "specials" received, I would not forget to mention the loyal porters of the Baltimore and Ohio. Those on our section were: Louis Smith, Martin Webb, A. B. Blocknell, P. Whitney, P. Parker, P. H. Speicher, Eugene Harris. These were most courteous and willing.

Raymond Russler chaperoned the crowd on Section 4. They say that he had a wonderful time entertaining the ladies, making speeches and singing his few choice selections. However, he is always on the job when it comes to entertaining. (Fishing is now over and he is killing up all the squirrels in West Virginia.)

Brother Fauver was there in all his glory. He looked as though he had got lost in the mad rush. We s'pose that he was hunting for the Missus, for it was nearly meal time when we saw him and he looked hungry, and the boys know who always furnishes the good eats.

We met quite a number of Grand Lodge folks that we never had the pleasure of meeting before. They claimed that they were having the time of their lives.

On August 20 Mrs. Burkhart and your correspondent received a letter of thanks for some little work that we had done for our Grand President, in behalf of the Newark Auxiliary. We are glad to know that we could be of service.

Mr. and Mrs. A. J. Criswell left us at Cincinnati to go to Chicago and several other cities on their vacation. They tell us that they had a fine time and found Baltimore and Ohio service to be the best always.

Mr. Galloway's talk at the picnic was a real heart-to-heart talk and many new thoughts were brought to his listeners. Mr. Galloway has won the friendship of all the folk on the System through his charming personality and his considerate treatment. Mr. Fries' talk was much appreciated and will long be remembered. The appreciation expressed by these two men in connection with the little tokens of remembrance made us believe that life is worth living after all.

We should endeavor to make the Baltimore and Ohio Veterans' Association an ideal association to match up with our ideal Railroad; this is one of the thoughts brought to us through the talk given by Brother Sturmer.

The Baltimore and Cumberland Auxiliaries were well represented at the picnic.

The accompanying picture is of Miss Weaver. Isn't she happy?

Our lodge met on the night of September 6 with a good attendance.

Martinsburg has lost a valuable citizen in the death of former Mayor T. M. Turner, who died very suddenly in his place of business.



Jean, daughter of Engineer and Mrs. John Weaver, Smithfield, Pa., hunted watermelon with Grandfather G. R. McDonald, at the Versailles picnic



# Our Little Railroaders

*O, come here, Sue and Johnny,  
And read this page for me—  
I'm sure it's something very nice  
For girls and boys to see.*



*It's all about the contest—  
Let us join in the fun,  
The prizes are so many that  
I'm sure we'll capture one!*

## All Right, Girls and Boys, Are You Ready for the Prize Contest? Here It Is—

**D**ID you ever think how much you can help your daddy be a happy man and a good railroader? Well, you can help him a lot. I am not going to tell you all of the ways in which you can do this, for that is what I want *you* to tell *me* in a nice little letter. Here are just a few things that you can do to make him a good railroader and a happy railroader.

First of all, you can obey him so that he will not have to worry about what you are doing.

Do you know that many, many accidents are caused by men whose minds are not on their work? And do you know why a man's mind sometimes is not on his work? Because he may be worried about things that are going on at home, or because he has not had the proper kinds of food to make him comfortable. Sometimes it is his stomach that bothers him; sometimes it is worry because someone at home is ill; sometimes it is because he has not had the proper rest. What can you do, what can your brothers and sisters do, and what can your mother do to make father happy and comfortable so that he may do his work best?

If all of the men who work for the railroad had happy, comfortable homes; if all their little girls and boys were anxious to help them, and if all of the mammas knew just how to prepare for their husbands the kinds of food that they ought to have to eat in order to work properly, and if everybody tried to be pleasant at all times, we'd have such a railroad as the whole world never heard of.

Now, wouldn't you like to help make it that way? You know, I am sure, that the better the man works the better the railroad is, the more money it can make; and the more money the railroad makes, the surer your daddy is of his job, the better will be the things that he has to work with, the more able the railroad will be to pay him a good salary, and because of this, your whole family will be better off.

Little girls and boys and all of the folks at home can do much to help. Just what they can do and how they can do it we shall find out in your letters. The subject for your contest is this:

### "HOW WE CAN HELP DADDY BE A GOOD RAILROADER"

One of the nicest ways to find out is to ask Daddy himself. He will be sure to have some interesting things to tell you that will help you in your letter. Then ask Mamma or Grandma, Sister, Brother, or any other members of the family. After that you may ask anyone you wish. If you know some railroad officers be sure to ask them, for they can tell you better than anybody else, perhaps, except Daddy himself. Get all of the help you wish to, and be sure to say in your letter, who helped you. This is important.

Now, there may be some of you who have grandfathers who are working with the Baltimore and Ohio instead of fathers; or it may be that it is your sister, or mother, or aunt, or uncle, or brother who brings home the Magazine to you. If it should be either of these, just substitute his or

her name instead of the word "Daddy" as given in the subject. For example, if your sister is a railroad girl, you would call your letter "HOW WE CAN HELP SISTER TO BE A GOOD RAILROAD-ER."

### Here are the Prizes

The prizes, as you will see, are well worth working for. As in our last contest, there will be two sets of prizes; one set for those ten years old and under, the other for those aged from eleven to sixteen. If you are more than sixteen you cannot enter the contest.

#### I

Best letter by girl under 11 years, choice of surprise Christmas Stocking No. 1, or book of fairy tales.

Best letter by boy under eleven years, choice of surprise Christmas Stocking No. 1, or book about animals.

Second best letter by girl under 11 years, choice of Surprise Christmas Stocking No. 2, or story book.

Second best letter by boy under 11 years, choice of Surprise Christmas Stocking No. 2, or story book.

Third best letter by girl under 11 years, Surprise Christmas Package.

Third best letter by boy under 11 years, Surprise Christmas Package.

Each of ten next best letters, Blue Ribbon and Honorable Mention.

### FILL IN THIS COUPON AND PIN IT TO YOUR CONTEST LETTER

My Name is .....

Post Office Address .....

Father's Name (or name of person in your family who works for the Baltimore and Ohio Railroad) .....

His or Her Position .....

My Age ..... Grade .....

Name of my Home Town Newspaper .....





Drawn by Arline Tysinger, Cumberland, Md.

## II

Best letter by girl, 11 years old or over, choice of 2 good books or enough wool to make a pretty sweater.

Best letter by boy, 11 years old or over, choice of a good baseball, or year's subscription to one of the following: (1) Youth's Companion, (2) American Boy, (3) Boy's Life.

Second best letter by girl, 11 years old or over, choice of a half-dozen pretty handkerchiefs or a nice book.

Second best letter by boy, 11 years old or over, choice of pocket knife or book about animals.

Third best letter by girl, 11 years old or over, one dollar in cash.

Third best letter by boy, 11 years old or over, one dollar in cash.

Each of ten next best letters, Blue Ribbon and Honorable Mention.

If there is anything that you do not exactly understand about this contest, just write to Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md., and she will be glad to tell you about it.

The rules of the contest are:

1. Write a letter, on the subject *HOW WE CAN HELP DADDY* (or Mamma, Sister, Brother, Auntie, Uncle or Grandpa, as the case may be) *TO BE A GOOD RAILROADER*.

2. Write on one side of the paper only; pencil preferred, unless you have a typewriter.

3. Send your composition in before December 10. The contest closes on December 10 and the prizes will be awarded in time for Christmas.

4. Be sure to use the coupon. Fill it in and pin it to your letter.

5. Send all letters to: AUNT MARY, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

6. If possible, send your picture along with the letter.

7. Hurry up and send in your letter. There is not much time.

By writing this letter you will be doing several nice things. You will be learning how to help Daddy; you will be helping Aunt Mary with Our Little Railroaders Page (for all of the best compositions will be published in the Magazine); you will be helping other little girls and boys, and you may be winning a prize for yourself.

# When Tommy Ran Away

By FANNIE KEITH, Baltimore, Md.

ONCE upon a time there lived a boy whose name was Tommy; he was a very bad boy. His mother planted some flowers in the yard. Tommy went out and dug them up. Then he went in and said, "Mother, I dug your yard up for you." His mother was angry and said "I will punish you." She made him sit in a corner near a clock. Tommy kept watching it. He thought the time would never come for him to get out of the corner.

After a while he raised the window and jumped out. He ran away and as he ran he said "What a good time I will have!" After a while he came to the woods. He ran through them and played with the butterflies and picked flowers. All of a

sudden the moon rose, it was dark. The owls hooted at him and the bats flew swiftly round him. He said, "Oh, please send me home."

Then he saw a man and a dog and the man called, "Tommy," and the dog barked. He ran to them. The man was his father. His father and the dog took him home. He told his mother the story and asked her forgiveness. His mother forgave him and he never ran away again.

## Correct

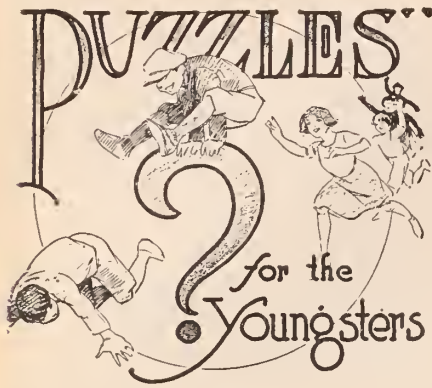
Teacher—"Who can name one important thing we have now that we did not have one hundred years ago?"

Tommy—"Me."—*Los Angeles Times*



Here are Wayne Kidd and his sister Eleanor, who help their daddy to be a good railroader. Mr. Kidd is flagman on the "Tango" engine, which we see in the picture, Mr. Kidd standing on the front. They all live at Bridgeport, Ohio. Mr. Kidd enjoys working with his friends, Engineer John Shane and Conductor "Pat" Mulkern. Wayne drew the picture of the engine in the left hand corner





### Dear Girls and Boys:

The answer to the puzzle in the August Magazine is "ARITHMETIC." How many of you guessed it? Well, look at this long list and see for yourselves.

William Robinson, Box 215, Hyattsville, Md.; Margaret Andersen, Relay, Md.; Ruth Troxell, daughter of Conductor E. A. Troxell, 1 Allegheny Terr., Pittsburgh, Pa.; Dorothy R. Jenkins, 701 E. Reynolds st., New Castle, Pa.; Louise Clark, daughter of Joseph Clark, switchman, 1012 Eliza St., Cincinnati, Ohio.; Grace McClung, 302 McGraw Avenue, Grafton, W. Va., Inez Walker, 111 Hayes St., Willard, Ohio; Katherine Phebus, 111 W. Randall St., Baltimore, Md.; Raymond Hutson, Cumberland, Md.; Marie Draganan, 344 2nd St., Rankin, Pa.; Ernest W. Fischer, 3147 Lyndale Ave., Baltimore, Md.; Harry Neal, son of Machinist Neal, 520 Virginia Ave., Cumberland, Md.; Lorraine Tharpe, Box 289, West Newton, Pa.; Sarah Pennington, 163 Polk St., Cumberland, Md.; Thelma Hedrich, 2001 Ramsey St., Baltimore, Md.; Edward Oldewurtel, 118 S. Washington St., Baltimore, Md.; Estelle Barnes, St. Denis, Md.; Mildred and Evelyn Luh, 1818 W. Lombard St., Baltimore, Md.; Madge Buskirk, 2054 Elm Ave., Norwood, Ohio; Anna Hay, 1402 Hollins St., Baltimore, Md.; Mildred Rockwell, Green Spring, W. Va.; Octavia Getz, 8 S. East Ave., Baltimore, Md.; Alberta Benesch, 2322 E. Monument St., Baltimore, Md.; Paul Schultheis, Lansdowne, Lakeland, Md.; Louise Kanode, Rippon, W. Va.; Mary Magdalene Appel, daughter of Agent, Breese, Ill.; Ernesting Wolfe, 1210 Baines St., Charleston, W. Va.; Lena Hoppe, 1407 Clarkson St., Baltimore, Md.

The Puzzle Man says that you're sending the answers so fast that you make his poor head swim, but please don't stop sending them; he doesn't mind getting dizzy.

And some of you have been good enough to send me lots of original puzzles. These are just splendid. See if you can guess the answers.

#### I. Mixed Names.

Some gentlemen went for a walk. Being very forgetful, they lost their names. When they found them they could not get them together properly. I wonder if you can do this. Each syllable given below

represents a part of a name. The first one, Mr. Tele, will be Mr. Telephone when he finds his right name, while the name Wire will belong to someone else in the list. See if you can straighten them out.

Mr. Tele Wire.  
Mr. Tric Light.  
Mr. Gaso Coal.  
Mr. Phone Less.  
Mr. Elec Line.  
Mr. Oil Day.  
Mr. Yester Cot.  
Mr. Gy Baby.  
Mr. Ton Bug.  
Mr. Doll Spoon.  
Mr. Ning Holder.

—By ESTELLE BARNES, *Relay, Md.*

#### II

This is the name of a girl and this name is a word of 6 letters.

My first is found in SING and SWING  
My second in GLAD, but *not* in SAD

### Dear Girls and Boys:

Please do not send in any more drawings of cartoons from the funny paper. I have so many of them now that I just can't find the space to use them.

If you have any drawings that will be suitable for Christmas, such as snow scenes, Christmas trees, Santa Claus, holly, chimneys with stockings in them, or windows with candles, or anything suggestive of Christmas, let me have them by November 5 and I shall try to get every single one of them into the December Magazine.

The drawings that I have on hand I shall use from time to time as I can find the space; all will be used in time. If you do not see your drawing in the first Magazine after you send it to me, keep on looking; it will be sure to get there some time.

*Aunt Mary*

My third is in TEA, but *not* in COFFEE  
My fourth in DON'T, also in DO  
My fifth is in YES, but *not* in NO  
My sixth is in STAY, but *not* in GO  
—By MARGARET ANDERSEN, *Relay, Md.*

Margaret also gave another, but it's such a funny one that we'll have to tell you the answer. The puzzle is: I have a tongue, I have a soul (sole) and sometimes I have eyes. Often I talk when I walk. The answer is SHOE. (Yes, Margaret, yours may *talk*, but mine usually *squeak*.)

#### III

(two words, eleven letters in all)

My first is in STUDY, my second in ALL,  
My third is in FUNNY, but *not* in STALL,  
My fourth is in PEOPLE, but *not* in CROWD,  
My fifth is in SILENT, but *not* in LOUD

My sixth is in LADY, but *not* in PROUD,  
My seventh you'll find, is like my third,  
My eighth and ninth are found in BIRD,  
My tenth is found in GIRLS and BOYS,  
My eleventh you'll see in STIR and TOYS,  
My whole is a motto for all girls and boys.

—By RAYMOND HUTSON, *Cumberland, Md.*

And now we just haven't the space for any more, but I just want to tell you a little secret. Next month there will be a puzzle which is easy to solve, and the first girl or boy to solve it will get a — but you can't guess, so just wait and see.

For each one of the above puzzles that is answered correctly, the solver will receive one French postcard, a picture of some place that Aunt Mary saw on her journey across the sea.

Send your solutions to Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.

Now, just one more thing: Over in another section of the MAGAZINE you will find lots of puzzles for older people, puzzles which Mr. Pryor gets together for us each month. Some of them are very easy this time, and I am wondering if some of you older girls and boys couldn't get together with your parents and solve some of them. You have solved so many of our little ones that I am sure that you could. Try it.

Riddle: Guess what I am sending to you all.

Answer: My love.

*Aunt Mary*

### Rakin' the Leaves

By MYRA GILL, *Baltimore, Md.*

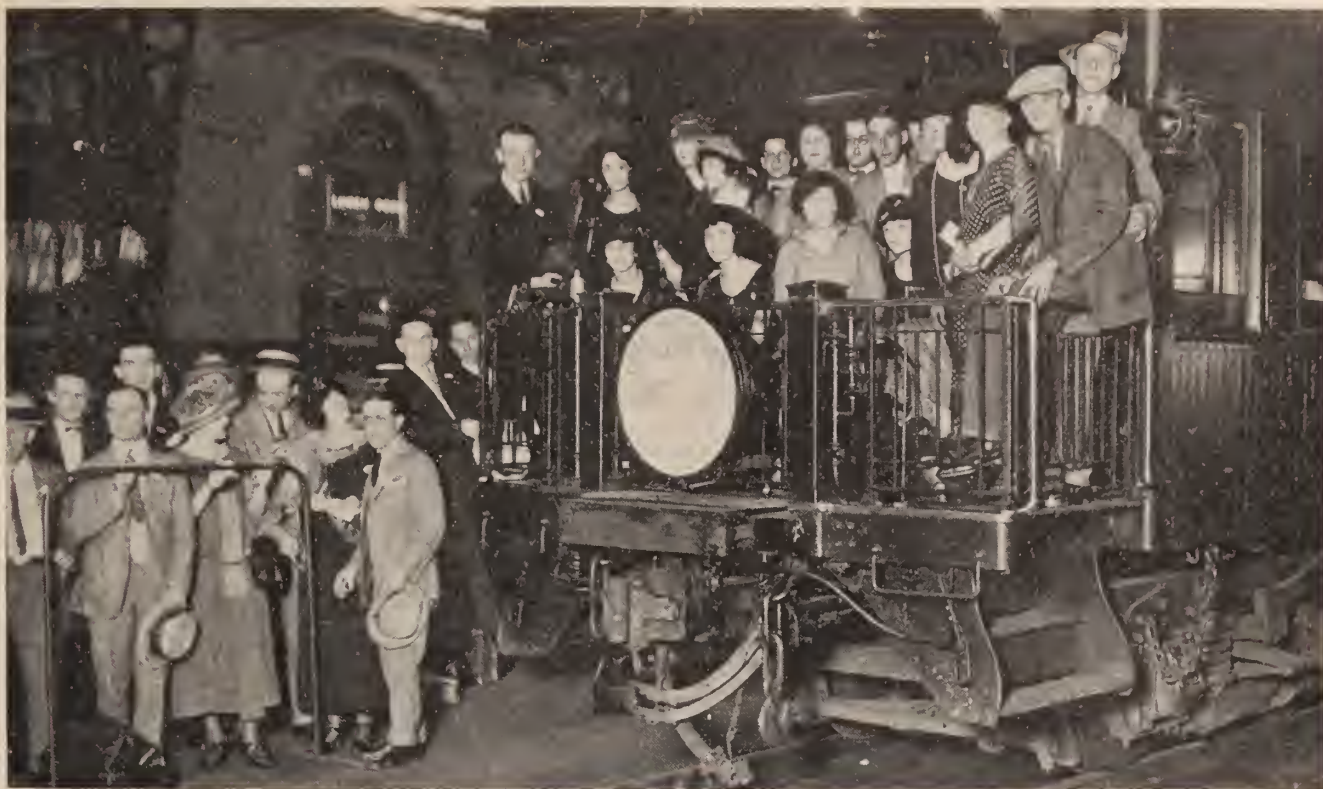
We've been rakin' the leaves all day—  
I'd rather do that than go and play.  
It's like a game—so full of fun—  
To work out in the autumn sun.  
I love to go and rake, and rake—  
One day we found a baby snake,  
But he wouldn't hurt us, not a mite,  
So we left him rather than give him fright.

We heap the leaves up ever so high,  
It seems they're 'most up to the blue, blue sky,

And then, we jump into the pile,  
And a smile's on Grandma's face the while;  
And she turns her head and sighs, and heaves—  
She wishes old folks could help rake leaves.  
Grandma watches with eager eyes—  
Says she'd like to rake again 'fore she dies.

Now, to me that really seems quite sad.  
You know, sometimes I'm awfully bad,  
Then I try to be good, and Grandma's glad.  
She ties on my hood, gives me cookies and candy  
To tuck in my pockets and up my sleeves—  
Say, don't you think that's fine and dandy?  
And I go on rakin' the leaves.





The Chicago Passenger Club leaving Grand Central Station en route to Washington

## The Chicago Passenger Club Goes to Washington over the Baltimore and Ohio

**P**RACTICALLY every large city in the United States has what is known as a passenger club, the membership of which is chiefly composed of the railroad passenger representatives, ticket agents and ticket clerks in such cities. These clubs are formed purely for social and pleasure purposes, as well as to promote a greater interest in railroad and educational subjects.

Chicago being the greatest railroad center in the world, it naturally has one of the largest and most active passenger clubs, and as a part of their entertainment program it is the customary practice to make an educational or pleasure trip each Labor Day and on other holidays during the year.

The Baltimore and Ohio invited the Chicago Passenger Club to make a trip to Washington for the usual Labor Day excursion this year, the invitation being cordially accepted. The Company provided a special train to operate as a section of the Capitol Limited, leaving Chicago on September 1 at 2.30 p. m.; and returning left Washington on September 3 at 1.30 p. m.

There were one hundred and thirty people in the party, and to say that they had a highly enjoyable time is to express it mildly. Everything worked out in fine style—the train was on time all the way, the dining car service came in for its full share of praise; and the beauty of the scenery along

our line was a revelation to many of these widely traveled Chicagoans.

A baggage car on the train was fitted up for dancing, and many pleasant hours were passed tripping the light fantastic. One of the Santa Fe boys brought a motion picture machine along, and after the dance interesting movies were shown. The Dining Car Department contributed its bit to the evening's enjoyment by serving refreshments.

It was the first visit to Washington for quite a number of the party and, of course, their stay was especially interesting. Those who had previously visited the Capital learned many new things on this trip that gave them a keener appreciation of the National Capital as a tourist point. A day and a half was devoted to sightseeing and inspecting the wonderful buildings in America's most interesting city. They carried away with them a knowledge of the seat of their government not only of real personal value, but first hand information on Washington that may be passed on to prospective passengers with distinct benefit.

The outstanding feature of the return trip was a stop made at Harper's Ferry, affording a good opportunity to become acquainted with the most historic and perhaps the most scenic point on the Baltimore and Ohio Railroad. Early the next morning the party arrived in their home city, happy

and delighted with our service. The following telegram sent to General Passenger Agent Brown by the President of the Chicago Passenger Club leads us to believe that the Baltimore and Ohio and Washington are going to become better known among the railroad fraternity in Chicago:

Washington, D. C., 12.29 p. m.  
Sept. 2, 1923

W. G. Brown  
Chicago, Ill.

Chicago Passenger Club arrived Washington ten forty-five a. m., a very much pleased party. Baltimore and Ohio Railroad service is perfect and everyone in party, one hundred and thirty two strong, are Baltimore and Ohio Railroad boosters. Messrs. Benedict, Cook and Corcoran have been extremely kind and have proven themselves worthy of their good reputation. Our best wishes for the continued success of the Baltimore and Ohio Railroad.

CHICAGO PASSENGER CLUB

C. L. Thompson, President

An unusually gratifying incident that arose in connection with the trip was when several of the committee in charge of arrangements went to Chicago's most prominent confectionery concern, conducted by Mrs. Snyder, to purchase candy for the fifty or more young lady members of the party. When Mrs. Snyder learned that the candy was for a party of railroad people who were to travel over the Baltimore and Ohio, she promptly refused to accept any money and stated it would please her to donate the candy to the club as an expression of her friendly feeling towards the Baltimore and Ohio in view of the good service and kindly attention they are giving the public.



## Passenger Representative Quickly on the Job

THE "Prospective Business" cards placed in the MAGAZINE during the past two months have brought results. A day or two after the MAGAZINES containing the first cards had been distributed, we received the following letter from I. C. White, Relief Department:

"Just a word that might be gratifying to Miss Mabel Gessner, our passenger representative. When I received the prospective business card in the July MAGAZINE, which was on Wednesday, the same evening I met some friends who were contemplating a trip to St. Augustine, Fla. I mentioned the Baltimore and Ohio Washington service to them and asked permission to fill out the card. This was unhesitatingly given. The following morning, Thursday, Miss Gessner was right on the job. Recently I met my friend again and she was anxious to express to me her appreciation of the courtesy of Miss Gessner and her willingness to assist in planning the trip. The result, I am quite sure, will be business for the Baltimore and Ohio."

Other reports of a similar nature have come to the MAGAZINE, indicating that our

employees are doing all they can to secure business for our Company. The incident related above also shows that cards sent in are receiving prompt and courteous attention on the part of our Traffic Department. With employees in all departments giving "tips", and Passenger and Freight Department representatives promptly following them up, the results will be seen in increased revenue and an increasing number of friends for the Baltimore and Ohio. We are confident that once we secure a passenger, or freight shipper, he will continue to use our service.

## "Big Four" Fireman Thanks Our Employees

THE CLEVELAND, CINCINNATI, CHICAGO  
AND ST. LOUIS RAILWAY COMPANY

Indianapolis, Ind.  
September 19, 1923

The Editor  
Baltimore and Ohio Magazine  
Baltimore, Md.

Dear Sir:

I want to take this method of expressing my sincere thanks to the officers and employees of the Baltimore and Ohio for many kindnesses shown to me during my trip

over your line from Cincinnati to Baltimore and return. I made this trip in order to attend the funeral of my father at York, Pa.

I would appreciate it if you would publish this letter in your MAGAZINE in order that all those who assisted me at the time of my bereavement may know that their kindness was appreciated and will not be forgotten.

Very truly yours,  
(Signed) GEORGE W. BOWERSOX  
Locomotive Fireman, Big Four R'y.

## Veteran Reed is Still at it

THE writer had the pleasure of sitting opposite at table at the dinner concluding Galloway-Fries Day, to W. D. Reed, fifty year "plus" Veteran living in Niles, Ohio. With Mr. Reed were other Veterans from the Chicago Division, Brothers Aiken and Egan among them. Mr. Reed was talking about the business getting campaign so successfully led by the Veterans in 1921. He said:

"I am still at it. Whenever I see anything especially interesting in the MAGAZINE I call particular attention of my close friends to it.

"I always carry a blue folder (the System



The Chicago Passenger Club went to Washington this year on its annual Labor Day tour, and the members, representing different



time table) with me. Last week I sent two persons from Chillicothe to New York. I cannot help it. I am steeped in Baltimore and Ohio spirit up to my neck."

Mr. Reed wrote the MAGAZINE office on September 16 and told of two of his friends who wished to return from a vacation in Connecticut to Youngstown, Ohio, and the following letter speaks for itself in this connection:

Sept. 6th 1923

Mr. W. D. Reed  
Niles, Ohio  
Dear Mr. Reed:

I feel that I owe you many thanks for your kind suggestion that we return from our vacation over the Baltimore & Ohio Railroad.

We left New York on Monday, August 27th on train seven, going as far as Washington where we stayed until Wednesday the 29th. Then we came once more on train seven to Youngstown arriving on time at 6 o'clock Thursday morning.

I feel that I must commend most highly the Dining Car Service and the courteousness of the Baltimore and Ohio train crew. They were of the highest type and did much to insure a pleasant ending to our month's trip.

Thanking you once more, I remain

Yours sincerely,

WALTER HIRST

## Hearing a Spade Called a Spade

By T. E. REESE, Chief Clerk, Mail and Express Traffic Department

THE wind-up of the writer's vacation was one that made him feel doubly proud of his Company, and glad to get back in the harness. Here's the inspiration:

While riding in the Pullman "smoker" on a train of another line headed for Washington, D. C. about the first part of August, I heard a conversation between two gentlemen, who from appearance and "hearsay" had traveled quite extensively, especially in the west. They were discussing the merits of certain western lines over which they had ridden several days previously. After finishing their discussion of those lines, they turned towards the "east" with these remarks:

Mr. Q.—"What's considered the standard line in the east?"

Mr. A.—"The Baltimore and Ohio."

Mr. Q.—"How about their dining car service?"

Mr. A.—"The Baltimore and Ohio has the best in the country!"

The answers were given Mr. "Q" such an emphatic way, and evident convinced him so thoroughly of "what what" in the east, that he made his adieu without further say.

Is there any wonder when a fellow hears such talk about the road he represents while riding on another line running somewhat parallel with his own, that he puts all the harder to help maintain that reputation, and doffs his hat to Mr. Baugh and his dining-car men?

## American Legion

MEETINGS of the Baltimore and Ohio Post No. 81, American Legion, are held regularly on the fourth Monday night of each month in the Army-Navy Marine Club, West Mulberry near Cathedral Street, Baltimore. Railroad Legionnaires visiting the city are cordially invited to attend and make use of the bowling, pool, billiard and other recreational facilities.

The last meeting was held on the night of September 24 with about twenty members present. Comrade C. R. Hannum will be the Post's representative at the National Convention in October in San Francisco and we see that the handsome Baltimore and Ohio Legion banner is well displayed.



roads, voted Baltimore and Ohio Service "A-1." They even had a dance hall en route, improvised from a baggage car! See story on page 47



# Tribute to Colonel Walter V. Shipley

*National Hotel and Travel Gazette Praises Handling  
of Presidential Special Trains*

THE following editorial tribute to Colonel Walter V. Shipley, D. F. A. at Washington, D. C., was paid by the *National Hotel and Travel Gazette* in its September issue:

"Early last May when arrangements were made for the late President Harding to make the trip to Alaska, returning by way of the Panama Canal, the transportation arrangements were placed in the hands of a man well known in railroad circles but of whom comparatively little is known by the general public. The man selected for the important position of Master of Transportation of the Presidential Special was Colonel Walter V. Shipley, division passenger agent of the Baltimore and Ohio Railroad at Washington, D. C.

"On that fateful Thursday, August 2, when Mr. Harding passed to rest, Colonel Shipley's duties were made doubly important in the fact that those in charge requested that he take charge of the funeral train across the continent. While the eyes of the world followed this train step by step and its procedure had to be regulated to accommodate the vast throngs along the entire route who desired to pay their last respect to their beloved President, Colonel Shipley was the man who saw to it that every wish of Mrs. Harding was carried out and that none of those along the route through the crowded yards of the cities through which the train passed, was disappointed. On the arrival in Washington, when arrangements were completed to have the funeral train from this city to Marion go over the Pennsylvania tracks so to pass through another section of the country, Colonel Shipley was asked to take charge of the train, and when the special leaving Marion with its distinguished party returned to Washington, he was again in command.

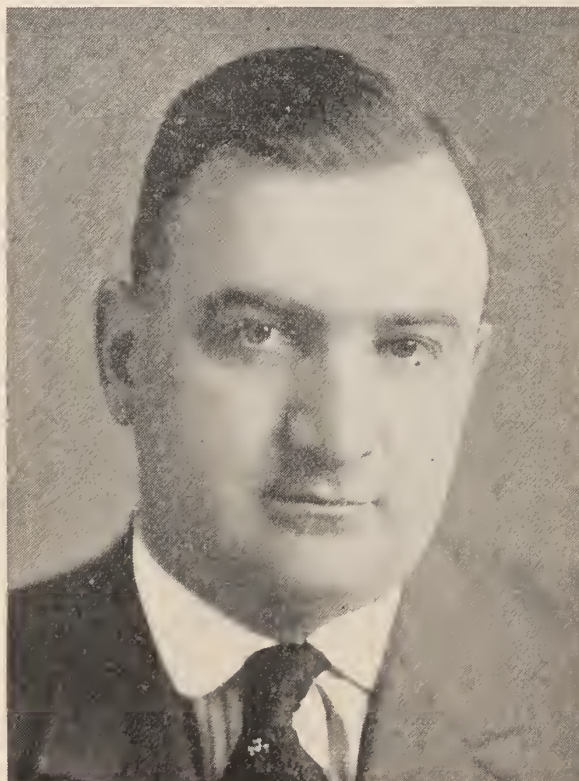
"A man thus so signally honored forced into the limelight even against his wishes and it is therefore interesting to note the short but brilliant career of this exceedingly efficient railroad man in his chosen field, as well as the military record which seems to go hand in hand with his railroading. Born November 1, 1883, at Cockeysville, Baltimore County, Maryland, Colonel Shipley received his education in the public schools of Baltimore County, later finishing in a private school in Baltimore City. At the age of nineteen he entered the service of the Baltimore and Ohio Railroad as a stenographer in the accounting department and served various capacities in this department until 1911, when he was appointed traveling tariff inspector in the office of the first vice-president, serving in this capacity for four years.

"In the meanwhile, having joined the Maryland National Guard on May 17, 1904, as an enlisted man in the famous Fifth Maryland Regiment, he began what was to be an able record in the service of his country. Commissioned a second lieutenant, July 4, 1908, he passed through the various commissioned grades up to the rank of major in 1909, being appointed Camp

Quartermaster of the Maryland Mobilization Camp at Laurel, Maryland, June, 1916. In September of the same year he was commissioned Chief Quartermaster of the National Guard of Maryland with the rank of major, and was mustered into the Federal Army in June, 1917, as Disbursing Quartermaster for the Maryland District. October 1, of the same year, he was assigned to Camp McClellan, Alabama, and on July 5, 1918, took his place as Quartermaster of the Twenty-ninth Division at Prauthoy, Hte. Marne, France. Promoted to the rank of Lieutenant Colonel at Verdun, November 10, 1918, he was assigned to duty as Assistant Chief of Staff of the Twenty-ninth Division, A. E. F. During his service in France, Colonel Shipley was awarded the distinguished service medal for meritorious and conspicuous service as Assistant Chief of Staff, Twenty-ninth Division, A. E. F., in Meuse-Argonne operations and activities subsequent thereto.

"In November 1915, Colonel Shipley was appointed passenger agent of the Baltimore & Ohio Railroad at Baltimore, serving in that capacity until June 1916, at which time he was furloughed for military service in connection with the Mexican Border mobilization, remaining in the military service until November 1916, at which time he again assumed the duties of passenger agent at Baltimore, serving in that capacity until June 1917, at which time he was again furloughed for military service in connection with the World War.

"At the close of the war, Colonel Shipley returned to the railroad as traveling passenger agent and on March 1, 1920, assumed his present post as division passenger agent of the Washington dis-



Colonel Walter V. Shipley, Division Passenger Agent, Washington, D. C.

trict. In June of that year he was commissioned Lieutenant Colonel, Quartermaster Reserve Corps, U. S. A.

"With a career such as the above at the age of forty, Colonel Shipley's future is indeed bright and will be watched with great interest by the many in both private and official life who enjoy his acquaintance."

## He Wanted This Put in the MAGAZINE

H. L. PFEIFFER is an inspector of accounts in the Auditor Disbursement's Office. Recently he was attracted by an item he saw in the *Southern Railway Bulletin*, and asked that we reprint it.

Of course, we will, Mr. Pfeiffer! We have been trying to say the same thing through our own *MAGAZINE* for the last ten years and are glad to publish another version of it as written by C. M. Mitchell, General Superintendent of Transportation of the Southern Railway, as follows:

The Southern Railway sells transportation and must compete for its share of the country's commerce and travel.

Its success depends upon its efficiency.

Efficiency is the quality that produces the best business results or the most effective service.

We may be effective, but if the competitor is more so he gets the business. People will travel and ship via Southern when they have to. We must make them do it when they don't have to.

The most effective service means more than just carrying the freight or the passenger safely from origin to destination. All the essentials of proper service must co-exist.

Our tariffs, circulars, rules and regulations tell us how to do our work.

We must serve promptly, correctly, safely, courteously, and better than the other railroad. Remember, fellows, we reap what we sow.

Now, let's sow seeds that make friends: (1) by understanding and applying the tariffs, rules and regulations. (2) By knowing your job better—get to be an authority on your work. (3) By working together for the good of the service.

And the Southern Railway—the railway you represent—will flourish and so will you.

We begin now with a clean slate. Let's go!

"This commonwealth is one. We are all members of one body. The welfare of the weakest and the welfare of the most powerful are inseparably bound together. Industry cannot flourish if labor languish. Transportation cannot prosper if manufactures decline. The general welfare cannot be provided for in any one act, but it is well to remember that the benefit of one is the benefit of all, and the neglect of one is the neglect of all. The suspension of one man's dividends is the suspension of another man's pay envelope."

—Calvin Coolidge



# Conductor Charles Ireland Completes Fifty Years of Honorable Service

By ALTO SMITH, *Secretary to Train Master, Flora, Illinois*

CONDUCTOR CHARLES IRELAND, Springfield Sub-Division, has just completed fifty years of service with the Baltimore and Ohio. Mr. Ireland was born in Chillicothe, Ohio, June 3, 1857, and entered service as machinist's apprentice on August 1, 1873. When he finished his apprenticeship he was employed as machinist at Chillicothe, Ohio, under Master Mechanic Edward Bosley. He was transferred to Vincennes, Indiana on what was then the Ohio and Mississippi Railroad as machinist on August 1, 1877, and to freight brakeman on Springfield Sub-Division, March 1, 1880. He was promoted to freight and extra passenger conductor on July 5, 1883, and to regular passenger conductor on July 16, 1883 between St. Louis and Vincennes. Employed as passenger conductor on the main line from July 5, 1883 until June 1, 1889, General Superintendent C. C. F. Bent gave him permission to transfer to Springfield Division, where he has been in continuous passenger service since that time with a clear record. The accompanying photographs show Conductor Ireland as he appeared when making his first trip as passenger conductor and as he appears today.

Mr. Ireland is on record that "the first fifty years of railroading are the hardest." And he says that when he started the business was not considered the honorable vocation that it is today. His parents were members of the Episcopal church and had him pointed for the ministry. He wanted to be a minister, too, but when the time of decision came he was young, and, learning railroading while he was getting older he just naturally decided to make it his life's career. His grandfather was a soldier in the Continental Army and his picture hangs today in Carpenters Hall in Philadelphia, where the first Congress met. Mr. Ireland saw it there in Centennial Year, 1876, on the only trip east that he has ever made in his life.

During Mr. Ireland's early days on the road there was little distinction between the kinds of work assigned to the men on the crew. The job of brakeman and baggage-man was that of one man, and the trains were generally combined freight and passenger. Until about 1885 there were no uniforms for passenger crews, just a cap and sometimes a little badge worn in the lapel of the coat.

Mr. Ireland was chief conductor and secretary of the O. R. C. for a number of years and made the first contract that they ever had. He says:

"I used to be a peacemaker and I usually got anything I went after because I never went after anything that was not right. On two occasions I heard about possible strikes, asked to be relieved, went to the

seat of the trouble and talked to the boys until the early hours of the morning. Then I went over to the C. H. and D. and saw George Howard, who was grand chief conductor, and told him that we were going to get into dispute if we broke our contract, etc.

"I have been called to task several times when I did not deserve it but I have made a practice of forgetting the unpleasant things and remembering the good. There is not a day that I make a trip on this railroad that I do not, before I start out, ask

the Almighty to have me do or say something that will help somebody along. I have tried to do that."

Mr. Ireland speaks also in a most interesting way of the part he played in the Shawneetown flood in 1898, when he took relief trains in and did courageous work in succoring the unfortunate.

So that even if he did not realize his boyhood ambition of being a minister, he perhaps chose wisely, after all. For we all know the need of good men in business and that the more good men we have, the better the business will be. We can recall also the appropriateness of one of the beatitudes as applied to Mr. Ireland's life: "Blessed are the Peacemakers for they shall be called the children of God."

## New Facilities for Automobile Handling in Baltimore

ON AUGUST 22 the Company announced the opening of the new and modern, covered and open, fireproof platforms at Oak Street Station, Baltimore, for the handling of automobiles. Located at the Southwest corner of Oak and 21st Streets, they are directly in the automobile industry district, yet away from the congested traffic section.

The covered section is 160 ft. long by 23 ft. wide, and is built of structural steel, with reinforced gypsum slab roof, concrete floor, steel frame walls and sliding doors. It is covered with corrugated zinc, has steel sash with wired glass and is lighted by electricity. This enables assembling of cars without inconvenience account weather conditions, but no covered storage space is available.

Two ramps serve the Oak Street front for delivery, one of which enables delivery

from end-door cars. Delivery, also, may be taken along 21st Street front, from both the covered fireproof platform, (through convenient doorways) as well as from the open fireproof platform, 140 ft. long by 23 ft. wide (concrete floor), which open platform immediately adjoins the covered platform. This open platform is served by convenient exits.

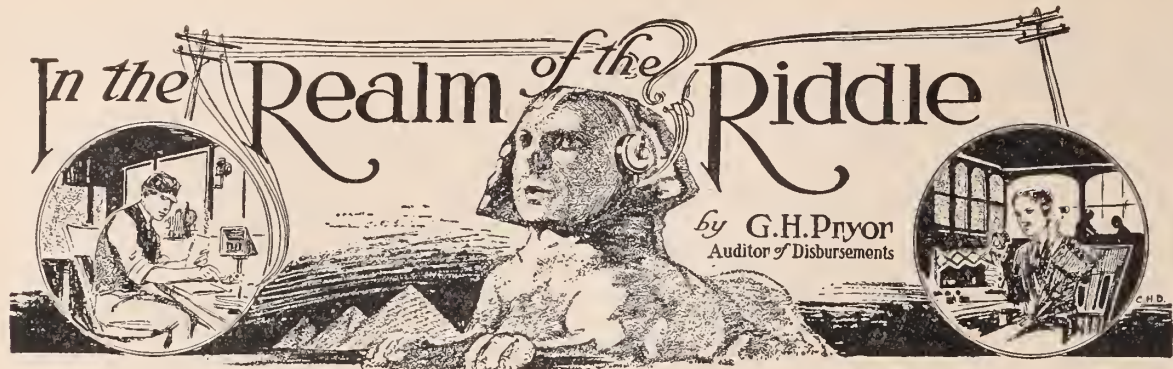
Hydrants, with  $\frac{3}{4}$  inch water supply line for radiators, are conveniently located on both covered and open platforms.

These new and up-to-date facilities for automobile dealers supplement the splendid facilities at Camden Station which are so convenient for automobile concerns in the central part of Baltimore. The announcement of the new facilities at Oak Street were signed by E. S. King, district freight agent. Receiving and Delivery Clerk J. Glaser is in charge.



THEN AND NOW—  
Conductor Charles Ireland, St. Louis Division





by G.H. Pryor  
Auditor of Disbursements

### Note:

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

THE answers to puzzles published in the July issue are:

#### 1. Solvable

2. M E D L A R  
E P A U L E  
D A N G L E  
L U G G E D  
A L L E G E  
R E E D E D

#### 3. Duds—Suds

4. L  
A I D  
A F T E R  
A F R I C A N  
L I T I G A T E S  
D E C A D E S  
R A T E D  
N E S  
S

#### 5. C-lea-r

6. S M A R T S  
A R O U N D  
M A N O R S  
D E R A I L  
R E M A I N  
R A M P E R

#### 7. S-t-rip

8. L I M P S  
I K A R O S  
M A H O U N D  
P R O C T O R S  
S O U T H W I N D  
S N O W F L E A  
D R I L L E T  
S N E E Z E  
D A T E R

#### 9. Mystic Art

(Miss-Stick-Art)

10. S O K K V A B E K K R  
C A N A D A T E A  
I A P Y G E S  
B O T O N  
R U T  
M

#### 11. Sallow-Allow

#### 12. Furbelows

13. P  
A R  
P A T E N T S  
R E T I R E  
N I T E R  
T R E R O N  
S E R O L I N  
N I  
N

#### 14. Thirsty-Thirty

#### 15. B and O

#### 16. DISCONTINUED

Magic Square	9	15	4	6
	2	8	11	13
	7	1	14	12
	16	10	5	3

CORRECT solutions were received from the following:

Ben Franklin, S. T. Udent, Comrade, N. Jineer, Primrose, Pearlle Glenn, J. F. Donovan, G. Hartman Pryor, Atlas, L. M. N. Terry, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; Reel, Zanesville, O.; Spica, Whitney Crossing, N. Y.; P. M. Pennington, Cumberland, Md.; Gee, Asheboro, N. C.; Gemini, Poly, Brooklyn, N. Y.; Wick-o-cincy, Cincinnati, Ohio, T. Hinker, Jack O'Lantern, Bangor, Pa.; Tunste, Joaquin, C. Saw, New York, N. Y.; Towhead, Lafayette, Ind.; Ralph E.

Stroudsburg, Pa.; Mentor, Chicago, Ill.; Dan D. Lyon, New Florence, Pa.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Gi Gantic, Petite, Moleni, St. Louis, Mo.; Delmonte, Richmond, Va.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Emeline, Fairbury, Neb.; Tom Crestmore, Johnstown, Pa.; Lateo, Hoboken, N. J.; Arty Ess, Scranton, Pa.; Kappa Kappa, Fargo, N. Dak.; Sherlock Holmes, Worthing, S. Dak.; Arcanus, Elloise, Iowa City, Iowa; Jemand, Wilmington, N. C.; P. A. Butterwick, Telford, Pa.

The prize offered in the July issue for a copy of one of the six best sellers was won by Ben Franklin (Wm. E. Frederick, Audr. Disbursements Office, Baltimore, Md.)

### New Puzzles

#### 1. TRANSPOSITION (6)

Sweetie and I were both ill of a fever  
Inoculated by the microbe of love,  
I swore by the Gods that never I'd leave  
her—  
I was her "tootsie" and she was my  
"dove."

She lived in a flat where no nook was dark,  
Made me so wild I might commit arson;  
So we just rented our own place to park,  
And hied us away to the home of the  
parson.

A ring on her finger, a smile on her lips,  
She told me she had me tied up good  
and fast;  
"Tootsie, I'll love you with such a firm  
grip,

That, now we are FIRST, you'll not  
want to be LAST."

Baltimore, Md.

Atlas

#### 2. DIAMOND

1—A letter,  
2—Dexterity,  
3—The portion of a horse's back behind  
the saddle,  
4—A rude Spanish-American mill (Var.).  
5—Affected with strabismus,  
6—Members of the Tutelo tribe of Indians  
(New Int.),  
7—Our puzzle Editor,  
8—In Roman antiquity, money,  
9—A letter.  
St. Louis, Mo.

Gi Gantic



## 3. CHARADE (9)

Tall and straight a ONE adorns a street,  
Essential are TWO for hands and feet.  
TOTAL must be a part of a ship  
'Ere she is ready for her first trip.  
Fairbury, Neb. Emeline

## 4. SQUARE

1—(Rare) Of or pertaining to what is  
in front,  
2—A shade of difference in color,  
3—A South-American linguistic stock,  
4—To inspire with ardent love,  
5—(Math.) A conjugate point,  
6—(Prov. or Obs.) Learns.  
Baltimore, Md. N. Jineer

## 5. BEHEADMENT (5)

Old Hee-Ma-Hee-Ma-Kee the Indian chief  
Who we all know is a great big thief,  
He handles his hatchet rather too handy  
And ONE drinks water if he TWO gets  
brandy.  
Cumberland, Md. P. M. P.

## 6. RHOMBOID

Across:

1—A Cent. and So. Amer. pinnate-  
leaved palm,  
2—Celebrity,  
3—Of, pertaining to, or containing ni-  
trogen,  
4—The fall herring,  
5—One of the shooting stars of the star  
shower which recurs near Nov. 14 at in-  
tervals of 33 years,  
6—(Golf) A position of two balls on the  
putting green.

Down:

1—A letter,  
2—(Her.) Yellow or gold color,  
3—The female of the domestic fowl,  
4—One,  
5—Dorsal,  
6—A room for ewers,  
7—A native of the region of the Upper  
Nile,  
8—A rabbit,  
9—The border of a thing,  
10—(I.) Gods,  
11—A letter.

Yazoo City, Miss.

Spud

## 7. TRANSPOSITION (7)

The cur that bites the hand  
That fed it, we agree  
To call a ONE  
The NEXT please understand  
Is "rending," Now you'll see  
My task is done.  
Brooklyn, N. Y. Gemini

## 8. PYRAMID

Across:

1—A letter,  
2—To render suitable,  
3—Insects that destroy woolen fabrics,  
4—United in matrimony,  
5—A slender prostrate branch rooting at  
the nodes.

Down:

1—A letter,

2—Mother,  
3—To ruin,  
4—To make from given materials,  
5—A type of head covering,  
6—Attenuated,  
7—To fix in the ground as a plant,  
8—A German word meaning "you;"  
9—A letter.

Philadelphia, Pa.

A. T. Ourman

## 9. BEHEADMENT (3)

There is a little animal scarce larger than  
a cat,  
Behead, an animal you get, O, My! as big  
as that!  
Lafayette, Ind. Towhead

## 10. RHOMBOID

Across:

1—Measures,  
2—Rendered docile,  
3—Apparatus for smoking tobacco,  
4—Anecdotes or stories,  
5—A summer resort, Berkshire County,  
Mass.

Down:

1—A letter,  
2—(A proposition) Of a point in space,  
3—A chasm,  
4—To send or give out,  
5—One of the individual parts or leaves  
of a Calyx,  
6—(In printing) to take out,  
7—A Japanese copper or bronze coin,  
8—To this or that or such a degree,  
9—A letter.

Baltimore, Md.

L. E. Phant

## 11. BEHEADMENT (6)

'Tis sad to FIRST that Johnny came  
One day so very THREE to school;  
And Tommy it did surely TWO  
To see him whipped with teacher's rule,  
For Johnny FOUR his apple all  
When they were on their way to school.  
Bangor, Pa. Jack O'Lantern

## 12. HALF SQUARE

1—A letter,  
2—To move from one place to another,  
3—One of the chief gods of the Baby-  
lonians,  
4—To goad or prod (Scotch),  
5—To crab plover,  
6—A republic and state of the German  
Empire,  
7—A salt of bromic acid,  
8—The branch of pure mathematics  
which treats of space and its relations,  
9—A large sea-duck of the genus Glau-  
cionetta.  
Johnstown, Pa. Tom Crestmore

## 13. CHARADE (9)

When you are near the skies are bright,  
No fears or doubts confound me;  
The days are just a long delight,  
With your fond arms around me.  
The nights can no more glorious be,  
The countless stars above you  
Shine down upon my ecstasy,—  
I TWO because I love you.

Whene'er you wander from my side,  
And doubts and ONE assail me;  
When fearing will not be denied,  
And hope and courage fail me,  
Then I recall your TOTAL ways,—  
That you are thinking of me,  
And once again my song I raise  
Because I know you love me.  
Baltimore, Md. L. M. N. Terry

14. TRUNCATE INVERTED PYRAMID  
(Defined from Webster's New International)

Across:

1—Euchre, with four players, in which  
any player can take his partner's best card  
for a lone hand,  
2—Steam shovels,  
3—Having the most streams,  
4—An arm,  
5—An old variant of "starts,"  
6—A genus of fresh water ducks,  
7—Old form of "his."

Down:

1—A letter,  
2—Like,  
3—Possessive form of it,  
4—An inhabitant of Kurland, Russia,  
5—Rears (Dial),  
6—Free folds of the peritoneum,  
7—Ducklike,  
8—Natives of Damaraland,  
9—Puts out by legal process,  
10—Evils (Old form),  
11—Variant of six,  
12—Old form of heat,  
13—Letters R,  
14—A letter.

New Florence, Pa.

Dan D. Lyon

## 15. CLASSICAL DIAMOND

(Form No. 41 in "The Key to Puzzledom")

The National Sport in name is tame  
But baseball is a "classy" game;  
It brings the "diamond" much fame.  
("Play ball"!)

A game in progress, home team in lead;  
(cheers!)—then, a homerun puts opponents  
ahead; Ball hits the old-fashioned FOUR  
(the visitors' traveling equipage) in ad-  
joining lot, scaring the horses that FIVE  
there for food, while in the bleachers and  
grandstand the TWOS seek consolation  
and comfort from the vendors of refreshing  
"pop" and THREE and the ubiquitous  
peanuts, pretzels and "hot-dogs."

Visitors now winning; SIX of home team  
grows EIGHT; more so when the "Umps"  
gives orders to take ONE and NINE (letters)  
from "diamond"—two of his best men;—  
how now would they fare? SEVEN be-  
fore they had lost!

But why go on?—why tell you more?  
Let it suffice to tell the score:  
The home team lost! —by 8 to 4—  
(That's all!)

Telford, Pa.

P. A. B.

## Anagrams

## 16. NEAT DO I LINE

Cincinnati, O.

Wick-o-cincy



## 17. ELEGANT MAN

Yazoo City, Miss.

Spud

## 18. NO NOM U SAY?

Yazoo City, Miss.

Spud

## 19. LOAD MAIL TRAIN—STORE TRAINS

Philadelphia, Pa.

A. T. Ourman

\* \* \* \*

The solver sending in the first complete list of answers to the puzzles in this issue will be awarded a copy of one of the six best sellers, the selection to be made by the winner from a list that will be submitted.

To receive proper credit all list of solutions must be in my hands by December 5, the answers and solvers list will be published in the January, 1924 issue.

## Just between You and Me

14—Truncate inverted pyramid, is shaped like this:

```

O O O O O O O O O O O O O
  O O O O O O O O O O O
    O O O O O O O O O
      O O O O O O O
        O O O O O
          O O O O
            O O O
              O O
                O
  
```

As in the regular inverted pyramid and as indicated by the definitions the cross words differ from the up and down words.

15—The classical diamond, is shaped like this:

```

      O
    O O O
  O O O O O
O O O O O O O
O O O O O O O
O O O O O O O
O O O O O
  O O O
    O
  
```

The words read the same across and up and down and a sample of the puzzle will be found in the "Key to Puzzledom" under Form No. 41. P. A. B. has supplied a rather unusual description for No. 15 but the baseball fans (and who is not a baseball fan?) should find no difficulty in locating the necessary words for its solution.

The National Puzzlers League celebrated its 40th anniversary by holding its 80th semi-annual convention at Pittsburgh, Labor Day. About forty puzzlers attended the meeting and a great deal of interesting business was transacted. The following officers were elected for the ensuing term: President, Guidon; Washington, D. C.; 1st Vice-President, Happy Thought, Baltimore, Md.; 2nd Vice-President, N. Jineer, Baltimore, Md.; Secretary, C. Saw, New York City; Treasurer, Willie Wildwave, Brooklyn, N. Y.; Official Editor of the "Enigma," Arty Ess, Scranton, Pa. The next convention will be held at Washington, D. C., February 22nd, 1924, and the League, through me, extends a cordial invitation to all Baltimore and Ohio puzzlers to attend.

Traveling Passenger Agent  
Allen Stricken in Milwaukee

THE many friends of Charles W. Allen, traveling passenger agent, Baltimore Division, and president of the Baltimore Chapter of the Veterans, will be sorry to learn that he suffered a stroke of paralysis at Milwaukee, Wisconsin, on September 3. He had left Baltimore on September 1 with a special party of the G. A. R. enroute to their national encampment at Milwaukee. He complained of feeling ill during the latter part of the trip, but was not completely incapacitated until early in the morning of September 3.

Arrangements were made by our Passenger Department in Milwaukee for his transfer to a hospital and he was later sent with his daughter, who had gone to see him immediately after his sudden illness, via the Capitol Limited to Baltimore, arriving there on September 18. He is now resting as comfortably as can be expected in his home in Baltimore.

Mr. Allen came with the Baltimore and Ohio as passenger brakeman in 1885 at Baltimore and was put in charge of the Bureau of Information in 1888; in 1902 he became a traveling baggage agent and in 1903 traveling passenger agent with headquarters first at Parkersburg, then at Connellsville in 1907 and finally at Baltimore in 1910, where he has been ever since.

We express the cordial wishes of his many friends in hoping that he may soon recover sufficiently to come back to his work.

The Kind of Engine They Used  
in 1887

By FIREMAN E. MURPHY

McMechen, W. Va.

THE accompanying picture of the old engine was taken about 1887, just east of the Factory switch at Cameron W. Va. The engine had just been returned from Mt. Clare Shop, after having had the diamond stack removed and a straight stack

and extension front put on for the purpose of eliminating smoke and dirt, for she was to be used now to help passenger trains over the hill. The old style water pump that was connected with a crank to the back driver was removed and an injector put in its place.

This engine was not equipped with a power brake; passenger engines then were equipped with what is known as the Loughbridge brake. Air was pumped by the momentum of the engine by an eccentric connected with the axle of the front driver. Air was stored in a large reservoir on the back end of the tank. The brake valve on the engine had two movements, on and off, with three ports in valve, and could release or apply at will.

In those days we ran cut of Wheeling and had a helper. Fourteen loads of Q. D. freight, or sixteen loads of dead freight was a train. The cars were from 28,000 to 32,000 pounds capacity, and we certainly could "go to town." Sometimes we would leave Wheeling at 5:30 a. m., on No. 88 schedule, and near Cameron we would get an order to run wild, Cameron to Grafton; then we would get another order that Express 46 would run one minute late, Cameron to Grafton. This meant that 46 would be 6 minutes late, as 5 minutes variation was allowed at that time.

If we had been told to get up and run one of the present day Mallet engines, we probably would have looked it over, decided that it was a "hell in harness" and would have taken to the woods.

"Let us have done with misunderstandings, let us strive to realize the dream of democracy by a prosperity of industry that shall mean the prosperity of the people, by a strengthening of our material resources that shall mean a strengthening of our character, by a merchandising that has for its end manhood, and womanhood, the ideal of American citizenship."

—Calvin Coolidge



Thomas Hopkins and Edward Murphy, McMechen, W. Va., who used to run the old 225 shown in the background



# Those Who Entered Trade Mark Contest

The Baltimore and Ohio acknowledges with thanks the interest displayed by the following persons (most of whom are employes of the Railroad) in submitting designs in the Trade Mark Contest

NAME	LOCATION	ENTRIES	NAME	LOCATION	ENTRIES
ABBOTT, OAKLEY B.	Hamilton, O.	1	BYBEE, W. W.	Car Accountant, Cincinnati	2
ABERNATHY, ADA.	Lebanon, Ill.	1	CALLAHAN, P. A.	Asst. Engr., Cincinnati	3
AEHLE, EDWIN.	Pittsburgh.	4	CALDWELL, L. A.	Ticket Clk., Fairmont, W. Va.	1
ALDRICH, EDW. L.	Jefferson Pk., Mo.	1	CARIDO, J. E.	Pipe Fitter, Baltimore	1
ALLARD, C. L.	Photographer, Baltimore	4	CARPENTER, C. H.	Gassaway, W. Va.	3
ALLEN, CHAS. T.	Janitor, Phila. Pass. Sta.	1	CARROLL, LEON W.	Axle Shop, Baltimore	1
ALLEN, R. M.	Taylorville, Ill.	1	CASE, R. J.	Brakeman, Cumberland, Md.	1
ALLEN, Mrs. EDW.	Greenspring, W. Va.	3	CHAINS, N. W.	Chester, Pa.	1
ANDERSON, F. C.	Operator, Keyser, W. Va.	2	CHAMBERS, MILTON T.	Secy. to Chf. Engr., Balto.	1
ANDREWS, J. FRANK.	Office A. M. A.	4	CHANDLER, CHAS. H.	Los Angeles, Cal.	1
AUSTIN, Miss CLEO.	Dallas, Texas	2	CHANDLER, R. C.	E. Akron, Ohio	1
BAILEY, FRANK C.	Asst. Eng. House Foreman, Newark, Ohio	3	CHANEY, J.	Operator, Baltimore	1
BAKER, JOHN T.	Baltimore	1	CHARLES, F. L.	Asst. Genl. Frt. Claim Agt., Cincinnati, Ohio	2
BALDRIDGE, W. D.	Brakeman, Foxburg, Pa.	1	CHESLEY, R. M.	Ticket Seller, Wash., D. C.	1
BALKEY, GEO. J.	Freight Office, Pittsburgh	1	CHICKEDANTZ, Miss M.	Sumner, Ill.	2
BALLARD, H. O.	Bloomsdale, Ohio	1	CLARK, ALBERT B.	Pasadena, Md.	1
BANKS, CLARENCE E.	"GO" Telegraph Office Balti- more	3	CLARK, ELIZABETH	Daughter of Car Inspector, Morgantown, W. Va.	1
BANSMAN, EDW. H.	Baltimore	1	CLEAIRES, I. W.	Chester, Pa.	1
BANSFORTH, Mrs. F. O.	Garrett, Ind.	1	CLEAVER, R. A.	Conductor, Philadelphia	1
BARKER, S. P.	New York City	1	COCKLEY, E. K.	Station Agt., Montana, W. Va.	1
BARGER, R. W.	M. P. Dept. Brunswick, Md.	1	COCKRILL, RALPH S.	Connellsville, Pa.	1
BARLEY, A. T. Jr.	A.M.R. Office, Baltimore	1	COLE, F. H. JR.	Law Department, Cincinnati	2
BARLEY, M. D.	Freight Tariff Department, Cincinnati, Ohio	8	COMER, THOMAS, L.	Towerman, Park Junction, Philadelphia	3
BARND, JOHN S.	Spl. Investigator, Cinti.	1	COMP, JAMES L.	Night Ticket Clerk, Pied- mont, W. Va.	1
BARNHOUSE, F. E.	Brakeman, New Castle, Pa.	1	CONLEY, J. W.	Tinner, Mt. Clare, Baltimore	2
BARR, WM. T.	Brakeman, Baltimore Division Staunton, Va.	1	CONNER, J. M.	Asst. Engineer, Baltimore	1
BAYER, ARTHUR H.	Hoboken, N. J.	1	COOK, G. F.	Baltimore	1
BECKER, E. F.	Cincinnati	4	COPLAN, FANNY A.	Valuation Dept., Baltimore	1
BELL, WM. H.	Parkersburg, W. Va.	2	COPLAN, EDITH H.	Baltimore	1
BELLAMY, D. T.	Opr. Storrs, O., Cinti.	1	COPPER, E. C.	Conductor, Newark, Ohio	1
BENNESEN, C. H.	Train Disp., Wheeling, W. Va.	1	CORVIN, J.	South Connellsville, Pa.	1
BERINGER, E. R.	Material Clk., Dayton, O.	2	CORVIN, LOUISE	South Connellsville, Pa.	1
BERRY RAYMOND, L.	Baltimore	1	COULEHAN, R. V.	Care of Division Engineer, Cumberland, Md.	1
BLANCHARD, PAUL E.	Chicago	1	COYNE, D. L.	Operator, Salem, W. Va.	1
BLOOM, J. C.	Opr., Mt. Savage Jct., Md.	2	CRAMER, F. A.	Agent, Cromwell, Ind.	1
BOLDEN, R. H.	Lansdowne P. O., Md.	1	CRAVEN, EDWARD E.	Frt. House, Youngstown, O.	1
BONNEMORT, Miss M.	Oakland, Cal.	1	CRITES, G. S.	Div. Engr., Baltimore	1
BORGEL, W. B.	Care of Genl. Pass. Agt., Cincinnati	2	CRONCHER, CARL	Tunnelton, Indiana	3
BOUGHNER, Mrs. A. G.	Confluence, Pa.	1	CROSS, T. B.	Waverly, W. Va.	1
BOVEY, CHAS.	Chicago	1	CROSS, WM. F.	Section Foreman, Morgans- ville, W. Va.	1
BRADEN, WM. F.	Baltimore	5	CUNDIFF, ROLAND D.	Care of Master Mechanic, Riverside	1
BRANAMAN, H. W.	Washington, Ind.	1	CUNNINGHAM, Mrs. B.	Lake Geneva, Fla.	2
BRIDGENS, OSCAR W.	Rosebank, Staten Island	1	CUPP, W. E.	Fairchance, Pa.	1
BROWN, LEO. E.	Switchman, Dayton, Ohio	5	CURREN, THOMAS	Section Stockman, Wils- mere, Del.	3
BROWN, Mrs. W. G.	Wife of Genl. Pass. Agt., Chicago	1	DAVIS, EDWARD C.	Toledo, Ohio	1
BROWNING, CLARK	Newark, Ohio	1	DAVIS, R. C.	G. Y. M., Washington, Ind.	1
BRYAN, ELIZABETH	Care of Supt. Telegraph, Baltimore	1	DAWKINS, H. Y.	Takoma Park, Md.	1
BUCKLEY, Mrs. C. E.	Parkersburg, W. Va.	1	DECK, W. A.	Conductor, Newark, Ohio	1
BUSICK, CARROLL	Baltimore	1	DEE, WM. G.	Foreman, Cleveland, Ohio	1
BUTLER, J. H.	New York	1	DEMING, W. C.	Front Royal, Va.	1
BUBINGER, CLAUDE A.	Dayton, Ohio	3	DICKSON, C. H.	Baltimore	1
BUJAE, M. R.	Trainman, Philadelphia	1			



## THOSE WHO ENTERED TRADE MARK CONTEST

NAME	LOCATION	ENTRIES	NAME	LOCATION	ENTRIES
DIEHLMAN, DANIEL.....	Catonsville, Md.....	1	GEMMILL, MELVILLE....	Secy. to Frt. Traffic Mangr., Baltimore.....	1
DIETRICH, WM.....	Baltimore.....	1	GERAGHTY, WALTER A....	Aud. Frt. Claim Dept., Baltimore.....	1
DI LISCO, CHRISTY.....	Mahoningtown, Pa.....	1	GILDBAUGH, J. L.....	Engineer, Newburg, W. Va..	1
DILL, MAURICE E.....	Special Clerk, Baltimore.....	2	GILL, JAMES D.....	Baltimore.....	1
DIX, P. C.....	Division Claim Agent, Connellsville, Pa.....	1	GLENMAN, EUGENE.....	Newark, Ohio.....	1
DIXON, CHAS. W.....	Weston, W. Va.....	1	GODWIN, HARRY E.....	Wilkinsburg, Pa.....	1
DIXON, PHILIP R.....	Round House Clerk, Ivorydale, Ohio; Cincinnati....	1	GOODMAN, HARRY L....	Secy. to Supt., Baltimore....	2
DOBBIN, GEORGE.....	Baltimore, Md.....	1	GORMAN, W. J.....	Moores Hill, Ind.....	1
DONELL, W. C.....	St. George, Staten Island...	3	GRANT, ROBERT J.....	Clarksburg, W. Va.....	3
DONALDSON, EDW. K....	State Sanatorium, Md.....	1	GREENE, J. D.....	Machinist, Storrs Round House, Cincinnati.....	7
DORSEY, J. P.....	Train Master, New Castle...	1	GREENE, VIOLET D.....	Cincinnati.....	1
DOTY, WM. W.....	Annochle, Staten Island....	3	GREENWOOD, E. E.....	Asst. Term. Cashier, Pittsburgh.....	1
DOTY, REGINALD J.....	Staten Island.....	3	GRIFFITH, A. H.....	Dist. Engineer, Cincinnati...	1
DU BOIS, FLETCHER....	Philadelphia.....	1	GROVE, H.....	Pittsburgh.....	1
DUFFY, JOSEPH L.....	Elm Grove, W. Va.....	1	HADAWAY, RUSSELL M..	Mt. Rainier, Md.....	2
DUNCAN, ELMER A.....	General Superintendent's Office, Cincinnati.....	1	HADLEY, F. G.....	Frt. Agent, Mt. Vernon, Ohio.	1
DUNCAN, C. R.....	Chief Clerk to Genl. Supt., Cleveland.....	4	HAIN, EDW. A.....	Baltimore.....	1
DUNCAN, W. E.....	Hamilton, Ohio.....	1	HALLAMAN, J. G.....	Baggageman, Washington, Pa.	2
DUVALL, W. J.....	Seattle, Washington.....	1	HAMILTON, J. W.....	Genl. Mgr's. Off., Baltimore.	1
EARNEST, E. W.....	Switch Tender, Pittsburgh...	1	HAMMNER, A. T.....	Des Moines, Iowa.....	1
EINWAECHTER, FRED H..	Mt. Clare, Baltimore.....	1	HAMPTON, V. E.....	Freight Repr., Chicago.....	1
ELDER, G. A.....	Operator, Hicksville, Ohio...	1	HANNIGAN, GERARD....	Wilmington, Del.....	1
ENGLISH, JOHN W.....	Loveland, Ohio.....	1	HANNIGAN, MARY G....	Wilmington, Del.....	1
EVERETT, R. T.....	Bldg. Engr., Cincinnati....	6	HANNIGAN, MARTIN....	Wilmington, Del.....	1
EVANS, CHAS.....	Watchman, Hammond, Ind.	2	HARGET, WM.....	Girard, Ohio.....	1
FARNSWORTH, R. S.....	Summit Point, W. Va.....	3	HARMON, DAN J.....	Wheelwright, Ky.....	2
FEIST, EDGAR F.....	Tariff Bureau, Cincinnati...	4	HART, EDW. JR.....	Genl. Frt. Agt., St. Louis...	1
FELDMAN, J.....	Steno., E. St. Louis, Ill....	1	HECHMER, JOHN J.....	Grafton, W. Va.....	1
FERKLER, T. B. JR.....	Baltimore.....	3	HEISERG, S.....	Conductor, Willard, Ohio....	4
FICKES, ALFRED C.....	Lancaster, Pa.....	1	HEISEY, PAUL M.....	Gen. Frt. Office, Baltimore..	1
FINLEY, EDWARD.....	St. George, Staten Island...	20	HEISLER, WM. J.....	New Orleans, La.....	1
FLORIAN, MRS. A. E....	Newark, Ohio.....	1	HENDERSON, CLARA....	Baltimore.....	1
FOGLE, W. H.....	Chief of Tariff Bureau.....	1	HENNELER, P.....	Valuation Dept., Baltimore..	1
FOLEY, E. P.....	Extra Gang Foreman, Meyersdale, Pa.....	2	HENRY, C, EDGAR.....	Operator, Hancock, W. Va...	1
FORD, HARRY E.....	Car Insp., Baltimore.....	2	HILDEBRANDT, W. H....	Camden Station, Baltimore..	1
FORSTER, EDW. C.....	Ellwood City, Pa.....	2	HILGEMEIER, AL. S.....	Rate Clerk, Div. Frt. Office, Washington, Ind.....	4
FORTNEY, MRS.....	Martinsburg, W. Va.....	1	HILL, WALTER H.....	Care of Div. Accountant, St. George.....	1
FRANKS, ALBERT W....	Connellsville, Pa.....	1	HILL, WM. E.....	Loco. Engr., Hamilton, Ohio.	5
FRANKS, H. C.....	Yard Engr., Dayton, Ohio...	1	HILLE, ROBT. A.....	Cincinnati.....	1
FREDERICK, G. V.....	Passenger Dept., Baltimore..	1	HILLER, JOHN.....	Pittsburgh.....	1
FREDERICK, CHAS. H....	Chief Clk., Genl. Baggage & Milk Dept., Baltimore....	1	HILTON, CHAS. S.....	Baltimore.....	1
FREELAND, G. W.....	Low Side Shop, Parkersburg, W. Va.....	1	HIPPER, WM. H.....	Baltimore.....	1
FRENDENBERG, AUGUST..	Cincinnati.....	1	HOBAN, T. J.....	Grafton, W. Va.....	1
FREY, L. B.....	Foreman, Mt. Clare, Baltimore.....	1	HOBART, EDW. P.....	Pittsburgh.....	1
FRIEL, JOSEPH.....	Machinist, Round House, Connellsville, Pa.....	1	HOFFMAN, ARTHUR.....	New York City.....	1
FROLICH, CHAS. F.....	Receiving Clk., Baltimore...	2	HOFFMAN, MISS K.....	Youngstown, Ohio.....	6
FULTON, LEWIS.....	Marietta, Ohio.....	1	HOGAN, H. M.....	Car Distb., Washington, Ind.	1
GAINOR, S. E.....	Genl. Frt. Claim Dept., Baltimore.....	1	HOHMAN, H. W.....	Office Aud. Mdse. Receipts, Baltimore.....	1
GALBRAITH, C. E.....	Parkersburg, W. Va.....	1	HOLLERAN, THOMAS J..	North Braddock, Pa.....	1
GANERT, FRED. W.....	Trackman, Rockwood, Pa...	1	HOLMAN, J. F.....	Baltimore.....	1
GARNER, JAMES W.....	Local Frt. Off., Cincinnati...	1	HOLTON, D. S.....	Fairmont, W. Va.....	2
GARRETT, ROBERT B....	Deer Park, Md.....	1	HOLTZINGER, F. W.....	Stores Dept., Glenwood, Pa..	1
GARRETT, PAUL C.....	Division Claim Agt., Cumberland, Md.....	6	HONSTICK, FRANK.....	Clarksburg, W. Va.....	3
GEIGEL, J. R.....	Tottenville, N. Y.....	6	HOPKINS, WM. C.....	Baltimore.....	1
			HORNING, L. L.....	City Passenger Agent, St. Louis, Mo.....	1
			HOYT, W. E.....	Agent, Walkersville, W. Va..	2
			HUBENER, ALBERT R....	Fireman, Haselton, Ohio....	2



## THOSE WHO ENTERED TRADE MARK CONTEST

NAME	LOCATION	ENTRIES	NAME	LOCATION	ENTRIES
HUMPHREYS, R. W.....	Clerk, A. M. R. Dept., Balti- more.....	5	LINDSAY, JOHN.....	Connellsville, Pa.....	4
HUSSION, M. B.....	Grafton, W. Va.....	1	LIPPERT, B. A.....	Baltimore.....	1
HUTCHINSON, T. B.....	Tkt.Clk., Parkersburg, W.Va.	5	LIPPY, DOROTHY E.....	Multg. Opr., Baltimore.....	1
HUTCHINSON, E. J.....	Willard, Ohio.....	1	LLEWELLYN, M. H.....	Baltimore.....	7
ILG, HERMAN.....	Philadelphia.....	1	LOHMAN, MISS JEANETTE	Cincinnati.....	1
IMMLER, HARRY.....	Paint Shop, Mt. Clare.....	1	LONG, JAMES.....	Switchman, N. Vernon, Ind..	1
INGRUND, F. J.....	Willard, Ohio.....	1	LOVE, JAMES B.....	Office of Genl. Frt. Claim Agent, Baltimore.....	1
IRISH, R. M.....	C. C. to Engr. Maintenance & Construction, Chicago..	2	LOVETT, J. W.....	Switchman, Lima, Ohio.....	3
ISENOGLE, E. B.....	Div. Storekeeper, Dayton, O.	5	LUBER, HARRY N.....	Laurel, Md.....	1
IULER, J. M.....	Train Disp., Chillicothe, Ohio	1	LUCKEY, G. B.....	Photographer, Baltimore...	1
JACKSON, CHAS. H.....	Fireman, Baltimore.....	3	LUSE, C. W.....	Painter, Painesville, Ohio...	5
JANUSHEK, A. J.....	Pilot Engr., Val. Dept., Bal- timore.....	1	MANER, JOS.....	Pittsburgh.....	8
JENKINS, J. L.....	Agent Operator, Berryburg Jct., W. Va.....	3	MANNIX, Edw. M.....	R. H. Clerk, Dayton, Ohio..	1
JOHANSON, JOHN J.....	Secy. to Frt. Traffic Mgr., New York.....	3	MARSHALL, W. P.....	Covington, Ky.....	1
JOHNSON, C. W.....	Berkeley Springs, W. Va....	2	MARSH, LESTER, B.....	Milwaukee, Wis.....	1
JOHNSON, HATLER.....	Smalley, Ky.....	1	MARTIN, L. E.....	McMechen, W. Va.....	1
JOHNSTON, JOHN J.....	Pittsburgh.....	2	MATHENY, J. W.....	Parkersburg Low Yard, W.Va	1
JONES, I.....	Chief Clk. to Traffic Agt., St. George, N. Y.....	1	MATTHEWS, S.....	Trav. Car Agent, Tiffin, Ohio	1
JORDAN, THOS. C.....	Strs. Dept., Washington, Ind.	1	MAURITIUS, J. H.....	Jersey City, N. J.....	6
JUSTIS, NEWTON R.....	Section Foreman, Milan, Ind.	1	McCAGHEY, F. C.....	Catonsville, Md.....	1
KANE, A. S.....	Asst. Frt. Agt., Louisville, Ky.	2	McCAHAN, J. C.....	Hd. Cl. Treas. Dep. Baltimore	1
KATHMAN, JOSEPH W....	Care of Dist. Engr., Cincinnati	2	McCOMBS, N.....	Philadelphia, Pa.....	1
KAUFMAN, THEO. D.....	New York.....	1	McCOMBS, Mrs. W. E...	Wife of Painter, Benwood, W. Va.....	1
KEATING, FRANCIS J....	Engine Inspector, Chicago...	3	McCOMBS, W. E.....	Painter, Benwood, W. Va....	1
KEAUSE, HENRY L.....	Back Shop, Cumberland.....	1	McCREARY, W. R.....	Office Auditor Miscellaneous Accounts, Baltimore.....	1
KEFFER, W. G.....	South Connellsville, Pa.....	1	McCUSKER, HARRY A...	R. and D. Clerk, Baltimore..	4
KELLAMS, JOHN M.....	Loco. Engr., Washington, Ind.	1	McDEVITT, C. E.....	Cincinnati.....	1
KELLEY, J. P.....	Pass. Condr., Meyersdale, Pa.	4	McDONALD, E. G.....	Agent, Duffields, W. Va.....	3
KELLEY, J. C.....	Cincinnati.....	2	McEVOY, CHAS. P.....	Chief Clerk, Baltimore.....	2
KERNER, LESTER.....	Office of Engineer M. of W., Cincinnati.....	2	McFARLAND, R. W.....	Grafton, W. Va.....	1
KESLING, CLARENCE.....	Tonnage Clk., Dayton, Ohio.	1	McGARY, P. B.....	Yd. Conductor, Dayton, O..	1
KETZNER, R. L.....	Cumberland, Md.....	1	McGOVERN, LOUISE V..	Philadelphia.....	1
KIMMETT, GEO. A.....	Bagg. Checkman, Baltimore.	1	McGOWAN, Mrs. J. F...	Wife of Division Operator, New Brighton, N. Y.....	2
KING, PAT. J.....	Glenwood Back Shop.....	1	McKIBBEN, J. E.....	Cincinnati.....	3
KIRK, H. B.....	Wilmington, Del.....	1	McLEAN, COLIN.....	Mariners Harbor, S. I., N. Y.	1
KIRCHER, E. A.....	Cincinnati.....	5	McOSKER, CASH.....	Chief Clerk to Division Accountant, Weston, W. Va.	1
KLEBE, ROBT. F.....	Care of Cost Engr., Baltimore	8	MERMAN, FRANK.....	Fireman, Pittsburgh.....	1
KLIER, J. V.....	Baltimore.....	1	MEWSHAW, L. LEROY...	Relay, Md.....	1
KLINGER, MRS. M. E....	Garrett, Ind.....	1	MIESSUER, G. T.....	Pittsburgh.....	5
KNAUBER, E. F.....	Cincinnati.....	1	MILES, T. H.....	M. P. Timekeeper, Washing- ton, Ind.....	2
KOENIG, GEO. F.....	New York.....	2	MILLAR, BERNARD, C...	Mt. Clare, Baltimore.....	1
KOPPERMAN, IRVING....	Secretary, New York City...	1	MILLAR, Mrs. EDNA....	A. M. R. Dept Baltimore...	4
KORB, JOSEPH.....	Cleveland.....	6	MILLER, G. FRED.....	Secy. to A. P. R., Baltimore..	3
KOSTKA, RICHARD L....	Purchasing Dept., Baltimore.	2	MILLER, GLADYS.....	Treas. Dept., Baltimore....	1
LABISKY, HENRY S.....	Seattle, Wash.....	5	MILLER, RILEY E.....	Baltimore.....	4
LANG, D. W.....	Care of Dist. Frt. Representa- tive, Dallas, Texas.....	2	MINNICH, CHAS. H.....	West Philadelphia, Pa.....	1
LANSLOWNE, LEONORA P.	Engr. Dept., Baltimore.....	13	MITCHELL, WALTER....	Car Insp., Elsmere, Del....	1
LARKIN, WILFRED C.....	Crum Lynne, Pa.....	1	MOHLI, H. A.....	Conductor, Lima, Ohio.....	4
LECHLIDER, W. T.....	Trainmaster, Akron, Ohio...	1	MOLER, A. C.....	Yd. B'kman, Brunswick, Md.	1
LEE, HERMAN.....	Claim Clerk, St. Geo., N. Y.	1	MOLLOY, T. F.....	Baltimore.....	1
LEIGHTON, JOHN L.....	New York City.....	2	MONTGOMERY, R.....	Store Helper, Wilmsere, Del..	2
LENKEL, W. F.....	Baltimore.....	3	MOORE, J. W.....	Ex. B'kman, Roanoke, W.Va.	1
LEUKEL, MRS. W. F.....	Baltimore.....	1	MORGAN, JOHN.....	Mach., Mt. Clare Shops....	1
LEWIS, DAVID J.....	Brakeman, Youngstown, O..	1	MOORE, JOS. H.....	Cumberland, Md.....	1
LEWIS, CHAS. W.....	Aud. Pass. Receipts Office, Baltimore.....	4	MORGAN, EDWARD.....	D. F. R., New Orleans, La..	2
LEWIS, O. S.....	Frt. Traffic Mgr., Baltimore.	1	MORRISON, S. H.....	Brakeman, Versailles, Pa....	1
			MOSS, CONRAD.....	Conductor, Chicago, .....	1
			MULVEY, T. O.....	West Newton, Pa.....	3
			MURPHY, KENNETH.....	Washington, D. C.....	1



## THOSE WHO ENTERED TRADE MARK CONTEST

NAME	LOCATION	ENTRIES	NAME	LOCATION	ENTRIES
NALTOLS, J. L.	Mt. Clare	2	RIEKE, E. J.	Night Clerk to General Foreman, Glenwood	2
NAYLOR, H. S.	Clendennin, W. Va.	1	REIS, F. W.	Deer Park, Md.	1
NEFF, J. R.	Train Disp., Chillicothe	1	RINKER, PARKER B.	Baltimore	1
NEVILLE, CHAS. W.	Pt. Pleasant, W. Va.	1	ROACH, L. W.	Brakeman, Cumberland, Md.	3
NEVILLE, HELEN M.	Keyser, W. Va.	1	ROESSEL, C. J.	Chf. Clk., New Orleans, La.	1
NEWMAN, JOHN	New York	1	ROGERMAN, J. F.	Dist. Pass. Agt., Dallas, Texas	11
NOLAN, JAMES A.	Baltimore	1	ROGERS, WM. B.	Son of Medical Examiner, Baltimore	5
NORE, CARL E.	Lorain, Ohio	1	ROGERS, Mrs. OTIS	Keyser, W. Va.	1
NORE, HOWARD	Lorain, Ohio	1	ROLLYSON, H. A.	Gassaway, W. Va.	1
OAKS, ED.	Shelby Gap, Ky.	1	ROLOSON, A. F.	Foreign Fr't. Ag't, New York	1
OBER, E.	Johnstown, Pa.	2	RUPP, JOHN A.	Office Asst. Comp. Baltimore	1
OBERENDER, HENRY V.	Baltimore	1	SANDLAS, WM. M.	Baltimore	1
O'CONNOR, M. J., JR.	Lima, Ohio	1	SANFORD, L. S.	City Pass. Agt., New York	1
OHLE, ERNEST	Chief Clk., Bay View Jct.	1	SATERNOW, KATHERYN	Sharon, Pa.	1
O'LEARY, O. J.	Chf. Operator, Akron, Ohio	1	SCHAALE, HELEN M.	Off. Aud. Pass. Receipts, Baltimore	1
OLIVER, Miss M.	Cincinnati	1	SCHANZE, CONRAD G.	Baltimore	1
OLIVER, W. E.	Secy. to Industrial Agent, Cincinnati	1	SCHELHORN, FRED C.	Yd. Clk., Cranford, N. J.	2
OLSON, LAWRENCE	West Orange, N. J.	1	SCHUEFELE, ALAN	Agent, Mt. Clare	3
ORENDORFF, PAUL J.	Washington, D. C.	4	SCHISSLER, EDWIN	Paymasters Office, Baltimore	1
ORYE, N. D. D.	Conductor, Cumberland Div.	1	SCHMIDT, GEO.	Clerk Car Accounts Office, S. I., N. Y.	1
PACKETT, G. R.	Receiving and Delivering Clerk, Hagerstown, Md.	7	SCHUCKMAN, CHAS. G.	Baltimore	3
PADGETT, Mrs. A. J.	Dickerson, Md.	2	SCHWATKA, L. F.	Baltimore	1
PAQUETTE, P. J.	Brooklyn, N. Y.	1	SCOOPMIRE, T. R.	Holton, Ind.	3
PARKES, CHAS. C.	Baltimore	2	SCOTT, W. M.	Fr't. Rep., Pittsburgh	18
PARKES, O. O.	Wheelwright, Ky.	5	SCOTT, J. F.	Foreman Carpenters, Chicago, Ind.	1
PAXTON, CHESTER	Clerk to Agent, Bellsville, O.	1	SCENSE, B. E.	Engr., New Castle, Pa.	1
PEARCE, F. R.	Rosebank, N. Y.	1	SEFF, MANUEL	Fr't. Rep., New York	1
PEINE, W. F.	J. T. Clerk, Springfield, Ill.	2	SEITHMAN, G. A.	Operator, Lima, Ohio	4
PENNINGTON, GEO. D.	Baltimore	1	SEIBERT, MATTER G.	Baltimore	1
PENNINGTON, P. W.	Watchman, Cumberland, Md.	4	SEITHMAN, G. A.	2nd Tk. Operator, Lima, O.	5
PEPPER, R. E.	Chicago	1	SELBY, Miss MARY	Newark, Ohio	2
PERDEW, J. J.	Tk. Foreman, Fairchance, Pa.	1	SEVERNS, Mrs. W. E.	Wife of Division Accountant, Weston, W. Va.	3
PERRIN, D. G.	Yd. Condr., S. Chicago, Ill.	1	SHANAHAN, ARTHUR B.	Baltimore	3
PETERS, CHAS. F.	Machinist, Westport, Md.	1	SHIPLEY, J. L.	Care of Vice Pres. Operation & Maintenance, Baltimore	1
PETERSON, ARTHUR O.	Secy. to Genl. Mgr., New York	2	SIEBEL, CHAS. V.	Louisville, Ky.	1
PETERSON, R. J.	Engineer, New Castle, Pa.	1	SINDELAR, FRANK	Track Foreman, Oak Park, Ill.	1
PETITT, Mrs. E. W.	Wife of Baggage-master, Beardstown, Ill.	4	SKIDMORE, R. R.	Brakeman, Clarksburg, W. Va.	1
PETITT, Miss GLADYS	Beardstown, Ill.	2	SLATTERY, C.	Dayton, Ohio	1
PINSCHMIDT, WM. C.	Baltimore	2	SMITH, SAM. T.	Charleston, W. Va.	7
PLITT, WM. E.	Genl. Fr't. Dept., Baltimore	1	SMITH, HERALD	Genl. Fr't. Office, Cincinnati (Assisted by C. A. Iuler)	2
POE, CARL W.	Grafton, W. Va.	1	SMITH, A. W.	Printing Dept., Mt. Clare	1
POHLE, WM.	Lighter Captain, Brooklyn	1	SMITH, C. W.	South Branch, W. Va.	3
POLCASTER, J.	Machinist, Chicago, Ill.	1	SNYDER, W. H.	Baltimore	2
PORTTENS, WILLARD L.	Off. Div. Pass. Agt., Cincinnati	1	SOMERVILLE, CLIFFORD	Brakeman, Parkersburg, South Branch, W. Va.	1
POWELL, WM.	New Castle, Pa.	1	SOUTHERINGTON, E. J.	Off. Engr., Cincinnati	2
PROSS, WM. L.	Machinist, Chillicothe, Ohio	2	SOUTHWARD, JAMES M. JR.	Asst. Secy., Y. M. C. A., Conneilsville, Pa.	6
PUMPHREY, C. H.	Div. Fr. Agent, New York	10	SOWER, A. M.	Morgantown, W. Va.	1
PUMPHREY, J. G.	Machinist, Brunswick, Md.	1	SPELLMAN, J. T.	Willard, Ohio	1
O'REILLY, J. J.	Patrolman, New York	1	SPEICHER, C. B.	General Yardmaster, Johnstown, Pa.	1
RADCLIFF, E. T.	Ellicott City, Md.	1	SPEIDEN, THEO. JR.	Pittsburgh	1
RADER, S. LOUIS	Clerk, New York City	1	SPRINGER, V. E.	Coal Billing Clerk, Parkersburg, W. Va.	3
RASH, OSCAR J.	Operator, Hancock, Md.	9	SPURRIER, OLIVER W.	Care of Aud. Disbursements, Baltimore	1
RAUSCHER, ALVIN	Port Richmond, N. Y.	1			
REA, WM. A.	Clerk, Office Division Acct., Chillicothe, Ohio	2			
REESE, T. E.	Mail and Express Traffic Dept., Baltimore	4			
RENALDS, IRA G.	Washington, D. C.	2			
RICHARD, E. E.	Hoytville, Ohio	1			
RICHARDS, W. H.	Opr., Lawrenceburg, Ind.	1			
RICHTSTIEG, B. A.	Steno. & Clerk, Chicago	1			
RIDDELMOSER, J. F.	Baltimore	1			



## THOSE WHO ENTERED TRADE MARK CONTEST

NAME	LOCATION	ENTRIES	NAME	LOCATION	ENTRIES
STAUFFER, MILTON T....	New York City.....	1	VOLPI, LEWIS P.....	Louisville, Ky.....	1
STEBBINS, FLOYD G....	Dist. Frt. Rep., Dallas, Texas.	14	VORWERCK, J. C.....	Valuation Dept., Baltimore..	9
STEELE, GEO. H.....	Baltimore.....	1	VOUGH, GLEN B.....	Rockwood, Pa.....	1
STEEN, G. R.....	Correspondent, Marietta, O..	1	WALKER, AARON.....	Chicago.....	1
STEWART, J. C.....	Schedule Clerk, Baltimore...	5	WALLACE, MISS E. M...	Weslaco, Texas.....	1
STIER, MRS. JOHN.....	Baltimore.....	1	WARBURTON, H. E.....	D. F. A., Dayton, Ohio.....	2
STOLL, MRS. AUGUST...	Aurora, Ind.....	1	WARD, E. G.....	Brooklyn, N. Y.....	1
STONE, EVERETT P.....	Loco. Engr., Chicago.....	1	WARNER, THEO. W.....	Secy. to Supt. Floating Equip- ment, New York.....	1
STREB, CHAS. W.....	New Castle, Pa.....	1	WARNER, W. R.....	Baltimore.....	5
STRIPPY, R. E.....	Brakeman, Harrisonburg, Va.	1	WAUGH, JAMES E.....	Asst. Chief Clerk to Genl. Storekeeper, Baltimore....	1
STULTS, C. A.....	Chicago.....	6	WEHAGE, MISS G.....	Steno., Genl. Supt. Office, Cincinnati.....	2
STULTZ, C. J.....	Fireman, Baltimore.....	3	WEITZEL, HENRY.....	Pikesville, Md.....	2
STURM, WALTER A.....	Care of Dist. Freight Agent, Cincinnati.....	1	WELLS, MISS BERTHA...	Keyser, W. Va.....	1
SULLIVAN, LARRY.....	New York City.....	1	WENDT, E. A.....	Grain Elev. "E," Mt. Clare.	13
SULLIVAN, ANDREW A...	Yardmaster, Mt. Clare.....	3	WENNMAN, W. W.....	Traffic Dept., Chicago.....	1
SWEENEY, JOHN J.....	Time & Tonnage Clerk, St. George Transfer, N. Y.....	1	WENZEL, JOHN JR.....	Baltimore.....	1
SWEPSTON, H. E.....	Genl. Clerk, Storrs, Ohio....	2	WESS, FRANK J.....	Asst. Frt. Agent, Baltimore..	1
SWINK, J. L.....	Connellsville, Pa.....	1	WESTCOTT, FRANK Y...	Boilermaker Helper, Grafton, W. Va.....	1
SWINK, S. J.....	Yard Condr., Darby, Pa....	1	WHEELER, MRS. J. M...	Baltimore.....	1
TANNER, WM. B.....	Tariff Bureau, Baltimore....	1	WHEELER, JOS. M.....	Baltimore.....	2
TARR, WM. H.....	Camden Sta., Baltimore....	3	WHIPP, C. E.....	Station Agent, Lime Kiln, Md.....	1
TAUB, FERD. N.....	Butler, Pa.....	2	WHITE, C. F.....	Chf. Disp., Washington, Ind.....	1
TAYLOR, HARRY H.....	Engineer, Akron Division...	1	WILLIAMS, L. N.....	Coal Traffic Dept., Baltimore.	1
TAYLOR, A. R.....	Baltimore (Assisted by James L. Fisher).....	1	WILLIAMS, C. R.....	Trainrider, Police Dept., Philadelphia.....	1
THOMPSON, WALTER E...	Baltimore.....	7	WILLIAMS, KENNETH L..	Washington, D. C.....	1
THOMPSON, MISS HELEN	Reisterstown, Md.....	1	WILSON, THOS. E.....	McMeechen, W. Va.....	1
TIMLIN, MARY.....	Wilmington, Del.....	1	WYATT, MISS RUTH....	Swanders, Ohio.....	3
TODD, GEORGE.....	Yonkers, N. Y.....	1	WHITE, W. O.....	Warren, Ohio.....	1
TOLE, FRANK A.....	Secy. to Foreman Cumber- land, Md.....	2	WHITE, C. H.....	No Address Given.....	1
TRENTER, MARGARET...	Keyser, W. Va.....	3	WITTENBERGER, O. J...	Steno., Off. of Supt., Chicago.	2
TUCKER, F. E.....	Newark, Ohio.....	5	WOLFE, PEARL C.....	Chief Clk. to Agt., Flora, Ill.	2
TURNES, C. N.....	Chief Clk., Div. Frt. Office, Washington, Ind.....	3	WOOD, MRS. C. A.....	Chillicothe, Ohio.....	3
TULL, R. A.....	Agent, Xenia, Ohio.....	3	WOOD, C. E.....	Genl. Foreman Elev., Balti- more.....	1
TURKLE, H. L.....	Engineer, Youngstown, Ohio.	2	WOODYARD, C. H.....	Parkersburg, W. Va.....	1
TWISS, C. L.....	Tower Hill, Ill.....	7	WUSTER, MORGAN A...	Baltimore.....	1
TWISS, HERBERT M....	Tower Hill, Ill.....	1	VAN ZANDT, L.....	Freight Rep., Pittsburgh....	2
TWISS, MRS. JESSIE...	Tower Hill, Ill.....	1	ZELLINGER, MAX.....	Aet. Agt., Hammond, W. Va.	1
VALENCH, ALBERT S....	Baltimore.....	1	ZENTER, F. A. JR.....	Care of A. F. C., Baltimore..	1
VANDERSON, J.....	Brakeman, Bridgeport, Ohio.	1	ZIMMERMAN, H. F.....	Dairy Dept., Chicago.....	1
VARNER, O. M.....	Bridgeville, Ohio.....	1			
VELTEN, E. M.....	Time Clerk, Div. Acet's. Off., Dayton, Ohio.....	1			

## Useless Brains

A well-known Mississippi printer was fond of playing pranks. One day while riding with an illiterate negro, he began gravely to chatter Italian to his brunette driver.

The negro looked wildly at him, but said nothing. Finally the white man, in pretended pique, said:

"What's the matter? Why don't you answer?"

"I dono what yo'all talkin' 'bout."

"What's wrong? Haven't you any brains?"

"Yessah, I got some brains, all right, but dey ain' no use to me now."

—*Railroad Red Book.*

## Read This Railroad Radio Story

You will find on page 23 of this issue a corking railroad radio story called, "Only Ten Minutes to Spare." It is as good a story of the type we railroaders like as any you will find and we call especial attention to it in this way in order to extend to Henry F. Pringle, the author, our sincere thanks for his courtesy in permitting us to republish it in our MAGAZINE. It originally appeared in the September issue of the *American Magazine*.

## Help Wanted

Sandy and his lass had been sitting together about half an hour in silence.

"Maggie," he said at length, "wasna I here on the Sawbeth nicht?"

"Aye, Sandy, I daur say you were."

"An' wasna I here on Monday nicht?"

"Aye, so ye were."

"An' I was here on Tuesday nicht, an' Wednesday nicht, an' Thursday nicht, an' Friday nicht?"

"Aye, I'm thinkin' that's so."

"An this is Saturday nicht, an' I'm here again?"

"Well, I'm sure ye're very welcome."

Sandy (desperately): "Maggie, woman! D'e ye no begin to suspect something?"

—*The Continent (Chicago)*





## Safety Roll of Honor

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
	BALTIMORE AND BALTIMORE TERMINAL DIVISIONS			
Sept. 1	M. E. Thompson...	Brakeman.....	17-Mile Grade	Defective Car.
	CONNELLSVILLE DIVISION			
Aug. 26	C. W. Lininger.....	Brakeman.....	Connellsville..	Defective car.
Sept. 4	G. T. Fisher.....	Operator.....	Leith.....	Defective car.
July 16	G. W. Brown.....	Brakeman.....	Salisbury Jct..	Defective car.
	PITTSBURGH DIVISION			
Aug. 5	E. M. Hartman....	Operator.....	Gidenau.....	Defective car.
Aug. 13	J. P. Davidson....	Operator.....	Layton Tower.	Defective car.
Aug. 22	J. A. Green.....	Boiler Washer...	Foxburg.....	Track.
	CHARLESTON DIVISION			
Aug. 31	H. E. Bragg.....	Conductor.....	Clone Siding..	Defective car.
Aug. 31	J. L. Young.....	Brakeman.....	Clone Siding..	Defective car.
Aug. 14	B. R. Bragg.....	Conductor.....	Pinch, W. Va..	Defective car.
Aug. 14	H. E. Bragg.....	Conductor.....	Pinch, W. Va..	Defective car.
Aug. 29	A. L. Wilfong.....	Section Foreman.	Buckhannon..	Conservation of material.
Aug. 27, 28	F. Gunter.....	Conductor.....	Sand Run....	Three defective cars, hot boxes repacked.
	G. E. Lough.....	Flagman.....	Sand Run....	
	W. S. Cogar.....	Brakeman.....	Sand Run....	
	K. G. Long.....	Brakeman.....	Sand Run....	
	OHIO DIVISION			
	Woodruff.....	Operator.....	Madison Mills	Defective car.
	CHICAGO DIVISION			
Aug. 29	G. H. Harer.....	Operator.....	Milford Jct...	Defective car.
Sept. 9	F. M. Thornton...	Operator.....	HK Tower....	Track
	ST. LOUIS DIVISION			
Aug. 23	H. R. Allen.....	Operator.....	Riverdale....	Track.
Aug. 10	W. Hansbrough...	Agent.....	Enfield, Ill...	Track.
Aug. 17	Robertson.....	Conductor.....	Mitchell.....	Defective car.
Aug. 17	A. G. Rinehart....	Brakeman.....	Mitchell.....	Defective car.
Sept. 6	R. Meade.....	Operator.....	CE Cabin....	Defective car.
	TOLEDO DIVISION			
Sept. 5	F. S. Kepner.....	Conductor.....	Taylorville...	Defective car.

### Remember the Old High Wheeled Bicycle?

MAYBE the old maintenance supervisor to whom I was talking recently was giving me a little "gaff" when he told me that at the time the high wheeled bicycle was in vogue and used by bicyclists on highways, some maintenance men adapted the wheel to the Railroad track and went to and from their work on a machine of this type. But I don't think he was "gaffing" me because he said that he thought that an appeal through the MAGAZINE would bring forth a picture of such a machine.

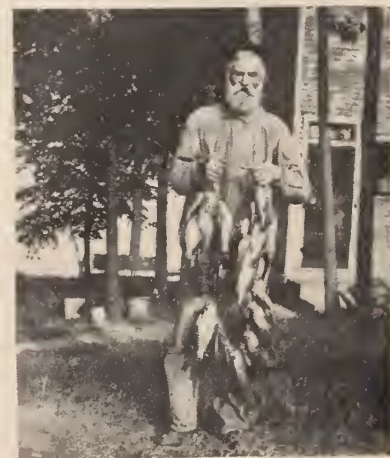
Can any member of the Maintenance of Way Department verify the supervisor's statement? Can anyone send us a picture of the machine described, or pictures of other man-propelled velocipedes now out of date, but in use years ago? We would like to have them.

### Expert Inspector and Fisherman is Veteran Samuel Hodapp

THE accompanying picture is of Samuel Hodapp, and was taken with a string of fish caught by him this summer.

Mr. Hodapp entered the service May 28, 1881, as car inspector and repairman and has continued in that capacity ever since. He was 72 years old his last birthday, reads the newspaper without glasses and is an expert on finding cracked wheels. It is no unusual occurrence at this time for him to find broken wheels, a fact which will be attested by many officers who have known him during his long years of service, including E. W. Scheer, general manager, Eastern Lines.

Mr. Hodapp is also a founder and organizer of the lodge known as "Button Order." At the close of business on the day of the Galloway-Fries picnic he had taken into the order 11,033 members. He is also secretary and treasurer of the order—in fact, is known as the "whole cheese."



Samuel Hodapp "stringin' em"





## Among Ourselves

### Baltimore and Ohio and Baltimore and Ohio Annex Building

#### Law Department

Correspondent, GEORGE W. HAULENBEEK

Our Law Department is located on the third floor, Bank Lane side, of the Central Building. If we wish to know if the sun is shining, we must repair to the Baltimore Street side, and there behold it in all its effulgence. Ultimately, the Law Department, if litigation continues as at present, will occupy an entire floor, very similar to the well conducted office of my friend George H. Pryor, auditor of disbursements.

Recently I went to his office on the eighth floor to take his acknowledgement to some papers, and as I walked down the aisle to his room, I was favorably impressed with the conduct of the clerks all busily engaged.

J. F. Donovan, the chief clerk, with forty-four years of service to his credit, is located in the centre of the room. S. W. Hill, assistant auditor of disbursements, is to be found on the Bank Lane side of the building like the poor old Law Department. I am impressed with the idea that Mr. Hill's clerical force would make a grand good showing also.

#### Milwaukee

I have been absent from dear old Baltimore for one whole week, spending most of the time in Milwaukee, Wisconsin, eighty-five miles north of Chicago. I am full of gratitude to the Baltimore and Ohio for it did so much for our Grand Army delegation to the Milwaukee encampment. It not only furnished two cars from Baltimore, but arranged to have the cars in question convey us all the way to Milwaukee. We left Baltimore on No. 15 and stopped off at Pittsburgh for the night and the next morning our cars were all polished up for a continuance of the journey. We traveled from Chicago to Milwaukee by the Chicago, Milwaukee and St. Paul and I was charmed with the road and its employes. They did all sorts of things for us; placed our cars on their tracks without disturbing us in the least, and even made our train a special train to Milwaukee. My trip pass to Milwaukee was restricted, but the conductor waived that. I am full of gratitude. It is a principle with me to praise the bridge that carries me over. My gratitude extends to the Baltimore and Ohio as well. It certainly has been good to me.

Conductor R. A. Compton had charge of train 15, Baltimore to Cumberland, and he

is a brick. At Harper's Ferry he made a speech, extolling the Baltimore and Ohio; praising the gorgeous scenery, and advising the boys to get all the business possible for the Company. Our Passenger Department detailed C. W. Allen to accompany our party and he was accommodating in every particular.

Milwaukee is a lovely place. If a landscape gardener had planned and arranged the principal thoroughfare in the residential section, Prospect Avenue, it could not have been more perfect. Not a blade of grass was out of place.

Our station at Pittsburgh, well equipped, clean, and a place where politeness prevailed, compelled me to give it first place among railroad stations that I visited. No one can make fun of the Baltimore and Ohio as to running trains. Our No. 8, running from Chicago to Pittsburgh, arrived five minutes ahead of its schedule, and No. 16, from Pittsburgh to Baltimore, arrived exactly on the minute, 11.15 p. m.

Baltimore and Ohio dining cars excel all others. Steward D. L. Miller on No. 8, and Steward C. E. Scully on train

No. 16, struck me as being gentlemen possessing the necessary qualifications, politeness predominating.

Twenty-four hours in Pittsburgh, with a thorough examination of its suburbs and the immense business transacted in the manufacturing section, convinced me that unless Baltimore awakens, Pittsburgh will sail right by it. Now and then we make a great fuss about a little bit of smoke. Pittsburgh says we'll take the smoke, for it means dollars and business is what we want.

#### Engineering Department.

Correspondent, O. K. EDEN

"Some ships go east, and some go west,  
Whilst the self-same wind doth blow;  
For it's rudder and sail, and not the gale,  
That decide where the ship shall go.

"Nor wind, nor gale control our fate,  
As we journey along through life;  
It's the set of the sail decides the goal,  
And not the calm and the strife."

Ford, tell us about the floating shoe.

As was stated in the last issue of the MAGAZINE, several of the younger members of our office journeyed to Atlantic City over Labor Day, and, as far as certain persons are concerned, thereby hangs a tale. We could write tomes about the fads and foibles of certain folks, but—there's a reason why we don't.

To M. G. F. Did you ever see a board walk? (This is not a joke.)

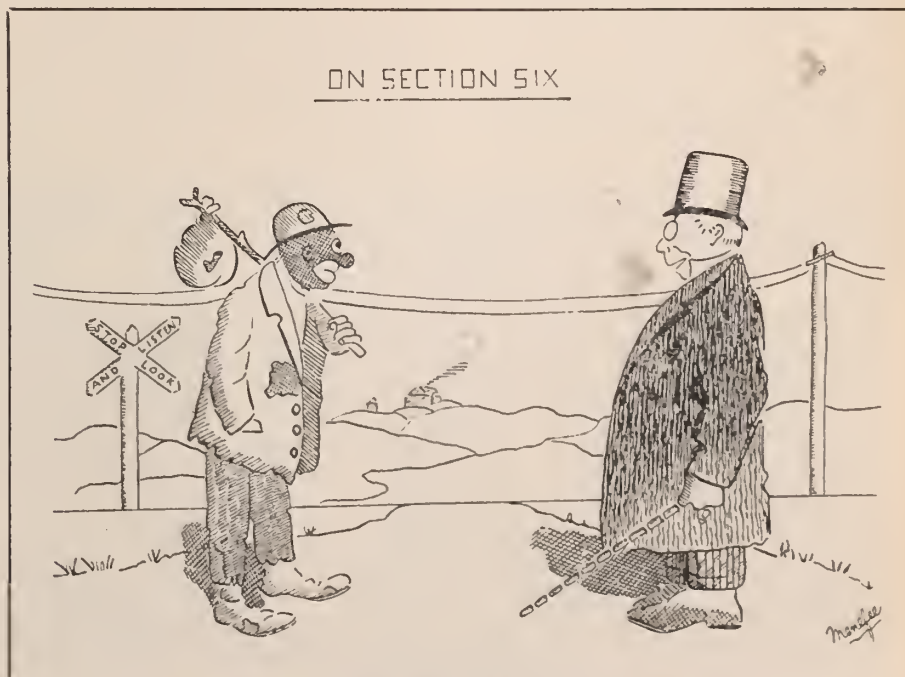
The question has come up: "why did 'Ozzie' (otherwise known as the correspondent of the Engineering Department) travel 1,000 miles south—and in summer time, when the South is supposed to be almost an inferno—in order to spend a week of his vacation." Why?

Our golf hound, "Count Spike" Schanze, has now broken into the ranks of the intelligentsia by adorning himself with horn rimmed spectacles, of the collegiate type.

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

Correspondent, J. M. WHEALAN

For the benefit of a certain person at Meyersdale, Pa., it will be perfectly feasible to move the center of population from



Mose—"Good mornin', Jedge, I went right by yo' house dis mornin'."  
Judge—"Thank you, Mose, thank you."



Zanesville, Ohio to Meyersdale, provided the matter is handled in the proper way. How uninteresting Meyersdale must be under the circumstances. But cheer up, "Bob," old boy, you will win out yet, we feel sure.

Assistant Engineer Mulvey and his family recently went on a motor jaunt through the East. They visited Atlantic coast resorts and reported having had a glorious time.

Field Engineer Moorhead was a recent visitor to Detroit for the purpose of bringing home part of his family. He reported the unique experience of catching a hand in his pocket other than his own. We were not informed as to whether the culprit got away or not.

Your correspondent regrets to report the death of the mother of Rodman H. L. Zouck, which occurred recently. Our sincere sympathy is extended to Howard in his bereavement.

We understand that one of the younger members of this Department is much concerned over the problem of being in two places at the same time. The problem, to an old married man of some standing, admits of an easy solution—simply combine the places. This column will certainly expect an invitation, T. A.

We are glad to observe that the Editor has at last reached the conclusion that a railroad employe can have a diversification of interests and still be a good railroad man. Witness the article on the motion picture "Rosita." From time to time, R. M. V., let us have more articles on subjects of timely and general interest.

#### General Freight Claim Agent's Department

Correspondent, NORMA H. APPLGARTHE  
Our He-Vamp

Above is Sidney Sigler,  
He always wears derby hats,  
His suit, I'll say, is certainly cake,  
And he totes some wicked spats.

Ofttimes he visits Ole N'York,  
To give his actress friend a treat,  
And when that pair struts down Broadway,  
I'll say they can't be beat.

—"Curlhan"

We are sorry to report that this office will not have a men's bowling team this season. For reasons best known to themselves, some of our high score men have seen fit to join teams from other departments. Our former captain, Mr. Riggan, has joined the Auditor of Disbursements Team; Mr. Ittner, Engineering Team; Mr. Goeller, Comptroller's Team. While we feel that these teams will be much strengthened by these additions,

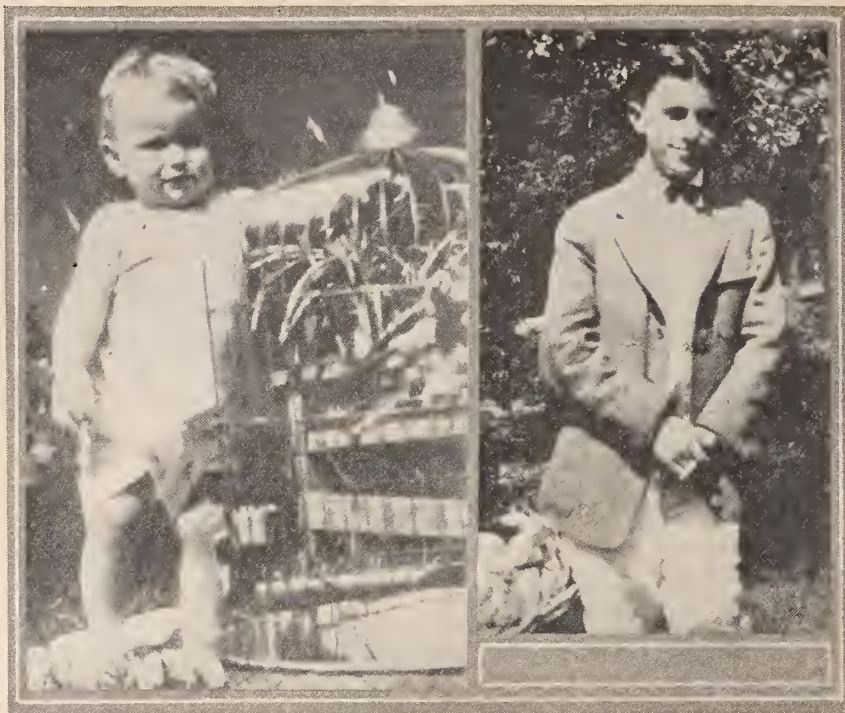
we think there should have been enough interest among our younger members to have put a pennant-winning team in the field.

Our young ladies, however, expect to be in the lime-light and have the winning ladies' team this season, as we understand tournament is now being organized.

One of our young ladies who went to Boston via the Merchants & Miners and occupied room 19, tells some strange stories about the lucky number. No. 19 seems to be a winner, and in the future, girls, always try your best to get room 19. It's a lucky one if you want attention from captain or cook. Or was it the winning smile of our "Del?"

Brother Parrish finds he is a good carpet walker now that he has a new baby girl, born August 30, to assist him in his travels by night. Beware of tacks!

Irene recently returned from a trip to Boston, Mass., via the M. & M. S. S. Co., and reports having had the time of her life. With the exception of one serious affair, all went well en route. This happened one stormy night when Irene suddenly became dizzy, and it was necessary for her to see a doctor on ship-board.



Left: Carl A. Yost, grandson of E. Tyson, Head Clerk, General Freight Claim Department.  
Right: Sidney Sigler, known as the "He-Vamp," in his vacation togs at Pen Mar

The wedding bells are still ringing and the latest victim of Cupid is our grave young head clerk of the Closed Files Division, Henry F. Dixon. On the afternoon of August 29, at the Rectory of St. John's Evangelical Lutheran Church, he and Miss Lillian M. Pierce were married. The happy couple spent their honeymoon among the romantic hills of Braddock Heights, Md. They have our best wishes and congratulations.

Amidst our vacations, weddings and other jollifications, we were very much saddened by the reports of death in families of some of our members. On August 28, G. R. Bunn lost his father and on August 31, H. S. Anderson lost his mother, and what seems saddest of all was the death of Mrs. W. R. MacCallum on September 1. Mrs. MacCallum was only a bride of a few months—and I am sure we all extend our deepest sympathy to our brothers in distress.

#### Office Mail & Express Traffic

Correspondent, T. E. REESE

D. Frank Clarke, formerly of the District Freight Office, has accepted a position in our department, made vacant by the promotion of D. E. Green, effective September 1. We extend our congratulations to "Dave," and welcome Frank to our fold.

#### Relief Department

Correspondent, H. IRVING MARTIN

In the June issue of the MAGAZINE your correspondent tried to express the affectionate regard of the employes of the Relief Department toward Miss Margaret T. Schutte, whose marriage to William R. MacCallum took place on April 24. It is now our sad duty to record the death of Mrs. MacCallum, on September 1, at the home of her husband's parents, 113 Hermosa Avenue, Hamilton, Md.

After funeral services in the home at 11.00 a. m., on September 4, conducted by Rev. Don S. Colt, interment was made in Loudon Park Cemetery. The pallbearers



SOME MT. ROYAL PORTERS

Left to right: James Thomas, Clarence Thomas and Edward Dawkins, Night Baggage Porter



were chosen from among former fellow-clerks in the Relief Feature of the Relief Department, namely: John C. Bredehoeft, Wm. F. Costello, Sr., Wm. R. Smith, H. Webster Erdman, J. Norbert Coll, Edward Roy Knauff.

Mrs. MacCallum leaves surviving her husband, William R. MacCallum, who is employed in the Office of the General Freight Claim Agent, her mother, Mrs. Ella Schutte, and two brothers.

"After life's fitful fever, she sleeps well."

Here was a gentle soul. "None knew her but to love her, none mentioned but to praise."

The Relief Department was represented at the "Galloway-Fries" celebration at Chester Park, Cincinnati, on August 23, by the following: T. Parkin Scott, chief clerk, Savings Feature; John H. Meagher, J. E. Bucheimer, wife and son; W. J. Cruickshank and wife; H. Webster Erdman, wife and daughter, Dorothy; "Uncle John" Bredehoeft; Frank B. Brady; Elmer S. Wright; William F. Costello; "Bob" Smith and Walter E. Green.

It is rumored that some of the masculines qualified for prizes in a sandwich-eating contest, immediately upon the arrival of the train at Cincinnati, and that they are all wearing badges showing the carrying of a carload of "Ham-and" over the Baltimore and Ohio System.

Some of the open-eyed members of the party spent their leisure moments taking photos of the feminine delegates from the Buckeye State. One of the "no-name" photos is reproduced.

G. Edward Pfeiffer planned to see "Babe" Ruth knock one "homer" at Washington on Saturday, September 8. Mr. Stork, as umpire, broke up his well-laid plans, made him stay at his own home plate to welcome Dorothy Pfeiffer, weight seven pounds two ounces, who arrived on the date mentioned. Her claims on his presence and time were considered to be paramount to those of the other "Babe."

Raymond L. Krebs reached Washington in time to see the ball game, but he got into the "rain check" division. As this was his initial trip to Washington, he lost himself in a Woolworth Store while searching for souvenir postals.

Another late arrival is Edward Lee Day Bunting, the new nine pound "Baby Bunting," who came on August 29 to visit and stay with Mr. and Mrs. Chalmers C. Bunting.



The late Mrs. William R. McCallum, formerly Miss Schutte, of the Relief Department

### Printing Department

Correspondent, HARRY TOFT

Word has been received from Compositor Dotterwich, who has been absent for some time suffering with an attack of severe eye strain, that he is rapidly recovering the use of his "lamps" and hopes to be back with the boys in a short time.

Did you get it, Martin?

Another of our compositors has caught the "suburban fever." Compositor Rinehart has moved to Raspeburg, Md. The line forms on the right for the home-warming.

As we are writing these lines we notice several new faces in our midst while some of the old stand-bys have left for other fields of endeavor. Welcome to the new arrivals, and best wishes to those who have left.

### Office of General Superintendent Transportation

Correspondent, PAUL L. FAUSTMAN

"Came Opportunity one day;  
He heard her timid knock,  
But went on with his dozing,  
Contentedly supposing,  
That she would pick the lock."

Mr. Curren has just returned to the office after a two-week sojourn in Atlantic City with Mrs. Curren. We hope that their trip has proved both enjoyable and beneficial.

Louis Levison, Mr. Curren's busy little secretary, and Miss Julie E. Miller joined in the holy bonds of matrimony at the home of the bride, 2553 Madison Avenue, Baltimore at 4.30 p. m., August 30th. The Rev. Dr. Shaffer officiated at the ceremony, after which a reception was held at the Altamont Hotel. The couple left Baltimore on the following morning for an extended trip to Chicago, after which they visited Ashland, Ky., and later, New York City. With the congratulations of the office force they were presented with a beautiful and serviceable gift. We wish them both happiness and prosperity.

Gilbert Kaufman, a young stenographer in our office, certainly has his eyes open and is bound to make his mark later on. Some time ago we were called upon to handle some private coal cars and the papers in our files failed to show what the initials on the cars signified. A few days later this young man went on his vacation and to my surprise I received a telephone message from him saying that he had been to Washington and had seen one of these cars and gave me a full description of it with the significance of the initials. This may seem like a trivial thing but it made a hit with me. So many stenographers think that their mission is fulfilled when they can read and write their notes. Indeed some are lucky when they can do that.

In all of my years of association with "Tom" Murphy, our chief car distributor, I have never heard him swear. Nor do the boys in the office tell him obscene stories. At the same time, he is a regular fellow and appreciates a good clean joke, but somehow, some people, by their very presence seem to act as a damper against anything that leans toward vulgarity. Here's to you, "Tom."

Our miscellaneous car distributor, Harry Evans, has finally become a member of the settlement at Merridale, previously discovered and settled by Messrs. Wideman, Dienhart and McCaghey. The word "Merridale" brings to the writer's mind one of those beautiful dales of old England, so ably described by Sir Walter Scott, and if we can believe reports, the place is all that the name implies.

*Boost the "Capitol Limited!"*

John Latchford, one of Mr. Curren's able assistants, took a few days' vacation this time and the boys did so well during his absence that he may decide to take two weeks next summer. Mr. Latchford cer-



THEY HELPED CELEBRATE GALLOWAY-FRIES DAY

Left: Some of the "No-Name" beauties seen at Cincinnati. Right: Elmer S. Wright, John C. Bredehoeft and Frank B. Brady



### Valuation Department Baltimore, Md.

Correspondent, J. A. RENEHAN

It is with regret that we announce the resignation of H. N. Richardson, F. E. Harmon and P. E. Sutherland, but we wish them success in their new undertakings.

R. H. Hartzell and R. F. Shafer have been promoted and we wish them success in their new positions. Here's hoping they continue to climb!

To the three "new additions" to the Valuation Department, T. H. Brattan, J. A. Radizeski and H. A. Maccubbin, we extend a hearty welcome.

During the last several months the Valuation Department has proved a lucrative field for Dan Cupid. Miss L. R. Ritter, on her return to duty after the Labor Day holiday, announced that she had taken into custody one Ray Young for "better or for worse." Our wishes are for "better." Congratulations to Mr. Young! C. H. Boberg, formerly of the Chicago office and now of Baltimore, on the twenty-fifth day of August, in the year Nineteen Hundred and Twenty-Three, in the City of Chicago, in the State of Illinois, consummated a marriage contract, and after a three-week honeymoon through the west the couple returned to Baltimore on September 16. They are now looking for a two-by-two furnished apartment. The correspondent will receive all suggestions for a suitable location for these two. Dan Cupid has also "drafted" Miss Gladys Waugh and she has decided to give up her office work for home work. Miss Waugh expects to leave on September 30, and will be married in the month of October. She will take with her the good wishes of the entire department.

E. P. Poeter has returned to duty after a two months' sick leave which he spent in sunny California. He states he is feeling fine and has gained six pounds. We are glad to have him with us and extend our best wishes to him.

The accompanying picture shows Harold W. McCrone, young son of J. Roy McCrone, assistant to cost engineer, holding his second catch on Labor Day, a 24 inch, 4¼ pound trout, which was hooked with a small hook and bamboo pole at Manhattan Beach on the Magothy River. His first catch was a 12 inch spot, said to be the largest spot caught in this vicinity. We have a number of experienced fishermen in the Valuation Department and we hear of the wonderful catches they make, but here is the proof.



FOLKS WHO HELP MAKE THE AUDITOR COAL AND COKE OFFICE FAMOUS

Left: Mr. and Mrs. Joseph Heine "as was." He's still crowing about his pullets!  
Right: "Mickey" Stansbury, looking pleasant on the beach at Atlantic City



A twenty-four inch, four-and-one-quarter-pound trout caught by Harold W., son of Roy C. McCrone, Valuation Department. He used a small hook and a bamboo pole

tainly is no minute man. You are liable to find him on the job any time at all.

How are your "Average Miles" today?

"Brose" Hardwick and family are about to take up their winter residence in the city after enjoying the summer at Emory Grove.

**SAFETY FIRST!** When driving your car it may be necessary, in some instances, in order to avoid an accident, to give the other fellow the right of way even though it legally belongs to you. I heard a fellow say the other day that if someone hits you and you have the right of way, "IT DOESN'T COUNT."

Mr. Neessner, supervisor of mine ratings, and his boys have had a most strenuous summer, because of the entire revolution in the method of rating mines, but from all accounts the enormous job was handled with the usual efficiency of that department.

Vacations are all over—now let's get together!

It was with keen interest that I read Miss Steven's interview with General Manager Voorhees in the last issue of the MAGAZINE. I also deem it a privilege to have had the opportunity of working under such a man. The boys in the Transportation Office still affectionately refer to him as "The Prince." Indeed he has proven to be an aristocrat in the real sense of the word.

I recently heard a story that may prove interesting if not beneficial to some of our golf enthusiasts. A foursome consisting of two men and their better halves caught up to the preceding quartet at the sixth hole. One of the men of the first party approached a male member of the latter in quite an emotional manner. "Say, why don't you exercise a little more care. Do you know you hit my wife with the ball?" "Was that your wife," said the other, "well, I am very sorry," (handing him a driver), "here, take a crack at mine."

"The melancholy days have come." May they prove the gladdest instead of the "saddest of the year."



// Suggested habit for Valuation Department //  
Draftsmen // Form 940 not required //

### Office of Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

The office bowling league gets under way on the Y. M. C. A. Alleys for the 1923-1924 season, night of October 3. Four teams of four men each will take the field this season and a close race is expected.

Thursday, September 13, was visiting day in the office, we being honored with the presence of such charming young ladies as Mabel Newell, Alice Ott, Nellie Pierpont and Florence Bennett. These former belles of the office have since been married, but we like to see their smiling countenance once in a while.

The members of the Glee Club should watch with interest the work of O. R. Lutz during the next several weeks. Mr. Lutz had a wisdom tooth extracted and the dentist told him he would be able to sing after the tooth was out.

One day as I chanced to pass,  
A beaver was damming a river.  
And a man who had run out of gas,  
Was doing the same to his flivver.

—Chicago Phoenix



## Office of Auditor Disbursements

Correspondent, LILIAN E. SCHUELER

The Interclub Baseball season closed September 8 and it is with pleasure that we can report the Baltimore and Ohio team finished in third place. We take this opportunity to congratulate the managers and players for their untiring efforts in making our team one of which we can be justly proud.

We are glad to have had Division Accountant Tutwiler as a visitor to the office during the month. "King Tut" says he has become an expert golf player during his stay in the "Tar Heel" state. He says he can go around in forty-six. Division Accountants had better take note and be prepared for him when he comes back.

Signs of Fall—Sheriff Frye of Laurel was seen down on Harrison Street Saturday afternoon buying badges for his two newly appointed deputies, to take care of the annual "Laurel Fair" during the month of October.

"It is better to have loved and lost than never to have loved at all." Such is the case with our friend "Jimmy," who it seems, will never recover from the effects of the disappointment he received in his "First Love." We understand the reason was that he could not part his hair (?) the way "She" liked it, but we notice he has parted with it since then. How fortunate he would be if he could secure another "sweetie" to spend the rest of his days with for we are sure he can well afford to marry because even now he spends a great amount of money in candy, etc., for the "fair sex." Good luck, Old Top.

"It's all the fault of your Daylight Savings Time. How was I to know that I was to push my watch forward an hour instead of backward"—this from our own Miss Catherine Passagno when the ticket agent at the Merchants and Miners pier in Boston informed her that the Juanita had sailed an hour ago. "And to think how Mrs. Freeman made all my reservations so I wouldn't be p-put to a bit of tr-ouble when I reached here." By this time I imagine the tears were playing catchers down her cheeks for you know how women insist on wasting the salt water when things don't go right. But her fears were soon dispelled and her tears dried for she tells that in five minutes she was leaving Boston on the Gloucester for Philadelphia because of the wonderful courtesy and expeditious service on the part of the Merchants and Miners employees. They immediately telephoned the captain of the Gloucester that she was on her way to that boat, changed her ticket and reservations and saw her safely on board and happy once more. After she finished the story of her adventure she added, "I shall never forget their kindness to me. I think they too, very successfully practice our own Baltimore and Ohio slogan 'Our patrons are our guests'."

Folks, now listen! This may be news, then again it mayn't, but nevertheless, bend an ear to this. We have quite a celebrity in our midst. Friends, meet Henry, the "Wild Bull" of Northeast Baltimore. For the benefit of those who are not acquainted with this child, I'll elucidate quite freely. Henry has a disposition that seems to be a cross between those of Tarzan and Little Bo Peep. When riled our Henry will grit his teeth, roar, and set out to challenge the world to mortal combat—then again there are times when he's as meek as Mary's Littlest Lamb. Henry, be yourself.

The sporting fraternity of the office, composed of Messrs. G. A. Taylor and Charles Osborne, journeyed to New York to witness the Dempsey-Firpo boxing match.

From outward appearances it looks as if one of them had the old mazuma on the winner as he has been sporting a couple of rare dazzlers. No doubt the other one also had the winner, but he is very conservative and has quite a reputation for wearing shoes out going to the bank. You know these two gentlemen. Now which one do you think does the bank marathon?

The Motive Power Bureau is full of "cut-ups." "Jimmie" went to Atlantic City where he became an efficient "Boardwalk Vamp" and when he returned "Bessie" ran to him with the startling news that she can swim almost five feet. He gives her lots of encouragement, "All you need is a little confidence, 'Bessie.'"

The Payroll Bureau welcomes its new clerk, R. H. D. Willis, who was transferred from Mt. Clare to our fold. Don't you think we're a dandy crowd, Mr. Willis?

The A. R. A. Bureau feels fortunate in securing A. G. Meekins from the Payroll Bureau. After serving as per diem clerk for five months he has been promoted to first assistant to the Messrs. Brown and Truitt. It is our belief that his intimate association with these two gentlemen will materially aid his rapid advance toward the pinnacle of success.

Captain Wilt, in one of his famous jumps, met with an accident that confined him to his chair one whole afternoon. Dr. Hoffman's adhesive tape enabled him to reach home without further mishap. The new trousers are very stylish.

If some of our boys were as anxious to learn the "line of rail" as they are "the line of track" more money would go into the Christmas Fund.

Like a Bolt out of a clear sky comes a "Romeo" from New York to cause a certain "Juliet" in the Statistical Bureau great anxiety. It is hoped that the affair is not serious as a great many other girls seem to be interested in this "Cavalier" and many hearts would be affected should his attentions center on one. However, for the present we concede the honors to Elizabeth but we must warn her to be careful lest another take her place. The weather is ideal for romance, the melancholy days are coming, bringing with them the desire for pleasant companionship, so "Rudolph" had better watch his step.

Again our office has responded liberally to the call of suffering humanity by its contributions to the relief of stricken Japan through the channel of the American Red Cross.

We wish to express our deep sympathy to Miss Ethel Porter in the loss of her dear aunt, and also to Mrs. Tipton in the death of a sister.

In looking over the Souvenir Program of the Thirty-Fifth Annual Meeting of the Railway Accounting Officers Association held at Hotel Jefferson, Richmond, Virginia, June 12 to 15, 1923 there are two pages that are especially impressive. On the whole first page there are only these words, "Let's be friendly," and on the last this verse:

"Do you wish the world were happy?  
Then remember day by day  
Just to scatter seeds of kindness  
As you pass along the way;  
For the pleasure of the many  
May be oft-times traced to one,  
As the hand that plants the acorn  
Shelters armies from the sun."

These quotations are good as mottos for any office.

## Office of Auditor Passenger Receipts

Correspondent, CHARLES WARWICK

The Office of the Auditor of Passenger Receipts doubtless holds the record among the Departments of the Company for marriages which grow from romances having having their start at the Office, to wit:

## Past

Most of us remember the marriage of Frances Barton and Leo Dunphy. September 12 was a double red letter day in their calendar. Defenders' Day and the birthday of little Leo Barton. Congratulations!

## Present

When Raymond Madden resigned his position the other day, to enter the employ of the Company at Hagerstown, we had our suspicions aroused. They were confirmed a few days later when we learned of his marriage to Miss Cora Eschelman, of Hagerstown, who was a clerk in this office a few years ago.

## Future

Helen Ernest was the centre of an admiring group of females, a few days ago. A new diamond ring was the cause of the commotion. Buck Lewin, the party of the second part, now employed in the Assistant Comptroller's Office, used to pound the keys over here. Who's next???

Speaking of weddings reminds us of shoes, and speaking of shoes reminds us that the Bethlehem Shipbuilding Company has almost completed a new pair for "Joe" Peters.

Quite a few of our young ladies have gotten the wanderlust and are seeing "America First." Miss Leah Radcliffe and a party of friends spent some time touring the Pacific Coast and met quite a few movie celebrities at Hollywood. They were in San Francisco at the time of the death of the late President.

Misses Virginia Benson, Evelyn Hove and Mrs. Bessie Jeffery also visited California.

The Misses Emma Hammel, Fannie McCubbin, Lee Adele McNally and Clara Schuele took the trip to Niagara Falls and Toronto. They report a very enjoyable vacation. It is too bad that the ladies are able to take these Canadian trips, while the men must remain at home and "See America Thirst."

A banker with wide experience in pulling firms out of the difficulties into which the late deflation had brought them says that his best aid was a certain story. Whenever he said a thing must be done and the owners of the crippled business said they couldn't do it—which happened often—the banker would tell the following story:

A man was telling his son a bedtime story about an alligator. It was creeping up behind a turtle, with its mouth wide open. Finally it was within reach, but just as its great jaws were snapping shut, the turtle made a spring, ran up a tree and escaped.

"Why, Father," said the boy, "how could a turtle climb a tree?"

"By gosh," replied the father, "he had to."—*Wall Street Journal*.

Mrs. Newlywed—I want a shirt for my husband.

Clerk—Is he a big man?

No, he's just a bookkeeper now, but he's going to be.—*Life*.



## New York Properties

### Pier 22, North River

Correspondent, JOHN NEWMAN

Terminal Cashier "Fred" Nelson is a genius in mechanics and a master craftsman with most any kind of tools, blacksmiths, carpenters or gardeners. From his contemplation of the subway turnstile which he operates at his own expense daily, he has conceived an idea and evolved a scheme, which, he claims, will eliminate all possibility of errors in loading freight into cars. He explained to me the basic idea without going into details. It is a sort of a penny-in-the-slot contrivance operating some sort of a semaphore arm pointing the way to the right car. The idea is quite simple if one understands it. I don't. I have, myself, thought about this matter, not the turnstile but the erroneous loading, which with erroneous billing causes a lot of trouble and costs the Company a lot of money, but the best that I could think of was to have a traffic man with a thorough knowledge of routes and connections (the woods are full of them) lead the truckers by the nose to the proper car. Mr. Nelson's idea, being based on mechanics, is of course superior, for even a traffic shark has been known to err—a subway turnstile—never.

Our cartoons are the work of "Walt" Sands, formerly at Mount Clare in the Auditing Department at Baltimore, Md., whence he was transferred to Pier 22, N. R., New York. "Walt" threatens to make a monthly expose of all important events pertaining to Pier 22. Therefore, take heed, fair knights and ladies, as "Walt" is somewhat successful in extracting information from certain sorts of folks.

In the accompanying picture is shown the proboscis of our 26th Street Station yard engine with crew, and other friends of the Mogul. The good looking chap leaning his curly head against the muzzle of number "316" is Chief Clerk Longfellow, and the dark fellow in the shade, whose most prominent feature is the straw hat, is the agent, "Tom" Gorman; he is patting the steed on the neck and talking to it, to keep it smiling for the picture. The other figures are, from left to right, Car Inspector D. Duffy, Engineer T. Feeny, Car Inspector J. Durkin, Conductor W. K. Scott, Brakeman G. Wells and Fireman S. Pettis. I don't know the service record of No. 316, but the combined years of service of its crew exceed 110. Agent Gorman, by the way, also is a veteran

PEEPING IN AT PIER 22 NORTH RIVER N.Y. BY —WALT SANDS 1923



employee. Twenty-odd years ago he was chief messenger boy and sergeant-at-arms in the old East-bound Department at Pier 22, then under the supervision of this correspondent.



Margaret Coleman, O. S. & D. Clerk and Catherine Carroll, Cash Clerk, 26th Street Station, New York

The two flower crowned young ladies in the picture on this page are employed at 26th St. Station, Miss Margaret Coleman, O. S. and D. and claim clerk, on the left, and Miss Catherine Carroll, cashier, on the right. Though they both work in the same office under like climatic and other pleasant conditions it is noted that while Miss Coleman, affectionately called "Roly-

Poly," is getting plumper and prettier day by day, Miss Carroll, on the other hand, is getting more slender, sinuous and graceful. As my co-correspondent points out, they are both growing, but in different directions. "These effects are not due to the invigorating atmosphere surrounding and enveloping this station," says the co-corr., "but might be due to the fact that Miss Carroll loves only one fellow and Miss Coleman loves them all, a little, but long. (Please, Mr. Art Editor, don't cut off Miss Carroll's left hand that carries the proof that she loves only one. You amputated the legs of all the people whose pictures I sent you last time, and you know what a conspicuous role these members play in this day and generation.)

Correspondent Mannix, East Dayton, O., in his August A. O. notes, speaks of pleasant moments enjoyed reading notes of other correspondents, of finding in them "something especially appealing in their efforts to establish good cheer and pleasant feeling" among the employees. I beg to concur. The notes abound with the good-fellowship that promotes goodwill and "esprit du corps." And they are the "voice of the people" that constitutes the Baltimore and Ohio family, a voice that carries a note of gladness and content, and seems to say: The Baltimore and Ohio is all right and we are part of it. Here in New York we are subsidiary and sub-jacent to the "System," sort of isolated and debarred from participation in the heart activities that unite the main line employees at happy gatherings, such as we read of in the MAGAZINE,—with a sense of loneliness such as Cinderella must have felt before the "presto-chango."

#### Nonsense

There was a young fellow named ———,  
He could swim and play ball with great skill,

But, unversed in the art  
Of "affairs of the heart,"  
His knowledge of ladies was nil—  
Until—

A plump little plum by name ———,  
In passing, a smile threw his way,  
Then ——— got a thrill . . . . .  
(His "I do" and "I will")

Is ready—IF ——— sets the day)—  
Anyway—

To her desk, where she sits, over there,  
With the sun shining on her bobb'd hair,  
His eye strays, and lingers  
On her fair face and fingers,  
And his sighs are consuming the air.

(Dear ———, through this ditty  
I appeal to your pity  
For ———, poor ———.)



AT TWENTY-SIXTH STREET, NEW YORK

Upper row: Assistant to Car Inspector D. Duffy, Chief Clerk M. R. Longfellow, Agent T. F. Gorman,  
Lower row: Engineer T. Feeny, Car Inspector J. Durkin, Conductor W. K. Scott, Brakeman G. Wells Fireman S. Pettis. See Note.





## When You Drive the President's Special You've Got to Be Sure of Your Watch

ENGINEER J. H. Hughes, for twenty years with the Atlantic Coast Line, handles only the fast Limited New York-Florida trains. Both this year, and in 1922, he was selected to pilot the late President Harding's Special over his district.

It is a significant fact that when Engineer Hughes entered fast passenger service he purchased the Hamilton Watch that he carries today. Since 1904 his Hamilton has been keeping his trains to schedule—sometimes on high speed, non-stop runs of over a hundred and seventy-two miles.

Like hundreds of thousands of other railroad men, Engineer Hughes knows you can depend on your watch when you own a Hamilton. Wherever accurate time is needed in railroad service you'll find them on duty—doing their job day after day, demanding the minimum of attention and giving the maximum of service.

Go to your jeweler and ask to see the Hamilton Railroad grades. When you invest in one of these you will own a watch that is internationally known; one that is as accurate as a watch can be—and sturdy as well.



*The above illustration shows the Hamilton 992, which is the Hamilton model most railroad men prefer. It will better than pass time inspection on any railroad and give dependable service for many years to come.*

*For other than time inspection service ask to see model No. 974, which gives you Hamilton quality at a lower price.*

We will be glad to send you a copy of "The Timekeeper," a booklet describing the various Hamiltons. Write for it.

**HAMILTON WATCH COMPANY**  
LANCASTER, PENNA., U. S. A.



**"The Railroad Timekeeper of America"**









For Reservations—See Notes

view. I recalled how, once, that same now famous "Kid Santoro" approached a reputable citizen of a state below the Mason-Dixon Line with a deathly-looking axe concealed behind his, I judge, one hundred twenty pounds. I recalled his efforts at a battle, started by a cartoon of a "cartoonist" who cartooned him. And, at last, he dares to desire to match his prowess against "anyone." Even now, I can see him acquire a new interest in the stars—large stars and brilliant universes—as he counts them, "Knocked out." "One, two." Truly, the age of reasonableness has past, for "Kid Santoro" knows not into what abysmal depths he shall be plunged by reason of a prize-fighting "photograph" of himself. So—I'll "poem" my edict.

I have given, above, the facts, If he leaves, at home, his axe, To a battle, in the "Village," I invite 'im. I'm a pacifist—and meek; But he'll find he's met "The Sheik Of the Village," on the fatal night I fight 'im!

### Did You Ever Pretend You Were Your Own Boss?

**D**ID you ever pretend that you were your own boss? It's a pretty good game. If you're a failure and don't seem to be getting ahead as fast as you would like, try it. It will do you good. It helped a failure I once knew. It changed him to a success. He'd tell you so if you knew him.

It's like solitaire; if you cheat you spoil the game for yourself.

You're Boss now. Here comes a fellow who was yourself a minute ago. "A likely looking chap," you say to yourself, being Boss.

"Good morning," you say to him.

"Good morning, Boss," says he. "I've been thinking a heap lately and I believe I've hit on a bright idea."

"Fine!" you say, much pleased that he's started thinking at last. "Shoot."

"I think I ought to get a raise," says he, coming quickly to what's on his mind.

"You do?" you say, ready to be convinced. "Why?"

"For several reasons," says he. "I need more money. I have a wife. I have two youngsters. I have a house with a mort-

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**Famous Oliver Oil-Gas Burner—Banishes coal and wood. Cheaper—Burns 95% air, 5% oil. For all-season cooking and heating, 3 times more heat in winter—yet no roasting kitchen in Summer—also ready heat for changeable Spring and Fall. Fits any heating or cook stove without change. Safe. Heats instantly—simply turn valve. No fires to make, no ashes nor dirt. 30 days trial. **FREE BOOK:** "New Kind of Heat," sent postpaid. Also Special Price Offer Write today. **OLIVER OIL-GAS BURNER & MACHINE CO., 2039-J Oliver Bldg., St. Louis, Mo.****

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gage and a sick mother to support. It costs a lot." He's quite frank. He conceals nothing.

You feel sorry for him. You're getting more than he is and you, too, find it hard to get along as comfortably as you'd like. You've known him for a long time. You've often wished he'd show more ambition. He's inclined to take it pretty easy. Perhaps he's changed. So you ask him hopefully if he's been studying to fit himself for a new job, better than the one he's been able to take care of up to now.—Edward M. Very, in *Forbes Magazine* (N. Y.).



They helped set John Costello adrift on the sea of matrimony at his bachelor dinner on August 26

Please mention our magazine when writing advertisers



## Baltimore Terminal Division

Correspondent, H. R. LINCOLN

During August 27396 cars were handled at Bay View, more than 2000 more cars than in any other one month.

Another record was made in the Terminal in the number of cars loaded during August. 630 cars were loaded on the 18th. In digging back into the dusty records the best that could be found for any one day was 588.

We know another "Stenog" who refuses to wear high heels on her shoes. It makes her "sweetie" appear too small.

Because of the increased business on the Capitol Limited, necessitating more cars, it was found necessary to extend the loading platform, Camden Station. The work was done by Carpenters Hatfield, Hoerr, Blaine and Quick.

"Les" Higgs, the fat boy file clerk, has went and bought himself a "Lincoln Pup." Wonder how he is going to get up the goat hill where he lives in anything on wheels.

## Mt. Clare

Correspondent, W. H. ZELL

### Death of Former Fire Marshall J. P. Reinhardt

Mr. Reinhardt was born June 8, 1866 and died July 25, 1923. He began his railroad career as helper in the Blacksmith Shop at Mount Clare, on June 1, 1893. In 1909 he was assigned to special duty as a shop hand and on February 1, 1916 was made fire marshall, reporting to the superintendent of shops. On May 1, 1920, he was transferred to the Insurance Department, reporting to the superintendent of insurance, and held the position of fire marshall until his death.



Out of "DO" Dispatcher's Office, while visiting W. S. Eccleston at his shore at Manhattan Beach. Drawn by Dispatcher George K. Seibert. Reading left to right: W. S. Eccleston, H. Hambleton and L. B. Robinson



Signalman A. A. Jacobs and Foreman W. R. Wheats, Baltimore Terminal

Mr. Reinhardt's career as an employee of the Company was characterized by a keen

interest in his work, never neglecting his duty, working night and day if the occasion required. The Company has lost an efficient employee and one who always had its interest at heart.

Mr. Reinhardt was stricken while on his vacation and died suddenly, before medical aid could be obtained. He was married and had three children. He was well liked by all his associates, being fair and square in his relationship with them. The sincere sympathy of his fellow workers is extended to his widow and children.

### A Few Dont's

Don't be careless about your work, for in a flash you can be injured.

Don't let your boss find you loafing on the job, because a hard and steady worker will always be rewarded.

Don't be wasteful with material and other things. Always be saving and help to "stop that leak!"

Don't throw tools of any kind around, as they cost money, and should be well taken care of.

Don't throw material or rubbish around where you are working, as it makes it untidy and dangerous.

Don't lose too much time. The man on the job is the man who gets along.

Don't fail to report anything which is unsafe, also anything which you think is unsafe and which will help to make the shop you work in a Safety First Shop. Tell it to your boss.

### Bill Sees Mount Clare Wallop Riverside

Mont Clair, September 2, 1923

Dear Charlee:

You no Charlee air basebawl sesion is nerely ober an so fer the Riversides Teem is leeding the legue bye half a gam. Mr. Serp, air Chef Clerk tells me we is goin ter play thet Riversides Teem Saturday fer the Championships of the Well Fare Legue, an i seys maybe if i go oudt Mont Clair mite win a bawl gam, cause ebery thyme i go oudt ter see them play, they sert of open up and play reglar big legue bawl. So i drivd oudt to Drewed Hill Perk wear the gam was serposed ter be plaid. Well, after Riversides argueed bout they wantin ter point the empires and wantin eberythin else there weigh we finly sterted the gam. Them their Riversides guys was as shure winnin as the Kaiser was gettin into Paris, but, sumthing got in their way and it was our picher by the name of Hanna-Boy, he's sum picher, made them their guys look foollish, well, they went up like lions to bat, and came down lik lams. They sertainly lost their eyesight cause he made nine of them hit the heir, and only one guy

### ON THE OLD MAIN LINE



① A LITERARY MAN



②



④ PARLEY - VICTORY & WAR HOSS



⑤ SINGING - DARLING I AM GROWING OLD



③ KING TUT ABOUT TO THROW THE SACRED BULL



⑥ A WELL KNOWN EAST END DISPATCHER



⑦ 35 MILES ON A GALLON OF GAS IS NOT SO BAD - BUT THAT FISH STORY IS BEYOND US



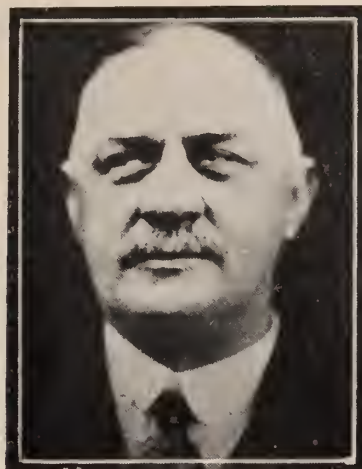
⑦ HARD TO EXPLAIN?



⑧ A DELAY CLERK

Some of the force from Dispatchers Office, Baltimore, as seen and drawn by Dispatcher George K. Seibert. 1. T. F. Dent. 2. W. S. Eccleston. 3. I. S. Williams. 4. G. W. Tobin. 5. H. Hambleton. 6. W. E. Rowe. 7. M. T. La Mar. 8. C. V. Hubbard. 9. L. B. Robinson





The late Fire Marshall P. Reinhardt, Mt. Clare



Dolores, Mt. Clare baby, 3 months old daughter of Mr. and Mrs. Max Buettner



## "I'm as Good a Man as Jim!"

"They made him manager today, at a fine increase in salary. He's the fourth man in the office to be promoted in the last few months. And all were picked for the same reason—they had studied in spare time with the International Correspondence Schools and learned to do some one thing better than the rest of us.

"I've thought it all out, Grace. I'm as good a man as any of them. All I need is special training—and I'm going to get it. If the I. C. S. can raise other men's salaries it can raise mine. See this coupon? It means my start toward a better job and I'm going to mail it to Scranton tonight!"

Thousands of men now know the joy of happy, prosperous homes because they let the I. C. S. prepare them in spare hours for bigger work and better pay.

Why don't you study some one thing and get ready for a real job, at a salary that will give your wife and children the things you would like them to have?

You can do it! Pick the position you want in the work you like best and the I. C. S. will prepare you for it right in your own home, in your spare time.

Yes, you can do it! More than two million have done it in the last 31 years. More than 180,000 are doing it right now. Join them without another day's delay. Mark and mail this coupon.

## INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8476-C SCRANTON, PA.

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

- |   |  |
|---|--|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> Pharmacy                  |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFIC MANAGER           |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> Mining Engineer           |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Blue Print Reading       | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> Poultry Raising           |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> RADIO                     |

Name \_\_\_\_\_  
Present \_\_\_\_\_ Employed \_\_\_\_\_ 6-26-22  
Occupation \_\_\_\_\_ By \_\_\_\_\_  
Street \_\_\_\_\_  
and No. \_\_\_\_\_  
City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada



## A MT. CLARE FAMILY

Assistant Foreman B. W. Dixon and Mrs. Dixon with their three children and the doggies.  
Upper right: Leslie, age 13; lower left: Harvey, age 18 months; right: Maurice, age 7

Please mention our magazine when writing advertisers

double brings in Williams. Well, anyways we kept on till we had fore runs that first innin. Then we let Riversides Bat, but no use, cause they could nut hit the bawl. Again we made two more runs in the fifth innin, our friends Anderson an Goose Eisenhooker doin the hittin, and we made air last two runs in the sixth innin. The final scere was eight too nothin. Air teen certainly did do some snappy feelding, thet guy punk Smith-made sum good stops an Moxley and Williams was there too wit their feelding but you ought ter see thet guy Shipley that plays rite feild he's sum feelder, he mad sum ketches, jumpin all ober the crowd to-



get bawls an he got them too. Now thet we hev won this there gam we hev got the championships of the Legue and we will get a cup. We is all so goin ter play the Washinton Turmonial Teem in a couple a weeks an if you can mek it try to get ober an see sum of them their games. Mus now clothes regards.  
BILL.

### Baltimore Division

Correspondent, W. H. TARR

The Indoor Baseball Teams from the Freight Agent's Office, Camden, and Division Accountant's Office, continue their games during the noon hour and many a close game is played with great interest on both sides. The Division Accountant's Team have borrowed "Ed" Ham Hughes of the Superintendent's Office for a fielder. "Jack" Priel is their popular catcher. Charley Machin serves at first base and stops a few now and then. George Bobb is the star pitcher but occasionally goes to pieces, when Expert Harry Constantine comes in for a grand stand play. "Dick"

Richardson lines them out. For the team from the Agent's Office, Charley Griffith serves as pitcher and Carey lines them out. Myerly and Pritchard play good ball. "Schmidty" gets excited at first and lets a few go by, but when composed, plays good ball. These teams have been playing for over a year. Keep it up Boys!

### East Side, Philadelphia

Correspondent, CHARLES H. MINNICK

The "Rebellious" Rebel, William G. Orrell, and former "King" of East Side Yard Office, has at last left us and now it appears that he is at the Piers in the capacity of posting and balancing clerk.

Little "Delbert" Stackhouse, better known as "Stacki of Maple Shade, N. J.," has also taken a position at Pier 22 as correction clerk.

On Saturday noon, September 8, when entering the Master Mechanic's Office, I was unable to determine whether I was looking at the boiler clerk's desk or at the kitchen table. The scene which met my



Genevieve, two year old daughter of Chief Clerk H. G. Connor, East Side

eyes was that of a desk, literally covered with all kinds of kitchen utensils, everything from a paring knife to a rolling-pin. I didn't know what to make of it at first, but was told that the girls in the office had given Miss Loretta Jordan a kitchen shower in honor of her wedding on September 19. East Side has lost a good boiler clerk, but somebody has found a good wife. Details of the wedding will be announced later—providing I get an invitation. We all miss Loretta and assure her of our sincere wishes for much happiness.

Addressed to "Johnnie" Bogsche—"How's things John?" Meaning your new baby!

"Bob" Henry, brakeman with his close hair-cut.

Charles C. Harrison, East Side conductor and society man.

Anyone wishing to secure services of a first-class banjo player with vocal accompaniment can apply to Frank P. Brennan, leader of the Trilby String Band of West Philadelphia.

Murphy, night checker and East Side's best comedian.

"Herby" Held has just purchased a new Studebaker roadster and he and "Tommy" Barron are simply "running wild" with it. Watch the telegraph poles!

Since "Eddy" Reddington won those field glasses he is going to make for the nearest Beauty Pageant.

Clarence Orr is father of a bouncing boy, his third!

We extend to our new M. C. B. clerk, Chris Falkenstein, in the Master Mechanic's Office, our congratulations on his seventeenth birthday, September 20, 1923.

H. G. Martin, machinist at East Side Shops, was awarded the \$10.00 cash prize for calling attention of his foreman, William Tisdale, to several defects of a nature which would cause serious delay, failure or breakdown. Martin is to be highly commended for his interest and intelligent observation.

### Pier 22, Philadelphia, Pa.

Correspondent, MARY G. GUTHRIE

Mrs. A. E. Albrecht, formerly Helen Barouth, stenographer to the Cashier at Pier 22, recently returned to Philadelphia after a visit to Seattle, Washington, where she has been making her home. Fourteen girls from the Cashier's Office entertained her by giving a Theatre Party at Keith's in her honor, a dinner following. She left on her return trip via the Baltimore and Ohio.



SOME OF THE REASONS WHY WORKING IS PLEASANT AT BRUNSWICK

Above: Standing, left to right: H. M. Darlington, Dispatcher; A. W. Brown, Index Clerk; O. W. Kirk, Chief Index Clerk; L. Nelson, Chief Clerk. Sitting: J. D. Gletner, Clerk; Winifred E. Bond, Index Clerk; C. E. Orrison, Clerk. Below: B. F. Chambers, Caller; 42 years of service





EAST SIDE FOLK VISIT OCEAN CITY, N. J.

Left: "Bill" McMullen, East Side Round House, and Florence, daughter of Foreman Wilson Battersby. Right: Mr. and Mrs. Wilson Battersby

We are all glad to have back with us again "Little Helen Dean," formerly from the Division Accountant's Offices, Philadelphia and Baltimore.

"Johnny" McDevitt, our rate clerk, spent several days in Atlantic City while on his vacation, only to his sorrow to get a dose of sun poisoning. He had to be brought home where he was confined to his bed for several days.

Nothing exciting has happened in this office recently, no marriages to report, but we expect to have some in the near future. Here's hoping, anyway.

Timekeeping at Pier 22 has kept Isabelle stepping these days. Of course she does not get excited for we all know she is a good "Dancer."

With the winter months fast approaching interest is increasing in the Girls' Sewing Circle of the Cashier's Department, as they are showing great signs of activity.

#### Washington, D. C. Freight Station

Correspondent, W. L. WHITING

We have been tooting our horn at Washington lately about our good business prospects for the year 1923, and the following statement for the months of August, 1922 and 1923 will, for those months at least, amply justify our boasting:

	Aug., 1923	Aug 1922	Increase
Forwarded C.L.	\$40,469.00	\$28,889.00	\$11,583.00
Forw'd L.C.L.	16,374.00	14,033.00	2,341.00
Received C.L.	290,537.00	214,486.00	76,071.00
Received L.C.L.	34,838.00	49,932.00	4,886.00
Coal	103,899.00	33,103.00	70,796.00

Total.....\$306,137.00 \$340,460.00 \$165,677.00

This shows an increase without coal of \$84,881.00 or 30.9 per cent., and an increase,

with coal of \$165,677.00 or 48.7 per cent.

Please note the total absence of "decrease" column!

This was such a good showing that it called for an appreciative letter from our traffic officials.

We hope to continue the good work.

Death has visited the families of two of our clerks lately. Stenographer Vincent Clark was called away to attend the funeral of his father. Mr. Clark, Sr., had been West for some time in the interest of his health, but was unable to combat his complaint successfully, and finally succumbed to it.

Miss Katherine Gerhardt recently lost a dear little niece, aged two. The little one had been ailing for some time, but when the end came it brought with it the usual sense of loss and sorrow.

Our sympathies are extended to our friends and their families in this, their time of sorrow.

Vacations have still been in order, and among those who have absented themselves from their accustomed posts is our good agent, D. M. Fisher. Mr. and Mrs. Fisher journeyed to Youngstown, Ohio, to visit relatives at that city. This is the first time that our agent has been away from his post of duty in over thirteen years, and we are all of the opinion that it was nearly time he had a change of scenery. Reports from him state that while we were sweltering in Washington with the thermometer approaching the ninety spot, he was obliged to put on winter clothes. Some difference in temperatures!

Many of the others have also been away seeking change and recreation, and have returned showing the good effects of their trips.

# Only \$2.00 Brings This Famous Special Bunn Railroad Watch

21 JEWEL



The Master Railroad Watch of America. Adjusted to 6 positions—Time-Tested, Rated and Cased at the Great Illinois Factory.

This Master Railroad Watch is guaranteed to pass the most rigid inspection on every railroad. Adjusted to 6 positions, extreme heat, cold and isochronism—21 jewel lever set movement, Montgomery or Arabic Dial, in a durable and handsome 20-year gold filled screw back and bezel case.

NO RED TAPE—NO RISK

\$2.00 brings this famous 21 jewel Bunn Special to you prepaid—without delay. Wear it 10 days. Then, if you are not convinced it is the Greatest Railroad Watch in the Country, accurate, durable and dependable, send it back and your \$2.00 will be refunded immediately. Otherwise, pay only \$5.55 a month for 10 months until the spot cash price of \$37.50 is paid. **SEND TODAY**

Only if you are convinced after 10 days' trial that it is the Master Railroad Watch, do you pay for it at the rate of only a few pennies a day. Your watch is here waiting for you. Order today—NOW.

Send for it to-day. Thousands of bargains at your disposal. Save 1-3 by writing to Dept. 4017

Million Dollar Bargain Book

J.M. LYON & CO. INC.

IN BUSINESS NEARLY 100 YRS.

2-4 Maiden Lane, New York

#### Cumberland Division

Correspondent, JOHN SELL

Our Maintenance of Way forces have been recently renewing switches and relining and widening yard track clearances, to take care of the new heavy type locomotives, which will soon be put in service on this division. With the track in perfect condition and heavier power, the record breaking fall business which is anticipated should be taken care of in good shape, and our operating employees are all keyed up to the point of tackling the job. We say to our Traffic Department, "you get the business and we will handle it."

Our old friend, Engineman "Billy" Williams, has recently taken a fancy to dogs and has asked "Jake" Miller and "Bill" Toomey when they are out making



Terminal Agent Sands and some of his happy clerks. Note A. E. Rhoads, Agent, Pier 22. At the right we have Miss Mae Mooney, Assistant Delivery Clerk





W. J., Junior, age 4, and John D., age 2, sons of First Trick Operator W. J. McDonald, Cumbo, W. Va.

their daily survey to try and locate a "Good Dog." We thought "Jake" had all the good dogs corralled long ago but just how "Bill" comes in as a dog fancier we are at a loss to understand. Better look for better timber, "Billy."

Section Foreman J. N. Wagoner, for the last thirteen years foreman at Green Spring, has been granted a six months leave of absence account of ill health. Here's hoping the rest will do you good, Mr. Wagoner, and don't worry while you are off as T. W. Kaylor has been selected to take care of your section and will no doubt keep up the good work.

With all the records we have broken in the past few months we are still able to gain new laurels. During the month of August we averaged 1042 loads per day out of Grafton east over the West End of the Cumberland Division which is the best average daily movement for a month yet handled.

Our old friend Roy Nycum, leverman at Viaduct Tower, Cumberland, recently made an unusual non-stop record of service, having worked considerably over six hundred days, Sundays and holidays included, the continuous performance only coming to a close upon the death of Mr. Nycum's grandmother, which forced Roy to take a day off. We are always glad to hear of any records made by fellow employees.

Our well known claim agent, Kemper Price Kline, we understand, is making weekly visits to Piedmont but is still able to dodge old Dan Cupid.

W. J. Jr., age four, and John Donald, age two, are presented on their pony, a present from Dad, better known as W. J. McDonald, operator at East Cumbo, W. Va. Looks like the signals are all set clear.

Our friend "Nick" Weber, foreman on Section 27A, Cumberland, has been busy all summer cleaning up the East Yard and getting track in shape for the winter. "Nick" reports tie renewals about complete and all ready for Jack Frost.

While our average miles per car per day has not been as good as desired a gradual improvement is being made, and with everybody with their shoulders to the wheel we hope to equal our early spring record.

Recently we were pleased to hear favorable comments on the cleanly appearance of the station and surroundings at Duffields, W. Va. E. G. McDonald is agent at this point and enjoys an enviable reputation. It is a pleasure to our patrons to use our facilities at that point.

Fall season was ushered in by a moonlight picnic under the auspices of the Division Accountant's Night School and was largely attended by the clerks of the various offices and their friends. Lake Gordon, the source of Cumberland's water supply, which is one of the most beautiful spots in the vicinity of the Queen City, has a natural park and permission was secured from Mr. Fowler, the superintendent in charge, to hold the party. Transportation was arranged by a number of officials donating cars. On arrival at the dam the happy crowd spent the evening roasting corn, weiners and other delicacies, after which Miss Winifred King assumed the role of "Reader of the Future" and read the palms of the bashful. Singing and dancing wound up the entertainment and as usual all reported a fine time.

The Cumberland Fair Association has purchased a beautiful site along our right of way west of the city and contemplates the laying out of a race course and erecting suitable buildings for the holding of a county fair each fall. Sidetracks will be laid out connecting with our line and will give us a nice business, both passenger and freight. It is the idea of the directors to have the grounds in readiness for use next fall.

Another example of Baltimore and Ohio service was shown lately at North Mountain, W. Va., when seven box cars were set off along the siding, so situated as to enable the shippers to accumulate carloads of fruit and then load direct into refrigerator cars placed on the siding. The cars were numbered one to seven and assigned to the various shippers on request and can be used for grading and packing and will facilitate the loading and dispatching of fruit from that station, one of the heaviest apple shipping points on our division.

Agent C. R. Grimm, Cumberland, has promised us a picture of his efficient force and from the records made at the local station we know our fellow employees would be interested in seeing the folks who make these records possible. How about letting us have that picture for the next issue, C. R. G?

Misses Lillian Judy and Mable McClintock, two of our fair ones in the Queen City Building, recently returned from a vacation on the Pacific Coast, reporting a fine time. While the Western Roads are all fine both agree the Baltimore and Ohio is still the Best and Only.

F. A. Ernst, of the Assistant Division Engineering Corps, while working on the High Line recently, laid down tape and a few minutes later went to pick it up and found he inadvertently had hold of the tail of a six foot black snake. This would have discommoded most of us but Ernie has had all kind of experiences in handling these reptiles and to hear him talk you would think it was an everyday occurrence.

With our old "Jake" Miller patrolling the Branches and the M. & K. Sub Division, and his side partner, Hunter Castle, working the Cumberland and Keyser Terminals, we know that cars are going to be kept moving and the average cars miles per day increased.

The other day when we happened to pass Bedford Street Crossing, we thought Crossing Watchman Thornton Means was addressing one of the classes of the Street School, but found he was only instructing some of his family to hurry home. All right, Mr. Means, we have something of a crowd, too.

Frequently read in the magazines and daily papers of the plans for a celebration commemorating the Centennial of American Railroading, of which our line was the pioneer. A visit to the Martinsburg Shops, where a number of our old time engines and other relics are stored, recalled some of the stories related by our veterans of the early railroading when the old Link and Pin was in vogue. No doubt the Baltimore and Ohio will lead in the interesting exhibits.



Left: Sarah F. Pennington, in her 1923 graduation dress. Right: L. V. Pennington, U. S. Marine Corps, photograph taken in Pekin, China. Both are children of Crossing Watchman P. M. Pennington, Cumberland, Md.



We are all still interested in the Stop That Leak Campaign and almost daily we hear of some employe who has effected some economy and we are determined that the Cumberland Division will stay in the forefront in that drive.

### Mechanical Department

Correspondent, VADA PEARL DRUMM,  
Secretary to Master Mechanic

The many friends of W. D. Hardy, Jr., work checker, were given a surprise recently when he announced his marriage to Miss Anita Grimm, which took place at Hancock on July 6. Congratulations!

It can scarcely be said that without warning came the announcement of the marriage of Miss Mary Screen, stenographer in Office of Division Master Mechanic, which took place in Washington, D. C., on July 20. Frank Coit, Washington, is the happy man. We were beginning to notice that Mary's visits to Washington were becoming more numerous. She also met No. 16 on Saturday night more frequently, which, of course, prepared us somewhat for the shock. We wish the newlyweds much happiness.

Miss Katherine Moore has taken the position left vacant by Miss Screen. Welcome to our office, Katherine.

The girls of the Master Mechanic's Office have again directed their attention to bowling. The team consists of the following players: Misses Lucille Hanifin, Olive Liller, Blanche Clark, Everal Lapp and Mrs. Margaret Mewshaw. This is practically the same line up as last year, and they have assured us that we can look forward to some high scores.

Understand C. D. Shaffer, our electrical foreman, has turned his attentions from the Frankfort Road to Columbia Street. This is just a rumor, but we feel sure that Anna could tell us all about it.

A certain mystery seems to surround the accident in which the big Buick car belonging to "Bubbles" Baird was completely demolished. No one seems to be able to

find out the cause; however, "Bubbles" has announced his intentions of getting a new Chandler, and we suggest that he let "Queenie" do the driving.

A certain Sunday night a short time ago John Donaldson was absent from the regular Bachelors' Meeting. Investigation developed he was up on Second Street. How about it, "Donnie?"

### Timber Preserving Plant Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

*Time is a sacred thing and each day a little life—Sir John Lubbock.*

Yes, we had a vacation too. It's over now, but during it it was our pleasure to: Bathe in the Atlantic.

Hear Wanamaker's wonderful pipe organ. Milk and do other chores on the farm.

Attend the Iowa State Fair.

See parade of \$2,000,000 worth of prize live stock.

Visit Sears, Roebuck Chicago Plant (stayed for dinner.)

Travel via the Best Railroad in the World.

We were deeply grieved to learn of the death of our friend W. W. Picking, traveling passenger agent, Cumberland Division. Mr. Picking was a gentleman in every respect, with a personality that quickly won him the friendship and confidence of those he met. Would that we all might fill our various positions in as befitting a manner. We know something of his splendid work and greatly enjoyed his friendship.

Treating Engineer J. R. Myerly is supervising the treatment of a large piling order at the new treating plant of the Producers Wood Preserving Co., at Louisville, Ky.

Treating Engineer J. W. Twigg inspected treatment of an order for paving blocks for Grafton and Keyser at St. Louis during the forepart of September.

General Foreman E. M. Stottlemeyer has resumed his duties following an extended absence on account of serious injury to the muscles of his right leg.

## Car Owners Wanted!

—to use and introduce the greatest improvement in Inner Tubes since autos were invented. Air Gauge in valve stem of every Tube shows pressure at a glance.

### AIR-GAGE Inner Tubes

—sell on sight to almost every car owner. Save trouble, time and expense. Add one-third to tire life. Paul salesmen make big profits selling direct to car owners. Secure own tires and tubes at factory prices. We can use 2000 more men at once. Experience and capital not necessary. Big Free Book Explains All. WRITE TODAY. PAUL RUBBER CO. Dept. 72, Salisbury, N. C.



A number of railroad employes here enjoyed camping along the old South Branch this season and all are enthusiastic over the good times they had.

Miss Bessie Teeters, youngest daughter of Fireman Helper and Mrs. G. N. Teeters, and D. H. Talley, switchman, were married at Cumberland, Md., August 31, by Rev. B. Smith. Congratulations!

The M. E. Ladies Aid held one of their nice festivals on the commissary grounds on the evening of September 14.

Section Foreman J. N. Wagoner has secured a leave of absence and at present is benefitting by a much needed rest. Tom Kaylor, Okonoko, is handling Mr. Wagoner's section at present.

Contractors are busy on the plant enlargements authorized, but work is not progressing as rapidly as we would like to see it.

We submit a photograph of General Foreman E. M. Stottlemeyer's new home, a nice addition to Green Spring, to accompany our notes this month. Seated on the porch are E. M. S. himself, Mrs. Stottlemeyer, and their nephew Albert Wagoner. Also photograph of Master Robert Stanley Nixon, son of Hostler and Mrs. R. D. Nixon. (His dad's picture was in the August issue.)

### Keyser, W. Va.

Correspondent, H. B. RIGHT

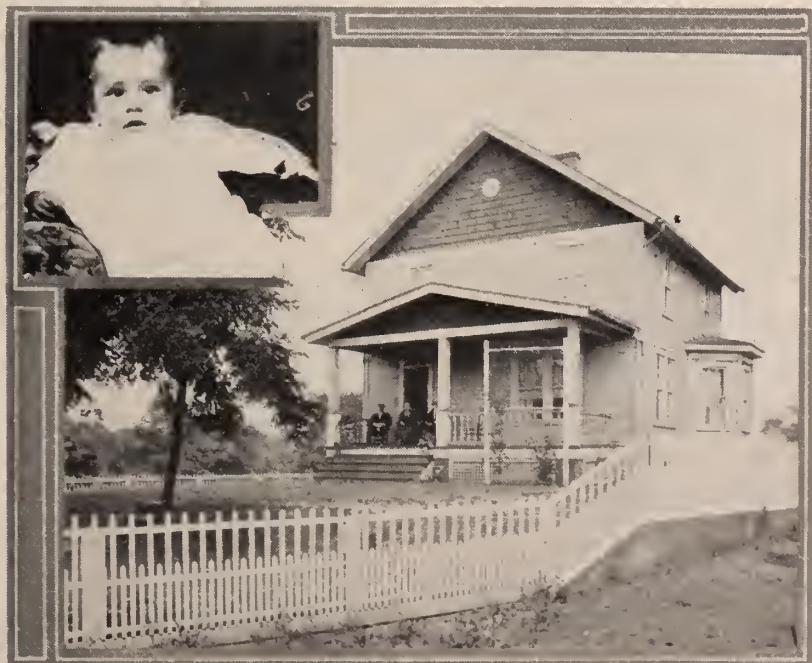
It is with regret that we again report the death of a Baltimore and Ohio wife and mother, Mrs. Joseph Shaffer. Mrs. Shaffer had been ill for some time and passed to her reward a few days ago. She leaves her devoted husband, J. H. Shaffer, car builder, Keyser, two sons, Dyche, a painter at the local shops, and Chester, timekeeper, Division Accountant's Office at Cumberland to mourn her loss. We extend our heartfelt sympathy to the bereaved family.

I was pleased to read the letter regarding the Washington Tours in the August MAGAZINE. Recently I accompanied a party of 16 tourists from this territory on one of these trips. At Washington, we joined the Pittsburgh and West Virginia delegation, making a total of 76 in the party. Employes need have no hesitancy in recommending these tours to their friends. They are wonderful.

Did you ever see the Capitol Limited pull out of a station or pass you on line? Doesn't it inspire you, and aren't you proud of OUR railroad? We don't have to apologize to any other railroad, we have the best there is.

Deer Park Hotel closed its fiftieth consecutive season on September 5. As usual it was a success.

Yardmaster and Mrs. W. H. Virts made their annual pilgrimage to Mt. Clemens



### GOOD BABIES AND GOOD HOUSES ARE GREEN SPRING SPECIALTIES

The baby is the 7 months' old son of Hostler and Mrs. R. D. Nixon. He weighs 17½ pounds. The house was recently completed for the owner, General Foreman E. M. Stottlemeyer. The Relief Department Helped

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One of Connellsville's Prides, Katherine Brinker

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Interest paid every six months  
from date of deposit

this summer. Mr. Virts is a real Baltimore and Ohio Booster. While on this trip he was the means of diverting some passenger business to our lines. Thanks, Mr. Virts!

Since becoming traveling passenger agent I have come in contact with many persons who travel all the time and it certainly makes a fellow feel good to hear them praise the Baltimore and Ohio. BEST and ONLY is right.

The Keyser and Piedmont stations have been given a coat of paint, which adds to their attractiveness.

We extend to the families of Engineman Smith, Fireman Bartow and Brakeman Merryman our heartfelt sympathy in the sudden death of these loyal employees.

CAR MILES BRING SMILES—that is, if there are enough of 'em.

WASHINGTON TOURS! Boost them fellows, they are great, and no American should miss visiting the Nations' Capitol—especially when the rates are so low.

START NOW TO STOP THAT LEAK! You can help in a hundred different ways. DO IT NOW!

### Connellsville Division

Correspondent, C. E. REYNOLDS

Philip A. McMahon, congenial secretary to Superintendent Martin, left on his vacation September 1, to visit friends and relatives in Spokane, Washington. "Phil" reports a very pleasant trip and also that he met some of the "Higherups" of the C. M. & St. P. while on his way from St. Paul to Spokane, who assisted in making the trip an enjoyable one.

During the latter part of August, H. R. Gibson, division engineer, departed on his vacation to Pompton Lakes, N. J., spending several days there with his family. He returned to Connellsville, took his new Chandler "Chummy Sedan" and started to Columbus, Ohio, and about thirteen miles—it is reported—from Washington, Pa., the inevitable happened (?????) to the tune of 161 good bucks. What was the matter "Cibby," couldn't you get it in SECOND?

Here is a picture of little Miss Katherine Brinker, age two, daughter of Mr. and Mrs. "Ed" Brinker. The proud father is employed as C. T. timekeeper in Division Accountant's Office.

### Division Accountant's Office

#### Things We Would Like to See

All of Brinker's Homing Pigeons come back.

"Mitch" married (again).

Two certain clerks who sit side by side in our office having a friendly conversation.

"Tommy" at work at 7.55.

Thelma when she didn't want "Dainties."

Eddie with his hair intact.

"Danny" bringing back the Rhode Island Red he goes to R. I. so often to see.

Some one prominent who wasn't born in Trotter.

B. Nabors keeping quiet.

Our signal supervisor Thomas W. Scott left several days ago on his vacation down in old Virginia. All right, old man, we are now signing off. This will conclude the broadcasting from station 8 B. J. V. Connellsville. Oh! just a minute, I will use the buzzer to sign off. Thomas M. Walker, assistant signal supervisor, is handling the job while T. W. S. is away.

### Pittsburgh Division

Correspondents, EARL FAIRGRIEVE and MARY BREEN

Earl Tovey, clerk to Trainmaster Carroll, who represented the Baltimore and Ohio in various branches of sport, has severed connection with the Company to accept service with the Hillman Coal & Coke Company, with headquarters at Pittsburgh. Mr. Tovey was liked by all with whom he came in contact and we wish him the best of luck in his new field of labor.

Archie Gribbin, car accountant, has again returned to duty after a long and hard siege of poor health. We are glad to see him on the job again and feel the car mileage will climb with Archie at the wheel.

Recently Miss Mary Kenney, clerk in Superintendent's Office, made all the girls around envious with an immense "sparkler." She's all excited about the ring but won't tell where she got it, except that it belongs to her sister. This same Mary is driving around the country in a Ford coupe. A sparkler and Tin Lizzie are pretty good assets for a start these days.

Brother Paul McGrail, Car Distributor's Office, is the proud possessor of a Durant car and can be seen most any time when off duty dusting off the mileage about the hills of Pittsburgh and environs.

C. R. Radcliffe, formerly assistant road foreman of engines, Pittsburgh Division, has been transferred to a like position on the Wheeling Division and has been succeeded by J. T. Britton who comes from the Toledo Division. We wish the gentlemen success in their new undertakings.

Baltimore and Ohio employees of the general offices at Pittsburgh hope soon to inaugurate another season of the Bowling League. We understand the Superintendent's Office will have a team this year which will make them all sit up and take notice.

Norman E. Clark, former local counsel at Washington, Pa., was appointed Judge of Orphans Court of Washington County in place of Hon. H. B. Hughes, deceased.

Miss Mary Delahanty, for a number of years employed in the office of Superintendent and Terminal Superintendent, Pitts-

## HILLTOP COLLIE KENNELS

Home of  
BEAUTIFUL AND USEFUL COLLIES

607 High St., Versailles, Pa.

Puppies \$20.00 and \$30.00

Also a few Brood Matrons

burgh Division, and later in General Superintendent Peck's Office, finally succumbed to the wiles of our old friend, Dan Cupid, and was married on August 28. Congratulations and best wishes, Mary!

Prominent minister of Pittsburgh recently wrote General Superintendent Peck commending flash light signal installed at Allison Park, Pa., in the interest of Safety First. This is a big help to motorists and speaks well for the interest shown by the Baltimore and Ohio in making the National and State Highways safe to travel.

Miss Teresa Kenney, formerly employed in the Car Distributor's Office at Pittsburgh, but now employed in the Register of Wills Office at Pittsburgh, is now dabbling in politics. We always said Teresa "had the line" and felt that sooner or later she would drift into something like this where she can display her oratorical powers. Some day we may see her running for "Mayoress" and, by golly, if she does, we'll slip her a vote.

The agency at Evans City, Pa., is now in charge of A. Capers. Friends of Mr. Capers will be pleased to hear of his appointment and we wish him success in his new position.

The accompanying photo is that of Ike Scanlon, stationmaster at Butler, Pa. Ike is one of the most conspicuous figures to be found anywhere on the various transportation systems of the country, and he is shown in the photo as consulting his "old reliable" watch for the correct time, which was recently presented to him by Pugh Brothers of Pittsburgh, Official Watch Inspectors of the Baltimore and Ohio and other railroads entering that city, who claim Ike as a personal friend.

Two porters were discussing some new general orders: One inquired what was meant by "courtesy with tact," something which was to be applied to patrons, and this was the answer Sam gave:

"Ah burst into a bathroom one day in a hurry and dere was a lady settin' in de tub. Ah bows an' sez: 'Excuse me, SIR,' and backs out. Now when Ah sed 'Excuse Me,' dat was courtesy, but when Ah sed 'Sir,' dat was tact."—N. Y. Central Magazine.



"Ike" Scanlon, Stationmaster, Butler, Pa.,  
with his new watch

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<sup>66</sup>6 UP<sup>99</sup> Observe your own watch and note how many times each day you will find it in approximately this position, particularly when you are lounging in any other than an upright position.

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## Monongah Division

Correspondent, ANNA MARY UNKS

"Judy" Shroyer entertained ye Car Distributor's Office force at a corn and weiner roast at her home in Blueville. They had a big time. But we all have a big idea that "Mug" played a trick on the rest of us. No man was ever seen to drink three quarts of coffee before.

"Mug" has such lovely eyes—since he bought his new coupe.

Walter McFarling and Edna Mahaffey swapped jobs. We hope they will like each other's work.

We moved! You all know what that means—in case you don't I advise you to ask someone who has ventured on the Marriage Sea. However, as I said before—we moved. And we are all satisfied. Even Mr. Porterfield, who has so much avoirdupois, is satisfied. But, no kidding, we have the nicest office on the Baltimore and Ohio—the Master Mechanic's Office at Grafton.

Betty Jean is the name of a little girl born to J. E. Plum and wife, leading man at Grafton. Her name was to have been James Edward, Jr.

We have a new clerk in the Superintendent's Office, Miss Eva Maley of Weston. We hope she will like her work.

Engineer Rowland is dissatisfied with the notes I didn't put in the MAGAZINE last month. I think he's perfectly ridiculous, don't you?

I don't like to ask too many questions—but I do wish some one would inform me as to what makes the door step in the front of the station for some time after one p. m. every day. Marie and Lelia have just gone upstairs.

## Wheeling Division

Correspondent, MARIE SLATERICK

On September 12, C. R. Radcliffe was appointed road foreman of engines, with headquarters at Benwood, W. Va., vice the late C. Crawford. W. H. Powell was appointed assistant road foreman of engines on the same date.

### Autumnal Ads

The hills of fair September,  
With flaming trees aglow,  
Burn like a living ember  
Along the B. & O.

Amid the woods reposeful  
The air is sweet as wine;  
Go out and get a noseful  
Along the I. C. Line.

Where Autumn leaves run riot,  
And streamlets leap and laugh;  
The North Shore Line runs by it;  
One dollar and a half.

The hilltops blaze with glory,  
In gold and crimson clad;  
According to the story  
Of any railway ad.

—PHAIR in the *Chicago Herald*  
and *Examiner*

Now that all important people like the correspondents, chief clerks and others, have had their vacations, the time has come when we must get to work. And work means getting notes for the Magazine. For the last couple of months the Wheeling Division has just been 'lying down on the job' as far as notes are concerned. But, we've made a good start for this month and here's hoping:

Miss Mary Burke, Roseby Rock, W. Va., daughter of Section Foreman T. Burke, has shown truly that she is a member of the Baltimore and Ohio family in spirit as well as in name. On July 29 Miss Burke found a broken rail near Milepost 362 and because she had the presence of mind to report it immediately probably saved the Company trouble and money. Miss

Burke's picture is among those shown this month.

Larry Chaney, Telegraph Department, has become quite famous since Macy's Carnival hit Littleton, W. Va. (his place of abode). Larry boxed "Fightin' Sam" Macy's Great Negro Boxer. It was a good fight until the second round when our Kid Wonder, who weighs only 220 pounds, landed a hay-maker and put "Fightin' Sam" to sleep for about three minutes. Larry is trying to get Leo Crow, the agent at Denver, W. Va., to travel along as his manager but Crow does not like the idea of leaving Denver as he is afraid of street cars and the like. Just the same Wetzel County is proud of her boy and we expect to see Chaney fighting Dempsey or Firpo soon!



WHEELING DIVISION SNAPSHOTS

1 and 3. Checchina, age 19, and John, age 10, children of Section Foreman Antonio Cermala. 2. Jerry Rykoskey and friend. 4. J. O. Potts, Miss Marie Zoeller, a former employe, and "Watch," the guardian of Camp Welcome. 5. Mary Burke. 6. W. J. Gilbert. 7. Signal Maintainer at Fairpoint, Ohio, "Jimmie" Ehasz and "Jimmy," Jr., age 18 months





Some of the crew on No. 53, Wheeling Division. Left to right: Brakeman George H. Murphy, Dining Car Waiter Morris Jefferson, Steward J. H. Snyder, Chef Harvey L. Fisher

We are proud to print a likeness of Jerome Rykoskey, better known as "Jerry" of the Mechanical Department. This picture is a reminder of the Veteran's Picnic at Versailles, Pa., for it was taken there. The other good looking chap is a friend of Jerry's, who no doubt could furnish his address!

Edward Hager, operator at Denver, caught a fish that was three feet long but it got away from him before anyone saw it! Yes, we have no fish!

Signal Supervisor Penrod has been requested to lend Track Supervisor Wright a set of telephone pole climbers until Mr. Wright gets his automobile taught to climb trees. He's tried it without the climber but the climbin' wasn't very good. Why don't you coax it, Mr. Wright? You're not the only one who has a Dodge you know.

First Trick Operator Leo Burke, of Barrackville on September 12 was married to Miss Eleanor Brinkmeier, of Wheeling. The young couple went to Canada on their honeymoon and will reside in Fairmont on the return home. Congratulations!

We're wondering if Train Dispatcher Maze Rickey was injured much when he fell while picking plums at Littleton. Let's hope he didn't suffer as many injuries as did some very ripe plums he fell on!

Section Foreman Debolt is having much trouble along his section account of Bill Little, one of his men, stealing toys from the babies along the section. Shame on you Bill! When will you grow up?

Dining Car Stewart Bill Piper, he of the smiling visage, has left us for good. Bill entered the University at Morgantown this month. He's "gone but not forgotten" and we'll surely miss him. However, in his place we have another smiling person, E. Parker Beachum, from 'way down east. Looks like Bill bequeathed his grin to Mr. Beachum 'cause that's what he doesn't do nuthin' else but!

When your correspondent was on her vacation she had occasion to play butcher delivery wagon to a group of hungry campers on the Tygart Valley who hadn't seen real meat for a week. Thus, the correspondent on her trip down there chartered a chip basket and in this chip basket reposed dozens and dozens of beautiful, fresh, shiny, red and plump hot dogs. From Wheeling to Colfax, where the camp is (by the way you've all heard of the camp before—belongs to Master Carpenter Harry Potts—called Camp Welcome) it takes a good four hours ride and the afore-said hot dogs were in danger of losing their fresh charm as it was a hot summer's day, etc. But Oscar Winters, waiter on Dining

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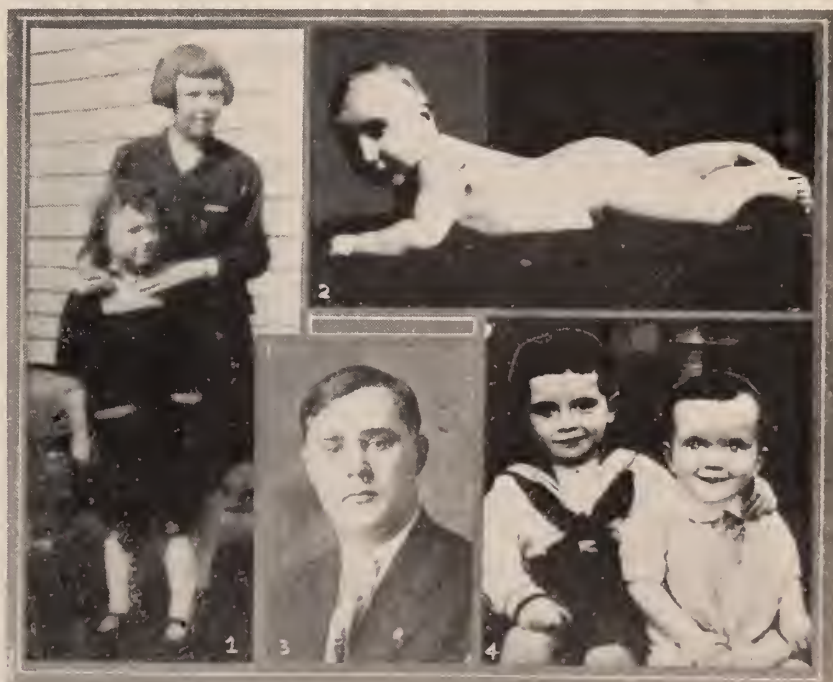
Car 1058, saved the day. He kindly offered to relieve the "Mag. Cor." of all responsibility and accordingly did so and when it came time to disembark the dogs were still beautiful, fresh, shiny, red and plump! The funny part of it is that the hereinbefore mentioned hot dogs didn't last very long when they finally reached the hungry mortals at Camp Welcome. Now we don't like to cast suspicion, but knowing Oscar's fondness for hot dogs—Many thanks, Oscar! The folks at camp couldn't understand it at all, why they were so nice and fresh I mean!

Wonder what made Mr. Detwiler, of the Dining Car Department, get so fussed the last rainy day we had? Was it because a young and pretty girl from upstairs asked

him to loan her an umbrella? We heard him say yes he guessed he could if he could ever find his keys to get in where the umbrella was. After vainly hunting around for half an hour for the missing keys, imagine our surprise to see said keys in his right hand all the time. And then they call us the weaker sex! At's all right, as long as we can get a man so fussed he doesn't know what he's looking for, we're safe, aren't we girls?

We extend congratulations to Mr. and Mrs. Earl Tribbett on the birth of a young daughter on July 27, Helen Marie. Mrs. Tribbett will be remembered as Miss Bernie Cooper, formerly of the Master Mechanic's Office at Benwood. Mr. Tribbett is Yard Brakeman at Benwood.

Assistant Claim Agent Albert Gatewood



YOUNG FOLKS FROM PARKERSBURG

1. Little Winona Duff, who draws pictures for our Children's Page, and her little sister, children of "Billy" Duff. 2. Seven months old Jack Fletcher Poe, weighing 26½ lbs., son of Handsome Conductor J. F. Poe, Ohio River Sub-Division. 3. Assistant Foreman Clyde Somerville, Parkersburg Freight House. 4. William Henry, age 2½ years, and Charles Lewis, age 13 months, children of Yard Clerk W. H. Bell



has been sick for the past week or more, in fact ever since his wife went away. Where's the committee on investigation of conduct? Of course, it might only be his own cooking that's making him sick, but you never can tell. I'll telephone to Mars you can't, especially with married men!

On July 25, Car Inspector W. J. Gilbert discovered broken arch bar under VCCX car 65 by use of his inspector's mirror. This is a very difficult defect to detect and could not possibly have been seen if the mirror had not been used as break was on inside.

On August 20 this same man discovered a broken flange on wheel of B. & O. car 236933, on Hump 5. He was coming down Hump 1 on his way to work when he noticed this flange across the tracks.

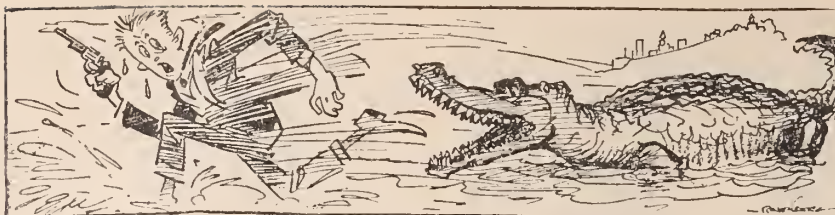
It goes to show that this man is on the alert both on duty and off and is working for the best interest of his Company. The importance of the inspector's mirrors is also brought out by this man's use of same. A photograph of Mr. Gilbert is shown here.

#### Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

J. P. Pierce, who recently came to us from Belleville, has bid in a position at the Main Line Baggage Room. He has our best wishes for success in his new work.

The position of O. S. & D. clerk vacated by Miss Mary Keenan has been bid in by Harry Creel.



See story of Edward Clark and his pet alligator—page 82, third column

Besides having the champion speech maker of Wood County, the Freight House also has the most popular girl in Parkersburg. In a recent contest featured by the Masons, Miss Janice Thorne, clerk, was awarded the first prize, a handsome diamond ring. There was much competition and we feel proud that the Baltimore and Ohio representative carried off first honors.

Most anything may happen at the Parkersburg Low Yard now, even if "Vic" Springer, alias "The Shriek of the Scale House," asked for a day off we wouldn't be a bit surprised. Since the appearance of the pencil sharpener and Peter McCabe's killing of the snake we thought all the impossible things had happened, but now—we are dealt the fatal blow—"Steve" Radford and "Brad" Southworth, trainmen on the O. R. Sub Division, have been away from work for three consecutive days.

Now we laugh! Ralph Orrahood, trainman, recently took a short vacation, and of

course that learned gentleman went to Washington, D. C. (probably to confer with the Weather Bureau, trying to get them to predict some fair weather for Parkersburg and vicinity). Well, while he was there he of course wanted to pay a visit to his Brother Elks of the Washington Lodge, so he consulted the City Directory, called a taxi, and gave the driver the directory address. He was soon deposited at his destination, and after paying his taxi bill, he proceeded to the outer door and to the inner door. He rang the bell at the inner door and awaited admittance. Very promptly the door was opened by a gentleman of color who asked Mr. Orrahood his mission, whereupon Ralph produced his Membership card, but this was the answer from the dusky one: "Sorry, Boss, but dis heah is de colored Lodge." Poor Ralph.

The following conversation was heard at the Low Side Scale Office the other night:

Andrews: "Jerry, ask Socks what the number of that B. & O. 83222 is.

Jerry: "Socks, what's the number of that B. & O. 83222?"

Yes, we have no bananas!

A little ditty entitled "N-O-N-E"

Jerry went a fishing  
To catch a fish you see  
But when he got back, how many?  
Well, that's what the title be.

What time do you call the engineer for train 78 now, Murphy?

"Handsome" Clyde Somerville, assistant foreman at the Freight House, has many accomplishments, and is a fellow of keen foresight, but when it comes to betting, well—"Handsome" really ought not to bet. For instance he bet "Skinny" Nolan \$5.00 that "they" would never get *his* picture for the MAGAZINE. Thrilled with the thought of such easy money the ambitious "Skinny" wended his way home, dug up an old album, and lo! there was a picture Clyde had given him when the world was young. However, we all recognize you, Clyde. Collect your \$5.00, "Skinny."

We are sending photos of three of the finest looking babies to be found on the O. R. Sub Division, or anywhere. Little Jack Fletcher Poe, shown as "September Morn," is just seven months old. He is the son of Conductor J. F. Poe. Father Poe is desperately in love with this boy, but do you blame him? As he does not have time to tell everybody about "Jack" as it would take up the whole 24 hours of the day for several months, we are publishing "Jack's" picture so that you will know what he looks like at least, and when Father Poe goes to running his tongue about his wonderful baby, you will know he has some cause. The other babies are William Henry, age two years, six months and Charles Lewis, age 13 months, sons of Yard Clerk W. H. Bell. This photo was shown around the Freight Office before being sent in, and some of the girls have decided to "gyp" their steadies, and wait for these two heavenly youngsters to grow up.

## Verses for Courtesy

On July 19 Mr. Irvin Clay Lambert of Evanstown, Ill., wrote W. G. Brown, our general passenger agent at Chicago, and told him that on a recent trip on the Baltimore and Ohio he was so much impressed with the courtesy of our employes that he had written a few verses "of no particular merit but as an expression of the heart." It is remarkable that so many of our train service men are putting this winning heart quality into their work. Mr. Lambert's verses, for which we thank him, follow:

### To the Baltimore and Ohio

You're called the "Road of Courtesy,"

You well deserve the name,  
And this I know to my delight  
You live up to your fame.

A wondrous thing is courtesy—  
By no conditions bound—  
It eases, cheers, encourages,  
Wherever it is found.

I've travelled much the beaten trails,  
O'er mountain, valley, plain;  
On sea, by rail, and oft afoot,  
In sunshine and in rain.  
And this I've learned, if anything—  
While traveling night or day—  
That courtesy is one asset  
That never fails to pay.

You must have learned this lesson, too,  
Its value you must see—  
At least whenever I'm your guest  
It so occurs to me.  
And this is why I speak your praise,  
Aye, everywhere I go;  
And this is why—whene'er I can  
I take the B. & O.



## Charleston Division

Correspondent, C. W. DIXON

Everyone still doing their best on CAR MILES. We had quite a set-back during the month of August on account of the terrific storm which took out bridges here and there on the Gauley Line, leaving quite a number of cars stranded on the different lumber and industrial connections. This condition existed for quite a while; in fact the last bridge was not replaced until September 13.

Agents and others are asked to make a special study of the conditions at their stations or in connection with their line of work that might interfere with a drive to still further reduce the number of claims account of LOSS AND DAMAGE to shipments, and to STOP THAT LEAK wherever and whenever possible. To STOP THAT LEAK always means a certain amount of money saved, and the most of them can be stopped without expense.

"Man was not made for the Sabbath, but the Sabbath was made for man." When the Master spoke that stinging rebuke He meant that the Sabbath was the one day out of seven set aside for man, the created being, to rest from his labor and to stop, look and listen to God, his creator. The foregoing is written in all sincerity, but sometimes when conditions are found that are contrary to the written order of things, they take on an aspect that causes us to wonder sometime if even God does not smile at the result. For instance, consider Big Walter Severns, division accountant, and what happened to him when he attempted to harvest his crop of weeds one Sunday in September. If you don't know the particulars, ask Walter, but should you not see him, just ask one of the yellow jackets.

Why is Major Brooke, division engineer, going to buy a runabout? Three persons have asked me that question during the past ten days, and I'm willing to bite; why is he?

S. W. Pickens, Superintendent's Force, was out hunting squirrels Labor Day and returned with two squirrels. He figures they cost him \$5.87 each. If he only figured the cost of the shells, he's a darn poor shot. If he included the cost of his new gun, it's a darn cheap gun. We've got you either way you jump, "Pick."

Born unto Cashier and Mrs. "Tom" Fisher, Buckhannon Freight Office, one twelve-pound boy; he opened his eyes on the morning of September 7. Yes, we have no new train dispatchers!

B. C. Rullman is the present first trick operator at Weston, having replaced L. A. Teskey, who has been assigned to the agency at Gilmer.

Miss Beatrice McDermott, formerly of the Division Accountant's Office, and who is still considered as one of the family, was united in marriage to Mr. Thomas Feeny of Roanoke, W. Va., September 10. Congratulations!

Here is a snapshot of Dorothy, the three-and-one-half-year-old daughter of First Trick Operator B. C. Rullman of Weston. Dorothy is certainly a cute looking youngster, and her daddy will be glad when she comes to Weston. She is now with her mother in Englevalle, Kansas.

J. A. Minnich, Jr., and wife are at Minnehaha Springs, near Marlinton, W. Va.

Engineer H. O. Bailey has returned from his vacation spent touring the Valley of West Virginia.

Engineer N. H. Davidson was recently married. Until "Newt" comes across with name of the lucky girl we are unable to give particulars.

Ticket Clerk H. E. Brown spent his vacation with relatives at Salem, W. Va.

Road Foreman of Engines P. D. Marsh attended the Traveling Engineers' Association Annual Meeting at Chicago, Ill.

Fireman G. W. Firth recently purchased a home on West 4th Street and has moved his family from Shadybrook Addition.

## Western Lines

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

The boys are wondering why George Otten, boilermaker, is so serious these days. There's a reason. On September 17, we were wishing him and HER lots of luck, happiness and prosperity. The matrimonial bee is buzzing around others also. C. McGee also took the plunge in the sea of matrimony September 12. Good luck, "Cliff!"

On September 6, the entire second trick at Ivorydale was overcome with joy, owing to the success of the second trick defeating the third trick baseball team. Manager Frank Zureick capably handled his team. The air-tight pitching of Ernest Price and the wonderful hitting of Frank Penny and the popular manager were the outstanding features. This team is now claiming the terminal championship.

Jacob Lang, a new electric welder, has filed an application at Ivorydale. Jacob Jr. arrived September 1. His father intends to use him on his third trick baseball team.

G. E. Resch, boiler foreman, and his wife recently went to New York to meet his rich uncle, who had just arrived from the old country. On reaching New York he discovered that the ship had landed at Boston and he hurried to Boston. While waiting for the customary red tape to untangle, the "Associated Charities" kindly took charge of him. The party then re-



Operator B. C. Rullman, Weston, is uncommonly proud of "his" Dorothy, age three and one-half

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The Bell Tailors, Dept. 1442, Chicago, Ill., will make a fine tailored to measure suit or overcoat free for one man in each locality who will show and recommend their high grade made-to-measure clothes to a few friends. Simply send them your name and address and they will send you a large assortment of wool samples, style book, self-measuring chart and their free suit offer. -Adv.

## PATENTS

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turned home (they hired a taxi to carry the "marks") and found that, thanks to the neighbors, their little daughter and the supply of "Eagle Brand" were still safe and sound.

Now that nearly everyone who is going to take a vacation, has been away and returned, we are hoping to turn out a much larger output in the shop.

Things that Would Be Odd to See at Ivorydale

V. Knecht without his smile.

F. Zureick not spoofing someone.

N. Green not in a hurry.

T. H. Barker with just a medium size chew in his mouth.

## Faking in the Magazine

Every now and then some practical joker tries to put one over on one of his railroad acquaintances, through the Magazine. As we understand a joke, it is only a good one when the fellow on whom it is played has a fair chance. The Magazine route does not give him any and it is also distinctly unfair to the Magazine.

Please don't use these columns for jokes of questionable merit. We enjoy the many really funny items sent in each month, but we cannot be expected to distinguish between pure fun and pure lies, especially when the latter are sent in under the guise of truth. False statements and questionable insinuations often lead to unpleasantness, even though started in good spirit.

These remarks are intended especially for the person who sent an anonymous note to the Magazine about a child "being presented" to a certain employe in Cincinnati. The announcement had every appearance of being the truth, because the person sending it assumed the position of the supposed father of the supposed boy. It happened that the supposed father is a good sport and that the deception was caught in time to prevent wasting space on its publication. Another time, however, such a report might have had unpleasant consequences.



R. Haggerty getting to work on time three days in succession.  
 J. Phelon walking quietly downstairs like a dignified clerk should.  
 C. Arnold getting excited.  
 V. Truelove smiling.  
 F. E. Liebetrau buying his own tobacco.

#### Familiar "Hearings" at Ivorydale

George Langdon (Crew Dispatcher)—  
 "When can I have an engine?"  
 John Burns—"The place is tied up again."  
 E. McKenna—"How is the yard power?"  
 George Holt—"Take her out."  
 John Conrad—"I had Detroit tonight."  
 Thos. Whitstead—"He was a fine fellow."  
 Dan Wuest—"Red, how many washouts today?"  
 John Schill—"Where is my ground?"  
 Chas. Arnold—"If it's in the book, it must be done."  
 Doc. Reardon—"She's on the rail, 'Doc.'"  
 Engine House Clerks—"When do we get our vacation."  
 Fitzpatrick—"Have you had your coffee yet?"  
 Barker—"How's the crane?"  
 Zureick—"Got any peanuts?"  
 Paul Haaf—"Charlie, see the smart kopf?"

Tickets are now ready for distribution for the big fight. Heavyweight champion T. Mahoney will mix gloves with Jas.



Betty Jane, three months old, daughter of Assistant Chief Clerk W. H. Moorehouse, Cincinnati Motive Power Department met many of our officers on Galloway-Fries day. Miss Betty Jane's eldest sister is well over 21

Farrell; referee, W. H. Howe. They are fighting for the prize covering the best-looking tracks. Here's hoping they continue as they have in the past. We will all be proud of the Cincinnati Terminals before long.

There is a new sport among river men and boatmen of the Ohio—alligator hunting.

Edward Clark, popular pipe fitter at Storrs Round House, residing in Ludlow, Ky., caused all of the excitement by discovering a four foot 'Gator at the foot of Carneal Street, Ludlow, and battling with the creature for several hours, Thursday, September 6.

Clark left his home after dinner Thursday in his yawl with several fellow workers on his way to work. When near landing at Carneal Street one of the men shouted "Hey, there's Old Man Grump's Little Al," and pointed to the shallow water where Mr. 'Gator was sunning himself. Clark was too keen a sportsman to let the matter pass without a little investigation, and so he decided to capture the creature, if possible, telling his companions to go ahead. He returned to his home and procured a 32-caliber revolver, loaded with steel-jacket bullets. Approaching the place where the alligator had been seen, for 45 minutes he waited for the 'Gator to come on the bank. Nothing doing! Apparently the waters of the Ohio suited the animal perfectly. Clark then stepped from his hiding place and fired at the alligator. The 'gator wasn't bothered by the steel bullets which plunked against his grisly hide. The hunter then decided to get his prey alive. By quick maneuvering he



SIGHT SEEING PARTY OF CLEVELANDERS AND FRIENDS WHILE ATTENDING THE GALLOWAY-FRIES CELEBRATION AT CINCINNATI, OHIO, AUGUST 23

Standing, upper row, left to right: Mrs. Fleischeir, Clerk; T. O'Hara, General Foreman; Mrs. Kirby, Clerk; O. F. Murrey, Cashier; Miss Bayonnet, Clerk; S. C. Holcomb, Assistant Agent; Miss Carey, Clerk, Cleveland; W. Bacher, Assistant Cashier, Cincinnati; Herman Franz, Stenographer, Cincinnati. Seated, left to right: W. C. France, Agent, Tiffin, Ohio; Miss McKeon, Clerk; O. Brake, Clerk; Miss Miller, Clerk, Cleveland; E. J. Crampton, Agent, Canton, Ohio; Miss Dietrich, Clerk; Miss Farrell, Clerk; Miss Friedel, Clerk, Cleveland; Mr. Jelleff, Cashier, Cincinnati. Lower row, left to right: W. E. French, Assistant Agent; G. J. Beckman, Chief Clerk, Cincinnati; G. R. Littell, Terminal Agent, Cleveland; H. E. Martin, Rate Clerk; James Kummer, Rate Clerk, Cincinnati. Truck, with chauffeur donated by the Cincinnati Motor Terminals Co., through the kindness of Mr. J. J. Schultz, Manager



grasped his tail, but the creature lashed back and forth, and escaped from his grasp. Once more he tried it and dodged away in time to escape a pair of jaws which snapped like a trap.

"He could take off a man's arm with those teeth and jaws," remarked Clark, describing the affair.

Accompanied by Captain Wilson of Ludlow, Clark made another attempt to capture or kill the alligator, using a shotgun this time. The charge of light shot, although aimed at the eye, had little more effect than the revolver shots. The alligator then swam away to more peaceful spots. Now our hunter wants to use a lasso or a high powered "rhinoceros gun" to get his 'gator.

It is rumored that Round House Foreman "Bob" Montgomery is about to take the "long step" of matrimony. A girl from Ludlow is the lucky party.

We are glad to report that Machinist "Billy Gerth" is again back at work after being sick for four months.

Oscar Fisher, machinist apprentice, Storrs, recently purchased a "Ford." It was not built to climb poles, Oscar.

#### Ivorydale, Ohio

Ask "Mack" Cracraft, electrical helper (with the prominent gold tooth), why he doesn't call on his sweetie on Sunday night.

M. Moran got his new teeth and his passes and he and Gilligan were all set for their vacation. But Gilligan didn't get to go.

For Sale—One perfectly good canoe—Apply to C. H. Everly, otherwise known as "Weary Willie." Would suggest that purchaser apply roller skates to canoe to assure its safe delivery. It got lost when Charles bought it.

Now that the Office of the Shop Superintendent is sporting a new floor, light and other improvements, the occupants may safely and comfortably survive the coming winter.

G. Kornhoff, J. H. Mullinix and Wm. Moser, who have been ill for some time are improving and we hope that by the time the MAGAZINE is issued they will be completely recovered and back on the job. Also glad to learn that our shop superintendent, who has been seriously ill for the past eight months, is much improved and we hope soon to see him at his desk.

C. Snell, blacksmith, is the proud father of twin boys recently presented to him. Good luck! But we are sorry to know that his wife is seriously ill and we are wishing her a speedy recovery.

Storekeeper Barker is wading around his office in sand these days, since the arrival of his new "Sheik" clerks.

E. Kennedy is the proud possessor of a medal recently won in a swimming meet.

Miss F. Bradford, stenographer to Storekeeper Barker, has in her possession a collection of photos of herself and her tree-top Daddy (with apologies to Smittie) taken while on their vacation trip to Cumberland Falls. The rest of the crowd seem to know something we don't and we are just waiting for "Flossie" to spring the news and give us the date the wedding bells are to ring.

J. R. Smith, Store Department artist, wore the cutest Charlie Chaplin mustache and we were so proud of him. It suddenly disappeared. Evidently his "gal" doesn't like 'em.

#### Akron Division

##### Cleveland Terminal

Correspondent, H. B. SMITH

G. J. Maisch was recently overheard lecturing two waitresses on the subject of "Cross Crossings Cautiously" after they had unfortunately met on the same track in the vicinity of the entrance to the kitchen in a Cleveland restaurant. His advice was taken kindly and they accepted his card with thanks, and this should be taken as an example by some of the younger fellows as advertising for the cause and our railroad.

George Trope is making a strenuous effort to get the Girls' Basketball Team of the Cashier's Office in shape before the season closes with the hope that they can move fast enough to win one game. Would be glad to hear from other cities having junior teams.

Not much to be seen of Foreman O'Hara these days since the new automobile dock has been completed. He is out and hustling for business as the present facilities will put our line ahead of any in the city.

The Veteran delivery clerk Charles Ball, found it necessary to take a leave of absence for 90 days account of ill health. We all hope for his speedy recovery and return to work.

To Harry Robison we extend our sympathy account of the recent injury to his wife and son, Mrs. Robison's injury proving fatal.

Culley Zimmerman, the local champion horse-shoe player, was disqualified in the International Contest because of his rolling the horse-shoes instead of pitching them the regulation distance above the ground. When the boy grows up he will be a wonder.

Inspection of fire equipment at Clarke Avenue shows the real efforts and trademark of Fire Marshall Callahan—everything found to be 100 per cent.

Delivery Clerk Thomas Brennan is the proud father of a future railroad agent for the Baltimore and Ohio. Best of wishes.

In the next issue of the MAGAZINE we expect to have a picture of Sarah Connelly sitting on the family milking stool doing her Saturday chores on their new "Hup." Surprising how farm implements can be adjusted to present city requirements.

"Duke" informs us that cranking our "Hup" is more laborious than making inspections for the weighing bureau—but all is fair in war and —?—.

Father Time McGinley has taken a change of heart and no longer objects to bobbed haired blondes.

Anna May Miller has returned after an extensive trip through the east—and single.

The most popular recent addition to the station force is "Alex" Kantshut, who has recently been promoted from the freight house platform to the Agent's Office. His previous newspaper experience should be helpful in keeping you advised on all current events of interest to the department. Following will be found his observations while making the trip from Cleveland to Cincinnati and return on the recent Galloway-Fries Celebration, including Pullman frolic and conduct at the park.

As Reported by Alex

On both ways of the journey all the young folks had a wonderful time, enjoyed the music, lunch and snappy stories of the party. Dr. Saylor and John Freeland had sleep permits attached to their Pullman tickets,

## FORD runs 57 MILES on GALLON of GASOLINE

A new automatic and self regulating device has been invented by John A. Stransky, 286 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—Adv.

but failed to turn them over to the conductor, and as the result the permits were not used and they are now expecting a refund.

"Bill" Carpel was not annoyed by the responsibility of taking care of a life sized doll won upon his arrival at Chester Park. Louise Bayonette qualified very well as nurse and can be recommended. During the night the care of the baby annoyed some of the passengers.

Lower eight was used but little for sleep, the all night prowlers using it for headquarters. In the next issue of the MAGAZINE will be found many "Smoker" stories for your attention as they were issued periodically during the night, only however, after being censored.

To Mary Friedel was assigned the entertaining of the veterans and many compliments have since been received telling how well she succeeded.

J. P. Leingang is lucky in that a doctor was on the train. He attempted to shave with a corn razor and with not very cheerful results.

"Gertie" Totten and Thomas O'Hara apparently enjoyed the ride but could not be found among the many spectators at the park.

Among those who were notified several times to keep off the rear platform were Lydia Guhl and "Tomnie" Breha, and we all wonder why.

It was nice of "Bill" to come to the rescue when Agnes found that she had lost the key to her travelling bag.

Geraldine and Agnes enjoyed the privilege of a regulation berth but suggest that the new models should afford more space.

On the bulletin board at Chester Park appeared a notice of one Olivia Dietrick with two children having been lost in the park. Later bulletin will appear in the next issue.

Our girls sure do know how to dress for midnight promenades, the display was such as we usually only see in department store windows. We all hope another celebration will be scheduled soon.

Through the binoculars on the Caterpillar was seen "Our Elsie" and "Art," but not so bad for a windy day.

"Tom" O'Hara has not yet been able to explain how some unidentified wearing apparel was found in his berth.

Look for "Alex's" report of observations next month.

#### The Maiden Journey on Lake Erie of the Cruiser "Sadie B"

"Sadie B" is the name of the cute little gasoline launch recently acquired, owned, operated and piloted by General Foreman C. A. Burdge.

With much interest the entire shop force looked forward to the maiden journey. All

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were invited and a licensed pilot engaged for the trip, however, the sea going pilot disappointed and Mr. Burdge assumed the role of pilot, unconsciously taking with him the crank of his Chevrolet. What he hoped to do with this crank, nobody has been able to learn. The entire squad hurried to the dock in anticipation of a journey to Canada. The register showed the following:

Storekeeper Grafton assumed the duties of first assistant in trouble as has been his practice in pleasure.

Boiler Foreman George Duffy was next in line with tow line in one hand and goggles in the other.

Electrician Julius Kish, a nice boy, busy every minute but nothing to do.

Machinist Helper "Mickey" Steiner, fully equipped with binoculars resembling head-lights, insisted on telling what the girls think of him when he is dressed up.

Hostler "Art" Long—was true to his name.

Locomotive Inspector C. A. Long—"Art's" brother but not so long.

Boilermaker J. R. Keely displayed his usual array of gold and again repeated his resolution never again to get in the way of a flying engine spring when dismantling.

Boilermaker E. Fish—just another one of the fish on board.

Pipe Fitter Malasky became seasick—and said less.

Machinist "Minnie" McBride did no promenading and was compelled to stay in the center of the boat to keep it balanced.

Shop Clerk Jindea was there but the rough sea would not permit of his entertaining the crew with his popular rag time numbers.

There were several more invited but due to family objections or their insurance payments being in the arrears, they did not have the courage to make the trip. In fact, everybody on board worked hard and did no loafing, trusting to the worthy Skipper Burdge to steer with safety.

Well friends, with the crew of eleven worthy sailors, we glided past the breakwater, only to notice that all hands had left their posts and grabbed life preservers, except the worthy skipper. All trust in him had for the minute been lost as the result of his sudden listing and turning. It was a pitiful sight, but McBride was ordered to another location and all was well. At about this time a quantity of dead fish was seen to arise in the vicinity of the boat and who knows but what they were suddenly killed by the shock of the actions of "Sadie B."

At last a quiet sea was found and on and on we sailed, relying on "Mickey's" binoculars for a range finder. Grafton displayed a feeling of desiring to return to the proximity of the landscape as the sun went down. When nightfall had come upon this faithful crew it was found that they had overlooked installing a compass and again "Mickey" saved the day with his powerful lenses and warned of all impending dangers. The full complement of equipment, including banners, lights, klaxon horn, steamboat whistle and fog horn were put to use on the

return journey, but sufficient reason did not develop to use the "Distress Bell."

Charlie was heard to whisper, "never again," and the skipper acquired another wrinkle, and when the last man set foot on shore again, they all repeated the slogan "All for one and one for all," but mother earth we do love you. "Sadie B," with her bright colors and war paint, is enough to make any man fall for her and their should be no trouble to get a full crew of new applicants for her next journey.

On the following day there was noted on form 1150—"Sadie B condemned."

Officer H. A. Malone exemplified in an original manner his interest in preventing trespassing upon the railroad tracks in the vicinity of Columbia Heights, near Massillon, Ohio, by school children. The opening of school, Harry was seen at this point morning and evening warning school children of the dangers and insisting that they use the public overhead foot bridge a short distance away in preference to taking a short cut across railroad property. Fewer trespassers have been noticed at this place recently and it is evident that by educating the school children to start the season right, much constructive work was done in the interest of "Safety First." It is hoped that all employees along line of road display the same interest early in the school season.

#### Lorain, Ohio

Correspondent, F. W. HARMON

Demurrage Clerk Don Campbell, driving through the Village of Elyria, nine miles south of Lorain in the evening of September 3rd., was arrested for speeding. He called up John Drenan, but John answered he did not know him. Poor Don and his Ford coupe! Maybe they will remember to Cross Crossings Cautiously hereafter.

The Baltimore and Ohio Freight Office employees played indoor baseball against the Lake Terminal Railroad on September 5, our boys winning by a score of 17 to 1. The game was won by the good pitching of our genial chief clerk, J. L. McDaniel.

Cashier Jack Cooper is now taking his wife out every evening in Michigan.

#### Chicago Division

Correspondent, GERTRUDE G. CROW

On Thursday evening, September 13, the "selects" of the Baltimore and Ohio office, consisting of the Misses Theresa Schunk, Margaret Hammers, Meta Grischke, Alma Grischke, Vesta Marvin, Clarice Horn, Jane Ellen Hart and Messrs. U. O. Michaels, R. E. Miller, L. E. Grove, D. Haffner, Ernest Crow, George Dean, Coe Van Lear, chaperoned by Mr. and Mrs. J. H. Babbitt, were out for a "hot dog" supper at Five Points, but the gentle fall of rain prevented. The girls, not to be daunted by the rain, led by Miss Horn, "gang foreman," went to the home of Mrs. L. Hart, where the sound of railroad whistles could not be heard, and the "hot dogs" and coffee were devoured.

The rest of the evening the "gang" entertained themselves with music, Bunco and Bridge.

There is a story of the dusky lady, narrated by Mac in the Rock Island "Argus," who went into a drug store and asked for a cent's worth of insect powder. "But that isn't enough to wrap up," objected the drug clerk.

"Man," exclaimed the dark lady, "I ain't asked you to wrap it up. Jes' blow it down my back."—Exchange.

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#### Newark Division

Correspondent, B. A. OATMAN

##### Newark Station

We are pleased to record the activity of Passenger Brakeman J. C. Woolford, who is one of those quiet fellows, never making much noise but on the job every minute just the same. Even with close observation it is some job to detect "J. C." doing any of his business solicitation, as he detests publicity, but we have the goods on him this time. He was commended by the division superintendent and of course we were right on hand to get the dope. Here is one of the jobs just completed by Mr. Woolford. On the morning of September 9, while he was conversing with a passenger on train en route from Barnesville to Cleveland, Ohio, he learned that the party had been ticketed via Columbus and competing line. Mr. Woolford advised the passenger that his trip could be shortened by purchasing tickets over the Baltimore and Ohio. The passenger, pleased with the suggestion, surrendered two tickets via competing line and bought two on our line. This little affair increased the Baltimore and Ohio revenue considerably. Mr. Woolford has been thanked by Superintendent Kruse for his personal interest and courtesy to the traveling public.

We are also pleased to mention the solicitation made by Welder Operator C. O. Compton, Newark, Ohio, who secured five passengers for the Washington, D. C. tour via the Baltimore and Ohio. Mr. Compton has been given a letter of appreciation by Superintendent Kruse.

**CROSSINGS ARE STILL DANGEROUS PLACES. LOCOMOTIVES ARE SO MUCH LARGER THAN AUTOMOBILES THAT THERE IS NOT MUCH CHANCE FOR AN AUTOMOBILE TO MAKE MUCH OF AN IMPRESSION ON THE LOCOMOTIVE SPEEDING ACROSS THE ROADWAYS OF THE COUNTRY. USE COMMON SENSE AT THE CROSSINGS.**

We are always glad to give credit for good deeds done by the employees of the Baltimore and Ohio. A few days ago we saw an article in one of the local daily papers, *The American Tribune*, who has the interests of the Baltimore and Ohio and its employees at heart always. It read as follows:

"The following tribute to the kindly thoughtfulness of a colored man was sent to *The American Tribune*. 'About eleven-fifty-five on the night of August 20 a freight train, in passing Shields Street, in some way picked up and threw a huge plank across the other track. A colored man in an auto, waiting for the train to pass, left his machine

In the picture on the opposite page are—

1. Round House Foreman Fleming with his prize stock.
2. "Our Mary" preferred to remain at the switch board rather than enter the National Beauty Contest.
3. Agnes McHugh, Stenographer to General Foreman, "The Titan Beauty."
4. Assistant Foreman L. K. Smith, Lake Warehouse, Cleveland. Why so serious? Well, he's just married.
5. Cleveland employees and families who attended the Galloway-Fries celebration.
6. Passenger Repairman C. R. Smith and J. M. Mench at Eagles Lake.
7. The Cleveland Hump Crew. Left to right: A. L. Greaves, J. M. Burgansky, Conductor W. L. Hennen, H. L. Thoman, Engineer Jos. Fisher, Fireman L. C. McCord; L. E. Wits and William Lambert.
8. T. L. Rowe with his family at their summer home on Lake Erie.
9. Pat Carnahan enjoys life with his friends



and dragged the plank to one side. He then asked for the use of a phone nearby and reporting the matter to the dispatcher, then left. When told that his act was a kind one, as a passenger train might have struck the plank and caused an accident, he said that there was no danger as there were no more passenger trains until next morning."

Following this up we finally located the guilty party, who is on our pay rolls as Charles Jones, janitor at the Freight House at Newark, Ohio.

Mr. Jones entered service at Newark,

Ohio, Freight House, October 7, 1916 as truckman, transferred to Baggage Room Passenger Station, Newark, then returned to his former location at Freight House, and was later made janitor.

He has always had the Company's interest at heart, and a check of his actions in the past reveals the fact that he is always alert to conditions, which if not attended to at once might result in damage to Company's property and perhaps loss of life. Some of his acts of the past are recorded as follows: Crossing bridge, West End, Newark Yards, noticed front trucks of an

engine climbing rail, signaled engineer to stop just in time to prevent tearing up the tracks and derailling the engine. Discovered broken rail in track A-6, reported at once. Removed timbers at crossing, east side, passenger station; same had been pulled up by passenger engine going out on train 49.

Mr. Jones is to be highly commended for his watchfulness. "Charlie," as the boys call him, is always on the job and seriously too, but he is just like a great many of our loyal employes who do such acts continuously and shun any publicity, thinking such acts are merely a part of their duty.



#### LIVE WIRES FROM A LIVE-WIRE DIVISION

1. The Freight House force, Mansfield, Ohio. 2. Evelyn, three-year-old daughter of Operator William Heimlich, Black Lick. 3. C. R. Stone, our Mansfield correspondent and his family. 4. Faithful Charles Jones, Newark Freight House. 5. Frank Cole and a friend, Accounting Department, Newark, in balmy Florida. 6. Mrs. John Donaldson and Miss Laverne Seymour. 7. Conductor S. Thomas and his little grand-child, Columbus, Ohio. 8. Mr. Thomas' daughter. 9. Two more grand-children of Conductor Thomas



A CAREFUL EMPLOYEE IS A VALUABLE ASSET. THE CAREFUL MAN NEVER GETS HURT ON ACCOUNT OF LACK OF KNOWLEDGE OF THE SAFETY RULES BUT THE CARELESS EMPLOYEE IS OFTEN THE MEANS OF CAUSING DISTRESS AND PERSONAL INJURY TO THE OTHER FELLOW. WHY NOT EDUCATE THE CARELESS EMPLOYEE BY CONVINCING HIM THAT HIS WAYS ARE DANGEROUS FOR THOSE AROUND HIM?

Our "Arthur" D. List is now lost among the tall trees, we know not where, but the squirrels do. Following his annual custom, "Art" has passed up the handling of locomotive failures and has traveled far to locate the cunning little squirrels.

"STOPPING THE LEAK" HAS BECOME SO DEEPLY IMBEDDED IN OUR MINDS THAT IT WILL BE IMPOSSIBLE TO EVER BE SO WASTEFUL AGAIN. THIS IS AS IT SHOULD BE. WHY SHOULD WE BE WASTEFUL WITH THE OTHER FELLOW'S PROPERTY? THE LOSS IS PAID OUT OF THE TREASURY FROM WHICH OUR PAY COMES. NOTHING LIKE KEEPING THE FINANCES IN GOOD SHAPE FOR THAT RAINY DAY!

We do not feel like taking space for comments on the Western Line Veterans' Picnic, for this was well taken care of by the MAGAZINE staff at the picnic, but we must say that it was SOME PICNIC and if you failed to attend, you missed a REAL GOOD TIME. It was a regular reunion, well handled by the Committee in charge.

It is gratifying to note the progress that is being made by both Eastern and Western Lines in the way of increasing Car Miles. If you will refer to tabulated statement in August issue of the MAGAZINE you will find that the Eastern and Western Lines are running about neck and neck, the Eastern Lines having a shade the best of the race. The result of co-operation in all departments stands out prominently in the tabulated statement. Without a doubt the Management is pleased with the progress that has been made and all employees who had to do with the making of this record should feel proud that they were instrumental in helping make this campaign a success. Our goal is not yet reached, our figure was set at "40," but with the benefit of past experience and the results obtained by all pulling together we should all enter into this campaign with renewed vigor and we will be able to say, in the near future, that we have by team work put another big campaign across.

DO NOT FORGET WE HAVE SET OUR MARK AT 40. WE INTEND TO MAKE IT!

You no doubt have noticed that each copy of the MAGAZINE carries a Prospective Business Post Card. Have you stopped to read the card or have you just carelessly tossed it away? If you will be kind enough to take a good look at this little card, you will find that putting it into use will be the means of adding to the revenue of the Baltimore and Ohio, and since you are one of the essential parts of this great organization, don't you think that it would be sensible for you to get this little card into circulation instead of throwing it away? Think this over! Your help will be appreciated.

#### Accounting Department

Correspondent, R. T. GEORGE

Ralph Cook took up a correspondence course in Higher Accounting, and recently

a representative of the school called on Ralph to find out the cause of his not turning in the answers to his lessons. It developed that Ralph had become interested in Radio and had bought himself a first class outfit!

One of the accompanying photographs is of Mrs. John Donaldson, formerly Miss Mary Gainey of the Division Accountant's force, and Miss Laverne Seymour of the Division Superintendent's Office.

Edward Ryan and Robert Fulton have resigned their positions. "Ed" is taking up a course in Electrical Engineering at Cincinnati and "Rob" has returned to Denison University to complete his studies in music.

"Heinie" Reichert, the "Triple-jointed feller," whose photograph appeared in the last issue, is the official Scout Master of Troop 1, Boy Scouts of America. "Heinie" now spends his evenings, coaching the boys' football team, in preparation for the coming game with the Granville High School. "Heinie" would like to play a position on the team, but he is just a wee bit too light.

The Ohio convention of the American Legion, was held in Springfield, Ohio, from September 8 to September 11, inclusive, with an attendance of 5000, which included visitors. The American Legion was represented by 715 delegates and about 30 members while the auxiliary was represented by 300 delegates and about 100 members.

The Baltimore and Ohio was represented at the Convention, and the Legion and Auxiliary was presented with the program of the Legion's Ohio Special to the National Convention at San Francisco, via Baltimore and Ohio. This matter was taken up and met with the approval of those present. The outlook for a special car from Newark looks very favorable, but at the present writing, it is not completely filled.

At the Springfield Convention, Thomas Snyder, of this office, was selected as a National Delegate to San Francisco. It is estimated that there will be between 500 and 700 go to Frisco, using the Baltimore and Ohio to Chicago. Mr. E. W. Gettrost, Chairman of the State Transportation Committee of the Legion for the Ohio Special, says that it's going to be a huge success. The following is the itinerary of the Ohio Special from Chicago. Leaving Chicago, October 9, at 11.00 p. m., the Ohio Special will transfer to the Chicago and North Western to Omaha, then via Union Pacific to Denver. Here the Special will remain for half a day, allowing the visitors a sightseeing trip over the city, then leave Denver over the Denver and Rio Grande to Colorado Springs, affording a trip to Pike's Peak, then through the Royal Gorge to Salt Lake City. The train will remain here for a seven hour sight seeing trip, then taking the Western Pacific to San Francisco, where the Pullmans will be parked for five days. After the Convention, the Ohio Special will leave over the Southern Pacific coast route to Los Angeles, where cars will be parked for two days, allowing the visitors to go to Hollywood, the home of the movies, the Beaches, Mountains and other points of interest. The Special will return East via Santa Fe, stopping at Williams, Ariz., and from there a trip will be made to the Grand Canyon, staying there one day and then return to Kansas City, Chicago and home.

There will also be a special car for the Ladies Auxiliary to the American Legion,

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21-23 Maiden Lane New York

leaving Ohio to Chicago, via Baltimore and Ohio.

The accompanying photograph of Frank Cole and a friend, was taken in California this summer, where Frank spent his vacation. Frank, being the custodian of the records, says that he knows the exact number of ties used by the Santa Fe between Chicago and Los Angeles.

#### Columbus, Ohio

Correspondents, R. KENNETT and EDITH ROACH

With regret we announce the death of Donald Fralinger, age five, son of Jessie Fralinger, our car record clerk, who was struck and instantly killed by an automobile near his home on August 23. Our sympathy is extended to the bereaved mother.

Operator O. A. Finley, East Columbus, has secured a 90 day leave of absence and has gone to Colorado for his health. We hope the trip will be of much benefit to him.

Born to Chief Yard Clerk Harry Bordon and wife, on August 28, a 10 pound son. Mother and baby are both doing well. Congratulations!

We extend our sympathy to Engineer Thomas Hannigan and family in the recent loss of his mother.

Operator Aumiller Heath, has resumed duty after being absent some time because of injuries received in a fall while on duty, breaking his wrist.

Operator Mick has resumed duty after being absent about 30 days account of sickness.

Engineer Herbert S. Brown has resumed duty after a three months absence because of injuries received while on duty. Glad to see him among us again.

Owing to considerable sickness on the division quite a few of the operators have been doubling here of late. No doubt Trainmaster Broughton would like to hear that old familiar song—"Yes, we have no overtime today."

The accompanying pictures are of Conductor S. Thomas, his daughter and grand-



children of Columbus, also of Evelyn, daughter of Operator William Heimlich, Black Lick.

"Joe" Bassoni has left the local office to join the ranks of the Division Freight Office as secretary to Division Freight Agent Kendall at Newark.

Thirty-six employees, some with their families, attended Galloway-Fries Day at Cincinnati, August 23.

Walter Abrogast and wife were called to Springfield, by the sudden death of Mr. Abrogast's father on August 20.

We are sorry to announce the death of the mother of J. R. Jones on August 15.

Glad to see Marie Brink back on the Rate Desk after a much needed rest.

Mary Connell received the position of utility clerk, vice "Joe" Bassani. For the past five years she has been in the Billing Department. We know she has left us in name only.

We welcome Miss Martina Folley into the Baltimore and Ohio Family as stenographer.

At this writing "Tim" Payne is still on the sick list. Hope for his speedy recovery.

Jessie Fralinger desires to thank those who so willingly contributed to a purse given her by employees during her recent sorrow.

## Mansfield, Ohio

Correspondent, C. R. STONE

C. F. Parks, supervising agent, recently spent the day with us in inspecting the work and routine. Fred is a fine fellow and we are always glad to see him.

C. D. Douglas, district freight agent, Cincinnati, was in the city today to call on old and new friends. "Doug." is popular at Mansfield and we certainly enjoyed seeing him. We well remember the time when this office was stricken with influenza, and how Douglas came in and helped us out. Good luck to you, Douglas, old man.

C. D. Smoots, car demurrage man from Mr. Malone's Office, recently spent a few



### ON THE OHIO DIVISION

1 and 2. Engine 2617 ready for exhibition at the Kentucky State Fair. 3. Daisy Ramona, age 3, niece of Electrical Foreman H. A. Dixon and granddaughter of Operator Thomas Dixon, Blanchester. 4. The main line, near Hamden, Ohio. 5. Train No. 3 arriving at Hamden, Ohio



days with us checking the car situation. Smoots is a good scout.

A. R. Bird, the popular yard conductor, first trick, is the proud father of a nice baby girl. Amsey says she looks just like him. Congratulations, Amsey, old boy.

The second part of the half million dollar improvement being made by the Baltimore and Ohio was recently completed by George B. Herring and Son, Contractors. The tracks placed in use by the Railroad today consist of additional trackage and extension of the yards on North Walnut Street. The previous capacity of the team tracks was for the accommodation of 18 cars a day while the increased capacity will allow 36 cars to be unloaded during a single day. There are a number of coal dealers in this city who will take advantage of this additional privilege, not having tracks or yards of their own. We all trust in the Office that business conditions in the near future will warrant the building of the proposed new freight house and office. While plans are on file no definite date has been set for this part of the improvement program.

Do not forget the Careful Crossing Campaign and Cross Crossings Cautiously. A good many tourists have signs on their machines saying "Half Of the Road is Yours." Another appropriate sign would be "Remember, Half of the Road is Yours but the Crossings Belong to the Railroads." A person speeding to beat a locomotive to a crossing is not so daring as he looks. He is simply crazy and should have his license taken away from him when he shows such little respect for himself and particularly for his loved ones. Obey the signs: STOP, LOOK AND LISTEN and then CROSS CROSSINGS CAUTIOUSLY and you will feel better in mind and spirit.

#### Marietta, Ohio

Correspondent, G. R. STEEN

We would like our "FAIR" waybill clerk to explain some of her actions with a certain conductor on No. 11. Looks pretty serious.

"Joey, Joey, where have you been?" "I've been to London (Ohio) to visit my queen." "Joey, Joey, what did you there?" "I kissed her lips, and she said that she did not care."

Speaking of car lengths, "Mud" says "Yes sir, she's a 38 ft. car outside and 40 ft. inside," and he repeated it three times.

#### Ohio Division

Correspondent, A. E. ERICH

Haphazard, intermittent effort seldom brings success, but a definite plan persistently pursued almost always wins out. Keep at it persistently. *SAVE Fuell INCREASE Car Miles!*

Travis Whorton, yard clerk, has signed the life contract "for better, for worse." Best wishes!

Mr. and Mrs. C. D. Frederick, brakeman and wife, announce the arrival of a baby boy, Dilmore Roy. Congratulations!

We are glad to report that Dan O'Leary, yard conductor, who had one of his fingers badly contused, making amputation necessary, is able to be on the job again.

We have been wondering when a certain clerk of the division accountant's force, is going to line up before the parson and say "I do," "yes," etc. Our advice to him is that he had better do it now, and apply the car fare to Columbus and special delivery postage on a little love nest.

Willard Valentine, who has been employed as clerk in the local freight office,

has resigned to enter on his third year in Ohio Wesleyan University.

LeRoy Jackson, section foreman, had a ten and one-half pound boy left at his home. We know at some later time this young man will be just as good a section foreman as his father. He has been named LeRoy, Jr.

The following letter was received by Superintendent Carothers:

Columbus, Ohio  
September 4, 1923

Mr. J. B. Carothers, Superintendent  
Baltimore and Ohio Railroad  
Chillicothe, Ohio

Dear Sir:

"On September third I took my two boys to Midland City, en route to Fayetteville, to school. One of my boys left a package on the station truck. No one missed it, and when we returned to take the 3.44 train to Columbus, a Mr. Plumly, your agent at Midland City, had taken charge of this package, and in some way figured out to whom it belonged. He returned the package, and also gave us paper and string, that we might mail it.

"It is everyone's duty to be honest, but this young man exerted himself in every way to find and return this package to the owner, and I feel it my duty to let you know.

Very truly yours,  
(Signed) Dr. F. L. GRUBER."

Agent Plumly always treats patrons in a courteous way and does everything possible to assist them. He always keeps a clean station, and is trying to put Midland City on the map as a station. The above mentioned letter speaks for itself, and further inquiry developed that this man was well pleased toward the Baltimore and Ohio in general by this act on the part of Mr. Plumly. The package returned were some gifts to these boys that they were to enjoy during their school year.

John Kuhn, machinist helper, and Miss Bessie Roush were recently married. Congratulations!

J. M. Fettes, who has just recently been employed as fireman, decided to take another step, laid off and "got married." Good wishes and congratulations!

Miss Bertha Streitenberger, stenographer to chief clerk in Superintendent's Office, while enjoying her vacation, also enjoyed the privilege of becoming "Aunt Bertha" to a young man born to her sister Mrs. Otto Ringwald. Congratulations!

The accompanying photographs show engine 2617, all ready to start on its trip for exhibition at the Kentucky State Fair at Louisville, Ky., where the old and new in the way of Baltimore and Ohio Engines will be exhibited side by side. This engine was prepared, with black, gold and silver paint, and given a thorough "going over" at Chillicothe Shops. Engineer E. O. Brown is seen standing beside this engine, he being the engineer at the throttle out of Chillicothe. The famous "Atlantic" will be shown in comparison with engine 2617, showing the 100 years difference between the two engines. Photographs taken by H. A. Dixon, electrical foreman.

#### Safety Secretary Says:

Stop a minute before undertaking a dangerous task or before you step on a track and then listen for another second and you'll not get hurt.

Watch your step. Falls cause a good many accidents.

Don't work with a man you've asked again and again to stop an unsafe practice.

Kicking couplers has caused many a kicker to be lost forever.

#### Toledo Division

Correspondent, C. E. THRASHER

Notice has been given that Cupid is on the alert again. This time it was Robert A. J. Morrison, assistant trainmaster, who was pierced with the dart. The lucky lady is Dorothy Pierce. Cupid didn't tell us much this time but we are expecting later developments as to the date, eats, what the bride wore, etc., in another issue. Congratulations, "Bob!"

Born to Assistant Division Engineer and Mrs. Elmore an eight pound baby girl, Martha Ann, August 29. Congratulations, Mr. Elmore! This was one grand surprise. We have been wondering what we would do to meet the demand for stenographers. Now we are hopeful of one from Mr. Elmore's family in the next twenty years.

We notice a new face in Agent Hockett's office. Her name is Miss Wise. Be careful boys, don't crowd, she may know more than you do. But what we started to say is did you ever notice the grin on "Doc" Snyder's face about 4.30 in the afternoon when he has a stack of them to rate?

Our old friend, "Lou" Colbert, agent, Lima, "blew into" town a few days ago, for the Freight Claim prevention meeting. "Lou" should respect the right's of a seven ton truck and not try and shove it off the street. There goes the price of another suit of clothes.

We are told that our popular depot foreman, E. A. Hamilton, and our prima donna claim clerk, Mary Connell, spent Galloway-Fries Day at Chester Park. They went on all of the amusement devices, ate lots of peanuts and popcorn and went over to the Zoo in the evening and had dinner with their friends. Better look out, "Eddie," someone is going to get you yet!

Harry Heilman, chief clerk to trainmaster, has purchased a beautiful five room bungalow. They are as happy as two turtle doves!

If you want to know who is champion bowler of Ohio ask Harry Schoenberger. O. T. Duellner is giving him a run for his money. In about another month we will be able to hold a match between these two stars.

#### Dayton, Ohio

William Ireland, depot foreman, Dayton, has passed the twenty-fifth milestone in his career with our Company. The following tribute has been prepared by our local poet, who has been a co-worker of Mr. Ireland's for many years.

#### A Good Man Won't Stay Down

One morning many years ago,  
When a tall and rugged youth  
Told the boss he wanted work,  
He surely told the truth.

His name is William Ireland,  
(But better known as "Bill"),  
He started in that morning,  
And he's with the Company still.

He commenced down at the bottom,  
But there he would not stop,  
He climbed the ladder step by step  
A-climbing toward the top.

To the Company he's been faithful,  
And will be to the end,  
He's loyal to the public,  
He's everybody's friend.

That youth who started with a truck,  
So many years ago,  
Is now a general foreman,  
For the mighty B. and O.





**WILLIAM IRELAND, DAYTON**  
See note, preceding page

Bodkins—"And such beautiful eyes! Why, man, her eyes shine as clear as crystal."

Radio Fan—"I don't care so much for those crystal sets."

—Judge

#### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

In behalf of the Dayton branch of the Baltimore and Ohio Family, we desire to express our appreciation to the committee having in charge the "Galloway-Fries Celebration" at Cincinnati, August 23. It was surely a big day, and the occasion will be long remembered by those in attendance.

Our old friend, Charles Lough, until recently a machinist at the East Dayton shops, has taken up quarters at Fairmont, W. Va., with the Railroad in the capacity of roundhouse foreman. Good luck, "Charlie," old boy, we predict success for you!

Our young hustling storekeeper, C. Appenzellar, second trick, came in the other day running rings around himself. Cause? A big Boy arrived at his home on September 1. Just then "Johnnie" Parker, machinist,



Miss Maude Veidt, former Secretary to Mr. Warburton. We know George Aring will be glad to see this picture

**Fred'k W. Nellis,**  
DRY GOODS, NOTIONS AND  
FURNISHINGS  
Bell Telephone East 291J.  
1943 E. 3rd Street, Opp. Linden Avenue

**BALLMAN BROS.**  
COMMUNITY STORE  
Have always welcomed Baltimore and  
Ohio Families  
THIRD AND FINDLAY STREETS

sprang the same story to his wife. After investigation we found both stories true, smoked a couple of good cigars on each, wished them bundles of luck. Two more Baltimore and Ohio prospects!

The biggest boob I ever knew, and I suppose you know him too,  
Is he who never counts the loss of trying to beat the train across.



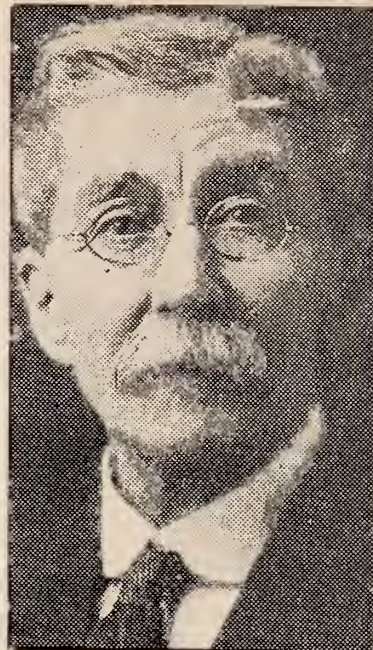
Dayton employees will enjoy this

At this writing there flashes over the wire the glad news that our master mechanic, Alfred E. McMillan, is promoted to general master mechanic, Wheeling, W. Va. His selection proves the wisdom of our Executives, as Mr. McMillan possesses the qualifications so essential in such an important position. Our hearts go with him, and may he write "SUCCESS" in big letters.

Engineer Harry Franks has promised some more "news" for the MAGAZINE.

How about Traffic Tips, as suggested by Superintendent A. A. Iams? Done anything yet? Just get that word "can't" out of your system. Jump right in and do something. Remember the Baltimore and Ohio Railroad ships from most anywhere to everywhere. Ask your merchants to request their next shipment over the Baltimore and Ohio—that helps the Company and helps you.

Please mention our magazine when writing advertisers



Cut by courtesy of Toledo, Ohio, "News-Bee"

#### FRANK SWINEART

A homecoming celebration was held at North Baltimore, Ohio, October 9, 10 and 11, at which Mr. Swineart was guest of honor. He was conductor of the first train running into North Baltimore, fifty years ago.

#### Lima, Ohio

Correspondent, O. L. WALLBURG

Our photograph this month shows what the Relief Department will help you to do. It is the home of Agent L. B. Colberts, purchased with the help of the Loan Feature. Doesn't this pretty home make you want to own one yourself? The Relief Department will show you how you can do it if you will write them.

#### Lima at Galloway-Fries Day

Yes, we were all at the picnic at Chester Park, Cincinnati, Ohio, and so were thousands of others from all over the System, from Baltimore, St. Louis, Chicago and all the divisions between these points. Twenty special trains into Chester Park, about 200 coaches and 25,000 people.

It was reported that the Toledo Division was the only one that had a baggage car filled with refreshments attached to their special train coming and going, the addi-



Home of Agent L. B. Colbert, Lima, Ohio, purchased through Relief Department



tion of the baggage car being due to the forethought and diligence of Trainmaster C. W. Havens, Lima, Ohio. I doubt very much if any one from any other Division enjoyed the trip as much as those on the Toledo Division did that day. That day will stand out on the calendar for days, months and years as the one big day of 1923 on the Baltimore and Ohio Railroad. Was that not a wonderful demonstration of good fellowship when nearly all the officers and employes of this railroad spent a day forgetting everything and thoroughly enjoying themselves together.

We on the Toledo Division have not experienced anything like it before—when the enjoyment of its employes was placed ahead of the operation of the railroad for one entire day by its Management. Further east they have gone through that experience and have come to look forward with interest to the next big time. In spite of that, do you know there were lots and lots of folks, who were skeptical about having special cars, much less special trains for their enjoyment. But we had them!

Did the Baltimore and Ohio Railroad get a boost from its employes and also from other people along the line? I'll say it did! When Deisel-Wemmer Company found out what a big time there was going to be, nothing would do but they had to give the men 500 cigars. Altschul Bros. gave the ladies oranges and F. J. Banta and Son Co. gave the children 600 sticks of candy. Lima has the reputation of being the best town in the state of Ohio, no matter where you go and why—just because of such thoughtful acts on the part of its merchants. More power to them to help make the city grow better and better! In addition to that the Veterans' Association, Toledo Division, through its officers at Lima, supplied the picnickers with pop and ice cream on the train going and coming.

While the kids were spending their time and dimes on the dinky train, the aeroplane, the caterpillar, the thriller and the dozen other amusements, the young people danced and flirted and the older folks were busy meeting someone they knew and had not seen for years. And how the time did fly. When you are busy, either working or playing, time goes fast. So it was at the picnic. The day was too short. What if some of us did not get home until after midnight. We'll brag about it in time as we'll boast about the Big Baltimore and Ohio Picnic at Chester Park, Cincinnati, on August 23, 1923.

As we have our joys, so also we have our sorrows. Brother William Overholtz, employed for many years in the shops at Lima and a member of the Veterans' Association, passed to his eternal rest on August 30. Our sympathy goes to his family and friends.

Brother Merl Evans left the hospital and has been at home for several weeks. He is able to be about with the aid of a crutch and cane. Mighty glad he won out.

Before I forget it, William Van Horn, president, John Sweeney, vice-president, F. E. Snyder, treasurer, John Schnabel, sergeant-at-arms and their secretary want to express their sincere appreciation of the invaluable services rendered by the Baltimore and Ohio twins (Koch Bros.), Albert W. Morton, Vincent Day and the young man from the stationery boiler room together with the many others who helped get the pop and ice cream through the train to and from the picnic. They helped splendidly and it surely was fine.

By the way, The Veterans' Association at Lima are giving a Card Party in Odd Fellows' Hall, Lima, Ohio on the 3rd

Wednesday evening in October. Refreshments and prizes! Everybody come! Remember October 17, 1923.

### Wellston, Ohio

Correspondent, L. M. MASON

The little city of Wellston, located on the Baltimore and Ohio down in the hills of Jackson County, is staging a grand come back. Since being in the rut for the past few years, it is now expected that the mines will soon be shipping coal. Jackson County has as good coal as you can find any place, all that is needed is to get it on the market once again and the demand will be the biggest ever. During the World War more coal was shipped from this place than any other mining district of its size in the state of Ohio.

The revenue from the coal shipments from Wellston alone netted the Company in 1920 close to a million dollars, something few towns the size of Wellston can boast of. Wellston has three railroads, The Baltimore and Ohio, the Hocking Valley and the Detroit, Toledo and Ironton. Our Railroad gets most of the business, the coal operators like to do business with us, we treat them right and should boost their coal. Now if we employes ask the coal operator for his business, might he not say in return "boost our coal and we will give you our business!" Let's boost the Wellston Sub-division, we



Brakeman W. C. Endicott's children enjoy the sports at Mt. Gretna, Pa.

have the business to go after and to keep when we land it. Make our customers think there is no other Railroad! That is our policy!

Our old friend "Johnnie" Walker, who hasn't missed drawing his pay check for 26 years, has decided that a vacation will do him good and with his family left October 1, to visit his brother in South Carolina.

J. C. Clarke, our popular bill clerk, is back on the job after spending three weeks in the hospital at Columbus, Ohio, for a minor operation. Glad you are back, "Jack," we need you!

We suggest that spanking machines be placed at all railroad crossings to induce some of the motorists who never get any better than second money, to slow down or stop.

Conductor Sweeney—"That child looks older than six years."

Mother (Confidentially)—"Sh-h-h, I know it. He's had an awful lot of trouble."

Many employes from here attended the Baltimore and Ohio picnic at Chester Park, all reporting a grand time.

A. E. McMillen, master mechanic, recently paid us a visit. W. B. Kilgore, trainmaster, was also here looking after business.

When corn is offered now-a-days as a piece-de-resistance, one of Wellston's best-known immediately inquires if it is on the cob or on the hip.

Motorist—"When I bought my car you agreed to supply broken parts for ninety days."

Dealer—"Sure, what do you want?"

Motorist—"One right hand shoulderblade, a left ear and five front teeth."

### St. Louis Division

Correspondent, ALTO SMITH

Clarence Biel, bill clerk in Agent's Office at Louisville, Ky., decided that two could live as cheaply as one and has taken unto himself a wife—Miss Sylvia Schardein of Louisville. Congratulations!

In conjunction with the Purdue Extension University the Baltimore and Ohio Railroad operated a "Better Dairy Sire Special" over that part of the St. Louis Division between Cincinnati and Vincennes and North Vernon and Louisville. The train was operated from September 17 to 28 and made stops at stations between the points named. Talks were made on dairy farming and moving pictures were the program for the evening.

Elbert Berry, rate clerk in the Revision Bureau, Louisville, is the father of a boy, christened James Elbert. Were we to describe in detail just how Elbert Sr. feels it would take a whole issue of the MAGAZINE. H. H. Bonney, agent at Springer, is also a member of the Proud Parent Club, stork having left him a fine eight pound boy, named James Edwin.

We extend our sympathy to Lawrence Higgins, tally clerk in Agent's Office, Louisville, and his family, on the tragic death by drowning of his eldest son, James, age 12, in the Ohio River when taking a morning swim with three of his playmates.

When Engine 5101 on Train No. 23 broke guide yoke and bent piston and main rod at Sandoval on August 21, Engineer Kellams and Machinist J. O. Canary who were riding in the train, gave the engine crew valuable assistance in making repairs and saving a great deal of the delay to No. 23 that might have ensued.

#### Vacations in the Louisville Offices

Cashier and Mrs. T. W. Jocelyn, spent theirs in Chicago.

Lauren Owen, correction clerk, watched the water trickle over Niagara Falls.

Mrs. Leah McCoy, cash clerk, and daughter Carolyn, spent their two weeks vacation sightseeing in New England.

Martin Daugherty, utility clerk, spent his vacation visiting in Philadelphia and other eastern cities.

Casualties in the Storekeeper's Office, Shops, Indiana, are increasing rapidly. R. A. Isenogle (TUFF), accountant, and Mary Miller quietly slip away and become Mister and Missus, and now Mary has the office force respectfully call "TUFF", "Alva" and Alva admits he wasn't as "TUFF" as he thought. Right on their heels was Clyde R. Brown, stock clerk and Margaret Wallace, "Brownie" laying off on the plea of going to Olney and having his tonsils removed but getting off at Lawrenceville and having the marriage ceremony performed.



### Louisville

The Dispatcher's Office, not to be outdone by the Storekeeper's Office, begs to announce the marriage of B. A. Phillips, chief dispatcher's clerk, which was kept secret until latter part of September, the wedding occurring in June. The other Benedict was T. R. Cox, dispatcher on the west end of the Illinois Sub-Division. Congratulations to all!

Martin Sergesketter, accountant, Louisville, is back on the job after a few days spent at home as result of a sprained ankle received in a game of volley ball.

Rumor has it that Nettie Berry and Mayme Zinkan, clerks in Storekeeper's Office, cast many a wistful glance at the movie magnates in Hollywood while spending their vacation in California. Could it be possible the ladies were going to shake us and be cinema actresses?

Guy Priestly, revision clerk, Louisville, has been granted a sixty day leave of absence on account of ill health and has

motored to California. Miss Frances Rice has assumed the duties of revision clerk during his absence.

Miss Helen Patterson has accepted the position as general stenographer in Agent's Office, Louisville.

The accompanying picture shows the children of Brakeman W. C. Endicott having the time of their young lives on a vacation at Mt. Gretna, Penn., with their mother. "Bill" had the time of his young life trying to keep the dirty dishes down to a minimum while his family was gone.

### On Rival Towns

Harry Hohmeyer, being from Pittsburgh, he doesn't like our city of Philadelphia at all. The other day he was over here and I asked him:

"Hohmeyer, what looks the best to you in Philadelphia?"

And he replied:

"The Baltimore and Ohio to Pittsburgh."

—Glass Blowers' Journal

## Early Days in the Stationer's Office in Baltimore

By OSCAR F. FLIPPO, *Signal Maintainer, Newark Division*

**I** FIRST entered the service of the Baltimore and Ohio Railroad as a packer in the packing room of the stationery department at the old Camden Station. Thos. L. Wilcox was stationer; B. Dunham was general manager; A. Gordon Jones, assistant general manager, and J. C. (Jack) Broadus, who was so well known at Newark afterwards, was private secretary to Mr. Jones.

In the Stationer's Office were Invoice Clerk Theodore (Kid) Steeger and Edward Merrill, stenographer to Mr. Wilcox. The packers were "Daddy" Wharton, "Dutch" (forget his name), and myself.

I started to work on July 3, 1886. We did not receive much money but we certainly had lots of fun. Once Mr. Dunham came in and told Mr. Wilcox the Baltimore and Ohio had taken over the O. & M. R. R., with one hundred and twenty-five offices and that those stations had to be furnished with blank forms, these to leave Camden Station the next morning by nine o'clock. There were several blue flames in the office for a few minutes. Mr. Wilcox came into the packing room and told us what he was expected to do and called for volunteers to work all night, without extra pay. I was the only packer that was unfortunate enough not to have a skirt, so I was elected to work. We cleared off our wrapping tables and while "Kid" Steeger and "Ed" Merrill assembled the different blank forms, pencils, ink, pens, etc., "Tom" Wilcox and "Flip" did the wrapping, one to three bundles to the smaller stations and from ten to fifteen bundles to the larger stations. At twelve o'clock Mr. Wilcox said: "Flip, go over to Deatley's and have four dozen fried oysters with trimmings sent over." We took thirty minutes for lunch. At 4.30 a. m., the last bundle was thrown down the chute to the elevator.

I was promoted to assistant invoice clerk at a salary of thirty dollars per month. At that time the Baltimore and Ohio operated its own express, sleeping and dining cars. Shortly afterwards Mr. Wilcox was promoted to general baggage agent, and "Fred" Blizzard was made acting stationer. About September, 1887, if I am not mistaken, the Stationery Department was moved from Camden Station to the Baltimore and Ohio building, corner of Calvert and Baltimore Streets, under the supervision of Mr. Sullivan and we were all furloughed except the "Kid," Theodore

Steeger. I have often wondered if "Theo" ever married Caroline.\*

I then went to Washington, D. C., and worked as a lumber clerk for Barber & Ross. I wrote to my old friend Jack Broadus, who was private secretary to R. T. Defries, superintendent, Newark Division. He sent me a pass to come at once. I arrived in Newark, Sunday, February 17, 1889. "Jack" informed me I was to work twelve hours per day weighing coal before dumping into the chutes and coaling engines at Schick's Mine just west of Bellaire, Ohio, under John W. Franklin, fuel agent.

Schick's Mine was operated at that time by "Gus" Schick and Richard Heslop. I was always treated as a son by both gentlemen. While coaling engines I became acquainted with a great many mighty fine gentlemen. Since then a good many have "gone west." I started work on February 19, 1889—"Payday"—as the pay car ran over the C. O. Division that day. I worked under Mr. Franklin 'til December 31, 1894, when I was again furloughed, account of a reduction of force. Was again called back into service as night leverman at Mt. Vernon Interlocker, Mt. Vernon, Ohio, on October 8, 1895. I worked at night 'til August, 1897, when I was advanced to day leverman as a result of the death of A. D. Flood.

J. A. Stierhoff was foreman of signals. His territory was all west of the Ohio River to Chicago. I was transferred to the Signal



The author, Oscar F. Flippo, and his grandson

Department on March 17, 1903. The signal gang then consisted of C. S. Stone, foreman; F. M. Willson, blacksmith and headman; W. A. Stump, carpenter, and myself as general helper. Our territory was the Newark Division and all its branches. We had a camp car; two-thirds of it was used for material and tools, the other third was our kitchen and bedroom. In the winter on extremely cold nights, one would stay up to keep the fire going, while the others would try to get some sleep on our grain door cots. What a difference in the camp cars for signalmen now!

I have served under the following signal supervisors: C. S. Stone, foreman; M. Fortney, A. B. Hines, who is now in the Baltimore office; W. D. Carroll, E. W. Dorsey, who is one of the successful real estate men in Newark, Ohio, and our present supervisor, H. H. Harding, who, one and all, are fine gentlemen.

I was made signal maintainer on April 1, 1907, on the Lake Erie Sub-Division. So, not counting the time I worked in Baltimore in the Stationery Department, I had served 34 years continuously on February 19, 1923.

The accompanying picture is of "Old and Young Flip." The latter is my grandson, "Jack" of whom I am proud.

I am a member of the Veteran Employees' Association, Newark Division, Newark, Ohio, and hold card No. 545, good until December 31, 1923.

\*(Mr. Flippo: "Kid" Steeger is very much alive and kicking—as chief clerk to Ticket Supply Clerk J. E. Beatty, Baltimore and Ohio Building. He admits having had the inside track with Caroline—over you fellows—but finally decided he liked the name of "Clara" better.—Editor.)

### Six Men

**A** WISE old student of human nature once laid down a good rule, which everyone should know.

"Never forget," he said, "that when you and another man get together the circle includes six people." The six he meant are:

The man you imagine you are.  
The man the other fellow imagines you are.  
The man you really are.  
The man the other fellow imagines he is.  
The man you imagine the other fellow is.  
The man the other fellow really is.

A great amount of unnecessary friction between men can be avoided if we will give a little more thought to these three sides of each man and particularly to self.

**THE MAN YOU IMAGINE YOU ARE** is relatively unimportant—

**THE MAN THE OTHER FELLOW IMAGINES YOU ARE** has an immense bearing on the Cooperation he will extend to you but—

**THE MAN YOU REALLY ARE** is far more important to you and likewise to the other fellow than the other two.

**THE MAN THE OTHER FELLOW IMAGINES HE IS** is relatively unimportant.

**THE MAN YOU IMAGINE THE OTHER FELLOW IS** determines the cooperation you are likely to extend to him.

**THE MAN THE OTHER FELLOW REALLY IS** is of first importance both to him and to you.

Every human undertaking or association has a better chance for success when it is based on reality instead of imagination.

For this reason is it not always in the interest of each and all to be to the other fellow the man we really are?—*American Educational Association.*



# Former Agent Tells of Small Town Agent's Work

By HARRY B. KIGHT, in Keyser, W. Va., "Tribune"

THE readers of the *American Magazine* read in the June issue of the experiences of the Station Master in the big Pennsylvania Station in New York and were thrilled by the incidents related in that article. When one considers that there are millions of people who pass in and out of the big Pennsylvania Station each year he can readily realize that those in charge are daily meeting with experiences both humorous and pathetic.

## When the Company is "Out of Cheese"

But consider the small town agent who is generally the "whole cheese" and in lots of instances the company which employs him is "about out of cheese." While he does not meet the enormous number of people who are daily seen about the city stations, yet his experiences are just about as varied.

In the first place, the small town agent is generally in charge of both passenger and freight. He is express agent, baggageman, bureau of information, train caller, handler of United States mails and many other things.

## As Information Bureau

In fact, he fits in most anywhere when it becomes necessary, whether it be assistant to the village undertaker or to the drayman delivering trunks to the Op'ry house for the three night's stand of vaudeville. He receives requests by mail and phone from the people about town and outlying rural districts for information regarding trains, fares, reservations, etc., for points all over the country, and in the office where the writer is employed he takes a personal interest in each one, the same interest he would want taken in him or his family, were they the passenger.

In dealing with people of all nationalities and classes he too runs into some peculiar experiences. For instance, an Italian or Swede or some other person of foreign birth gets off the Fast Mail and with his family, consisting of his wife and half a dozen children, makes straight for the station waiting room.

Coming to the ticket window he tries in his broken English to tell the agent that he is at the wrong place. He says that when he bought a ticket he requested it to \*-)-\$o&\* and that the Ticket Clerk who sold it thought it sounded like -:(\$\*)\$o&æ and sold him a ticket there. But this is not the place he wanted to go and tries to say so, and after much questioning it is determined what his destination is. Then perhaps he can

be made to understand, without the aid of an interpreter, that it will cost him an additional amount of money to continue to his destination and that he must wait several hours for a train. Naturally he becomes peeved and confused. However by humane treatment he is made to understand and to see that he is getting the best service possible under the existing conditions and finally when he and his family are aboard and the train pulls out he waves a farewell salute and smiles, showing that he has appreciated what has been done for him.

In the case of those who do not speak the English language every care should be taken to understand just what they want and then comply with their wants.

## Handling Baggage

It is important that the small town station agent exercise the same care in the checking and forwarding of baggage that is exercised where regular baggagemen are employed, for it is important to the owner of baggage that when he reaches his destination, his baggage is there and not some other fellow's under his check number. But occasionally checks get crossed and the newlyweds find that they have some one's sample trunk, and there is "wailing and gnashing of teeth" because of some baggage smasher's carelessness.

After much explaining and exchanging of telegrams they are fixed up and go on their way rejoicing.

## Bureau of Lost Persons

And to the small town station comes the child looking for someone to meet him, who because of some reason is not there. He tells his troubles to the agent, who, nine times out of ten, knows for whom he is looking and sends him to the correct address or calls on the phone and has the person being sought, come to the station.

## It Will Pay Agents to Read This

The importance of the agent as the representative of the Railroad in his community has long been recognized, but it is being emphasized more today than ever before. The author of this article, Harry B. Kight, was formerly ticket clerk at Keyser and was recently promoted to traveling passenger agent with headquarters at Cumberland, and he knows from experience what tremendous value the agent in the small town can be to the railroad he represents. Mr. Kight speaks from experience. He does not attempt to tell the other fellow how to do it, but that his observations are worth careful attention is suggested by the fact that he has recently been given a more responsible position.

In the big cities where thousands of passengers are handled each day they go their way, in and out of the station, not knowing and caring less where the other fellow is going.

A funeral or wedding party attracts very little if any attention in the big city but in the small town, where the agent meets all the trains and unloads the baggage and mail and now and then a dear one cold in death, he handles the casket as if it were some of his own, for he knows that the bereaved are watching him and realizing their sorrow he soon learns to sympathize.

If it be a wedding party he laughs with them and helps them share their joys, and sweeps up the rice and old shoes when the train has departed.

He is generally known as a good fellow and everytime there is a church supper or social or a special collection being taken for this or that or the other, the station agent is not overlooked, but he, being an employe of the railroad and not its owner, finds it necessary to turn most of them down.

## Agent Often Public Official

Sometimes he is the mayor of the town, or an elder or a deacon in the church, or perhaps he is a newspaper reporter, in addition to his regular duties, but if he is interested in his work and the Company which employs him he is ever thinking and doing the best he knows how for the patrons of the road who pass through the station gates.

Sometimes when the train has departed from the station a passenger will come breathlessly to the window and tell me that he or she has left a valuable package in the train. "I sat in the ladies car, on the right side about middle ways of the car, and the package was in the rack right above my head," they say. "It had a brand new sweater in it" or a hat or something equally as valuable to them and they request you to try and locate it, and have it returned to them.

As soon as you can get them to stop talking you start the wheels rolling, and in a little while you receive a message in answer to the one you have sent saying that the forgotten article has been recovered and has been handed to the agent a P—who will return it on the next train. You have thereby perhaps helped to avoid a family argument and have made a friend for the Company which employs you, and for yourself.

Or perhaps when the train has gone, you will receive a telephone call asking you to look in the middle row of seats in the waiting room and see if you can locate a pocket-book. They explain that it had so much money in bills, a receipt for last year's income tax, two tickets to the show, or whatever it may be, and you ask them to just hold the line for a minute while



you look. You go to the seat named and there perhaps, lays the pocketbook, alone, forgotten by a passenger who was careless; or perhaps you do not find it and then you are blamed for not having found it before the party even called.

Passengers as a rule, when desiring information, will stop and ask the first person with whom they come in contact. They are sometimes given the correct information, while many times they are misguided and misinformed. Therefore, if the small station agent would take time to tell the travelers that when they desire information they should not ask the first fellow they see but ask the man in uniform or station employe, there would be no fear of going wrong.

A short time ago the head of a large manufacturing establishment was visiting one of their smaller factories at K—. He had arranged to take a fast train at the first junction point for Chicago, where he had an appointment the next morning, and which appointment if not kept meant a loss to him of several thousand dollars. He came to the station 15 minutes before the arrival of his train that would take him to the junction to make his connection for Chicago. Upon his arrival at the station he found the train marked an hour late. At once he was all excited. "I must make the train," he said. "Can't we get there any other way?" When informed that he might be able to get a taxi he fairly yelled "Get it—a big car. I have only one hour and fifteen minutes before the train pulls out for Chicago." Well, by personal service the station agent soon had a taxi at the station and the manufacturer made his train. After things such as this, calling taxis, looking after the collection and delivery of baggage, answering questions of every kind for eight or ten hours, the agent goes home and calls it a day.

About the time that he gets his daily paper and gets comfortably seated and thinks he will spend a quiet evening at home, the phone rings and Mr. Smith wants to know if you won't get him a berth on the midnight train for New York, or Miss Jones wants to know if she can take her pet poodle in the car when she goes or some other question sounding perhaps foolish to the agent, but meaning much to the inquirer.

As a country station agent I realize that those who travel pay for what they get at the rates laid down in the different tariffs and I find that to give them the best possible service I know how, while it does not pay me more than the rate in dollars and cents, pays me, nevertheless, in a greater measure because when night has come I can feel that the day has been worth while by reason of my having done the best I knew how and left 'em smiling when they went away.

You are not dressed for work until you put on a smile.

—The Great Western Magazine

## Charleston Division Train Employees Praised for Emergency Service

A REPORT sent by Superintendent Trapnell, Charleston Division, to General Superintendent Scott, tells of especially meritorious service performed by train service employes in a case of emergency. These men have all had commendatory entries placed upon their service records. The report read as follows:

Weston, W. Va.

August 29, 1923

Mr. J. M. Scott  
General Superintendent

During the washout on August 12, and for a period following until track was opened up for service on the Gauley Line, several of our train service employes rendered meritorious service.

Richwood switch engines in charge of Conductor J. M. Claypool, Brakemen O. C. Watson and H. W. Groves, Engineer H. O. Bailey and Fireman J. M. McQueen, reported for duty at 8.00 a. m., at Richwood, but account of high water were unable to leave their terminal. After water had subsided this crew worked their way westward, clearing the main track of landslides and debris, August 12, 13, 14, 15 and 16, to Camden-on-Gauley.

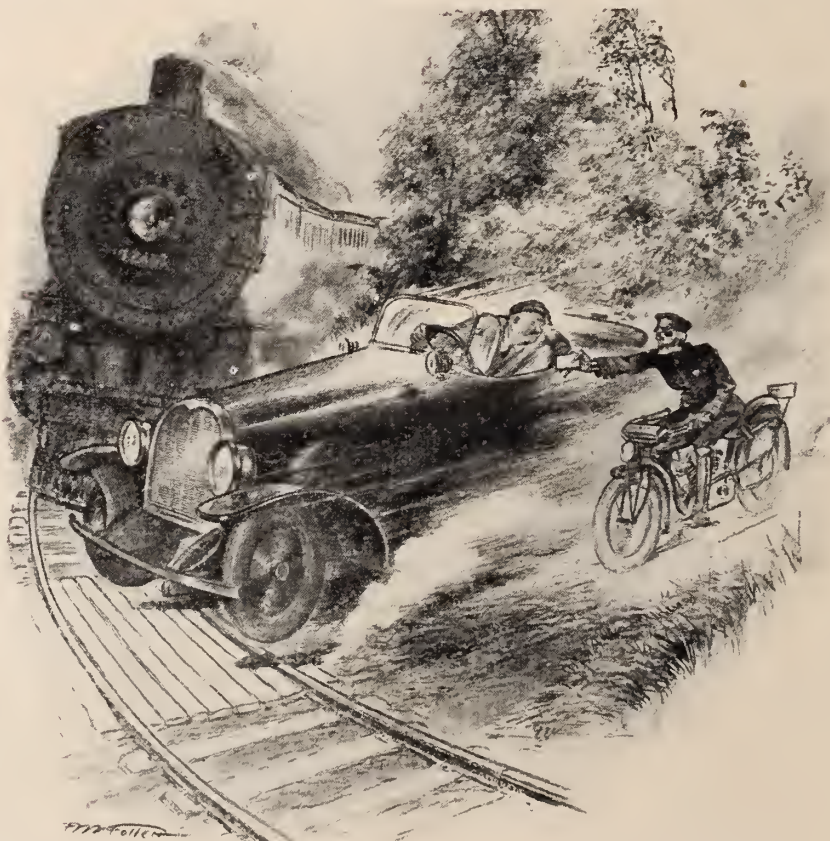
Local freight crew, Conductor J. D. Fury, Brakeman C. Marsh and G. W. Fury, Engineer G. C. Smith and Fireman H. A. Curtis, were returning to Weston on train No. 765, Sunday morning, August 12. This train proceeded westward to mile post 90, but could not advance further. The above crew walked to Arcola, found 16 land slides, returning to train No. 765 at mile post 90,

reporting this condition to Conductor Sumpter and Engineer Lawson, in charge of train No. 765. They flagged back to Cowen, getting Operator Woolford out, but were unable to communicate with Weston, account no wire service. They were finally successful in getting through to Weston on long distance telephone. They all returned to Camden-on-Gauley where train No. 765 was laid up.

Before leaving Camden-on-Gauley, the local crew named above placed a carload of horses, destined Richwood, at the stock pens; unloaded them, taking their engines, a car of cinders and a car of ties, picked up section men, going to Arcola. Because of the lack of a sufficient number of men, they borrowed a road scraper, block and tackle from the Smoot Lumber Company and they worked all day on Sunday until dark, laying up at Cowen, being unable to return to Camden-on-Gauley account of another washout at mile post 96. Conductor G. B. Green joined this crew and they continued to work in this territory until track was cleared on August 16.

Double header crew, in charge of Conductor W. B. Peterson, Engineer A. W. Pickens, Engineer C. E. Stalnaker, Fireman L. H. Fitzgerald, Fireman G. E. Carrothers, Brakeman P. O. Snyder and Brakeman W. A. Perkins, were laid up at Camden-on-Gauley, Sunday morning, August 12. On Monday, August 13, they took one of their engines and worked Eastward, opening up the track to Richwood, continuing at this work until August 16.

Yours truly,  
(Signed) W. TRAPNELL,  
Superintendent



Reprinted by courtesy of the Saturday Evening Post

THE SUMMONS



# Reminiscences of Our Oldest Lorain Dock Employe

By F. W. HARMON, *Correspondent*

WILLIAM KLINGBEIL commenced work on May 11, 1876 for the C. L. & W. R. R., his first duties being loading coal with wheelbarrows from cars. He next loaded vessels with mast and gaff, used as derrick, swinging a half ton bucket to vessel and lowering to hold carefully, dumping each so as not to break the coal. The boats were small, the largest being not over 1100 ton.

The two we loaded most were the C. C. Barnes and the Ohio, and nearly all used sails. On June 2, 1877, we loaded the Ohio, which drew so much water, nearly 14 feet, that she could not pass the sand bar and was lightened of 30 ton, or about two carloads, as carloads went then. Afterwards the coal was taken out on the lake and put on board again. The water was shallow at the mouth of the river. Nearly every winter it filled up with sand.

We commenced receiving ore in May, 1879. Work was all paid for by the ton.

We unloaded ore at present docks with half barrel buckets, using horses and cables made fast to masts on the vessels. These devices were called "whips." Following this, cranes and small steam engines were used in place of horses. Soon afterwards we got revolving derricks, which we called "whirleys." These improved the work of unloading ore so that a one thousand ton boat unloaded mostly for direct shipment took one day to discharge, using three machines. Soon we had two ore docks, one with seven machines and one with six machines, all using one ton buckets which had to be loaded from vessel by hand. We then unloaded a 3000 ton boat in 12 hours.

The new boats grew larger and in 1911 we had three new fast plants, or B. H. Unloaders. These have electric power and each takes 10 tons at a grab, so that it is possible to unload a 10,000 ton boat in 9 hours. We now have two car dumps which dump eight hundred 70 ton coal cars

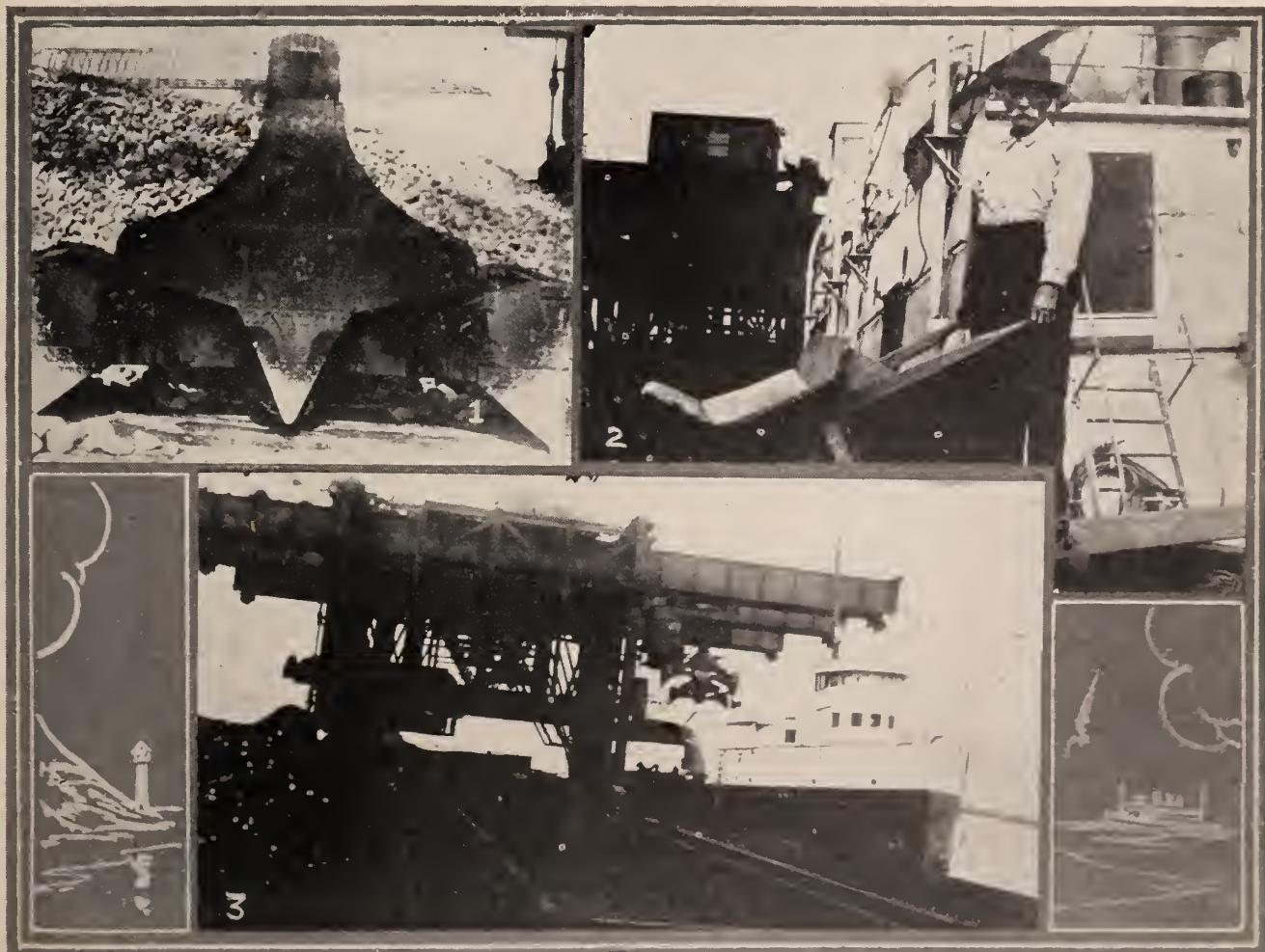
per day of 24 hours and load a 10,000 ton vessel in 8 hours.

Our friend Mr. Klingbeil is still going strong and working every day, having charge of one gang of trimmers at Car Dump No. 2. Although 74 years of age, he is hale and hearty, and stronger than many of his younger companions. We think him one of the most faithful of our Baltimore and Ohio employes. The accompanying picture shows him as he was in 1876 with wheelbarrow and shovel, in contrast with one of the modern ore buckets.

## Diving Six Times into Delaware to Save Sunken Barge— Engineer Rule is Rewarded

By CHARLES H. MINNICH, *Magazine Correspondent, East Side, Philadelphia, Pa.*

ON Sunday, July 29, a barge containing four loaded freight cars sank in 25 feet of water at Pier 62, Philadelphia. In order to raise this barge, it was necessary for somebody to dive to the bottom of the river and fasten the couplers. Freight Engineer Stewart S. Rule, who was working at Pier 62 at the time, volunteered to do the job. Divesting himself of his regular cloth-



1. One of the "clam shell" buckets whose capacity is measured in tons. 2. The contrasting wheelbarrow with which boats were loaded forty years ago, and Mr. Klingbeil. 3. Ore handling machine in operation.





Engineer Stewart S. Rule

ing, and donning an old suit of overalls, without hesitation he dived into the water at the point where the barge was sunk. He dived six times before he was finally able to make fast the couplers successfully. The barge was then raised to the surface and the four cars were saved. The prompt and heroic action of Engineer Rule thus saved the Company considerable money.

The matter was brought to the attention of General Manager Scheer, who, knowing how highly such services are appreciated by the Management, and feeling that Engineer Rule should be rewarded in a concrete manner, had a check for \$25.00 presented to him by J. D. Gallery, terminal train-master, East Side, Philadelphia.

### Passenger Promptly Rewards Conductor G. W. Taylor for His Kindness

ON JULY 9 while in Philadelphia, Mr. John H. Baker, of John H. Baker and Company, Accountants, Denver, Col., received a hurried call to Washington and did not have time to purchase a ticket. After boarding Train 7 he found he did not have sufficient funds to pay his fare in full. He explained his predicament to Conductor G. W. Taylor who advanced a loan of five dollars, giving Mr. Baker a cash fare receipt for the amount. Upon arrival in Washington Mr. Baker

obtained funds and immediately repaid Conductor Taylor.

The manner in which Conductor Taylor handled the situation, in relieving a passenger from an embarrassing position and enabling him to keep a business appointment, made such a favorable impression on Mr. Baker that he called the attention of the vice-president in charge of operation to the courtesy he had received.

A commendatory notation has been placed on Conductor Taylor's record for the good judgement displayed.

### Typical Honesty

*To the Editor New York Times:*

I tendered a bill to the ticket seller at Tompkinsville, S. I. (Mr. Dennis Lynch), for a ticket to Perth Amboy. He gave me change for \$5.00. I left the window. He called me back. "What did you give me?" he asked. "A five-dollar bill," I replied. "You gave me a twenty," he declared, and I had. I have heard it said you should count your change in purchasing a railroad ticket. It is not necessary with that gentleman.

J. E. HALTON

Pittsburgh, Pa., April 23, 1923.

### Engine 2629 Has Fine Record

*By FRANK RUSH, Assistant Shop Clerk,  
Glenwood, Pa.*

THE accompanying photograph is of engine 2629 and crew. This engine averaged only forty minutes per day out of service for a period of 14 days.

This is a good illustration of what team work will do. The care the men took of their engine resulted in its doing a good days work every day, without the necessity of its being shopped for repairs during the period. The following employees appear in the picture: Fireman W. S. Medoyn, Engineer C. McFall, Engineer C. Caven, Fireman Chisco, Brakeman Wadding, Brakeman C. Flegle, Brakeman F. Groves, Conductor P. Dermott.

Let's hear from other divisions on the System. Can any other crew compete with this record?



Car Inspector F. G. Deems

### Meals Don't Count with Car Inspector Deems

CAR INSPECTOR F. G. DEEMS was instructed to ride President Coolidge's Special, which was dispatched from Washington, Thursday, August 9, at 10.00 p. m. His special job was to look after hot boxes. While he was with this train he did not take time to eat either his breakfast or luncheon for fear that he would not be up ahead where he could get off immediately for inspection when the special stopped, and consequently the first meal that he had after leaving Washington, was supper on the night of August 10.

Deems was called into the office by Master Car Builder Calder, who commended him for his performance. Deems states that the only reason he did this was because he had the most important train in the United States to look after, and the most prominent man in the United States was on this train, and hence that he felt he was not making any sacrifice in doing without his meals to look after it.

Commendatory entry covering his interest in the movement of this train, has been placed upon his service record.

### All Made Clear

"Your honor, I was not intoxicated."

"But this officer says you were trying to climb a lamp-post."

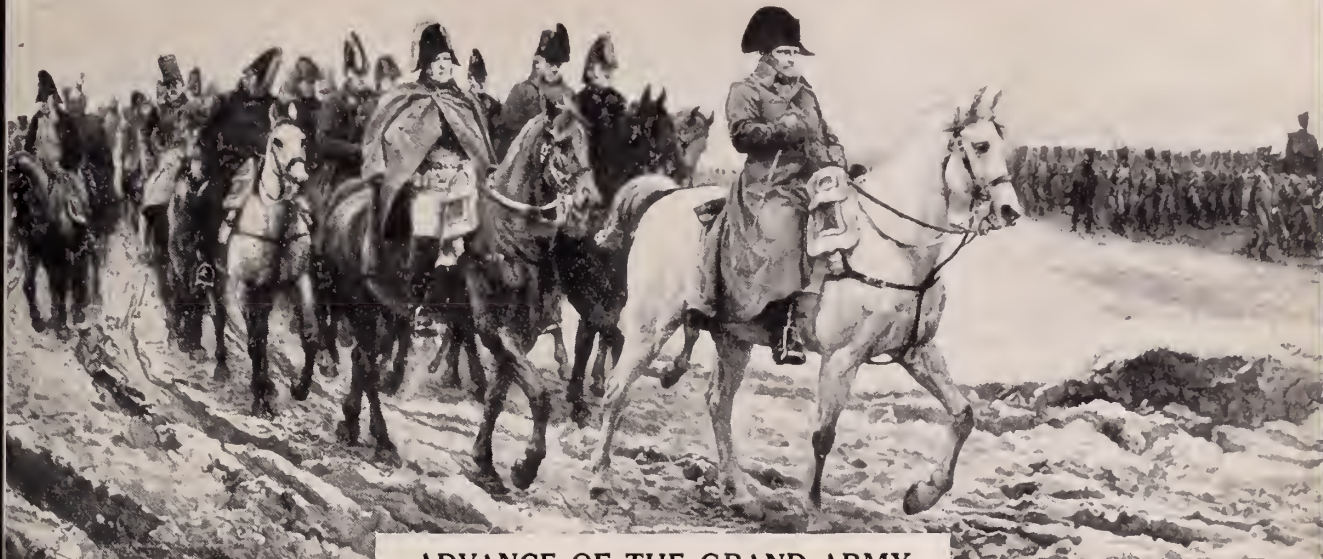
"I was, your honor. A couple of cerise crocodiles had been following me around all day, and I don't mind telling you that they were getting on my nerves."

—Arkansas Utility News



Engine 2629 and crew. They've been making some records!





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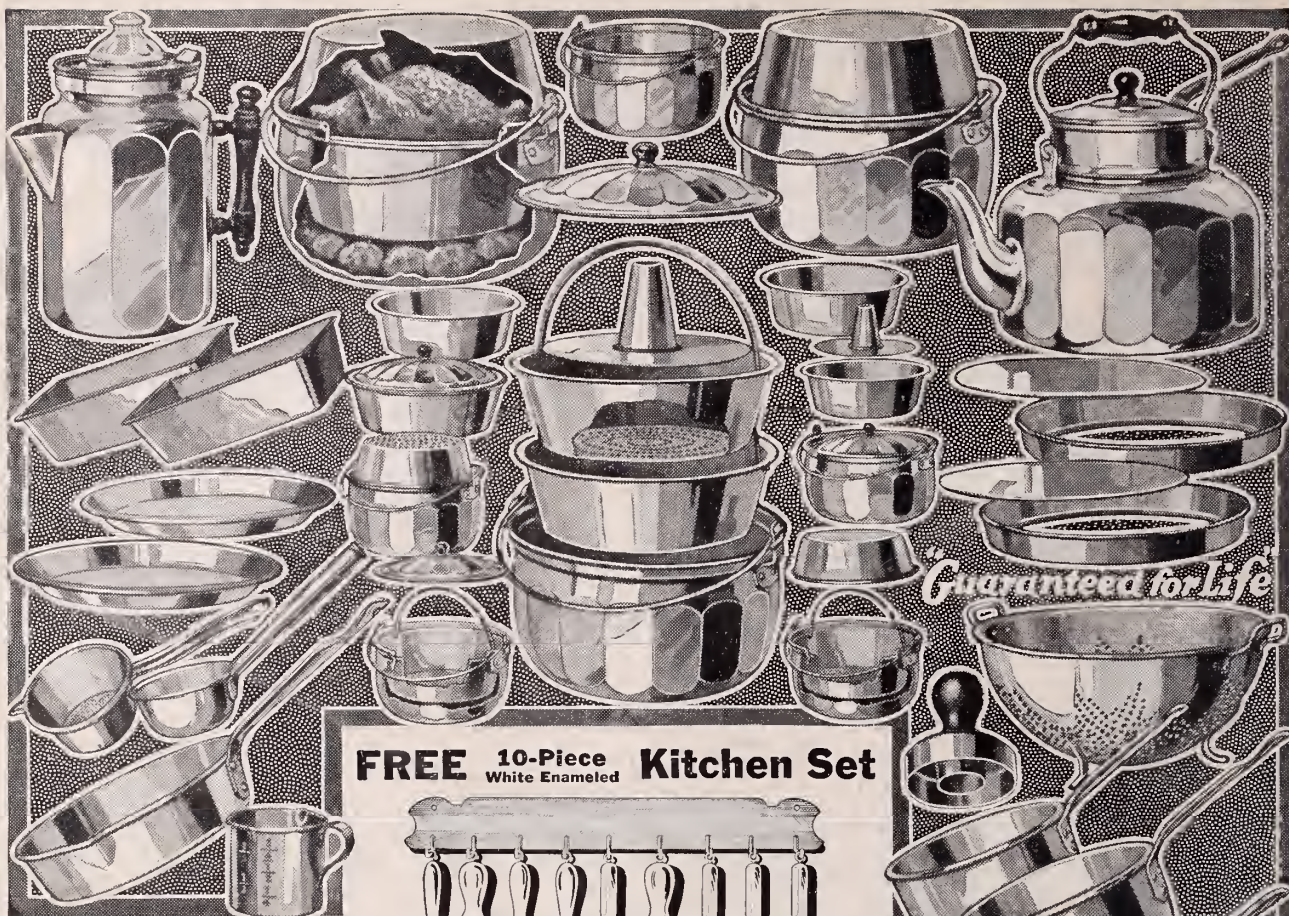
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# Baltimore and Ohio Magazine



November 1923



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**Fall & Winter 1923-24**  
**MONTGOMERY WARD & CO.**  
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 5 6 7 8 9 10 11  
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*Only 8 weeks till X'mas*

**DECEMBER**  
 SUN MON TUE WED THU FRI SAT  
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Send only \$1.00 with the coupon. This heavy, pure virgin wool jumbo sweater comes on approval. Money back instantly if you ask for it. Don't be too late—order now.

## Heavy Pure Wool

This is a splendid big sweater at a bargain price. Every fibre pure wool. Heavy rope stitch. Large fashioned shawl collar. Two large lined pockets. Close knitted wristlets. Ivory buttons to match. Made in big full size in rich fast colors. Nothing so practical for fall and winter wear. Sold by most stores for \$10.00, all spot cash.

Sizes 34 to 46. Colors: Dark Maroon or Navy Blue. Order by No. F-12. Send \$1.00 with coupon, \$1.00 monthly. Total price, \$6.95.

## 6 Months to Pay

Buy the Elmer Richards way, on credit, as thousands of well satisfied men are doing. Everything you need in clothing or shoes and you pay in monthly sums so small you will never miss them. Open a charge account with us. No charge for credit. One price only. Strictly dependable qualities. See this big sweater bargain on approval. Send coupon now.

Write for our Free Bargain Catalog of men's, women's and children's clothing and shoes. Everything on small monthly payments.

**Elmer Richards Co.**  
Dept. 4018 West 35th Street, Chicago, Ill.

I enclose \$1.00.  
Send Heavy Wool Sweater F-12. Size.....Color.....  
If I am not satisfied when I receive the sweater, I can return it and get my payment back with charges. Otherwise, I will pay the advertised terms, \$1.00 with coupon, \$1.00 monthly. Total price, \$6.95.

Name.....

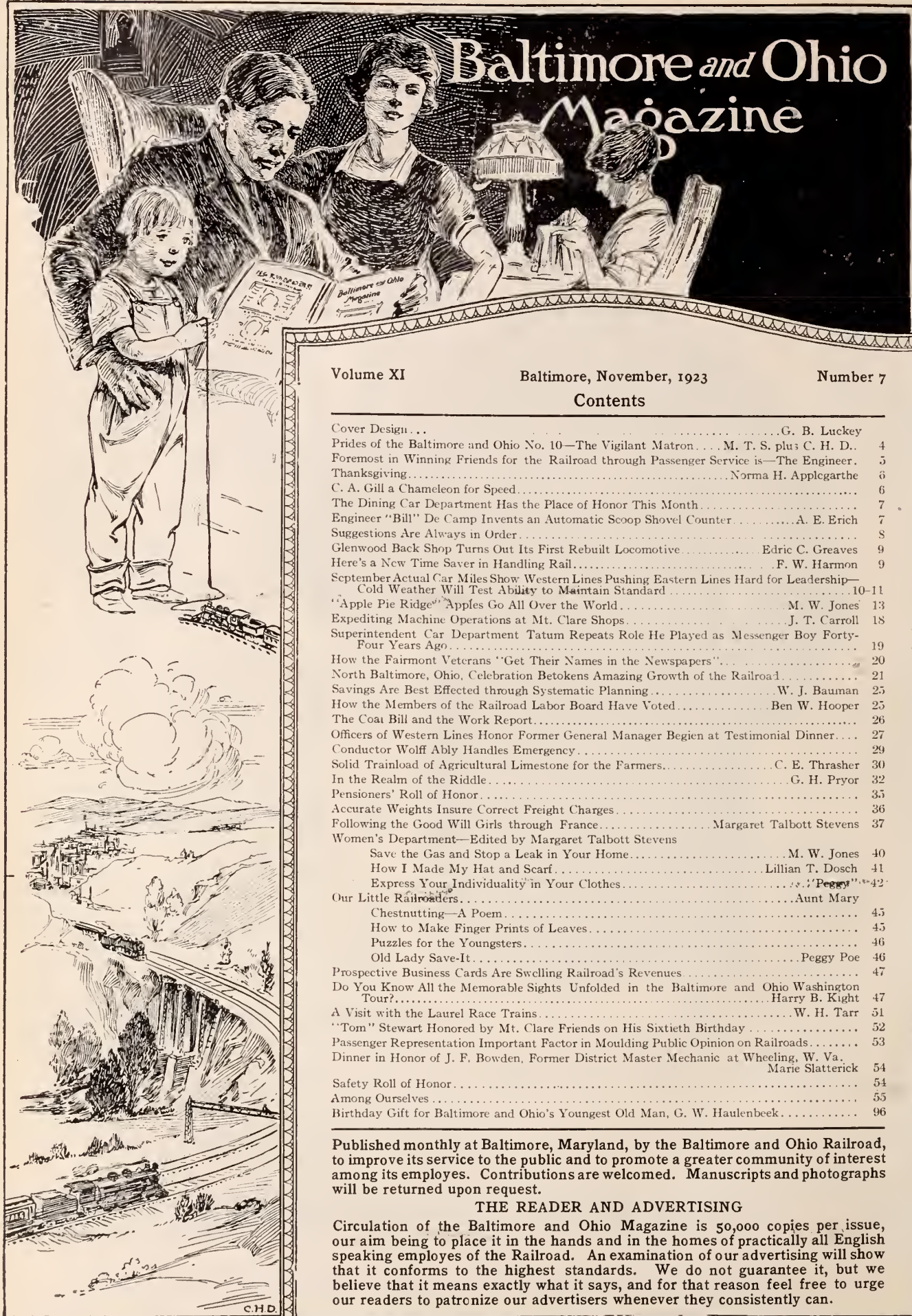
Address.....State.....

## ← Send Coupon

Don't miss this. The supply is limited. You take no risk. We stand back of this sweater. Compare our prices with cash prices in retail stores. Money back if you say so. Send coupon now with \$1. Don't be too late; send coupon.

**Elmer Richards Co.**  
Dept. 4018 West 35th Street, Chicago, Ill.





# Baltimore and Ohio Magazine

Volume XI

Baltimore, November, 1923

Number 7

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

### THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.



# Here's \$200 a Week

## for any Man or Woman and a Special Offer for Quick Action-Grab it

I know that there are thousands of men and women who are interested right now in making more money. They want immediate action—without red tape, and without delay. Now I am going to make a personal, special offer that will enable any man or woman to make from \$100 to \$200 a week, depending upon how much time is devoted to my proposition.

### How Much Can You Make?

I want a man or woman in each community to act as my representative—to call on my customers and take their orders for raincoats. That's all there is to it. If you take four average orders a day I will pay you \$96 a week. If you only take one average order a day you will make about \$24 a week, and that is easy. Hundreds of my representatives are earning that much just in their spare time. For instance, George Garon made \$40 clear profit his first day. And there is J. R. Head of Kansas, who earned \$69.50 for himself in one day. And W. S. Cooper, who has averaged over \$5,000 a year for six years, working only four hours a day. Just read the records of a few of my representatives—on the right hand side of this page—and you will realize that it is amazingly easy for a man to make from \$100 to \$200 a week at this proposition.

### No Experience is Needed

It is not necessary for you to have been a salesman. You do not need any previous knowledge about raincoats. I will give you all the information you will ever need. There is no trick to taking orders for Comer All-Weather Coats and the reason is simply this—they are such big bargains that they sell themselves. People like to buy direct from the factory for the money saved by this method of selling is passed on to the customer.

We manufacture our own coats and sell them direct to our customers by parcel post. Our representatives simply take orders. The values speak for themselves—and with such values, such styles, such materials as we offer, our representatives often take from 2 to 4 orders at a single call.

And because Comer Coats are such big values and sell so easily, E. A. Sweet of Michigan made \$1,200 in a single month—Spencer earned \$625 in

one month's spare time—McCrary increased his earnings from \$2 a day to \$9,000 a year.

### This is All You Have To Do

All that my representatives do is take orders—and they get their money immediately. If your profit for one day is \$10, you will have that \$10 in cash the same day. You don't carry a stock of coats. You don't put up any money. You don't deliver anything, and I do my own collecting through the mail.

### Accept My Special Offer

Now—the important thing is to get started. I know that you can make at least \$100 within one week of today and have that \$100 in cash. I know that within a short time you can be making \$200 a week—every week. The important thing is to get started, and get started quick. If you will fill out the coupon with your name and address, I will send you, without any preliminary correspondence, and with absolutely no deposit whatever on your part, a complete selling outfit with full instructions, samples of raincoat material, style book, order blanks, and everything that you will need to make money. I will write you a letter that is so complete, clear and concise that after you read it you will know absolutely where to go, what to say, and how to make money.

Within the past few weeks I have paid my representatives hundreds of thousands of dollars. And I am willing to make this concession to you—send you the complete outfit, confidential information and instructions at once. So if you are one of those men or women who want a real opportunity to establish a big, permanent, substantial and profitable business—if you are sincere and earnest in your desire to make more money, sign and mail the coupon at once. In less than a week you will be making more money than you ever thought possible.

C. E. COMER, The Comer Manufacturing Co.,  
Dept SBX-610 Dayton, Ohio.



J. R. HEAD

of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All-Weather Coats.



W. S. COOPER

of Ohio, finds it easy to earn over \$500 a month selling Comer All-Weather Coats.



E. A. SWEET

an electrical engineer, is making \$600 to \$1,200 a month and works only about four hours a day.

#### Important Notice

The Comer Manufacturing Company is the largest business of its kind in the world. Any man who becomes a representative is assured of fair, square, honest treatment, and will have reason to be proud of his connection with the company.

THE COMER MFG. CO.,  
Dept. SBX-610 Dayton, Ohio.

Please send me, without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name \_\_\_\_\_

Address \_\_\_\_\_

Print or write plainly



**This Auto Free!**

In addition to your big earnings I offer you a Buick Touring Car, without a cent of cost, that you can use to help you in developing this great business. Mail the coupon NOW.



*Prides of The Baltimore and Ohio—No. 10*

# The Vigilant Matron



They come from every town and state, from Egypt and from Spain,  
From every land and every clime, and travel back again;  
We railroad folk must do our share to move the world along,  
And e'en the matron has a chance to serve this moving throng.  
Our waiting rooms must be well kept, all rules must be obeyed,  
And we must keep a watchful eye on this, the great parade.  
I'm on my job with vigilance from morning until night,  
It sometimes takes some effort but I always am polite.  
Although I'm strict about the rules, I'm never rude to others—  
My special care?—the aged folk, the babies and their mothers.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, NOVEMBER, 1923

NUMBER 7

## Foremost in Winning Friends for the Railroad through Passenger Service is—The Engineer

ROLLING 'round the wide sweep as it passes the station at Relay and crosses the old Thomas Viaduct over the Patapsco—comes the Capitol Limited, most distinguished train of the Baltimore and Ohio. Spotless, from top to running gear, are her cars, the particular pride of the Car Cleaning and Pullman forces of the Baltimore Terminal. Her engine, majestic in its power and beauty, and fresh from last minute touches of the Riverside Roundhouse forces, gleams in the rays of the afternoon sun.

In the cab is my friend, Engineer E. B. Owens, looking as if he was sitting on the top of the world. Erect and alert in position—clean collar, trim cap and fresh jumper making his appearance worthy the pilot of so immaculate a steed—he flashes a smile of recognition as he passes, then peers earnestly ahead. There is a block signal just beyond the curve!

They tell me that Engineer Owens is a bachelor and that his only "baby" is the Capitol Limited. They say also that he is noted all over the division for his neat appearance, whether at the beginning or the end of his run. They even add with a smile that, bachelor like, he favors a certain striking plaid for the pattern of his shirt, and a particular stripe for his overalls. These are some of the *reported* things that mark the individuality of Engineer Owens, and the marks of a man's individuality are always interesting.

But I am not vitally interested in the comparatively superficial evidences of Mr. Owens' character that we see on the outside—in the cut of his clothes, the tilt of his hat, etc.\* I am, on the other hand, tremendously interested in the fine moral and mental qualities which have won him the honor of running the most important train on the Baltimore and

Ohio. And when I speak of him I mean also that small army of veteran engineers whose experienced hands control throttle and brake on all our fine passenger and freight trains, the Driscolls and Fauvers and Leeks, the Murphys and Martins and Smiths—to suggest but a few—that we have all over the Railroad.

When the normal passenger steps aboard a train, he does so, I think, without much thought of the man in charge in the cab. But as they pick up speed, and the rail clicks begin to sound three and more to the second, and a passing freight races by in a whirl of noisy clatter, it is the unusual person who does not pause in his reverie or reading to say "I wonder." Instantly and subconsciously he thinks of the engineer. He asks himself what kind of a man he is and, of course, he thinks of character first.

Is he a straight and sober fellow? Did he get necessary rest before he started his run? Is his eye clear to see the signals right and his hand steady on throttle and brake? Is his mind free of the worry which carelessness living so often visits on a man, so that he can concentrate on the all important job of running his train safely?

These are the questions which must be answered in the affirmative through long years of experience and selective processes before an engineer on the Baltimore and Ohio is singled out to handle our best trains. And answering them in the affirmative is good proof that he has that mark of character which distinguishes him as a man of thorough dependability and trustworthiness.

But there are many other qualities which distinguish the superior engineer. The ordinary passenger never associates them with his own satisfaction as he sits in a comfortable car, but the Railroad emphasizes

them constantly because it knows that they are the most important assets it has in building up passenger business.

If a passenger gets bumped and jolted every time the train stops and starts, he thinks that the brakes are defective and he tries another road for his return trip. If the train races around curves, and reading or sleep is made impossible because of the constant swaying and jarring, he concludes that it is due to poor track and equipment, and he buys his next ticket from a competitor. If he finishes his ride begrimed with soot that has seeped in through ventilators, doors and window sashes, he says "My, what a dirty railroad!" and as he makes for the nearest place to clean up, he resolves about that particular road, "Never again." If he gets to his destination late—well, you know how he feels and what he says then.

Now the Baltimore and Ohio runs its train service so that none of the inconveniences mentioned needs befall our passengers. Engines of ample power are supplied—and kept in splendid condition—for the very purpose of permitting the engineer to start and stop smoothly. The skilful engineer, interested in his work, is almost never obliged to "jerk" his train in or out of a station. The same type of engineer can negotiate the curves on a road with almost the same smoothness that he can attain on a straight piece of track, because our Management has made a special point of fixing speed limits which permit of such operation. And of course, it is admitted by every candid engineman and fireman that nice cooperation between them will give proper combustion in the firebox and will prevent the black smoke so distasteful to passengers and injurious to the interior fittings of coaches and Pullmans.



The passenger has the right to expect that his train will arrive at destination on time, and Baltimore and Ohio schedules are arranged with this in mind. Not only is ample margin allowed for safety but also so that, barring unforeseen contingencies, the skilled engineer can make time-table time at all stations.

The engineers who handle our best trains are men who have proved their skill in these respects. They study to make themselves perfect in engine running. They try to accommodate their actions to the requests of the Management. They are interested in their work. They like their officers. They are proud of their jobs and the Baltimore and Ohio. They want to lift their tasks from the level of the commonplace and make a real contribution to the everyday work of the world.

These are Baltimore and Ohio engineers. Their responsibilities are large, their work honorable. They have gone through the process of selection with great credit to themselves. The Management is doing its part in giving them unsurpassed equipment and frankly asks them in return to make the most of their opportunities to build up our passenger business.

## Thanksgiving

By NORMA H. APPLGARTHE  
*Correspondent, Office General  
 Freight Claim Agent*

WE learn from history that the Pilgrim Fathers were a stern, stiff necked, narrow minded set of men, who would not be tolerated in these days of liberty, but that they were not unmindful of the many benefits they had received in successfully establishing themselves in a new country, and that to them we are indebted for our "THANKSGIVING."

This festival was first established by the Pilgrims in Plymouth, Mass., in 1621, and gradually spread to all parts of the country. It was later adopted by Congress as a National holiday, the President announcing by proclamation the last Thursday in November as the day set for this celebration.

The problem of life was a serious one to the Pilgrims, and it must have been with hearts full of gratefulness that they returned thanks to God for having made a successful voyage, escaped massacre by the Indians and for the liberal returns they got from tilling the soil and planting the seed. We, too, have serious problems, which

## The November Cover

The central figure in our cover picture this month is George Nelson, cook on business car of Vice-President Galloway. His helper in the background is Second Cook William Sye, of the Capitol Limited.

Helpful in securing the picture were Superintendent Shriver, Baltimore Terminal Division, and General Foreman Burnham, Electrical Department. The arrangements were made by Assistant Superintendent Phillips and Inspector Sherman of the Dining Car Department. The picture was made by Photographer Luckey.

we successfully negotiate, and for which we should be grateful and return thanks. We should not lose sight of the fact that we live in a wonderful country, with the best form of government, and that our working and living conditions are far superior to those of any other nation.

We should return thanks to the Great Master of us all for our health, for our country and its prosperity, and for the friendly, considerate and successful men who manage the affairs of our Railroad. These are important facts in which we are vitally interested, and in their firmer establishment lies our success. It therefore behooves us to be honest with God, honest with our neighbor, with our employer and with ourselves, and return thanks to Him for the many benefits we have received and hope to receive in the years to come.

## One Hundred Dollars for Best Paper on Traffic Solicitation

5 We are now well entered upon the season of the year when under normal conditions business declines in volume. Every effort should be made to attract business to our lines and thus avert reduction in forces.

There are many employees, not alone in the Traffic Department but also otherwise engaged in work for the Railroad, who have definite ideas on how to secure business for our lines, and it is to give these ideas the widest publicity and effectiveness among our readers that the Management has offered a prize of \$100.00 for the best paper submitted by any employee on the subject of Traffic Solicitation.

The papers submitted should be limited to 1,000 words, and less than this number, when possible. They must be in the hands of the editor of the Magazine, Mount Royal Station, Baltimore, not later than December 10. No name is to be placed on the papers submitted, but with each entry there should be enclosed a blank envelope containing a slip of paper showing name, department and location of the author.

A copy of each paper received will be sent by the editor to Archibald Fries, Vice-President Traffic and Commercial Development; E. W. Scheer, General Manager, Eastern Lines, and J. J. Ekin, Comptroller, who have kindly consented to act as judges in this contest.

Do not hesitate to enter this contest just because you are not an employee of the Traffic Department. The ideas of the men and women outside of our business-getting department are often very valuable, and the Traffic Department will welcome all suggestions from no matter whom they come. The contest is open to all employees.

The results of the contest and the prize winning article will be published in the January issue.

## C. A. Gill a Chameleon for Speed

NOT so long ago President Willard was making an inspection on line. When near Cumberland he noticed a caboose on a neighboring railroad painted in rather an unusual shade of red. He called it to the attention of some of the officers with him and said that he would like to see a Baltimore and Ohio caboose painted in the same color, just to see how it would look.

The next stop of the party was at Keyser, the visit taking about fifteen minutes, but as the President returned to his business car to proceed to the next point, there was a Baltimore and Ohio caboose on an adjacent track, one side and the end of which were painted in the new color.

C. A. Gill, superintendent motive power, Eastern Lines, had been busy with some of his Keyser go-getters in the Paint Department during the brief visit.



## The Dining Car Department Has the Place of Honor This Month

AND why should it not have the place of honor! November, of all the months, envisions, with its great feast of Thanksgiving, tables loaded with the choicest foods the markets afford. So the Dining Car Department moves into the centre of the Railroad picture.

For years our dining cars have been the best advertisement of our passenger service. There is no other place on the Railroad where the slogan "Our Passengers Are Our Guests" can be so well exemplified. Passengers like good food, fair prices, clean linen and courteous service, and when they get these things they experience the winning satisfaction of true hospitality. The opportunity of our stewards and cooks and waiters is, indeed, a great one.

Perhaps the chief reason why railroad men do not give service which completely satisfies passengers, is because they sometimes fail to put themselves in the passenger's place. We should never forget, whether we be ticket sellers, or stationmasters, or train callers, or conductors, or brakemen, or stewards, or waiters, or what not—that the ordinary person is often in a "strange country" when in a station or on a train, and that extraordinary care should be taken to make him feel completely at home.

In this respect the dining car man has a particularly hard job. Folks are fussy about their eating. They are used to special ways of having their meals cooked and served. The fat man likes his toast thin, and the thin man likes his, fat.

Jack Spratt could eat no fat,  
His wife could eat no lean;  
But on Dining Cars nice pairs like this  
Are seldom ever seen!

So when Jack asks for lean meat and Mrs. Jack for fat, the only way to have clean platters is to give each one what is wanted.

A single fly hovering over my plate or flitting from dish to dish on the table, will spoil a meal for me. The other fellow may not mind the fly's company, but he just can't stand for butter sprinkled with coal soot or for oatmeal that is lumpy or for prunes that aren't cooked completely to the pit. There is scarcely a person who does not have a little different slant from the next fellow on what constitutes perfect food and service. It makes the dining car man's job hard—but it affords him a great opportunity to give satisfaction.

Our Dining Car Department buys the best foods that the markets offer.

The cars themselves are models of good taste, comfort and convenience, and schedules are so arranged as to give sufficient time for serving without undue haste or crowding. Special care is taken to have ample supplies of clean linen and attractive table ware, and there are little "niceties" included in the service such as, for instance, the morning demi tasse and the after dinner mints, which lend an attractive touch of individuality.

But all of these things fade into the background when a passenger

is seated at a mussy table, or is served a poorly cooked dish, or meets an indifferent steward or an inattentive waiter. The Management has tried to provide a "personality" in the dining car service, but it is the "persons" in charge which count most.

With the holiday season approaching and visions of the Thanksgiving or Christmas or New Year's dinner at home in the minds of most people, let us try to put that individual touch of true hospitality into our dining car service so that this season may be especially memorable to all who break bread with us, just because they have been guests of our Dining Car Department.

## Engineer "Bill" De Camp Invents an Automatic Counter Scoop Shovel

By A. E. ERICH, Secretary to Superintendent  
Chillicothe, Ohio

THE accompanying photograph is of Engineer W. S. "Bill" De Camp, Chillicothe, Ohio, and his automatic counter scoop shovel. "Bill" is employed as a yard engineer in the Chillicothe yard, having entered the service in 1884. He is a firm believer in SAVING COAL, and this is one of his reasons for inventing this kind of scoop. It is all metal, and when the scoop part

wears out, it can very easily be replaced, the handle and counter part being placed on the new scoop. Each time a scoop of coal is placed in the fire box, it is counted and registered automatically, showing the figures in the handle.

Mr. De Camp had this invention patented on October 29, 1920, and since then a sample shovel has been thoroughly tested and found satisfactory. Passenger Fireman Frank Myers, this division, tested it for a period of ten days, and then wrote Mr. De Camp highly praising the scoop. It can also be used like any other shovel, such as for cleaning up the deck of engine, etc., without affecting its usefulness as a "counter," since it is impossible to make it register in any way except by having coal or material of like weight in the scoop. Therefore the figures shown in the handle at the end of each trip are absolutely correct as to the amount of fuel consumed.

The idea of the counter is that if a fireman knows just how many scoops of coal he is shoveling into the fire box, he will naturally do all that is possible to keep them to the lowest possible number, thereby saving himself UNNECESSARY LABOR and SAVING FUEL. Figures are constantly being given in the MAGAZINE as to just what it would mean if a scoop of coal a mile were saved, and "Bill" believes this is one way to help bring this about. He has several letters commenting on the scoop, and also a good many of inquiry, and will be glad to receive others from all interested in the device.



Engineer "Bill" De Camp and his counter scoop shovel



# "Suggestions Are Always in Order"

**I**N the April, 1920 issue of our MAGAZINE the first paragraph of the leading editorial read as follows:

"In the office of President Willard, so displayed that you cannot but see it as you open the door, there is a sign about six inches wide by three deep. On it these words are clearly printed:

## SUGGESTIONS ARE ALWAYS IN ORDER

This sign has been in Mr. Willard's Baltimore office for ten years. In fact, for over thirty years a sign of this kind has been in his office, wherever located. Furthermore, it means just what it says."

Since then it has been called to the writer's attention that similar signs are displayed in the offices of quite a number of the officers of the Railroad, indicating that the Management of the Baltimore and Ohio is at all times receptive to the suggestions of employes for the betterment of the service.

It is related that a number of years ago a minor official in the Patent Office in Washington served notice on his associates that he had planned to seek other fields of endeavor within the next few years. And when they asked him the reason he naively said that he was sure that all patents that men could think of would be submitted to the Patent Office by the time of his proposed retirement and the office would, therefore, suspend operations. Since then, of course, the work of the Patent Office has been multiplied many times over by the new devices and methods developed by man's fertile mind.

Whether the story is authentic or not, it illustrates the attitude of mind possessed by many. We think that we have reached perfection in the methods of doing our work because we have become so used to them; because they have been given to us as the right methods; and we complacently assume that they cannot be improved upon. Yet each issue of the technical magazines unfolds the stories of

new devices which are being adopted each day to make the great machine of business run more smoothly. It is safe to say that each day some man evolves an idea or a plan for a machine which revolutionizes or greatly improves the methods it was designed to supplant and, incidentally, marks that man as a genius. Some philosopher said:

"Let a man preach a better sermon, write a better book, make a better mouse-trap than his neighbor; so he builds his house in the woods, the world will make a beaten path to his door."

The Baltimore and Ohio wishes the active and thoughtful cooperation of all its employes in the improvement of its methods of operations to the end that it may become a more efficient organization and of greater service to the public. The Management therefore suggests to the heads of all departments, to superintendents, master mechanics and all other supervising officials, that the greatest encouragement and active support be given to the stimulation of new ideas by employes. It also urges all employes to cooperate actively along these lines and to endeavor to give the Railroad their best thought for the improvement of our operations, our methods and our service.

Those of us who are daddies remember the great vogue of the poem "Darius Green and His Flying Machine" during our boyhood years. Yet the ill-fated and comical figure of Darius trying to fly from the roof of the barn to the ground below on his improvised wings, has within the short period of a generation been transformed into the many designs of practical and comparatively safe flying machines which now are common evidences in all civilized countries of man's genius. Don't worry about being a Darius Green. Better take a chance with some new idea as he did, than to remain in obliv-

ion for a lifetime. If your first idea does not get over, perhaps the second, third or thirtieth will. And even if your idea is not immediately practicable, it will show the men who are watching your work that you are trying to do something out of the ordinary routine.

## A Good Connection



Suggestion Boxes have been placed in convenient locations all over the Railroad. They are there for your use. If you can't find one send your suggestions to the Baltimore and Ohio Magazine, where they will be referred promptly to the proper officers





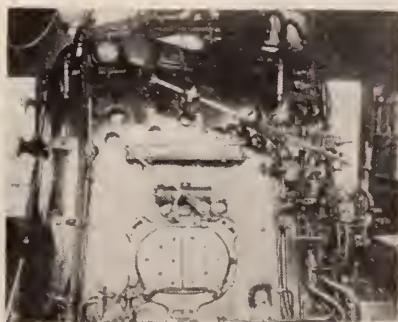
First locomotive rebuilt at Glenwood

## Glenwood Back Shop Turns Out Its First Rebuilt Locomotive

By **EDRIC C. GREAVES**, *Magazine Correspondent*

**E**NGINE 1003, a photograph of which is shown on this page, has the distinction of being the first locomotive to be built in the Glenwood Back Shop. This engine formerly belonged to the family of Class E-24 consolidated type freight locomotive, but the mechanical forces at Glenwood have converted it into an L-1-A type eight wheel modern switch locomotive.

In order to convert this engine into the switch class mentioned, the boiler of the old engine, which was No. 2292, had to be lengthened approximately fourteen inches. The frames were likewise lengthened, and an entirely new design of the front section was applied. The engine is also equipped with a superheater, the most improved and economical device for locomotive operation. The design of the main rods was changed, necessitating the manufacture of new rods. The pilloid valve motion, power reverse gear, new cylinders



Cab of engine 1003, designed at Glenwood Back Shop

and other necessary parts, such as pistons, valves, heads, etc., were applied and the brake rigging redesigned.

The building of this engine was accomplished under the supervision of the superintendent of shops and with the concerted efforts of the entire shop organization. Everyone who had a part in its construction is justly proud of the finished product.

An outstanding feature of the new engine is the accessibility of the parts in the cab which are operated by the engineer and which are very conveniently located, as will be noted by the photograph of the interior of the cab.

Engine 1003 has been assigned to switching service in the Pittsburgh passenger yard, and the engineers operating it consider it to be one of the best switch engines they have ever handled.

## Here's a New Time Saver in Handling Rail

By **F. W. HARMON**, *Correspondent Lorain, Ohio*

**T**HE accompanying photographs show a time saving device for handling frogs and rails. It was built for General Foreman J. D. Drennan, Lorain Yard. Two men can easily operate the device and lift any size frog or double frog. In the photograph, two men are picking up a double frog, constructed of 85 pound rail. They took the frog from stock pile to Car Dump No. 2 to replace a worn-out frog. The work was accomplished with two men, the old frog being carried from the car dump to stock pile, a distance of 2000 feet, in one hour and thirty minutes. The work was done under the supervision of Mr. Drennan.

Without the labor saving device it would have required more men and time to handle this job. Maintenance officers in Baltimore who have seen these pictures say that the new device looks mighty good. It is simple enough, as the pictures show, and can probably be made from them at other points where needed.

Here is a practical illustration of good headwork applied to STOP THAT LEAK! The new way is easier, cheaper, quicker—generally more efficient. Congratulations, Mr. Drennan!



Labor saving device for lifting frogs and rails, the invention of General Foreman J. D. Drennan, Lorain Yard

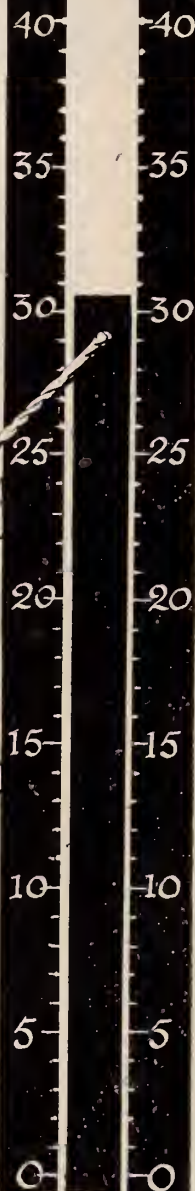
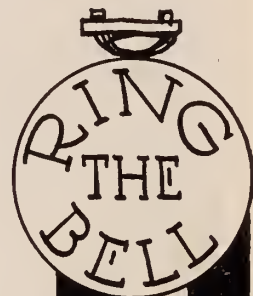


# September Actual Car Miles Show Hard for Leadership. Cold Weather

Actual Record, September, Excluding Bad Order Cars

Eastern Lines	- - - - -	30.8 Miles per Car per Day
Western Lines	- - - - -	30.6 Miles per Car per Day
System	- - - - -	30.7 Miles per Car per Day

WESTERN LINE DIVISIONS	Best Previous Weekly Average	Week Best Average Made	ESTIMATED—WEEKS OF			
			October, 1923			
			1-7	8-14	15-21	22-31
New Castle	46.8	4-21-23	31.1	30.7	31.6	32.3
Cleveland	35.1	10-14-20	26.7	26.2	23.7	23.7
Newark	47.0	4-30-12	25.4	24.2	24.7	24.8
Chicago	51.4	4-14-23	42.9	46.5	43.1	45.2
N. W. District	39.0	4-14-23	32.0	32.0	30.9	31.4
Ohio	81.2	4-21-16	56.6	61.8	65.3	68.6
Indiana	33.6	2-21-20	27.3	26.1	27.7	26.1
Illinois	34.0	9-7-16	25.5	25.6	22.5	25.2
Toledo	31.9	12-7-20	27.9	29.4	26.4	23.7
S. W. District	33.0	10-21-20	30.3	31.1	29.5	28.3
Western Lines	35.3	5-7-23	31.2	31.6	30.3	30.0
System	34.7	4-21-23	30.8	31.1	30.2	30.4





# Western Lines Pushing Eastern Will Test Ability to Maintain Standard



## EASTERN LINE DIVISIONS

Best  
Previous  
Weekly  
Average

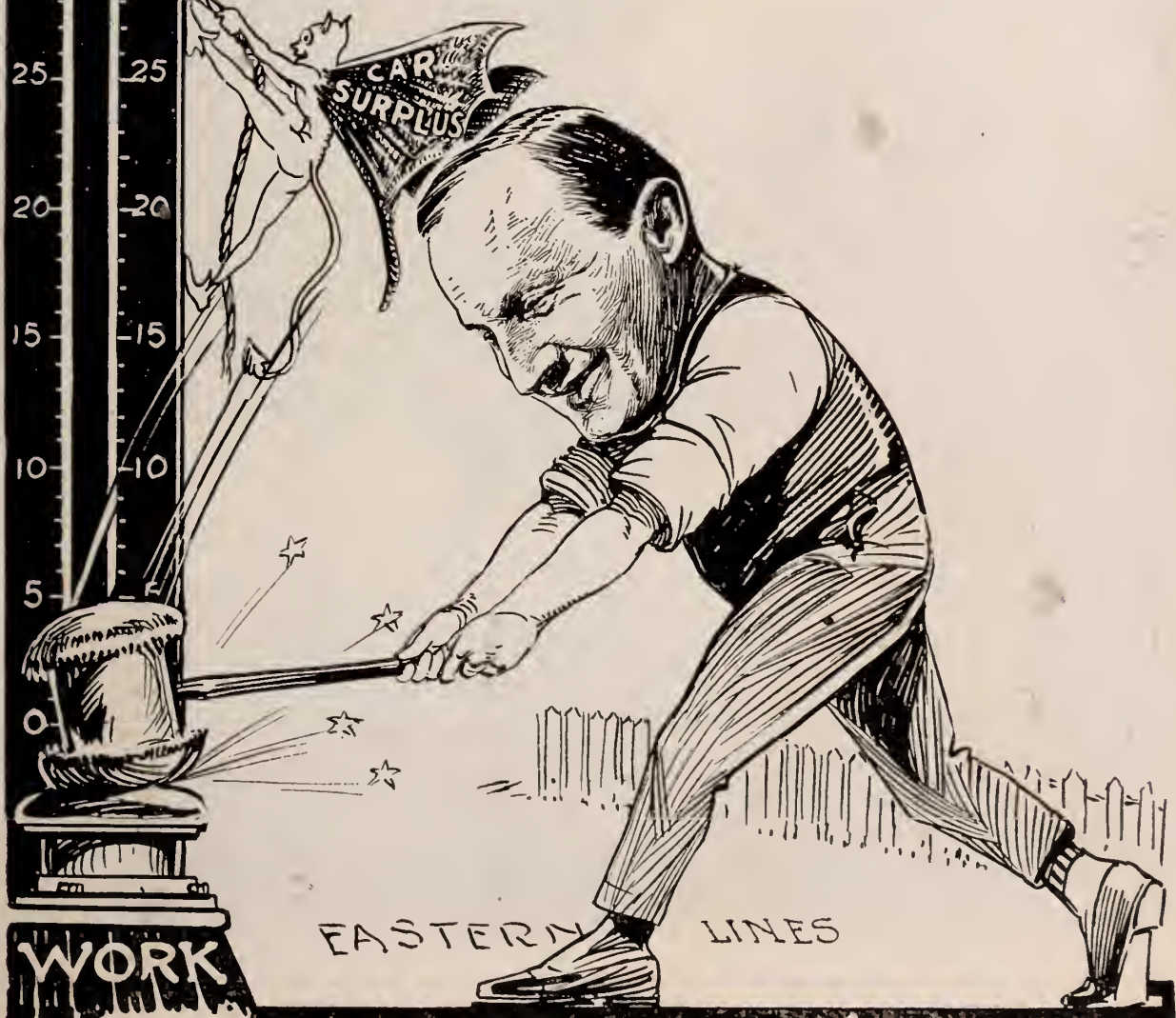
Week Best  
Average  
Made

## ESTIMATED WEEKS OF

October, 1923

1-7 | 8-14 | 15-21 | 22-31

Philadelphia.....	80.2	6-30-15	62.5	65.2	61.8	68.6
Baltimore.....	19.3	10-21-23	17.4	19.0	19.3	17.5
Shenandoah.....	29.8	1-21-14	15.4	15.7	16.9	14.5
Cumberland—East.....	103.3	5-14-23	83.7	76.3	82.1	86.6
Cumberland—West.....	94.3	6-21-23	74.0	76.3	75.0	69.6
M. & K. Branch.....	18.7	11-7-22	12.8	16.2	9.4	10.2
Cumberland—Total.....	91.4	5-14-23	76.3	73.7	75.0	76.0
Maryland District.....	45.7	7-21-23	43.0	44.5	44.6	43.2
Monongah.....	21.5	5-7-23	15.4	15.2	15.4	15.3
Wheeling.....	20.3	8-7-20	12.2	13.2	11.8	13.3
Ohio River.....	44.7	6-7-16	29.2	35.7	29.2	32.4
Charleston.....	21.7	6-7-23	13.8	11.9	13.3	14.5
West Virginia District.....	21.0	6-7-23	14.6	15.1	14.4	15.4
Connellsville.....	44.4	4-7-23	28.7	28.4	29.6	32.4
Pittsburgh.....	48.5	4-7-23	40.3	37.4	34.9	35.2
Pennsylvania District.....	46.3	4-7-23	34.6	32.9	32.3	34.0
Eastern Lines.....	34.9	5-14-23	30.3	30.7	30.1	30.8





# The Success or Failure of the Apple Crop Means Success or Failure for the People in the District



*Photos by Barr, Winchester, Va.*

1. The young apple trees. 2. Apple tree in full bloom. 3. The owner looks over his crop. 4. Where the empty barrels come from



# "Apple Pie Ridge" Apples Go All Over the World

And the Baltimore and Ohio Helps Get Them There

By M. W. JONES, Assistant Editor

WHERE is Apple Pie Ridge? We have asked many people this question and the usual answer is "Never heard of it." And what is more remarkable, it is located right on our own Baltimore and Ohio Railroad, less than two hundred miles from Baltimore. It extends from Martinsburg, W. Va., to Winchester, Va. The story is told by local people that in the old days, when farmers were driving cows, etc., through this territory, they could always be sure of having apple pie for lunch, and so the ridge developed its present name. It is in the heart of the apple territory of the Cumberland and Shenandoah Valley Divisions.

The past two or three years have been poor ones in the apple industry, but this year, the crop is excellent, being almost equal to the banner production, and so it will be of interest to our readers to learn something of the industry which brings so much revenue to our Company and—in good years—prosperity to the producers.

A trip to the thriving town of Winchester, Virginia, on the Shenandoah Division, is well worth while. New cold storage plants have been constructed, with a capacity of approximately 450,000 barrels. Last year a large quantity of apples was brought from the Hood River district of Oregon and the Wenatchie district of Washington State. After having been stored in transit at Winchester, they moved to the markets of the Atlantic Seaboard. There are also large bi-product plants where cider vinegar is made, canning plants where apples are canned and other similar industries.

In talking with one of the largest apple producers in Winchester, we asked him, "What does the apple industry mean to your town?" He replied, "It is the life or death of the town. Probably 10,000 people depend on it, directly or indirectly. In good years, Winchester is prosperous. When the apple crop is poor, Winchester is also poor, and as you know, it seriously affects the revenue of your Company when the apple crop is damaged by frost, or for other reason." It is expected that this year, the Shenandoah Valley Division will give 1,200 cars of apples to the Baltimore and Ohio.

The apple pickers in Shenandoah District, which includes such towns as Winchester, Charles Town, etc., are secured from the mountains nearby. There is about two month's work, and a trip through an orchard will often show you father, mother, big brother and little sister all at work picking apples. Practically nothing is done to the trees during the winter. Some farmers spray

their trees in the fall, others do not. But in the spring the real activity commences. Trees are pruned, sprayed and ground cultivated and preparations made for the crop.

This year, the apples have an exceptionally fine red color. Upon being asked why this was, our informant replied "The cold nights have done it."

Frederick County, Virginia, in which Winchester is located, is the heaviest apple producing county in the State of Virginia; Augusta County, in which Staunton is located, is the second heaviest. The Baltimore and Ohio Shenandoah Division traverses both counties.

At Winchester, there is an association known as the Frederick County Fruit Growers Association, composed of practically all the apple orchard owners in the county. They fix rates for labor, order spraying material and do anything necessary to promote the interest of the members. Practically all the apples in this county are disposed of through brokers and exporters. The apples go all over the world, the export figures being from 25 to 35 per cent. of the total crop. Four to five

million gallons of cider vinegar are manufactured and the orchards range from 50 to 250 acres. The principal apples grown are York Imperial, Jonathan, Grimes Golden, Ben Davis, Delicious and Stayman Winesap.

One of the most delightful experiences a lover of nature could have is a trip through the apple orchards in the vicinity of North Mountain, near Martinsburg. One of the largest orchards there is owned by The Back Creek Valley Orchard Company, and through the courtesy of Mr. Cecil Wood, vice-president, the writer was taken on a trip through mile after mile of apple trees, all loaded down heavily with the luscious fruit. Many trees are so heavily loaded that the branches have split under the weight, and in some cases the trees themselves have split near the ground. This naturally made us ask our guide what was done to repair the damage in such cases. "Tree surgery," he replied. "If the break is at a small branch, we cut it off. If it is down in the stump of the tree, we bore a hole through, put in a bolt, with a piece of wood at each end to avoid damaging the tree, and then tighten it up." The Back Creek Orchard is 500 acres in extent and has about 20,000 trees producing, and a good average production is one barrel per tree.

The first apple trees are said to have been planted in Berkeley County in 1873, but only during the last fifteen years have they been grown intensively for commercial purposes. W. S. Miller of Gerrardstown was the first man to plant apple trees intensively.

An interesting operation is that of grading the apples. On the orchard is a small plant, with machinery for this purpose. It is a long belt, in which are holes of various sizes. The apples are fed to the grader and the first ones to drop through the perforated holes are the culls, which go off in a chute into a container. Similarly the sizes to follow are two inches, two and one quarter inches, two and one half inches and larger, each of which find a way automatically to a compartment from which they are packed directly into the barrels. Anything under two inches is discarded and sent to the vinegar mill, which is located at Martinsburg. Export apples are packed very tightly in order that they will not be bruised on their long rail and water trip.

The Cumberland Division crop is disposed of principally through a selling agency, although a few of the producers handle their product direct. The Martinsburg storage capacity is 50,000 barrels and the principal agencies located there are the American Fruit Growers, Eastern Fruit Growers, Associated Orchards, Martinsburg Fruit Exchange and Cumberland Fruit Exchange.

The crop this year from the Cumberland Division alone will give 3,000 cars to the Baltimore and Ohio, while the entire production from what is known as the Eastern Pan Handle of West Virginia will be in the

## Find Apple Tree That is 150 Years Old

What is believed to be the oldest apple tree in this section, perhaps in the entire Cumberland Valley-Shenandoah Valley apple belt, has been discovered in Berkeley county. Furthermore it is still bearing fruit despite its age, and the fruit is of good size and richly colored. It is an old-time Hemp apple tree at the home of D. N. Kees, Jones Spring, and several specimens of the fruit are on display in the *Journal* office window. When a boy, Mr. Kees, now in the eighty-seventh year of his age, ate of the fruit of this tree and even at that time it was regarded as being very old. Within the past few years he made it his purpose to look up old documents and records and found sufficient evidence to lead him to believe the tree was planted at least 150 years ago. There are very few trees of this variety in existence in this locality. J. E. Kees, of Philadelphia, the well known apple buyer, brought the specimens of fruit to the *Journal* office.

—Martinsburg Journal



# The Harvest on Apple Pie Ridge



*Photos by Barr, Winchester, Va.*

5. A fine branch of Winesaps. 6. Apples everywhere! These are culls at the bi-product plant. 7. Picking, grading and packing. 8. A typical bi-product plant



# From Orchard to Pie



Photos 9 and 10 by Barr, Winchester, Va.

9. On the way to market. Until recently, barrels of apples were brought to Baltimore and Ohio stations in "trains," such as shown here, by tractors. Now, however, these heavy tractors are not permitted to use the roads and the apples are brought in on motor trucks. 10. Agent Canter, Winchester, Va., helping to load the cars. 11. A typical fruit stand in Lexington Market, Baltimore. 12. The final destination. From Apple Pie Ridge to Baltimore and Ohio Apple Pie, baked on the dining cars





FINAL COMMITTEE REPORTS ON GALLOWAY-FRIES DAY WERE GIVEN AT DINNER IN CINCINNATI ON OCTOBER 18

Head table, left to right: H. B. Voorhees, G. W. Sturmer, J. J. O'Donnell, J. H. Meyers, T. J. Murphy, J. H. Hughes, M. R. Waite, Opposite: W. Malthaner, C. R. Elkins. Left table, back to front, left side: G. D. Brooke, R. L. Galleher, L. A. Cordie, H. E. Duncan, W. T. Darling, J. M. Burke, R. I. Higgins, W. S. Morton, E. G. Sweeney, Right side: C. D. Douglass, R. B. Fitzpatrick, G. J. Beckman, W. J. Allison, W. A. Eggers, Right table, back to front, left side: E. L. Williams, G. W. Arnold, H. A. Iuler, D. A. Galinari, W. E. French, J. S. Jelleff, T. J. West, Frank Nock, Right side: E. B. Russell, G. R. Galloway, C. E. Fish, C. J. Cleary, W. B. Brice, W. C. Owens, J. L. Flanagan, J. J. Flanagan, W. P. Cahill, H. S. Stansbury

neighborhood of one million barrels. The Cumberland Division crop will be gathered between Harper's Ferry and Keyser, including the Berkeley Springs and Romney Branches, and the stations shipping, and estimated number of cars are: Kearneysville, 400; Martinsburg, 300; North Mountain, 800; Berkeley Springs, 200; Paw Paw, 250; Romney, 400; and Keyser, 300.

Apple trees are grown from seeds. The crab apple seed is most generally used. After the seedling is one year old, it is grafted or budded with whatever kind of apple is desired. The trees bear at from four to eight years and the maximum bearing is reached at from 18 to 23 years. However, our informant says that with proper care and cultivation, the trees should bear indefinitely.

That the life of the apple farmer is not all roses will be understood from the following story told by Mr. Wood. He said: "Last spring, when the trees were commencing to blossom, as you know we had some rather cold weather. One evening, when I arrived home, the thermometer registered 33. I called up my man at the orchard and asked him how it looked. He replied that the outlook was not encouraging, that the temperature was only one degree above freezing, and that the indications were it might get colder. Naturally, I was considerably worried. Later in the evening, I called him again, and was relieved to hear that the thermometer had moved up one degree and that a light rain was falling. However, you may imagine that I spent several what you would call 'thrilling' hours waiting to see if my entire year's income was going to disappear in a night."

In Martinsburg and vicinity, labor for picking the apples is secured locally as far as possible, and in some cases through agencies in Baltimore. The latter is not so satisfactory, for the reason that the men do not stay. The apple pickers are paid usually by the day, with board and lodgings furnished by the farmer. In some cases they are paid by the barrel, when a nominal charge is made for board.

To assist in the movement of the apple crop and to render proper service to our patrons, seven box cars have been set off and properly fitted up at North Mountain station, for the storage of apples. One man cannot load a car of apples in a day, that is, the small shipper. Therefore he stores his apples in one of the cars assigned to his use until he has a full carload, and thereby saves cars, loads quicker when he is ready to do so and in case of a car shortage the shipper can bring his apples to the station and have them stored until the cars arrive. To date, there has been practically no shortage of cars, all demands of our patrons being promptly filled. A new siding of 15 cars' capacity has just been completed at North Mountain, which gives a siding capacity of 45 cars at that point and takes good care of the needs of the



shippers. Other improvements being considered by the local people at North Mountain are a cold storage plant and a bi-product plant.

Appreciative acknowledgement is made of the assistance rendered in gathering the data for this article by Mr. Boyd R. Richards, Winchester, Va., Mr. Cecil Wood, North Mountain, W. Va., Mr. John W. Stewart, Martinsburg, and Division Freight Agents J. L. Hayes and R. J. Beggs. The latter two gentlemen, with their travelling freight agents, are spending all the time necessary in the apple districts in order that prompt service may be given and the wishes of our patrons promptly filled. At North Mountain, also, Assistant Trainmaster Gearhart, of Cumberland, is making his headquarters while the apple shipments continue, so that he may personally take care of the requirements of all our patrons.

### Navy Day Celebrated on October 27

**W**HAT does the Navy mean to you? How much did it mean to you, personally, before the World War? What did it mean to you during the War? And what will it mean to you and your children in the future?

These are the questions that were brought to our attention on October 27 when the United States celebrated Navy Day.

For the prosperity of our country, for the future of its citizens, for the maintenance of the rights and the ideals of the United States in her relationships with foreign nations, it is necessary that we, her citizens, shall be aware of the Navy's activities, its principles and its functions. To this end the Navy League has been conducting an educational campaign, that the people, to whom the president of the Navy



The son of General Foreman of Elevators C. E. Wood, Baltimore, who always flies his Capitol Limited kite above all others - where it should be

League, Robert W. Kelley, has ascribed the title, "the Navy's stockholders," shall know what the Navy is doing.

On October 27, Navy Day, the service of the Navy was particularly recognized, the day when the heroes of the Navy, past and present, were honored. Those who know the horrors of war and who seek, through strength, to maintain the nation's peace, are more than entitled to recognition.

On August 23, Theodore Roosevelt, acting secretary of the Navy, wrote:

"It is the right of our people to be fully informed on the vital problem of national defense. The Navy is our bulwark. Behind its protection our people are able to carry on their lives, develop their ideals, and live in the righteous peace which we so earnestly desire \* \* \* \*"

"Every man and woman of the United States, especially those with children, should make it their business to see that our treaty Navy is adequately and properly maintained."

The "Treaty Navy" to which Mr. Roosevelt refers, is the naval strength agreed to by the United States in conference with the other powers in the epoch-making Naval Limitation Conference in Washington in 1922.

### Camden Employees Will Dance Together on November 26

**O**UR employees located at Camden Station will hold their Second "Get Together" Dance on Monday, November 26, at the Automobile Club, Mt. Royal Avenue and Cathedral Street. All Baltimore and Ohio employees and their friends are invited to attend. The prices of tickets are: Single Admission, \$.75; Couple, \$1.25.

Refreshments, including ice cream, cake and soft drinks will be served without additional charge. Novelties will be distributed.

Tickets can be procured from J. B. Higden, Room 15, Camden Station.

### Engineer E. H. Brown Gets Tip on Capitol Limited

**E**. H. Brown, a Baltimore and Ohio engineer, was in a large store in the shopping district, Washington, D. C., recently. While waiting for his purchase to be wrapped up, his attention was attracted to a meeting between two business men, near him. After shaking hands and discussing the weather, etc., they started a discussion of railroads and their service. One of them said: "The Capitol Limited of the Baltimore and Ohio is the finest train I have ever ridden on. It is strictly up to date and has every comfort." The other gentleman replied, "Yes, it has surely put Washington on the map. I wish we had more trains like that."



Delegates of the Baltimore Club, National Paint, Oil and Varnish Association, leaving Mount Royal Station on special car attached to The Capitol Limited, October 13, to attend convention in Chicago



# Expediting Machine Operations at Mt. Clare Shops

Easier Work and Larger Production Are the Result of Better Coordination

By J. T. CARROLL, General Superintendent, Motive Power

THE unusual influx of work occasioned by the recent heavy repairs to cars and remodeling of locomotives presented a very difficult problem to the authorities at Mt. Clare.

The department heads were confronted with the apparently impossible task of performing the variety of machine operations necessary during the completion of the additional work on machines that seemingly were already operating to full capacity.

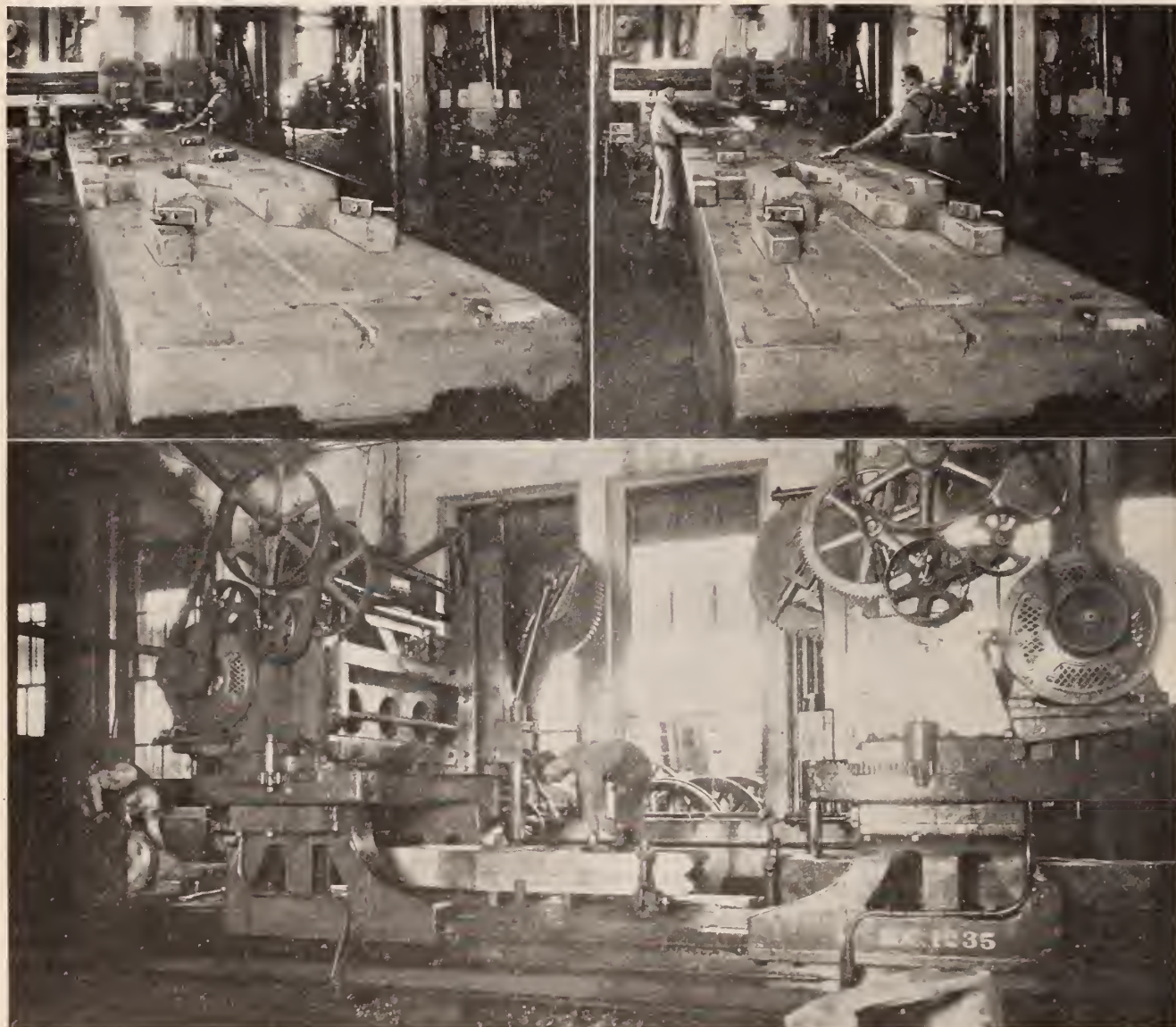
With the work coming in rapidly and with no immediate prospect of getting additional machine facilities, the need for a speedy

solution was obvious. A study of the machines on which the new work must necessarily be performed, developed some rather interesting facts concerning the manner in which time was spent on the different operations. It was discovered that while the workmen were operating the machines as efficiently as could be expected, the actual cutting time on the work constituted a surprisingly small percentage of the time required for the entire operation. This was caused by the fact that a great deal of time was necessarily spent setting up work, clamping work, grinding tools, and operating

but one part of the machine—the operator being limited in this latter connection by having but two arms and two hands.

To shorten these preliminary operations and to reduce the time between cuts, it was decided to place an experienced apprentice on some of the machines in question, to assist in their operation and to help generally. This was put into effect on four machines in No. 1 Machine Shop, viz.: boring mill, and planer used for cylinder manufacturing, and slotter and planer used in connection with machining frames and other heavy locomotive parts.

The advantage of this move was apparent immediately. On the cylinder boring mill and cylinder planer, with the assistance of the experienced apprentice, the operator saves from two to three hours on a pair of cylinders. On the boring mill the boy assists in handling the cylinder from the floor with the use of crane, to locate it



SETTING UP, CLAMPING AND MACHINING LOCOMOTIVE FRAMES AT MT. CLARE SHOPS

Upper left: Note the length of the frames to be set up and the number of clamps used, also the necessity of walking around the machine when setting up with one machinist. It requires about 8 hours to set and clamp one pair of frames. Upper right: The same operation with a machinist and an advanced apprentice. The necessity for walking around table is eliminated, as two men are available for clamping. It requires about 5 hours to set and clamp one pair of frames with the two men. The result is an increased output of the planer. Lower: A frame slotter with two heads operated by a machinist while the advanced apprentice is engaged in setting up another job on a different part of the table. This operation results in an increased output of the machine by keeping the machine in constant operation



on the machine, and helps to set up and clamp after it is located. On the cylinder planer the operator, by reason of having the additional help, is able to arrange a different set up, with himself operating one cutting head and the apprentice boy the other.

On the frame slotter the help was particularly valuable on account of the design of the machine. This machine has two heads and unless work with long straight cutting is available, it is not practicable to require simultaneous operation of both heads by the one man. Previously, on account of the nature of the work at hand, one of the heads was often idle, but with the aid of the apprentice boy, the two heads are in continuous operation, regardless of the class of work. Further, when the work permits of the operation of the two heads by one man, the other man can be setting another job on a different part of the table.

The help of the apprentice boy probably shows the greatest return on the frame planer, resulting in a saving of approximately three hours in setting up time on table load, this set up previously requiring an average of eight hours per table load. The assistance he renders the operator in setting up and clamping is of greater value here than on the other three machines mentioned, because of the size of the machine and the fact that in most instances a number of parts are machined at one time. This, of course, requires a great deal of setting up and clamping and the length of time between cuts is greater here than elsewhere. In addition to this, the massiveness of the machine and its different units does not permit a speedy movement of hand, which at best is limited by the strength of the operator. The additional help is most keenly appreciated by the workman and the moral effect on him is invaluable.

The results attained so speedily on the four machines mentioned were so gratifying



Superintendent Car Department Tatum entering the Arlington Ave. gate, Mt. Clare, on September 17. Forty-four years ago to the very day, he entered the same gate to begin his service as messenger boy.

from the standpoint of efficiency that the advisability of applying the idea generally is being considered and studies are now under way to determine where the size and class of work performed warrants its introduction.

On March 1, 1920 Mr. Tatum returned to his work as superintendent of the Car Department of the Baltimore and Ohio.

During his long railroad career, Mr. Tatum has invented many useful safety devices now largely used in railroad equipment.

## Superintendent Car Department Tatum Repeats Role He Played as Messenger Boy Forty-Four Years Ago

ON September 17, 1879, John J. Tatum, now superintendent of the Car Department of the Baltimore and Ohio, entered the service as a messenger boy at Mt. Clare. Forty-four years later to the day, as he was passing through the very same gate at Arlington Avenue which he went through on the first day of his service, his friend, T. R. Stewart, superintendent of shops, Mount Clare, took the accompanying excellent and significant photograph of him.

Shortly after beginning his service at Mt. Clare, Mr. Tatum took up apprentice work and in 1885 was made a car builder. He was promoted successively, in 1886 to inspector at Baltimore and Philadelphia; 1887, gang foreman, Baltimore; 1888, steam

heat inspector, line of Road; 1889, assistant foreman, Mount Clare; 1898, general foreman, Camden and Baileys; 1900, chief car inspector, Pullman, Illinois; 1902 and 1907, general car foreman, respectively at Baltimore Terminals and Mount Clare; 1907, superintendent, Car Department of the System.

On April 1, 1918, he was appointed manager of the car repair section of the United States Railroad Administration and served in this capacity during the entire war period, being in charge of the building, conditioning and repairing of all passenger and freight cars in all railway shops under Federal control. His handling of this important work during so critical a period gave splendid satisfaction to the Administration.

### Steel Rail for 1924

ANNOUNCEMENT was made on October 2 that the Baltimore and Ohio had placed orders for 50,000 tons of steel rails, to be delivered during 1924, as follows:

Carnegie Steel Co., Pittsburgh, Pa.	25,000 tons.
Illinois Steel Co., Gary, Indiana	4,000 tons.
Cambria Steel Co., Johnstown, Pa.	10,000 tons.
Inland Steel Co., Indiana Harbor, Ind.	3,000 tons.
Be'lehem Steel Co., Steelton, Pa.	8,000 tons.

Total . . . . . 50,000 tons.

All of this is 100 pound rail except 5,000 tons of 130 pound. It is expected that delivery will commence early in the year and be completed during the first six months.

Including track fastenings, etc., the cost of this material will approximate \$4,300,000.

Orders were also placed with the Inland Steel Company, Indiana Harbor, Ind., for 2,000 tons of rail for the Baltimore and Ohio Chicago Terminal Railroad, at Chicago.



## How the Fairmont Veterans "Get Their Names in the Newspapers"

THOSE of you who pick up the newspapers of Fairmont and read all about the happenings of the folks in the Veteran's Association are, perhaps, totally unaware of the manner in which these happy folk manage to get so much publicity. There is a secret connected therewith. Do I dare to reveal it? Perhaps I'd better see Mrs. Harry Fleming, or Mrs. Bartlett, or Mrs. Swisher, or one of the others of the many Baltimore and Ohio woman who do

so much to make the meeting evenings pleasant for their husbands of the Veteran's Association. Read on.

On the evening of September 21, the Veterans held their usual monthly meeting. Seven-thirty to eight o'clock found the womenfolk coming down the hills to the hall in which the meetings are held. Each carried a mysterious looking package. If one had wanted to be actually "nosey," he would have lifted the paper covers of

these mysterious-looking packages. What would he have found therein? Well, one was a basket of sandwiches, another a kettle of fruit salad, and still another a package of cake and a pound or two of coffee. And why? The curious person asked one of them after the party had arrived at the K. of P. Hall.

"We've got to feed the Veterans if we want to bring them out to meetin'," the lady declared, spreading on the butter and filling up the coffee pot.

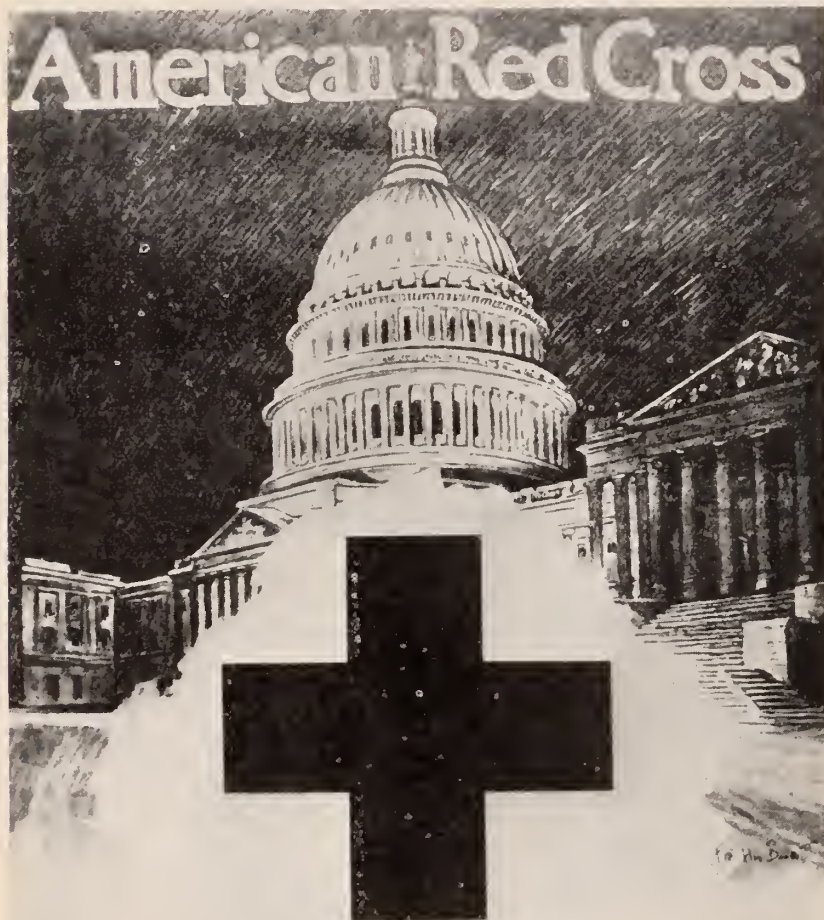
"And see our new dishes," proclaimed another. "These are the dishes and this is the cabinet that Mr. J. M. Scott gave us. Ours is the J. M. Scott Auxiliary, you know. And he comes down here sometimes to enjoy the evening with us and to help eat out of the dishes."

The meeting was called to order by Mrs. Wittman, for the ladies. President Fletcher being absent because of having to make an extra run, Mr. Shafferman took charge in behalf of the men.

After the opening hymn, "America," Brother Shafferman made an interesting report on the trip to Cincinnati on Galloway-Fries Day. He then advised that the meetings hereafter will be held on the fourth Friday of each month. The Veterans and the Ladies then went into their respective sessions. The business of the evening was soon disposed of and the evening's entertainment program was begun. The announcements were made by Mrs. Wittman.

Miss Lucille Staley gave a group of songs. Miss Staley had just returned from a visit to the West and her welcome home was a cordial one. The assembly missed the songs of Douglas Fleming, who, because of the absence of his accompanist, was unable to entertain. A talk on her trip to France was given by "Aunt Mary," associate editor of the MAGAZINE, and the Veterans amused themselves afterward by asking all sorts of funny questions concerning the French people, particularly in connection with their habits outside of the three-mile limit. "Aunt Mary" also made an appeal to the women of the Baltimore and Ohio to help her in her efforts to make our Women's Department one of the finest of any magazine in the country. Our women have a big opportunity here that women in other businesses do not. The making of a happy railroad man depends in a great measure upon his wife. Household worries and indigestion are the two things that will probably do more to make a poor railroader of a good man than any other two elements combined. The Fairmont women promised their hearty co-operation.

Miss Donna Adams then gave several delightful piano solos. Brother Shafferman made an interesting little address in which he urged the members of the Association to attend regularly. He also spoke of the value of these get-together meetings, of friendship among our members, and of



Chartered by Congress  
To Relieve and Prevent Suffering  
In Peace and In War  
At Home & Abroad

### THE AMERICAN RED CROSS

The American Red Cross holds its Seventh Annual Roll Call from Armistice Day to Thanksgiving, November 11 to 29.

Activities of the Red Cross, for which it is asking the support of the American people, include work for disabled ex-service men and their families, service to the regular Army and Navy, Disaster Relief, First Aid, Life Saving, Enrollment of Nurses, Public Health Nursing, Home Hygiene and Care of the Sick, Nutrition Service and the Junior Red Cross.

This is the one appeal which the Red Cross makes during the year. It needs your support. Won't you give it?





THESE MEN HELP TO MOVE THE APPLE CROP FROM WINCHESTER, VA.

Left to right: Operator-Ticket Agent M. B. Murman, thirty-two years service. Still single, but—watch him jump when the Buick sedan toots three times! H. C. Miller, H. R. Shaver, Agent J. H. Canter, L. B. Grimm and R. E. Johnson

the mutual service that we can be to each other to the end of making better, happier, and more efficient railroad men and women.

Brother Downey then announced that there had been presented to the local chapter a record of all injured employes during the service of Dr. Broomfield. This book is particularly interesting from the standpoint of Safety.

Then came the "eats," which were well worth the attendance of any Veteran.

And now, shall I tell you the secret? After the fun was over and everybody was ready to say good night, Sister Fleming and an accomplice in the dark deed slipped away into the darkness of the night and over to the office of one of Fairmont's leading newspapers, carrying in her arms a big package. Eats for the editor! Ah, so that was it.

Next morning the *Fairmont Times* carried a half-column story of the Veteran's meeting.

The motto of this story is: They all fall for something to eat.

### Employes' Seventh Annual Ball, Wheeling Division

THE Seventh Annual Ball of the Wheeling Division, Baltimore and Ohio Employes, will be held at Convention Hall, Market Auditorium, Wheeling, W. Va., on Thursday, December 28, 1923. Heinie Kutsch and His Band of Ten Men and entertainers will furnish the music for the dance program. Novelties will be introduced at this event and the decorations will be elaborate, being carried out in Baltimore and Ohio effects to the fullest extent. Special trains will be provided. It is hoped to make this the largest of any annual ball and no expense will be spared to entertain all employes, families and their friends. Everybody is cordially invited.

Now is a good time to play Santa Claus to some of your friends by asking them to use the Baltimore and Ohio for holiday travel!

## North Baltimore, Ohio, Celebration Betokens Amazing Growth of the Railroad

IDEAL weather favored the Golden Anniversary celebration of the arrival of the first Baltimore and Ohio train at North Baltimore, Ohio, on October 9, 10 and 11.

The first train entered North Baltimore in charge of Conductor Frank Swinehart, who was an honored guest at the celebration. The first depot was in B. L. Peters' store, and the first platform was constructed of logs and located where the handsome Beacon Block now stands. The first engine was the Thomas Riley, weighing 20 tons.

Today, the Baltimore and Ohio has over 5000 miles of main line, and its equipment consists of approximately 2600 locomotives, 97,000 freight cars, 1300 passenger cars, 2300 work and other cars. The engines today weigh as much as 300 tons. Twelve passenger, two express and 36 freight trains pass through North Baltimore each 24 hours.

Fifty years ago, October 7, the citizens of

a hamlet then known as New Baltimore, a hamlet composed of two stores, a school house and a few dwellings, with plenty of mud and surrounded by forest, celebrated the arrival of the first Baltimore and Ohio train. Today, the 3000 inhabitants of North Baltimore, proud of its well lighted and paved streets, its two fine schools and five churches, celebrate the fiftieth anniversary of the important event.

October 9 was Pioneer Day. The notable feature of the program was the parade of scores of floats, decorated automobiles, school children and teachers, etc. A band led the parade, followed by automobiles conveying some of the pioneers. In the afternoon the opening address was made by Mayor Fulton, A. H. McMillen acting as chairman of the meeting. Vice-President Charles W. Galloway stopped at North Baltimore to speak to the assemblage. He outlined the policies and needs of the railroad and the importance, both from the standpoint of the public and the railroads, that the Roads be allowed to grow and develop without hostile legislation. Addresses were also made by former residents of North Baltimore.

October 10 was Baltimore and Ohio Day. The Railroad was represented by General Superintendent D. F. Stevens, General Passenger Agent G. W. Squiggins, Division Passenger Agent G. F. Scheer, Division Freight Agent D. E. Sullivan, E. L. Bangs, who had charge of the railroad exhibit, and many local employes. Agent F. W. Paden, who is president of the Commercial Club, under whose auspices the celebration was held, was on many of the committees. W. H. McMillen, North Baltimore, was in charge of the entertainment committee on Baltimore and Ohio Day. The success of this day was due, in a large measure, to the



Agent F. W. Paden, North Baltimore, Ohio, and Chairman of the Commercial Club, which had charge of the celebration, standing in "vestibule" of the old coach "Nova Scotia"



hard work of Mr. McMillen. He met all trains and cars, took personal care of strangers and in every way made the day enjoyable to the visitors, a number of whom were entertained by him at lunch in his beautiful home in North Baltimore.

The Baltimore and Ohio exhibit consisted of the old engine "Atlantic," one of the latest type freight engines of the 4400

class, and the old coach "Pioneer." The *North Baltimore Times* says:

"The Baltimore & Ohio Railroad has the thanks of the business men and the citizens generally for the cooperation in the celebration. The bringing of the 1832 engine here and the ancient coaches with their history and stories of the early days of transportation, made a very valuable con-

tribution to the celebration. The placing of the big freight engine in contrast afforded an example of the advance in transportation. The display was not only sent here, but men were in charge to show off the display. The withdrawing of the big engine from use for three or more days entailed a loss of service in the neighborhood of a hundred dollars a day. The services of the



SOME OF THE PEOPLE WHO HELPED NORTH BALTIMORE CELEBRATE ITS "GOLDEN ANNIVERSARY"

1. Left to right: Road Foreman Del Hartle, George Smith, E. L. Bangs in charge of exhibit, Machinist William Mahel, who acted as fireman for the "Atlantic."
2. Night Clerk Harry Blecker.
3. Frank Swinehart, who came with the first train to North Baltimore.
4. Frank, son of Agent Paden. "A chip off the old block."
5. Chairman W. H. McMillen and the Mayor of North Baltimore.
6. Milt Urie, Chairman in the Engineering Gang, who helped to survey the right-of-way through North Baltimore, and T. J. Frazier, of Tax Department, Tiffin, Ohio.
7. Division Passenger Agent Scheer, General Passenger Agent George W. Squiggins.
8. Mrs. Elsie Melroy Chief Clerk to Agent.
9. W. E. Borin, in charge of exhibition engine 4328. Garrett, Ind.



railroaders who were sent here at a cost to the Railroad of hundreds of dollars. Also, the visits of the Railroad officials to this place tends to make the town favorably known along the entire system."

One of the visitors at the celebration was T. J. Frazier, who was a transitman in charge of the survey of the Baltimore and Ohio between Tiffin and Defiance. Mr. Frazier is now in the service of the Tax Department. Mr. G. W. Urie, who is no longer connected with the Railroad, was with Mr. Frazier on the survey, and was also a visitor on Baltimore and Ohio Day. Speeches were made on October 10 by General Superintendent Stevens, General Passenger Agent Squiggins, Division Freight Agent Sullivan, Mr. Bangs and other officers present.

Frank Swinehart, now 72 years of age, who brought the first train to North Baltimore, who was the guest of honor, has many interesting stories to tell of the early days in railroading. He said:

"North Baltimore was quite a pleasant place those days. I think there were six houses. Maybe one of them was a general store. I remember that when we brought our train to the end of the track, we asked someone where the town was. He pointed to the little group of houses and grinned.

"The locomotive which pulled the train to North Baltimore was the 'Thomas Riley,' a 20-ton engine of the Rogers type. The tracks did not run through what is now the central part of North Baltimore, but ended abruptly near the site of Rockwell's flour mill. The end of the line was blocked by a wooden fence.

"Besides the locomotive and tender, there were only three cars on the Willard-Deshler train. Of course, the trains weren't usually speedy then. They had no set schedule, and we jogged along much like a horse and buggy going through the countryside.

"There was little ballast on the tracks and we had a bumpy time of it. We bobbed up and down and swerved around like the roller-coaster at Walbridge Park."

Mr. Swinehart first worked for the Baltimore and Ohio Railroad on the Straitsville Division. He later became a brakeman on the Northern Division and remained with the Railroad for several years after the tracks were laid to North Baltimore, then called New Baltimore.

He has now retired and lives at 713 Chestnut Street, Toledo, Ohio.

Confetti, whistles, whips, balloons, red fire, laughter and noise made up the story for the final day of the celebration. Great throngs arrived all day on the Baltimore and Ohio, by train and by street car, automobile and on foot. The home comers were many, and former acquaintances met and retold stories of the days of the oil boom and many other things which have made history for their home town.

The North Baltimore Commercial Club is to be heartily congratulated on the great

work they did in putting across their celebration, its officers, to whom special credit is due, being President J. F. W. Paden, Secretary A. L. French, Assistant Secretary O. E. Sponsler and Treasurer J. W. Borough.

### W. L. Etchison, Retired Supervisor, Old Main Line, Baltimore Division

TO have completed 49 years active service, the larger part of which has been in a responsible position, would seem a life's undertaking. To have done this, and, at the age of 70 years, to retire and carry with him the love and respect of those working under him, is a beautiful accomplishment. To have carried the load of keeping the Old Main Line from Relay to Frederick Junction always ready to handle the heaviest traffic in its history, to the admiration of his superiors, is ample proof of business success. Supervisor W. L. Etchison, Old Main Line, who retired from active service on April 19, 1923, is the man who did this.

To honor him his foremen and section men gave a dinner at Mt. Airy on August 12, and as a token of their appreciation of his kindly and just stewardship, presented him with a beautiful ring.

Those officials most closely associated



W. L. Etchison, Retired Supervisor

with Mr. Etchison during the past few years, also gave a dinner in his honor at Ridgeville, on August 18. All his old foremen were present. After the dinner Mr. Etchison was presented with a beautiful fowling piece by the officials. It is anticipated and hoped by all that for many years Mr. Etchison's undimmed sight may permit him pleasurably to increase his larder by the accurate use of this gift.

## General Office Baseball League Closes Season with Field Day

THE Baltimore and Ohio General Office Baseball League closed its 1923 season on Saturday, September 29, with a Field Day at Druid Hill Park for members of the various teams. Six events were scheduled and competition was keen among the contestants. The final results, with prizes indicated, were as follows:

#### Fungo Batting for Distance

- 1st—J. E. Boland—337 feet—Mt. Clare—One pair baseball shoes.
- 2nd—C. A. Eisenacker—319 feet—Mt. Clare—One fielder's glove.

#### Beating Out Bunt Hit—Home plate to first base

- 1st—C. E. Leatherbury—3½ seconds—Treasury—One first baseman's glove.
- 2nd—W. A. Hanna—3½ seconds—Mt. Clare—One fielder's glove.

#### Circling Bases Against Time

- H. E. Eyerly—16 seconds—Mt. Clare—One fielder's glove.
- L. A. Dunphy—16 seconds—Treasury—One fielder's glove.
- E. R. Williams—16 seconds—Mt. Clare—One fielder's glove.

#### Throwing Baseball for Accuracy

- 1st—N. Summers—5 inches—Treasury—Catcher's glove.
- 2nd—G. A. MacMillen—1 foot, seven inches—Mt. Clare—One first baseman's glove.

#### Throwing Baseball for Long Distance

- 1st—C. E. Leatherbury—321 feet—Treasury—One pair baseball shoes.

- 2nd—C. A. Eisenacker—291 feet—Mt. Clare—Three bats.

#### Throwing Baseball for Long Distance (Managers Only)

- 1st—R. E. Ward—279 feet—Treasury—Sweater.
- 2nd—Ray Poole—260 feet—Transportation—One fielder's glove.
- 3rd—G. T. MacMillen—212 feet—River-side—One fielder's glove.

At the conclusion of these events the award of the cup was made to the Mt. Clare team as champions of the Baltimore and Ohio General Office Baseball League for the year 1923.

A post season series of three games was arranged for between the strong Washington Terminal team and the champions of the League—Mt. Clare. The first game was played at Washington on Wednesday, September 26. This was won by Washington with a score of 4 to 3.

The second game of the series was played at Druid Hill Park after the award of the championship cup, and was also won by Washington, score 5 to 2.

WELFARE DEPARTMENT

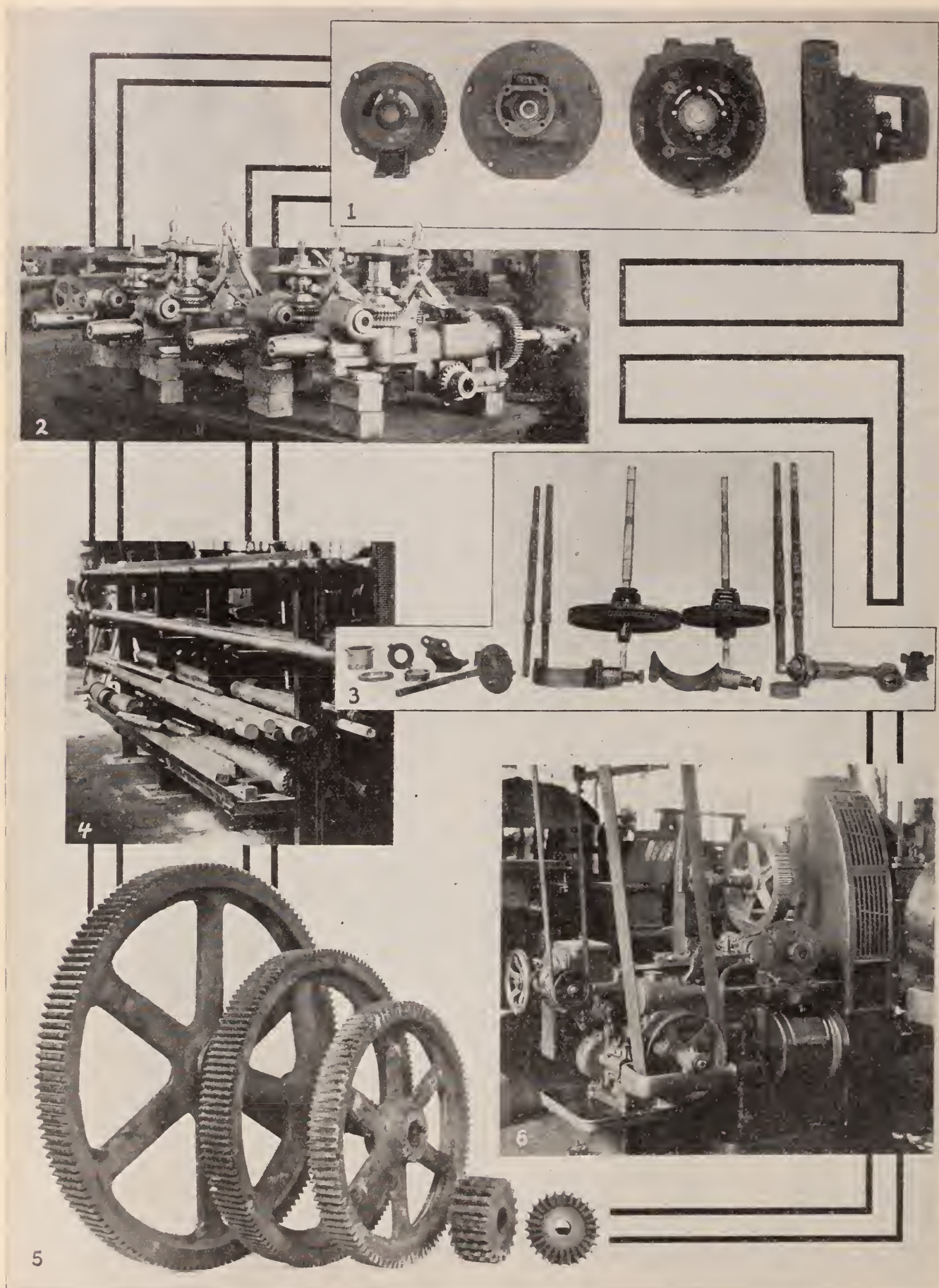
Issued October 2, 1923.

### The Man at the Top

is the man who has acquired the habit of going to the bottom of things!

—J. C. WILKINS, Inspector Fuel Service





#### SYSTEMATIC PLANNING OF WORK SAVES MONEY AT MOUNT CLARE SHOP

1 and 3, Reclaimed parts of Turbine Headlight Generators. 2. Heads for 4 spindle drill press. 5. Gears cut on automatic gear cutter. 6. Automatic gear cutter



## Savings Are Best Effected through Systematic Planning

By W. J. BAUMAN, Assistant Foreman, No. 3 Machine Shop, Mt. Clare

ONE of the greatest losses to any corporation is the large material waste occurring when ends are cut from lengthy material. So as to reduce this loss to a minimum we have designed and installed the material rack, illustrated. Here these ends, together with bar stock, can be properly piled according to size. These ends can be utilized to good advantage, creating savings far in excess of the cost of erecting the rack. This is systematic saving. (See opposite page for pictures.)

The scope of work in our shops covers particularly the repairing, installation and maintenance of machinery at Mount Clare, together with the manufacturing of parts for line of road equipment.

The four heads in the accompanying illustrations are four spindle drills in our Smith Shop. This machine is operated twenty-four hours daily and one can readily appreciate the necessity of expediting the completion of its repairs so as not to retard the output in this particular shop.

We have allotted a portion of our shop to gear cutting so as to meet any emergency that may arise in this line of work. Gears of various sizes are carried in our stock, as shown in picture. Gear cutter on which they are completed is also shown.

The following recapitulation shows that \$14,000.00 was saved within a period of five months, April to August, 1923, inclusive, on the reclamation of turbine generators, also pictured:

RECAPITULATION			
Total Purchased Cost.....	\$16,369.28		
EXPENSES			
Labor.....	\$1,087.63		
Supervision.....	163.90		
Miscellaneous Expenses.....	208.29		
Material.....	658.22		
Storehouse Expense.....	20.41		
	\$2,138.45		
Amount Saved by Reclaiming....	14,230.83		
	\$16,369.28	\$16,369.28	

In reclaiming it is necessary for us to weld the shaft, bore the frames, re-bush with new style bushing, and turn shaft to micrometer fit. This will explain the high material and labor cost in the table given above.

We feel that there is no limit to the amount that can be saved by our competent staff of efficient mechanics, who are constantly trying to "STOP THAT LEAK."

## How the Members of the Railroad Labor Board Have Voted

By BEN W. HOOPER, Chairman

THE tables given below are a consolidation of those heretofore prepared by H. H. Reed, supervisor of dockets, and cover all votes of the Board from April 15, 1921, to April 15, 1923, both preliminary and final, on all questions except wage increases and decrees, which are omitted because of the obvious impracticability of making such a tabulation reflect the facts without voluminous explanation. The matter of wage decisions may be concisely and accurately covered, however, by the general statement that all wage increases during the period have been voted by the public and labor groups and all wage decreases by the public and railroad groups.

The roll calls were not tabulated where the Board was unanimous or where only one member voted in the minority, such questions being so devoid of controversy as to serve no purpose in re-

flecting the shades of opinion on the Board. There have been several hundred unanimous decisions during the period in question. Where the identical matter had been previously voted on, or where the vote was not on the merits of the question, but merely on the jurisdiction of the Board, the vote was not tabulated.

The making of this tabulation was occasioned by the known fact that the officials of certain labor organizations were

The accompanying article was sent to our Magazine by Ben W. Hooper, chairman of the United States Railroad Labor Board. It has been our policy not to publish anything of a controversial nature in our pages, but in view of the wide interest taken among Railroad employees in the decisions of the Labor Board, we feel that, without further comment, this statement by Mr. Hooper should be placed before our readers.

Editor

making a similar tabulation affecting some of the members of the Board. The statement that the minutes of the Board have been so checked for this purpose has since been published in *Labor*, the official organ of the employees, accompanied by broad conclusions alleged to be based thereon. The immediate purpose of such check seemed to be to create the impression that the interests of the employees had not received fair consideration by reason of the bias of certain members of the Board. This was a legitimate use of a public record, provided the facts and figures were fairly given. It therefore seemed that it was due to the Board, to the parties who appear before it, and to the public that the facts should be correctly and fully stated. It may also be noted that many inquiries are made from time to time by citizens as to the manner in which this three-party Board functions.

As a matter of course, the naked votes of the Board can not show with exact accuracy where justice has lain in all these cases. It can not be presumed that the majority has always been right and the minority always wrong. The figures can only be taken as showing in a general way the various trends of opinion and shades of judgment among the three groups on the Board. No deductions are drawn and the bare tabulation of the roll calls neither commends nor criticizes anybody. Doubtless each member of the Board would readily undertake to demonstrate the justice of each of his votes.

GROUP AND MEMBER	VOTE FAVORABLE TO		TOTAL VOTES
	CARRIER	EMPLOYEE	
PUBLIC—			
Hooper.....	301	594	825
Hanger.....	205	687	892
Barton.....	413	283	696
EMPLOYEE—			
Phillips.....	7	586	593
Wharton.....	14	910	924
McMenimen.....	51	822	873
RAILROAD—			
Higgins.....	685	206	891
Elliott.....	830	95	926
Baker.....	884	17	901

Included in the above statement are 111 five-to-four votes, and upon those roll calls the members of the groups voted as shown in the following table:

GROUP AND MEMBER	VOTE FAVORABLE TO		TOTAL VOTES
	CARRIER	EMPLOYEE	
PUBLIC—			
Hooper.....	57	54	111
Hanger.....	9	102	111
Barton.....	105	6	111
EMPLOYEE—			
Phillips.....	0	111	111
Wharton.....	2	109	111
McMenimen.....	3	108	111
RAILROAD—			
Higgins.....	108	3	111
Elliott.....	107	4	111
Baker.....	106	5	111

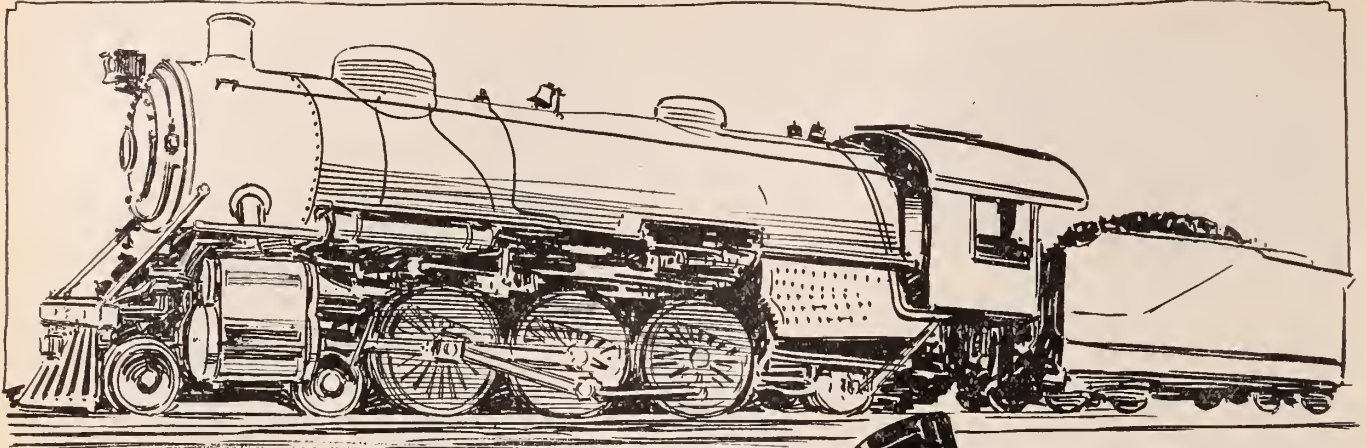
### Just Like That

First Flapper—"That conductor glared at me as if I hadn't paid my fare."

Second Flapper—"What did you do?"

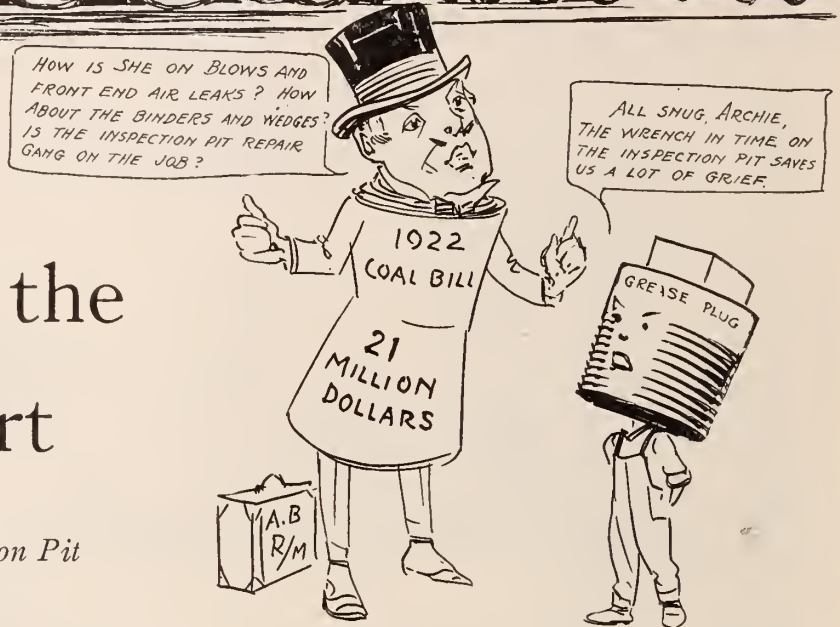
First Flapper—"I glared back at him as though I had."—*Railway Agent.*





# The Coal Bill and the Work Report

*Archie and Greasy at the Inspection Pit*



ARCHIE took a walk down toward "the shop" to see what kind of a leak his friend Grease Plug was trying to stop. Meeting at the Inspection Pit, Archie took advantage of the occasion to ease his mind of its burden on the subject of the Work Report—

"I see that you are starting at the right place to get them fixed. If you see that the Work Report shows the actual conditions and get your boss to have the defects corrected **RIGHT NOW**, you will stop **SOME LEAK**."

"As a rule, poor running time, defective conditions on the locomotive and excessive fuel consumption go hand-in-hand; so you can see that it is up to the enginemen and locomotive inspectors to report everything that tends to reduce the efficiency of the locomotive, as the inefficient machine always means more work and harder work for the engine crew and the shop forces. And the practice of neglecting needed repairs until 'next trip' because 'she will run' makes double trouble for the shop official."

## Stop That Leak !



## Officers of Western Lines Honor Former General Manager Begien at Testimonial Dinner

ON October 3 the officers of the Western Lines gathered for dinner at the Hotel Gibson, Cincinnati, to honor Ralph N. Begien, formerly general manager of the Western Lines, and now operating vice-president of the Chesapeake and Ohio Railway. A number of the executive officers of the Railroad and departmental chiefs and officers of the Eastern Lines were seated at Mr. Begien's table as guests of the occasion.

Good fellowship was the pass word of the evening, the dinner was an excellent one, and the leader of the orchestra knew how to tickle the musical palate of the guests when he led them in chorus in such popular songs of a generation or more ago as "Little Annie Rooney," "The Sidewalks of New York" and "Comrades." Morrison R. Waite, general solicitor of the Western Lines, knows that at least one strong point in the role of a toastmaster is brevity. The first toast, "Operation and Maintenance," was responded to by Vice-President C. W. Galloway. After opening with his usual well chosen story, he said in part:

### Mr. Galloway

"It is a pleasure for me to bring my tribute of respect and esteem to our honored guest, Mr. Begien, tonight. The Baltimore and Ohio did not want to lose him, but knowing that the offer made Mr. Begien was a most attractive one, it was glad to see him make the change. He is eminently fitted for his new position and it is gratifying to his friends to know that he has been thus honored. Mr. Begien is not alone among Baltimore and Ohio men who have gone to positions of greater responsibility with other railroads, and to the credit of the Baltimore and Ohio and these men be it said that all have won distinction in their new fields. Mr. Begien's name will add additional luster to this honor; roll.

"It is interesting to know that only twelve years ago Mr. Begien was a division engineer on our Road. His rapid advancement should be an inspiration to us because, although we may not all attain a position comparable to the one he has just assumed, we may nevertheless better ourselves measurably by practicing the fine qualities of application, diligent study and sacrifice which largely account for his success. It is disappointing how often we find men on the Railroad who are satisfied, men who have not the insistent determination to make themselves more valuable and thus to rise higher.

"Most of you recall that some of Mr. Begien's outstanding characteristics are restlessness, curiosity and imagination. He was into everything and he put into effect many good things on our Railroad."

Mr. Galloway then remarked that he did not think it a fitting occasion to talk in a technical sense on the subject of his address, "Operation and Maintenance," but that he felt it appropriate to call attention to the great record already made and being added to during 1923 by the railroads of the United States. He said that the facility with which the record movement of freight and passengers had been handled was adequate proof of the ability of the railroads to work out a satisfactory solution of the so-called railroad problem, and he urged that the best antidote for the agitation against the railroads and the predicted tampering with the Transportation Act, is to carry on in the same way in which operations are now being conducted, increasing efficiency, improving service and adding to facilities wherever and whenever possible. He said:

"We of the Operating Department feel that we have handled quite a job this year on the Baltimore and Ohio, but we could have done more, and we want the Traffic Department to push us so hard with a greater and greater volume of business that we will be able to keep on making even more creditable operating records.

"When I spoke of the big job we have done I did not, of course, refer only to the operating staff all the way down the line through the division officers. I wish to give special credit to the rank and file in the Operating Department—they have certainly done their work like men. I have never known so fine a spirit of cooperation as exists on the Baltimore and Ohio today. In the words of President Willard, our men certainly seem to be handling their jobs well 'not because they feel obliged to do so, but because they want to do so.'

"In again congratulating Mr. Begien on his new honor on behalf of the entire operating staff, and wishing him the greatest success, we also pledge him our hearty co-operation in whatever concerns the mutual interests of the Chesapeake and Ohio and the Baltimore and Ohio."

### Mr. Mitchell

The toastmaster next called upon F. B. Mitchell, general superintendent, Southwest District, to respond in behalf of "The Staff."

Mr. Mitchell confessed that he had been to his dictionary and there had found several definitions of the subject of his talk. The first meaning was given as a "rod," but he assured his hearers that the only way in which Mr. Begien had used the staff in this sense was to "poke out facts" and never to point it at an individual or leave a wound.

Referring to the derived definition of the word, "a body of men in charge of a large

organization," Mr. Mitchell emphasized the pleasant candor and friendliness which always characterized staff associations under the leadership of Mr. Begien.

"We were always glad to have him with us," he said, "always happy to have his counsel and guidance and association in our staff councils.

"When he came out here years ago to increase the tonnage of our trains, we did not receive him, perhaps, with all the acclaim and friendliness which we might have, because we felt that our tonnage was about as good as it could be under existing conditions. It was not long, however, before, under his leadership and planning, the tonnage had gone up materially and without interfering in any way with other standards of operation.

"Speaking for the staff, Mr. Begien, I say most sincerely that we were all sorry to see you go. We have enjoyed working for and with you. We know that further success will be yours and we hope to see you often."

### Mr. Campbell

George H. Campbell, assistant to President Willard, was next called upon to respond to the toast "Our Neighbors." He said that the understanding of what a neighborly attitude means on the part of the Railroad should not be difficult since it is only an application of the "good neighbor spirit" as it exists among householders in a community, to the larger field of the Railroad and the hundreds of communities which it serves.

"It is not news to you that the attitude of the railroads towards the public," he said, "has changed materially in the last twenty years. The necessity for a better understanding was apparent and it can be fairly stated that the railroads as a whole have done well their part to bring about this better understanding.

"Our business, through the reports made to the Interstate Commerce Commission, is open to public inspection, and we have public relations committees not only in the home office, but also on the divisions, to give the public such information as they may desire about our Road, and to keep them apprised of the progress we are making.

"It has been a part of my work to handle complaints which come to the president from all kinds of people. I have visited in this connection the French ambassador to the United States, Mr. Jusserand, to help him help some of his compatriots who were in trouble in this country. I have visited a modest little woman down in Virginia to try to make her see a little more clearly one of the necessary problems which we have to face. And it is interesting to know that with all the conferences I have had with people of this sort, people who wanted the Railroad to do this, that or the other thing for them, I have never failed to get a respectful hearing and nice courtesy.

"Going to see such people is in itself a courtesy which I take it is one illustration





IT WAS A JOLLY CROWD WHICH GATHERED ON THE NIGHT OF OCTOBER 3 IN CINCINNATI TO EID "GOD SPEED" TO FORMER GENERAL MANAGER R. N. BEGIE

of what President Willard means when he asks us to be 'good neighbors.' Inquiries and complaints can be answered in one way by short, to the point, strictly business letters. Frequently it is better to write the longer, courteous letter, and, better still, to pay the little visit and to give that touch of human understanding which cannot be so well given in correspondence. Certainly this is the more neighborly way.

"We are all greatly pleased with the present prosperity of our Railroad. I hear of it on all sides. People talk about our good service, the standard of our equipment, the smooth riding of our trains, the courtesy of our employes, and they infer that they are favoring the Baltimore and Ohio with their business on account of these things. Only a short time ago we got a letter from the French ambassador to the United States, congratulating us on what seemed to him to be a very marked increase in our passenger business. He gave as his reason for noticing this, with typical French diplomacy and courtesy, the fact that he and Mrs. Jusserand were obliged to stand in a day coach all the way from Washington to Laurel during the racing season, because of the number of passengers we were carrying. If this was a delicate suggestion that we increase our accommodations, it was made with that fine touch of friendliness for which Mr. Jusserand is noted and probably as the result, in part at least, of previous courtesies extended to him by the Baltimore and Ohio.

"Business men nowadays regard the railroads as a part of their organizations and realize that ample railroad facilities are essential to prosperous industry. I believe that they appreciate the 'good neighbor' spirit which is so evident in all the activities of the Baltimore and Ohio. Certainly the business which they are giving us indicates their confidence in our Railroad and their recognition of the open and honorable attitude which we maintain in our relations with them.

"It is a great pleasure for me to be here to pay tribute to Mr. Begien tonight. I am confident that he will be a good neighbor to us."

#### Mr. Voorhees

H. B. Voorhees, Mr. Begien's successor as general manager of the Western Lines, then responded to the toast, "The Future."

He referred to the guest of honor as his very dear friend and said:

"I do not feel any embarrassment this evening because I know that I am among friends. It is a real honor to be able to talk on such a happy occasion and to add my tribute to our former general manager. To him I say that we wish him all success, not alone because we are very fond of him, but also because we know that his success will redound to the honor of the Baltimore and Ohio.

"I am happy to follow in his footsteps, happy to be a part of an organization which he has led so successfully, happy to feel that with the same splendid cooperation which



was given him, we may look forward to further success in the operation of the Western Lines.

"Mr. Begien, we wish you all success, happiness and prosperity."

In introducing Mr. Fries, vice president, Traffic and Commercial Development, as the next speaker, to respond to the toast, "Traffic," Mr. Waite said:

"We will now hear from the man who promotes the ascending curve."

#### Mr. Fries

Mr. Fries said in part:

"Having been a member of the Traffic Department for so many years, it has always been a matter of interest to me to watch our business grow. I wonder how many of you realize that our gross has increased from about \$116,000,000 in 1916 to where we believe, if business holds up as we expect it to, we will this year do a gross of \$250,000,000. This makes the Baltimore and Ohio the third largest revenue producing railroad in the world, a fact that we should not miss the significance of.

"This ought to make us proud—not alone those connected with the Traffic Department—but especially those in the Operating Department whose able handling of our trains has made it possible for us to increase our business very considerably. The Operating Department has certainly been delivering the goods.

"We are all interested especially in the Capitol Limited. We did a splendid business on this train during the latter part of the month of May, the first Capitol Limited being operated on May 13. And you will be much gratified to learn that there has been a most substantial increase in the number of revenue passengers carried both eastbound and westbound since that time."

Mr. Fries gave the actual figures for May and September and they were received with acclaim by those present, all of whom realized just how much this train means to the reputation and prosperity of the Baltimore and Ohio. Continuing, Mr. Fries said:

"I am hoping that the success of this train may make it possible for us to increase deluxe service of the type which reaches its highest development in the Capitol Limited. Certainly the performance of this train, both from the operating and traffic standpoint, should encourage us to think of even bigger things.

"It has been my pleasure to be closely associated with our guest of honor for many years and to appreciate the large part that he has had in the upbuilding of the Railroad. The Traffic Department has always received his cordial help and it is with a feeling of sincere friendship that I add my tribute to him and predict that he will do for the Chesapeake and Ohio the same type of sterling work that he has done for us. I wish him every success."

At this point in the program the toastmaster read the following letter from our President, Mr. Willard:

#### Mr. Willard's Letter

At New York, September 18, 1923

Mr. M. R. Waite  
Chairman, Committee on Arrangements  
Cincinnati, Ohio

My Dear Mr. Waite:

I have just received invitation to attend a complimentary dinner to be tendered to Mr. Ralph N. Begien on Wednesday, evening, October 3, by the officers of the Western Lines, Baltimore & Ohio Company.

I regret very much that because of other engagements I shall be unable to accept your invitation. My relations with Mr. Begien, both official and personal, have been of a very intimate and most satisfactory character for nearly fourteen years. During the period of our association in the Baltimore & Ohio service I not only had ample and constant opportunity to appreciate his unusual ability and efficiency as an officer, but I also developed during that same period a warm friendship for him, based upon his fine character and pleasing personality. Mr. Begien was not only a most able and efficient officer, but in addition to that he was, as all who know him can testify, a man of sterling character and upstanding manhood. His integrity was always beyond question.

It was a source of deep regret to the Baltimore and Ohio management when Mr. Begien decided to leave the service of that Company in order that he might accept a position of even greater responsibility which had been offered to him by another Company; but while I greatly regret his loss to the Baltimore and Ohio service, I earnestly join with all his friends in wishing for him the greatest possible success in his new position. No one has better deserved success than Mr. Begien, and no one is or can be more certain of continued success in his new field of effort. I feel confident that his future career will reflect honor upon the Baltimore & Ohio Company with which he has spent the greater part of his active manhood. I wish to join with his associates on the Western Lines in extending to him congratulations because of what he has already achieved, and best wishes for his continued good health and success in the future.

Sincerely yours,

(Signed) D. WILLARD

#### The Presentation

Continuing, and addressing the guest of honor, Mr. Waite said:

"I am glad that the Chesapeake and Ohio has Cincinnati on its line so that you can come to see your old friends in this city often. I want to express my own tribute of affection and also to present to you on behalf of the officers of the Western Lines a tool which I think will be of great use to you."

At this moment the curtains back of Mr. Begien were drawn and there, on a raised platform, was an exquisite desk intended for use in Mr. Begien's home. In Italian walnut, beautifully grained and carved and furnished with necessary accessories in the shape of a brass and cut glass desk set and an artistic lamp, it certainly represented excellent taste on the part of the donors.

#### Mr. Begien

It was now Mr. Begien's turn and perhaps for the first time in his life he was hardly equal to the occasion. But no one failed to understand in his few, quiet words the emotions that he felt and the sincerity of

his appreciation for the many nice things that had transpired in his honor during the evening.

#### The Committee

The committee in charge consisted of Chairman Morrison R. Waite, general solicitor, Western Lines; H. B. Voorhees, general manager, Western Lines; F. B. Mitchell, general superintendent, Southwest District; D. F. Stevens, general superintendent, Northwest District; G. D. Brooke, superintendent transportation, Western Lines; S. A. Jordan, engineer, Maintenance of Way, Western Lines; W. Malthaner, superintendent Motive Power, Western Lines; H. R. Lewis, freight traffic manager, Cincinnati; George W. Squiggins, general passenger agent, Cincinnati; Secretary E. B. Russell, assistant to general manager, Western Lines.



Conductor Wolff, Chicago Division

#### Conductor Wolff Ably Handles Emergency

THE accompanying photograph is of Conductor Wolff, Chicago Division, who recently was able to be of assistance to a gentleman and his wife travelling on The Capitol Limited, with a sick girl. That his efforts were appreciated is shown by the following letter written from Colorado Springs by Mr. Charles L. Parsons to City Passenger Agent J. Lewis, Jr., Washington.

"Your Capitol Limited was delayed Monday morning on account of a cloud-burst and washout just out of Chicago. I thought my wife, sick daughter and self were doomed to at least a day's delay in Chicago. Your Conductor Wolff, however, proved equal to the emergency. He found (on the detour we were obliged to make) that at Blue Island we could make connections. He stopped there and arranged to have the Rock Island stop also. And so, by a short taxi ride we made our train. This is the kind of service that makes friends for the Baltimore and Ohio and Mr. Wolff deserves commendation. Thanks also for your own many kindnesses."



# Solid Train Load of Agricultural Limestone for the Farmers

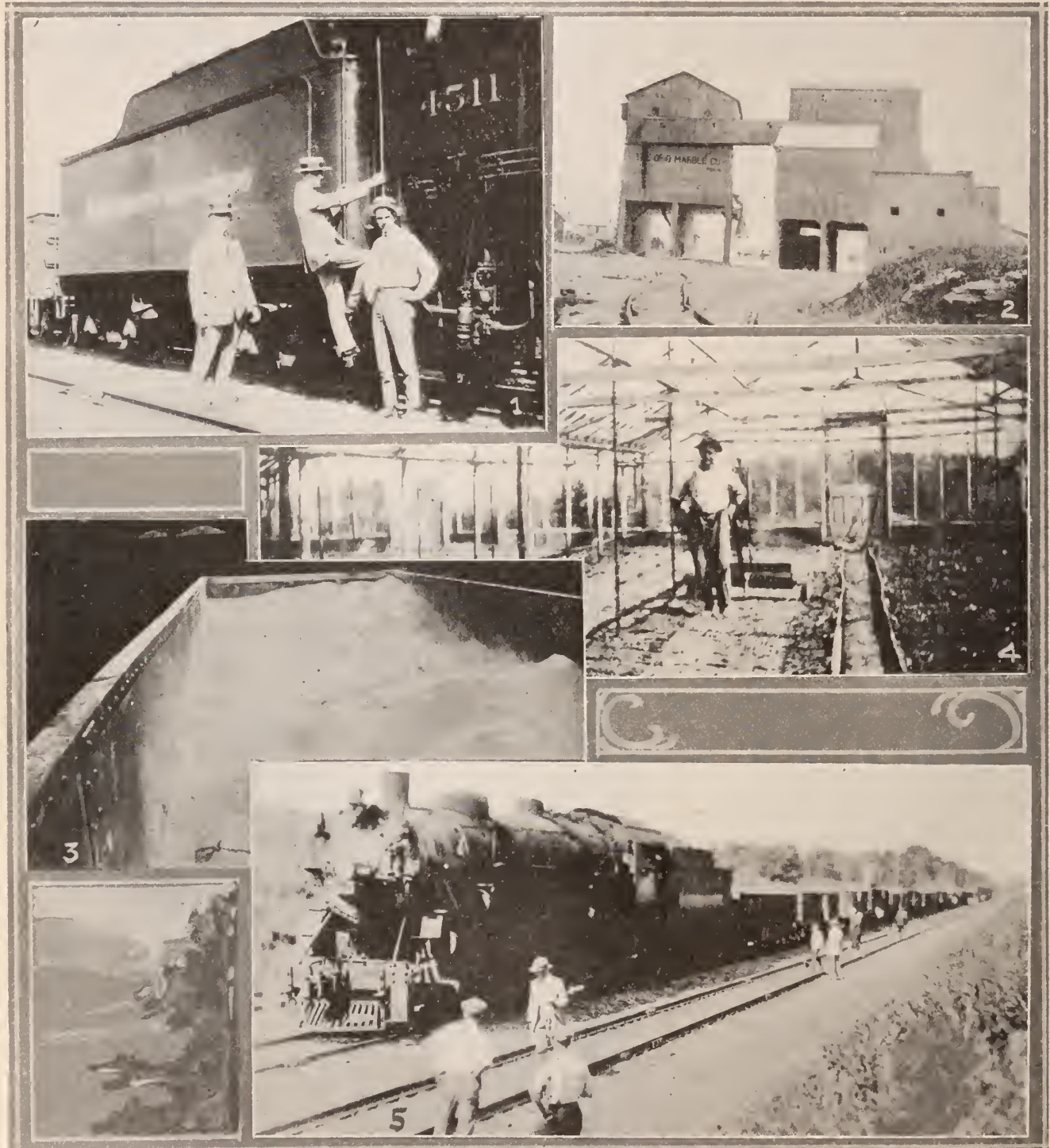
By C. E. THRASHER, *Supervising Agent, Toledo Division*

MR. HARRY BRANDON, general agstone sales agent for The Ohio Marble Co. of Piqua, Ohio, and Mr. W. E. Stone, Hamilton County agricultural agent, deserve much credit for operating the first solid train load of Agricultural Lime-

stone on the Baltimore and Ohio Railroad.

Mr. Brandon and Mr. Stone conceived the idea of obtaining and pooling a sufficient number of orders from farmers in Hamilton County, to run a special train over the Toledo Division. Arrangements were made

to hold a big farmers' meeting at the farm of Mrs. C. C. Richardson, Glendale, Ohio, upon arrival of the special train. The Hamilton County Farm Bureau through its officers, Mr. W. B. Ferris, president; Mr. C. C. Rinehart, vice-president, and Mr. B. F. Riese, secretary and treasurer, extended an invitation to officers of the Railroad, The Cincinnati Chamber of Commerce, Ohio State University soil experts, reporters of Cincinnati Newspapers, Agricultural Press, and the Public, to be present.



WITH THE TOLEDO DIVISION AGRICULTURAL LIMESTONE SPECIAL

1. Left to right: Mr. Harry Brandon, General Sales Agent, Ohio Marble Co.; A. A. Iams, Superintendent, Toledo Division; Mr. W. E. Stone, Hamilton County Agricultural Agent. 2. Plant of the Ohio Marble Co., Piqua, Ohio. 3. Car showing load of agricultural limestone. 4. Farmer using agricultural limestone on his land. 5. Special train of Agstone en route to Hamilton County farmers



The special train consisted of 35 cars loaded to capacity, 1355 tons, net, consigned and distributed to 124 farmers in Hamilton County. The cost of the limestone, including freight, was approximately \$5,000. The value of this product to Hamilton County farmers through increased production will aggregate \$50,000. The increased production will be distributed over a period of eight years, according to statement of Prof. R. M. Salter, Ohio State University.

The Ohio Marble Co. is located on the Baltimore and Ohio at Piqua, Ohio. The plant has an annual capacity of 150,000 tons and at present they are shipping about 50,000 tons per year, 85 per cent. being destined to points on the Baltimore and Ohio.

This special train was run on schedule, arriving at Glendale at 1.15 p. m., September 10. Several hundred people were on hand to greet it on arrival, and addresses were delivered by R. L. Galleher, assistant general freight agent; A. P. Sandles, secretary, National Agstone Association; W. C. Culkins, Secretary, Cincinnati Chamber of Commerce; Prof. R. M. Salter of Ohio State University, and County Agent W. E. Stone.

Mr. Galleher said the Baltimore and Ohio was glad to help farm and farmer, and that this train of Agstone would write a new chapter in Hamilton County Agricultural history.

Mr. Culkins said the Cincinnati Chamber of Commerce was ready at all times to assist every sane movement to increase the prosperity of the farmer, and since experiments had demonstrated, beyond a doubt, that agricultural limestone is a crop booster, he was glad to be present at this history-making meeting.

Prof. Salter said the College of Agriculture and experiment stations had thoroughly satisfied themselves that the use of liming materials was necessary on most soils. He said the gospel of Agstone was preached and practiced in nearly every state.

Mr. Sandles said: "Agriculture is the oldest and the safest business in the world. It has periods of gloom and depression, but it always comes back. Farmers are leaving the farm. This will mean more profit for those who continue to farm. Somebody must grow a meal ticket for the world. Some day the farmer will not only be trained in organized marketing, but he will also be trained in organized production so that dangerous surplus crops will not hit him below the belt."

The following letter from Mr. Brandon shows the cordial relations between shipper and carrier. When the shipper, farmer and carrier can get together at a meeting of this nature and learn to trust and help one another there will be plenty of prosperity for all:

# THE OHIO MARBLE COMPANY

Piqua, Ohio  
October 9, 1923

A. A. Iams, Supt.  
Baltimore and Ohio  
Dayton, Ohio  
Dear Sir:

Since our train load of MIAMI Agricultural Limestone was delivered in Hamilton County, the writer has been so busy that he has not had the opportunity to express our appreciation to you and the Baltimore and Ohio, for the excellent manner in which this project was handled.

The railroad service was up to the Baltimore and Ohio standard of perfection. Every detail was perfect and without such a perfect organization and such a high standard of service as maintained by your system, it would not have been possible to put on this train load shipment in such a creditable way.

Please accept our most sincere appreciation to yourself personally and to the entire Baltimore and Ohio for the excellent co-operation on this train load of Agricultural Limestone, the first of its kind in history.

Yours very truly,  
The Ohio Marble Co., Dept. H.  
(Signed) HARRY H. BRANDON

## What Maryland Limestone "Special" Meant to Farmers

THE following letter concerning the results of the Maryland Soil Improvement "Special" has an interesting bearing on the preceding article by Mr. Thrasher:

NATIONAL LIME ASSOCIATION  
Eastern Division

Colorado Building, Washington, D. C.  
September 20, 1923

Mr. O. K. Quivey, Gen'l Agricultural Agent  
Baltimore and Ohio Railroad  
Baltimore, Maryland

Dear Mr. Quivey:

I trust you will pardon this delay in writing you on my personal observations of the practicability and serviceability, in the public interest, of the operation of the Baltimore and Ohio Soil Improvement Special over the lines of your Company, during the week of August 20, with the Maryland University and the Eastern Lime producers, co-operating. Absence from the office on some important field work and a slight illness requiring a rest for a while, have prevented earlier attention to this matter.

First, I want to say that from the standpoint of educational and promotional value, the project, in my judgment, was a decided success, and worthy of every bit of the energy and expense to which the Eastern Lime Industry, which I represent, was subject, in its co-operation in the movement for better efficiency in the practice of soil liming. I sincerely hope that the other two agencies participating in the project feel the same way about it.

If I am right in my understanding, this agricultural service to the farming interests of Northern Maryland, as well as to the lime industry of the State, is the first of its kind to be instituted and financed by the Industrial Department of a Railroad. We thank the enterprising management of the Baltimore and Ohio for its liberal con-

sideration and devotion to the development of these important industries covered by its lines—Agriculture and Lime.

The farming interest in the educational and demonstrational work of the train was indeed inspiring. Personally, I did not count on the amount of attendance at the stations, nor the true manifestation of real concern in the talks and other work of the scientists of the Maryland University. The farmers did not appear to come to the train for the mere purpose of obtaining some free lime; on the other hand, their desire was to know more about the fertility of their soil for the better productivity, and how to treat the soil with lime so as to derive the benefits from its use as claimed by the specialists in soil improvement.

Our producers are of one accord, from the commercial standpoint, on the genuine value of this kind of trade extensional work. They regard it highly and I am mighty glad that I was fortunate to be present on the entire trip, so as to gain first-hand knowledge of the valuable reaction from the service which the Agricultural Department of the Baltimore and Ohio is engaged in for the industries of its various lines.

In summing up, we feel sure that our tonnage of lime as used in agriculture, will show increase from the work throughout the farming territory that was covered by the train. For every three tons of burned lime produced, we consume one ton of bituminous coal. This means tonnage to your Company. We know by actual field demonstration that lime in the soil increases the production of crops, resulting in more Agricultural tonnage. These returns, jointly to the business interests involved in the trip, are, we feel, conservatively estimated. And, we must not overlook the value to our interests of the splendid work of the Maryland University, co-ordinating as it does, in a very liberal way, its educational service with that of the industrial organizations, in behalf of a legitimate and progressive development of the commerce of the country.

I hope that our constructive and beneficial relations will continue, as I know they will, and whenever you may feel we can again tie into any line of extensional work, which you may have in mind to undertake, we assure you it will be our pleasure and ambition to do this.

Very truly yours,  
(Signed) HENRY M. CAMP  
Manager, Eastern Division

## About Old Engine No. 13

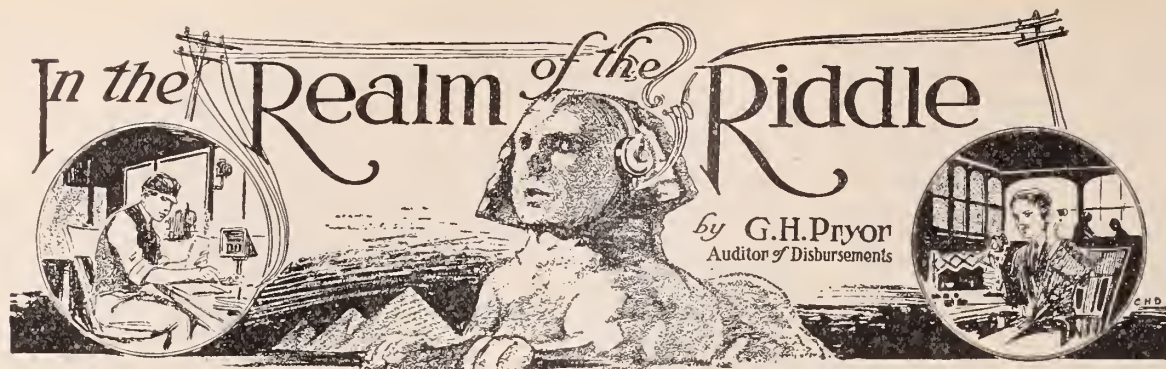
IN a recent issue of the MAGAZINE there appeared a picture of an old engine.

It was sent us by John Sell, Cumberland Division Correspondent, but we did not know the name of the engineer appearing on it. Peter Cosgrove, a former employe of the old Rolling Mill, supplies us with this interesting bit of information concerning it.

"The engineer of the old No. 13," says Mr. Cosgrove, "was Jacob Myers. No. 13 was a yard engine in the old Baltimore and Ohio Rolling Mill yard. She took the place of No. 40, which went to scrap about 40 years ago."

We appreciate this information from Mr. Cosgrove. There will be many Cumberland Division folk who will be glad to read it.





*Note:*

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

THE answers to the puzzles published in the August issue are:

1. Bough, jough, tough, rough, dough

2. I C E B I R D  
C E L E R E R  
E L A T I V E  
B E T I D E S  
I R I D I N S  
R E V E N G E  
D R E S S E R

3. Epitaph

4. Z  
D A P  
N A M U R  
D A Z Z L E R  
Z A M Z U M M I M  
P U L M O N E A  
R E M N A N T  
R I E N Z I  
M A T I N

5. Illinois

6. Lithographer

7. H  
N I P  
N A C R E  
H I C K O R Y  
P R O S E  
E R E  
Y

8. Lark—Ark

9. Z Y T H U M  
U R A N U S  
O K E M A H  
A I M F U L  
S E F O U L  
R O N D E L

10. Tired, Diet, Die

11. B A S T A D  
T A P I A U  
C A S I N G  
H O P I N G  
V I K I N G  
W A T E R S

12. Never, nerve

13. V A C A T E S  
A B A L O N E  
C A D E N C E  
A L E T T E S  
T O N T I N E  
E N C E N S E  
S E E S E E S

14. Theda—Hated—Death

15. ANTIQUATED

16. THE PULLMAN SLEEPING-CARS

17. A MINISTER

CORRECT solutions were received from the following:

S. T. Udent, Ben Franklin, N. Jineer, D. Lemma, Primrose, Pearlle Glen, Atlas, L. M. N. Terry, J. F. Donovan, G. Hartman Pryor, The Major, Martelia, L. E. Phant, Comrade, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; Gem, Wick-o-cincy, Cincinnati, Ohio; P. M. Pennington, Cumberland, Md.; Reel, Zanesville, Ohio; Spica, Whitney Crossing, N. Y.; Gemini, Poly, Brooklyn, N. Y.; Joaquin, C. Saw New York City; Arty Ess, Scranton, Pa.; Gee, Asheboro, N. C.; T. Hinker, Jack O'Lantern, Bangor, Pa.; Arcanus, Eloise, Iowa City, Iowa; Eureka, Charleston, S. C.; Phil., Pittsburgh, Pa.; P. A. B., Telford, Pa.; Petite, Dee, Gi Gantic, Molemi, St. Louis, Mo.; Jemand, Wilmington, N. C.; Towhead, Lafayette, Ind.; Ralph, E. Stroudsburg, Pa.; Margaret Smurdon, Menter, Chicago, Ill.; Dan D. Lyon, New

Florence, Pa.; Emeline, Fairbury, Neb.; Jo Mullins, Miami, Mo.; Osaple, El Paso, Tex.; Amor, Sioux Falls, S. D.; Sherlock Holmes, Worthing, S. D.; Spud, Yazoo City, Miss.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C., Delmonte, Richmond, Va.; Fred Domino, Corinth, Miss.; Tom Crestmore, Johnstown Pa.; Lateo, Hoboken, N. J.; Kappa Kappa, Fargo, N. Dakota.

The prize offered in the August issue for a copy of one of the best sellers was won by Gem (Miss E. M. Graveson, Cincinnati, Ohio).

### New Puzzles

#### 1. NUMERICAL

'Neath 7-2-1 spreading yew  
She gave her promise to be true.

She placed her trembling lips above  
A TOTAL—token of her love.

Long 6 to 3 away have sped;  
My lady love is dead, is dead.

They bring me only fond regrets;  
But still—I keep those violets.

St. Louis, Mo.

Molemi

#### 2. DIAMOND

1—A letter.

2—Moistened earth.

3—Largest of the Philippine Islands.

4—A public crier in Mohammedan countries, who summons the faithful to prayer.

5—Puzzlement.

6—(Prov. Eng.) Spiritless.

7—Nests,

8—To be drowsy,

9—A letter.

Baltimore, Md.

N. Jineer

#### 3. ANAGRAM

ALTHO I BE NOT FAST—TO DO IT  
MORE SAFE TRY HIM

I'm as much like a poet, as a pig's like a  
"goet,"

This I must admit to be so,  
Now all I can do, is to just advise you,

For safe transportation, try B. & O.

Baltimore, Md.

S. T. Udent

#### 4. DELETION (4)

The morning glory climbs up the side of the  
house

And peeps in at my window gaily:



"Good morning!" it says, "Have you  
thanked ONE today  
For the ALL things He gives you daily?  
Then thank Him for work, for health, for  
love,  
For the pretty green earth and the blue  
sky above."

Fargo, N. D. Kappa Kappa

## 5. SQUARE

(New International)

1—Clang tint,  
2—Accustomed,  
3—(Arch.) A flat block projecting under  
the corona of the Doric cornice, in the same  
situation as the modillion of other orders,  
4—Beasts,  
5—(Obs.) Relics,  
6—A city of Mesopotamia from which  
Nestorianism was widely spread over Asia.  
Baltimore, Md. D. Lemma

## 6. CHARADE (10)

ONE

A freak in whim, also, deceit,  
Quite oft in life, this sort we meet.

TWO

In games, in schools, and on the street,  
A TWO is there, with nimble feet.

THREE

This insect small can run quite fleet,  
And is a pest to housewife's neat.

TOTAL

In architecture, a florid,  
Showy, style. (I think it "horrid.")  
Fairbury, Neb. Emeline

## 7. OCTAGON

(New International)

1—A hawk,  
2—The papaya,  
3—Matrimonial,  
4—(Cryst.) Foreign,  
5—Supplied with water,  
6—Declined,  
7—Brought forward.  
El Paso, Tex. Csaple

## 8. TRANSPOSITION (5)

I know a great magnate named Ford,  
Whose time hung so heavy it bored;  
So one FIRST to keep busy,  
He devised a "tin Lizzie"—  
Oh, Gee! What a hit the TWO scored!  
Iowa City, Iowa. Arcanus

## 9. INVERTED PYRAMID

Across:

1—The cedar bird,  
2—Medleys,  
3—Yttrium sesquioxides,  
4—Pledges,  
5—The chiru,  
6—A letter.

Down:

1—A letter,  
2—First person singular, pres., indic. of  
the verb be,  
3—No,

4—Deeds,  
5—Date palms,  
6—Large turtles of the group Pleurodira  
7—Disturbs,  
8—Indians of a group of tribes of Tierra  
Del Fuego,  
9—Twice,  
10—3rd person, sing. pres., indie. of the  
verb be,  
11—A letter.

Yazoo City, Miss. Spud

## 10. ANAGRAM

From Greenland's icy mountains,  
From India's torrid strand,  
They seek for Freedom's fountains,  
The modern promised land.  
From every clime and nation,  
From every land and state,  
They seek regeneration  
As here they emigrate.  
A welcome, too, awaits them,  
If loyal they shall prove;  
Sight of this land elates them,  
Their hopes in life improve.  
'Tis night in New York's harbor—  
Their longing gaze is centering—  
Awaking as from torpor,  
THRILLED BY THE GLOW IN  
ENTERING.

Baltimore, Md. Atlas

## 11. LINKADE (6)

Young Billy Bunn, the little ONE,  
In mischief surely likes to be,  
But FINALS as one who ne'er has  
Done wrong to any great degree.  
If you let him, in manner trim,  
His innocence on you COMPLETE  
It truly will of glee him fill  
And you will have of tricks surfeit.

Bangor, Pa. Jack O'Lantern

## 12. HALF SQUARE

1—The march back to the sea of the  
Greek mercenaries who followed Cyrus  
against Artaxerxes,  
2—A light-brown, amorphous glucosid  
from the root of Adonis vernalis,  
3—Same as topman,  
4—An apostle to the Danes and Swedes,  
5—Same as Bhima,  
6—A hebrew month,  
7—Wickedness,  
8—Enclosed or included in a place or  
state,  
9—A letter.  
Johnstown, Pa. Tom Crestmore

## 13. BEHEADMENT (4)

Jack and Jim were running a race,  
In a wet boggy place,  
Jack happened to ONE and down with  
a thud  
Into the soft and sticky mud.  
He cut his TWO on a sharp snaggy rock  
And rose up partly dazed by the shock,  
A sorry sight, all covered with mud  
Mingled with his warm red blood.

Cumberland, Md. P. M. P.

## 14. REBUS (10)

10

—

L

Now solve this, please, Miss N. Jineer,  
The answer means "to overhear."  
St. Louis, Mo. Gi Gantie

## ANAGRAMS

## 15.—C? RIDING I CAN SERVE

Cincinnati, Ohio Wick-o-cincy

## 16.—O IN THEM YE MEN GET PLACES

Cincinnati, Ohio Wick-o-cincy

## 17.—SPEND IT

Baltimore, Md. L. M. N. Terry

## 18.—O SECRET, I.

Sioux Falls, S. D. Amor

The solver sending in the first complete  
list of answers to the puzzles in this issue  
will be awarded a copy of one of the six  
best sellers, the selection to be made by the  
winner from a list that will be submitted.

To receive proper credit all list of solu-  
tions must be in my hands by January 5,  
1924, the answers and solvers lists will be  
published in the February, 1924 issue.

\* \* \* \* \*

## Just between You and Me

No. 11, the Linkade, is a new puzzle to  
this department and needs perhaps a little  
explanation. The "Key to Puzzledom"  
says a Linkade is "a form of charade in  
which the last letter of the first part forms  
the first letter of the next part, etc." To  
illustrate, take the word "cantrip" and in  
forming a Linkade from it we would divide  
it into, First word, "Cant" and the second  
word "Trip." That is the way the answer  
to No. 11 works out.

P. M. P. wishes to publicly thank N.  
Jineer and Wick-o-cincy for giving him his  
big chance to win the New Standard Dic-  
tionary, offered as a prize by Senior Vice-  
President Shriver. It isn't everybody who  
would pass up the chance of getting a  
brand new dictionary for nothing, even if  
he or she owned an old copy, but that is  
just the sort of thing puzzlers are in the  
habit of doing for each other and that,  
perhaps, is why friendships formed in  
puzzledom usually last through life.

The "Krewe" should not find a great  
deal of difficulty in solving the puzzles in  
this issue. They are all clean cut and to  
the point and just about hard enough to  
give a pleasant tang to their solution. If  
you have never tried your hand at solving,  
these long winter evenings are just the time  
to make the experiment and if you once  
make the plunge I am sure you will find  
the sport not only interesting but very  
fascinating as thousands of others have  
before you.

The No. 5 square by D. Lemma is a very  
neat piece of work and is a credit to this  
beginner. He has submitted other clever  
contributions which will appear in future  
numbers.



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

### Statement of Pension Feature

Employees who have been honorably retired during the month of September, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Barringer, Jacob I.....	Electrician.....	Motive Power.....	Toledo.....	32
Booth, Arthur W.....	Switchman.....	Conducting Transportation.....	B. & O. C. T.....	25
Cahill, Maurice.....	Engineer.....	Conducting Transportation.....	Ohio.....	45
Donovan, Richard B.....	Tool Room Attendant.....	Motive Power.....	Baltimore.....	32
Edmonds, Thomas H.....	Painter Foreman.....	Maintenance of Way.....	Connellsville.....	41
Fink, Francis J.....	Laborer.....	Motive Power.....	Baltimore.....	22
Fox, John W.....	Agent.....	Conducting Transportation.....	Chicago.....	16
Franklin, Eldon G.....	Agent.....	Conducting Transportation.....	Wheeling.....	24
Hall, Henry C.....	Engineer.....	Conducting Transportation.....	St. Louis.....	44
Hite, Thomas R.....	Engineer.....	Conducting Transportation.....	Wheeling.....	47
Keefe, John W.....	Machinist.....	Motive Power.....	Monongah.....	23
Kight, Charles A.....	Janitor.....	Conducting Transportation.....	Cumberland.....	28
Morrison, James M.....	Laborer.....	Maintenance of Way.....	Wheeling.....	28
Peirce, Samuel J.....	Carpenter.....	Maintenance of Way.....	Baltimore.....	25
Richter, Louis.....	Engineer.....	Conducting Transportation.....	B. & O. C. T.....	35
Stricker, John W.....	Tallyman.....	Conducting Transportation.....	St. Louis.....	22
Wallace, Robert H.....	Engineer.....	Conducting Transportation.....	St. Louis.....	51

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to July 31, 1923, amount to \$5,276,725.05.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bee, Charles H.....	Helper.....	Motive Power.....	Baltimore.....	Sept. 15, 1923.....	25
Byanskie, Jacob.....	Laborer.....	Motive Power.....	Chicago.....	Sept. 22, 1923.....	38
Gebel, Henry.....	Porter.....	Conducting Transportation.....	B. & O. C. T.....	Sept. 20, 1923.....	27
McKewin, Hugh W.....	Ticket Agent.....	Conducting Transportation.....	Chicago.....	Sept. 9, 1923.....	49
Meade, James A.....	Stationary Fireman.....	Motive Power.....	Baltimore.....	Sept. 22, 1923.....	27
Miller, Charles.....	Switchman.....	Conducting Transportation.....	Baltimore.....	Sept. 11, 1923.....	40



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## Robert H. Wallace

Robert H. Wallace was born in Philadelphia, Pa., on July 13, 1854. His parents were Simon and Elizabeth McAuly Wallace. He was the oldest engineer in point of service on the St. Louis Division, and was known as "Faithful Bob."

At the age of three years, Mr. Wallace moved with his parents to Cincinnati, Ohio, and later to Osgood, Ind. He entered the Baltimore and Ohio service as engine cleaner and helper in 1872 and was promoted to fireman in 1874. In 1880 he was promoted to engineer and in 1895 to road foreman of engines. He held this position until 1911, when he was appointed supervisor of locomotive operation. When this position was abolished in 1913, Mr. Wallace went back to his engine and held the position of passenger engineer at the time of his recent retirement.

In June, 1881 he married Miss Laura F. Roberts. He had two children; Clyde, who was killed in an automobile accident in June, 1922 and a daughter, Mrs. Aikman, who resides in Vincennes.

## Richard B. Donovan

Richard B. Donovan was born on November 29, 1856 at Sandy Hook, Md. He entered Baltimore and Ohio service in 1873 in the shops at Sandy Hook as a helper, under Master Mechanic John R.

Smith. In 1877 he was promoted to fireman and two years later to brakeman. In 1886 he was promoted to conductor. In 1902 he was promoted to be an engineer and continued in this position until 1916. On account of his age he was then placed in the shops on lighter work, where he remained until September 12, 1923, when he was retired.

## Baggageman Armon Knows that Time Means Money

24th and Chestnut Sts. Philadelphia, Pa.,  
September 25, 1923

The Editor  
Baltimore and Ohio Magazine  
Baltimore, Maryland  
Dear Sir:

Having had rather an unusual experience last night, I shall pass it along to you as a new way of getting passengers and friends for Our Road.

Coming to work on Trolley Route 42 last night, a gentleman boarded the car at 7th and Walnut Streets. He asked the conductor the time, and as he was directly behind me, I told him, remarking that it was railroad time.

He then advised me that he was on his way to West Philadelphia Station, en route to Pittsburgh. On learning that he had not purchased his ticket, I advised him of our Train No. 17, leaving at 8.50 p. m. As a result, he got off at 24th and Chestnut

Streets with me, and I escorted him to the ticket window and saw him purchase a ticket and an upper berth to Pittsburgh.

MORAL: Always be ready to give the correct time as *railroad time* and tell them that you are employed by the Baltimore and Ohio.

Very truly yours,  
(Signed) A. H. ARMON,  
Baggagemaster, 508-511,  
Philadelphia and New York

## What Have You Seen?

### At Fairmont

Engineer Heffner "telling the world" that General Superintendent Scott is a real man.

Captain Fletcher polishing up his brass buttons.

Trainmaster Bartlett waiting patiently for a call, which proved to be a false alarm, then hanging up the receiver philosophically, saying, "Well, that does happen sometimes, doesn't it?"

Dining Car Conductor Fisher asking his "guests" if everything is all right, and getting the usual response, "Fine!"

"Dad," at Fairmont Freight House, looking for a wife.

Clarksburg Ticket Office employees on the job with ready information about any point on the globe without having to refer to timetables or notebooks.

"Old Man Keane" down at Grafton, with his hat in his hand, waiting for a call at any minute after hearing the distress signal.

"Cap'n" Fansler telling the Veterans that he's proud to be on Mr. Denton's staff.

### At Mt. Royal Station

A big black man having his necktie tied by a big black woman, who also kissed him goodbye and called him "Honey Darlin'!"

### The More You Do

Did you ever notice, the more you do  
The more you are fit to try?  
And the harder a fellow climbs a hill,  
The easier he goes high?  
The harder the job, the firmer the jaw  
That's set to the task; there grows  
A confidence backing the man who tries,  
And the farther ahead he goes.  
When a job is easy, one falls asleep—  
Is asleep when the game is called;  
And the man who *could* run can hardly creep,  
When his engine of luck has stalled.  
But the keener the fight when a man runs right,  
The easier things come through . . .  
And the easiest job when it's finished is that  
Which at first was hardest to do.  
The more you do, the harder you hit,  
The faster you run, old friend,  
Just that much easier is your bit  
With a victory at its end.  
The world is looking for square-jawed men  
And not for the fools that shirk . . .  
We've played long enough with painted toys,  
For this is The Age of Work!

—Richmond Times-Dispatch



RETIRED TO A WELL EARNED REST

Left: R. B. Donovan

Right: Robert H. Wallace



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L Freight, September, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer*

EASTERN LINES.		PITTSBURGH TERMINAL DIVISION		ST. LOUIS DIVISION	
NEW YORK TERMINAL LINES		Allegheny, Pa. ....		Aurora, Ind. ....	
Pier 22, N. R., N. Y. ....	\$1.50	McKeesport, Pa. ....	1.80	East St. Louis, Ill. ....	217.83
West 26th Street. ....	10.91	Pittsburgh, Pa. ....	129.81	Louisville, Ky. ....	78.47
TOTAL. ....	\$12.41	TOTAL. ....	\$216.02	New Albany, Ind. ....	17.62
BALTIMORE DIVISION		MONONGAH DIVISION		North Vernon, Ind. ....	14.96
Brunswick, Md. ....	\$9.30	Arden, W. Va. ....	\$1.20	Osgood, Ind. ....	1.34
Brunswick Transfer, Md. ....	859.63	Belington, W. Va. ....	16.60	Springfield, Ill. ....	1.54
Childs, Md. ....	25.83	Bridgeport, W. Va. ....	21.09	Vincennes, Ind. ....	34.33
Chester, Pa. ....	1.82	Byron, W. Va. ....	2.28	Washington, Ind. ....	3.35
Frederick, Md. ....	6.98	Clarksburg, W. Va. ....	108.18	Miscellaneous. ....	.56
Georgetown, D. C. ....	2.92	Ellenboro, W. Va. ....	3.04	TOTAL. ....	\$371.56
Hagerstown, Md. ....	7.11	Fairmont, W. Va. ....	17.90	CINCINNATI TERMINAL DIVISION	
Harrisonburg, Va. ....	10.77	Grafton, W. Va. ....	17.36	Brighton, Ohio. ....	\$51.61
Hyattsville, Md. ....	5.92	Jane Lew, W. Va. ....	1.93	Kenyon Avenue, Ohio. ....	401.03
Hockessin, Del. ....	1.86	Lost Creek, W. Va. ....	2.88	Norwood, Ohio. ....	27.75
Laurel, Md. ....	2.96	Moatsville, W. Va. ....	6.55	Smith Street, Ohio. ....	240.51
Lexington, Va. ....	1.28	Wallace, W. Va. ....	4.36	TOTAL. ....	\$720.90
Mt. Airy, Md. ....	6.63	West Union, W. Va. ....	3.62	TOLEDO DIVISION	
Raphine, Va. ....	1.87	Wilsonburg, W. Va. ....	1.75	Bowling Green, Ohio. ....	\$2.37
Uniontown, D. C. ....	4.09	Miscellaneous. ....	.80	Dayton, Ohio. ....	104.75
Washington, D. C. ....	99.10	TOTAL. ....	\$209.54	Deshler, Ohio. ....	13.88
Wilmington, Del. ....	1.23	CHARLESTON DIVISION		Hamilton, Ohio. ....	32.73
Miscellaneous. ....	5.53	Blue Creek, W. Va. ....	\$1.06	Lima, Ohio. ....	1.28
TOTAL. ....	\$1054.83	Buckhannon, W. Va. ....	16.46	Middletown, Ohio. ....	1.48
BALTIMORE TERMINAL DIVISION		Clay Court House, W. Va. ....	9.32	Toledo, Ohio. ....	121.95
Camden Station, Md. ....	\$103.49	Clendennin, W. Va. ....	11.58	TOTAL. ....	\$278.44
CUMBERLAND DIVISION		Copen, W. Va. ....	3.67	AKRON DIVISION	
Cherry Run, W. Va. ....	\$1.94	Cowen, W. Va. ....	1.16	Akron, Ohio. ....	\$82.78
Cumberland, Md. ....	143.62	Elkins, W. Va. ....	19.86	Canton, Ohio. ....	15.70
Great Cacapon, W. Va. ....	1.77	Falling Rock, W. Va. ....	2.01	Cleveland, Ohio. ....	334.64
Green Spring, W. Va. ....	1.24	Flatwood, W. Va. ....	2.85	Elyria, Ohio. ....	3.29
Independence, W. Va. ....	5.09	Frametown, W. Va. ....	5.02	Lorain, Ohio. ....	4.35
Martinsburg, W. Va. ....	3.75	Gilmer, W. Va. ....	13.98	New Castle, Pa. ....	36.53
Moorefield, W. Va. ....	7.30	Heaters, W. Va. ....	12.35	Uhrichsville, Ohio. ....	1.20
Paw Paw, W. Va. ....	1.94	Holly Junction, W. Va. ....	6.75	Warren, Ohio. ....	12.45
Piedmont, W. Va. ....	3.78	Villa Nova, W. Va. ....	1.49	Youngstown, Ohio. ....	45.34
Terra Alta, W. Va. ....	1.67	Walkersville, W. Va. ....	1.91	TOTAL. ....	\$536.28
Tunnelton, W. Va. ....	2.50	Weston, W. Va. ....	75.23	NEWARK DIVISION	
Miscellaneous. ....	.72	West Sutton, W. Va. ....	3.70	Barnesville, Ohio. ....	\$12.29
TOTAL. ....	\$175.32	Miscellaneous. ....	3.82	Columbus, Ohio. ....	186.66
CONNELLSVILLE DIVISION		TOTAL. ....	\$191.22	Marietta, Ohio. ....	10.04
Boswell, Pa. ....	\$30.65	WHEELING DIVISION		Mt. Vernon, Ohio. ....	3.28
Cheat Haven, Pa. ....	10.30	Apple Grove, W. Va. ....	\$1.13	Somerset, Ohio. ....	1.28
Confluence, Pa. ....	1.12	Bellaire, Ohio. ....	45.51	Zanesville, Ohio. ....	5.62
Connellsville, Pa. ....	87.69	Belleville, W. Va. ....	9.44	TOTAL. ....	\$219.17
Fairchance, Pa. ....	6.17	Huntington, W. Va. ....	116.36	CHICAGO DIVISION	
Friendsville, Md. ....	5.03	Letart, W. Va. ....	1.15	Chicago, Ill. ....	\$382.38
Johnstown, Pa. ....	41.57	Littleton, W. Va. ....	4.10	Sherwood, Ohio. ....	1.87
Morgantown, W. Va. ....	5.44	Mason City, W. Va. ....	17.83	Willard Transfer, Ohio. ....	383.52
Mt. Pleasant, Pa. ....	2.92	Maynard, Ohio. ....	1.32	Miscellaneous. ....	1.98
Ohio Pyle, Pa. ....	4.50	Millwood, W. Va. ....	3.96	TOTAL. ....	\$769.75
Smithfield, Pa. ....	4.80	Moundsville, W. Va. ....	47.83	EASTERN LINES. ....	
Somerfield, Pa. ....	1.45	Paden City, W. Va. ....	1.26	WESTERN LINES. ....	
Somerset, Pa. ....	15.75	Parkersburg, W. Va. ....	275.36	GRAND TOTAL. ....	
Stoyestown, Pa. ....	1.88	Ravenswood, W. Va. ....	6.83	TOTAL TO DATE. ....	
Uniontown, Pa. ....	6.33	Sistersville, Ohio. ....	34.51		
Ursina, Pa. ....	2.57	Wheeling, W. Va. ....	101.24		
West Salisbury, Pa. ....	2.21	Miscellaneous. ....	2.57		
Miscellaneous. ....	4.58	TOTAL. ....	\$670.40		
TOTAL. ....	\$234.96	WESTERN LINES			
PITTSBURGH DIVISION		OHIO DIVISION			
Butler, Pa. ....	\$16.33	Athens, Ohio. ....	\$1.13		
Ellwood City, Pa. ....	3.42	Blanchester, Ohio. ....	3.58		
Miscellaneous. ....	1.18	Chillicothe, Ohio. ....	11.95		
TOTAL. ....	\$20.93	Greenfield, Ohio. ....	4.13		
		Portsmouth, Ohio. ....	13.18		
		Washington C. H., Ohio. ....	1.00		
		Miscellaneous. ....	1.23		
		TOTAL. ....	\$36.20		

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.



# Following the Good Will Girls through France

By MARGARET TALBOTT STEVENS

(Continued from the October issue)

## Good-by to France—XXVIII

THAT night they put up a radio receiving outfit in the room occupied by Miss Webster and me. Then all of the girls came in except two who were to broadcast a message of farewell to France from the Good Will Delegation. Mrs. Kennedy, of Grand Rapids, and Miss Delta Harris, of Indianapolis, were the girls chosen to send the message, which was to be broadcasted from Eifel Tower. Click-clickety-click-et-y-click, sounded from the big horn. Vainly we stretched our ears. Nothing happened save the noise. Then somebody suggested turning the "button" (I don't know the technical name for it), so we turned the "button" and the deed was done. Loud and clear came the messages, and each of us who listened felt as though the two girls were voicing our sentiments exactly. And when there came the words, "Good-by, France," we all felt a little funny choking in our throats.

## We Leave Paris—XXIX

IN the morning, Grace Thompson, of Indianapolis, who was staying for two weeks longer in order to visit London, asked me to go with her down to the Rue de Rivoli. The Rue de Rivoli, as you must know, is a street where one can buy anything from Ivory soap (yes, real P. & G.) to gowns and jewelry, toys and books. We made a few last minute purchases and took a taxi back. I shall never forget the picture of ourselves riding through the streets of Paris, vainly trying to say good-by to each other and consoling ourselves with delicious strawberry tarts which we had purchased on the Rue de Rivoli.

At last we were ready to go. We were off in our buses for the station. There were many good-bys to be said to our Paris friends and acquaintances who had come to the station to see us off. We boarded the train and leaned out of the windows of our compartments. Once a man went by who looked a great deal like our former general manager at Cincinnati, Mr. Begien. But we dismissed the matter from our minds, for this, we were sure, was impossible.

## Normandy and Olive Trees—XXX

SOON we were off again across the lovely fields of Normandy. The spires of Rouen seemed to say good-by to us; the old women who gathered mustard waved good-by to us; even the goats and the cows seemed to be saying "good-by, good-by." The apple blossoms and lilacs were gone. Now everything was green.

I cannot recall whether or not there were olive trees in Normandy, but certainly there were further south. Do you know the olive tree? When I was a little girl my mother used to tell me about the olive trees that grew in far off countries. She told me that these trees were very old before they began to bear, but that they lived for years and years. I listened to her story with all the childish wonder that children always have when their mothers tell them stories, but little did I dream that I should ever see the olive trees of France.

And now that I have seen them, in the gray, green orchards, their branches gnarled and crooked, I think I know their meaning—the reason why old, crooked, homely trees like these should be set within the loveliness of a French landscape. They are like people, old and wrinkled, who have toiled for so long, trying to find a foothold, a place in the plan of the universe, but not having discovered it they rest by the earth's firesides. Without knowing it they become the background of some worth while thing. And so, the world must have its olive trees, which, besides their work of bearing fruit, must form a neutral background for the more beautiful trees of the warm countries; else these other trees would not seem half so lovely.

I wish that I could really picture some of these lovely sections of France; if I were only an artist I might do it, but since I am not, the only thing that I can do is to show you the pictures that I brought with me and to beg you that you will, if the opportunity presents itself, go to this land and feast your very soul on its loveliness.

## Bouquets at Havre—XXXI

AT Havre we were met by a delegation of little school children, who brought us dainty little bouquets. It seemed natural to have someone give us bouquets when leaving our own homes, but to be presented with flowers by the little children of a foreign country as we were leaving for our homeland seemed but to draw us nearer to them.

True to his word, Mr. Montagnani was there to tell us good-by, and with him was Mr. Williams, the American Consul at Havre. Several newspaper correspondents and photographers had come from Paris and there were others at the station. The station is located at the dock in Havre, so that all that we had to do was to go up the gangplank. Captain Berdanneau, Mr. Francis, Mrs. Rackerman, and Countess Lausanne, besides a number of other members of the Committee in France were

there to see us off. All these lined up on shore as we pulled out. We waved our little silk flags that we had carried through France, we called our good-bys as the gangplank was lifted, and the "Paris" moved away from the wharf. We were on our homeward journey.

## Good-by, Baltimore and Ohio!—XXXII

THEN it was that we heard a call from the shore—"GOOD-BY, BALTIMORE AND OHIO! GOOD-BY, BALTIMORE AND OHIO!" It was begun by Mr. Heis, the photographer, who had made the journey with us all through France; then Mr. Montagnani took it up; several French reporters joined in, and soon there was a general cheer that went up from the shore:

"HIP—HIP—HOORAY for the BALTIMORE AND OHIO!"

We could yell no more. There was a lump—no, I think it must have been a mountain—in my throat. Magdalene and Nina felt the same way.

"Hey, what's all this noise going on about the Baltimore and Ohio?" came a man's voice from behind us.

It was Mr. Begien. It was he, then, that we had seen at Paris. Were we glad to see him? That would be putting it mildly indeed. Then he told us that he was leaving the Baltimore and Ohio to become vice-president of the Chesapeake and Ohio, and that he had come to Europe on a little vacation. He was now on his way home.

## On Board The "Paris"—XXXIII

I SHALL not go into detail about our journey homeward, save to mention a few things that may be of interest. As on the S. S. FRANCE, there were many things to amuse us. There were the movies every afternoon, the *guignol*, or Punch and Judy show, a splendidly equipped gymnasium, a play room for the children, a fine library, and everything to make for a delightful journey. There was also the concert in which we again took part with a chorus which we adapted to the occasion and which brought forth great applause.

## Decoration Day—XXXIV

ON the morning of May 30 we began to get together to plan some kind of celebration. At home they would be decorating the graves of our soldiers; in France many would be doing the same thing. Certainly we could not do this.



"But remember," said Florence Schulz, of Kenosha, Wis., "there were those who died at sea; we can remember them."

True, we had not thought of this. There were our bouquets which the schoolchildren had given us at Havre; there were the roses given us by the marquis; there were other flowers which we had received on our departure. We would use these. A little

girl and a little boy, children of one of the passengers, offered to lead the parade. We got out our flags and our flowers, and at ten o'clock in the morning we marched three times around the ship, the children walking ahead, carrying the American and French flags; then we came to a halt and dropped our flowers overboard as we sang "America."

## New York Once Again—XXXV

THE PARIS was not quite so elaborate as the France, but we found it rather restful after all of the gilded walls and brass buttons that our eyes had been filled with for the past week. The journey was most pleasant and there was but one day that might be called rough. The days went



### IN AND AROUND PARIS

1. The Hotel Moderne, where the Good Willers made their headquarters when in Paris. 2. A typical little foreigner, who travelled in the steerage aboard the "Paris," on her way to America. 3. The cupid water fountain at Chateau Thierry, in all of his regalia as a Good Will Delegate (see story in last month's issue). 4. The famous Pont du Gard in southern France, which brought the water from the mountains for the baths of the old Romans. 5. One of the tanks left on the battlefield. 6. The gun emplacement of the "Big Bertha" not far from Coucy le Chateau. 7. A Sunday morning scene in Paris; goats are no respecters of persons but take a stroll up the Champs Elysees with as much unconcern as do the count and countess on the right



by swiftly. We spent a great part of the mornings in playing shuffleboard. Quoits, ring games, deck tennis and deck golf were also interesting, but shuffleboard was by far the most popular game.

Arriving at Quarantine, we took aboard the inspectors. We had no trouble in going through with them, and very little with the Customs. We were getting into New York Harbor. It was Saturday afternoon. Busy little tugs were plying up and down the waters.

"Look!" cried someone, "isn't that one of your Baltimore and Ohio tugs?" It was, and, as the saying goes, it "looked good to us." We wondered if there might happen to be someone aboard her who knew that we were on the PARIS. We waved. The answer came back. We ran to the outside deck. Then, across the water came the shrill, sweet voice of a little child.

"Aunt Ma—ry," she called, "did you bring my Paris baby doll?"

It was Esther Jane Van Sant. The tug "GEORGE M. SHRIVER" drew nearer and we could see the little girl, her mama and her daddy, who had come to meet us. Then there was Mr. E. A. English, marine supervisor, New York, with Captain Burtis and his crew.

"We've seen lots of French women," called Magdalene to Esther Jane's mother, "but you look better to us than any of them."

"Did you bring any Frenchmen home with you?" they asked.

"No, but we brought a perfectly good American," we replied pointing to Mr. Begien, who stood beside us on the deck.

Then a whoop went up from the tug and she sped along so as to arrive at the dock in time to get the pictures of us coming down the gangplank which you saw in the July issue of the MAGAZINE. Through the assistance of Mr. Horton, our steamship representative, our baggage was handled quickly and before we knew it we had said goodbye to those who had taken such good care of us on the journey, and found ourselves on the streets of New York, bag and baggage, and we looked for all the world like a group of emigrants just in from Ellis Island.

"This is the Place de la Concorde," declared Nina as we turned a corner.

"And there is Eifel Tower," remarked Magdalene, indicating one of New York's skyscrapers.

"And where do we eat?" I asked.

"At Asbury Park," declared Mr. English, pointing the nose of his car Asburyward.

That night we had dinner at Asbury and motored back to New York. Next morning found us on the way back to Baltimore on Number 5. At 12.20 p. m. the train came to a smooth stop.

"Mt. Royal Station," called the brakeman, "the first stop in Baltimore!"

We were home at last!

THE END.

## Carcassonne

By MARGARET TALBOTT STEVENS

*The citadel of Carcassonne, built in the 5th century by the Visigoths is one of the most interesting places in southern France. Built of stone, one tower after another, connected by stone steps and stone pathways, it stands a monument to the days of cruel warfare. On a hill that overlooks miles and miles of surrounding country, even giving the traveler a peep into the heights of the Pyrenees, Carcassonne is a remarkably well preserved example of the walled city of the middle ages. On the right of the great stone gateway in the picture may be seen the Hotel de la Cite, where many of the Good Will delegates spent the night.*

*No longer used for warfare the citadel has become the home of many peasants, and the streets now, instead of running with blood, have become the playground of little black-aproned peasant children.*



To Carcassonne they brought us yesterday  
That we might see the ancient citadel  
All made of cold, gray stone and lying there,  
Within the shadow of the Pyrenees,  
Like some old peasant by the chimney place  
Garbed in ancient frock, and in his pipe  
Seeking solace from the days that are no more—  
A monument to the times of long ago.

Within the towers that 'gainst the sunset made  
An outline grim, though beautiful withal—  
For gray stones ever bring us dreary thoughts  
Of prison walls—the echo of the voice  
That told us of the days of Visigoths  
Told also how the battles here were fought,  
And bade us gaze into those frightful pits  
Of torture, where brave souls had suffered death.

These great stone steps that mark the passageways  
From tower to tower, steep, without balustrades,  
Tell a story: These were built for men—  
Strong, hairy men, whose hearts then as these stones  
Were steeped in warfare and in sole desire  
To kill and to possess. These turrets speak  
Of wars—those fearful, hard and cruel wars  
That seek destruction, blast a nation's soul.

But ah, today indeed the scenes are changed,  
For down within the quaint and narrow streets,  
Like little fireflies in the twilight hours,  
Are happy children of the villagers.  
They skip and dance and laugh about the towers  
And have no fear of enemies without—  
Sly little rogues who beg us for our sous—  
But is not Carcassonne more lovely now?



# Women's Department

Edited by Margaret Talbott Stevens.



## Save the Gas and Stop a Leak in Your Home

By M. W. JONES, Assistant Editor of the Magazine

RECENTLY Aunt Mary and the writer were discussing various matters of interest to women, and also the Stop That Leak campaign. In a moment of ill-advised enthusiasm we suggested that it might be a good plan to write a little story on the subject of Stopping Leaks in the home, particularly in gas bills, etc. It turned out to be a boomerang for today we find on our desk a note saying that we are commissioned to interview our wife—or someone else's—and write the story. With this explanation, armed with note book, pencils, etc., we proceeded to lay the facts before our better half and the following interview ensued:

"My dear, I have been commissioned by the Baltimore and Ohio Magazine Women's Page Editor to ascertain your views on the question of reducing gas bills. What have you to say?"

"Go away with you. You don't want to interview me. You do that 365 days a year. Why put it on paper?"

"Well, Aunt Mary wants it, and so you'll have to tell us."

"You know my views very well; write it yourself."

"Nay, nay, Pauline, it must be in your very own words."

And thus persuaded, our "boss" proceeded to expound the following views.

"Gas is one of the items in the household budget which, if not closely watched, will run into a large sum of money each month. One of the most important things is to have a good stove and to have it carefully inspected by some competent man to see that it does not leak anywhere and that the plumbing is in first class condition. The gas company will send a man to look at it if you think it's leaking. Always turn out the gas when you don't need it. Don't leave it burning. That wastes gas and costs money. Be careful to have your burners regulated so that the flame burns blue. The gas man will do that also.

"In doing your cooking, don't use large burners for small utensils and always turn off the gas before removing vessels from the stove. Keep your stove clean, don't allow

burners to become clogged with grease. Cleanliness is always important.

"When baking or cooking a meal, several things can be cooked at one time. A whole dinner may be prepared in the oven by having a roast, baked potatoes, vegetables en casserole and a baked dessert.

"Don't light the gas of the outside burners before you are ready to put on the pot or skillet. This wastes gas unnecessarily.

"Although it is necessary to turn heat on under the oven, generally one burner may be turned off or both burners lowered after food is placed inside it.

"Thank you Madam," we remarked, "your explanation is very clear and easily understandable. Have you any other ideas to expound on the subject of Stopping That Leak in the home, or in other words, making your hubby's hard earned salary stretch out so that one dollar will take the place of two?"

"Yes, I have," said the lady of our heart, "and I have one remark to make which you will do well to think about yourself."

"And pray wherein have we sinned?" we asked, all a-tremble.

"The electric light bill is a prolific source of waste. When you go into the kitchen at night and turn on the light, don't leave it burning when you come out. Turn it off. When you go to the cellar before retiring, to see that there is no one there, to see that the cat is put out and the door looked, you turn on the electric light. Turn it off before you go to bed. Don't do as you did the other night, leave it lighted 'till next morning. That costs money, and I had to pay the bill."

"We stand corrected and offer our sincere apologies. Now that we are forgiven, what next have you in mind?"

"Food is another place where money can be saved or wasted. Don't cook enough for five or six people if you have only three to the meal. Have enough, of course, but don't have a lot left over. Of course, in the case of potatoes and things of that kind, if you have any left over, you can always cook them in tasty ways for the next meal.

Bread gets stale. If you have, as I have, a husband who only eats one slice, don't cut half a dozen. If he eats one and then asks for more, you can always cut another slice."

"And what are your ideas about ice?"

"In the summer time, fill your ice box up. Don't order just 25 pounds a day. The larger the lump the longer it lasts."

"And might we ask your views on the subject of the care of the furnace?"

"Most decidedly not. That's your end of the job and I don't care to discuss it. One of the important requisites of a good housekeeper is that she shall mind her own business and let her husband mind his!"

"Thank you very much, my dear. We will submit the result of our interview to Aunt Mary, and we hope that it will be satisfactory to her and that we may not be placed in the embarrassing position of being compelled to interview 'some one else's wife,' as she requested. "By the way, Aunt Mary suggested a good illustration for this little story would be your picture standing by your stove, 'stopping gas leaks.' What do you think?"

"Certainly not. When the MAGAZINE gets my photograph it will not be dressed as a kitchen canary, but in my best—that is if you ever buy me a new dress."

This seemed an opportune time to conclude the interview, having apparently started something we did not want to finish! And so, in our best reportorial style, and with many expressions of appreciation, we bowed ourselves out.

## And She Said That She Only Did Her Duty

THE accompanying picture is of Mrs. G. W. Stewart, wife of Trackwalker G. W. Stewart, Indian Creek, Pa. Mrs. Stewart, by her quickness of thought and action, averted a possible serious accident.

On the afternoon of August 12 the Connelville Division was visited by a violent rain and wind storm in the vicinity of Indian Creek. A number of poles were blown down, two of which fell on our tracks not far from the Stewart home.



Mrs. G. W. Stewart—another honor woman



Mrs. Stewart was at home with her children, and, realizing the danger to our No. 23, a through passenger train, she secured a red flag which her husband uses in his line of duties, and flagged the train. The engineer caught the signal in time and brought the train to a stop without accident.

When questioned about it, Mrs. Stewart modestly said that in flagging the train she had only done her duty in attempting to save lives and property.

We are proud of Mrs. Stewart and it gives us pleasure to place her picture here and her name on the record of thoughtful Baltimore and Ohio women.

## Can The Modern Girl Sew— I'll Say So

By EDITH COPLAN, *Transportation  
Department, Baltimore*

**G**IRLS, do you want a hearty laugh? Then read this:

"About all the modern girl knows about a needle is that you can use it only once on a Victrola."—*Cabinet Woodworker.*

The modern girl, indeed! I wonder if the writer knows a truly modern girl. If he would spend his evenings getting acquainted with one (or more) instead of reading all the pessimist reformers have to say, he would soon find out that the modern girl can sew, likewise knit, likewise cook, and likewise keep house, despite the fact that she may be also a capable business woman.

The modern girl, Mr. Mourner, makes many of her own clothes—especially in the summertime. How else do you think she can manage to have so many? Or haven't you noticed that? Well, to be sure, you haven't learned the price of them yet.

I move that we send this doubter a copy of our Women's Section of the MAGAZINE each month; he will learn that the modern girl can sew, and do lots of other things besides.

"There can be no thrift, nor economy, nor comfort at home, unless the wife helps; and a working man's wife, more than any other man's, for she is wife, housekeeper, nurse, and servant, all in one. If she be thrifless, putting money into her hands is like pouring water through a sieve. Let her be frugal and she will make her home a place of comfort, and she will also make her husband's life happy, if she do not lay the foundation of his prosperity and fortune."

Samuel Smiles, in "Thrift"

*Announcement of the Prize-Winners  
in the Women's Contest will be made  
in the December issue*

## How I Made My Hat and Scarf

By Miss L. T. DOSCH, *Washington, Indiana, Correspondent, St. Louis Division*

(Note: Several months ago Miss Dosch wrote the editor of the Women's department about a pattern for a hat and scarf which she had seen in a recent issue of the "Women's World." Later came the letter, in which Miss Dosch tells just how she made these attractive articles which are worn by her in the accompanying picture. We are delighted to have articles like this one, and we shall be glad to hear from others of our women and girls who have done similar work. This article is one of the entries in our Women's Department contest.)

**T**HE hat and scarf to match are of soft taffeta in dark blue. A piece of silk 1 yard wide and 2 yards long will make the hat and scarf.

The ribbon trimming of raisins for the hat and scarf uses seven clusters each in the following colors: two shades of green, orchard, salmon, orange and two shades of blue. Each cluster is made up of from 12 to 14 raisins made of ribbon  $\frac{3}{4}$  inches wide and  $2\frac{1}{2}$  inches long. Fold ribbon in the middle, lap left over right and sew in a small pleat. (Sew the raisins on a piece of crinoline or any piece of stiff material about 4 by  $1\frac{1}{2}$  inches, beginning at the top and working down to the bottom.) When the cluster is finished trim the crinoline close to the stitches so it does not show. Arrange the clusters so the colors of the clusters blend prettily and sew in place neatly. Preference may be used in colors of ribbon for raisins.

(Continued on page 44)



Miss Lottie T. Dosch, Washington, Indiana, tells how she made this pretty hat and scarf



# Express Your Individuality in Your Clothes

By PEGGY

THE girl who does not make her own clothes, or at least some of them, does not realize what a lot of pleasure she is missing.

"I never sewed a stitch for myself, beyond darning stockings," said one of our



girls recently. "and I think that darning stockings is what gave me the idea that sewing is boresome. However, after looking over some of these easy patterns shown in the MAGAZINE's new Fall and Winter Fashion Book, they looked so easy that I decided to try one.

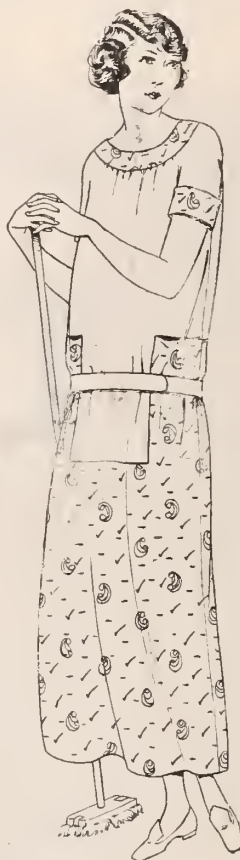
"Would you think that I was crazy if I told you that I chose Pattern No. 4522 to begin with? And still sillier when I invested in blue duvetyn for my first trial dress? Well, that's just what I did. I am a little bit overweight, you know, and this pattern just appealed to me. I measured myself to find out the amount of braid that I needed, and I found a remnant of braid on the bargain counter, of just the length that I needed.

"I cut the material, did all of the necessary basting, and sewed up the straight seams on a Saturday afternoon. On Monday evening after dinner I sewed on it again, and on Tuesday evening I finished it all but the snaps. I had hoped to get it finished by Saturday at the latest. I was going with a group of girls on Saturday afternoon to the matinee and I wanted something nice. You may be sure that I was delighted with my accomplishment, particularly because the girls in the office wanted to know where I had bought it. Instead of the fancy collar, I had made one of the same material and used one of those darling little lace collars which are to be found in the department stores now.

And the sleeves are so pretty, too. Really, I feel all dressed up when I wear it.

"I liked this one so well that I secured several other patterns from the MAGAZINE Pattern Bureau and I am planning to make my whole winter outfit, including a cape. Your MAGAZINE patterns are so simple, so easy, that one has a great opportunity to express her individuality in minor changes in the patterns and retain, at the same time, the lines of the prevailing styles. Besides, goodness me, see what you're saving!

"What I do in the line of sewing is only what any other girl can do, particularly with the easy patterns that you can find on the pages of the MAGAZINE."



So there's the story. Simple patterns plus a little ingenuity, and you have a dress which, although it follows the lines of the prevailing fashion, is as individual as a creation of a Parisian designer.

4539. This pattern is cut in sizes 2, 6, 8 and 10 years. A six-year size requires  $2\frac{3}{4}$  yards of 32-inch material. Price, 10 cents. Use coupon, please.

4518. Chintz and unbleached muslin would make a pretty morning dress in this pattern, which comes in the following sizes: small (34 to 36 inches); medium (38 to 40 inches); large (42 to 44 inches) and extra large (46-48 inches, bust measure). Medium size requires  $4\frac{5}{8}$  yards of one material, 32

inches wide, or, to make as illustrated requires  $1\frac{1}{2}$  yards of plain material and  $2\frac{7}{8}$  yards of figured material, 40 inches wide. Price, 10 cents. Use coupon, please.

4537. Velours, bolivia, chinchilla, plush and other pile fabrics are attractive for this model. The fronts may be closed in double breasted style, or in revers effect as illustrated. Braid trimming and fur form a smart finish for this desirable model.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires  $2\frac{3}{8}$  yards of 54-inch material. Price, 10 cents. Use coupon, please.

4534. Checked gingham in brown tones was used for this model. It is good for wool jersey, twill and serge, also for taffeta and velveteen.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{1}{8}$  yards of 54-inch material. Collar and cuffs of contrasting material will require  $\frac{3}{8}$  yard 36 inches wide. Price, 10 cents. Use coupon, please.

No. 4522, the pattern used by this Baltimore and Ohio girl, is shown on this page. It is cut in seven sizes, 36 to 48 inches bust. Size 38 requires  $3\frac{1}{4}$  yards of 54-inch material. Price, 10 cents. Use coupon, please.

Pattern 4516 is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $5\frac{1}{8}$  yards of 40-inch material. To trim as illustrated requires  $1\frac{1}{8}$  yard of material 40 inches wide. The width of the dress at the foot with plaits extended is  $2\frac{3}{8}$  yards. Price, 10 cents. Use coupon, please.

4503. Broad cloth, polo cloth, heather mixtures, tweed or velvet as well as other pile fabrics are good for this model. Fur,





4534



braid or braiding will be suitable for decoration.

The pattern is cut in 5 sizes: 2, 4, 6, 8 and 10 years. A 6 year size requires  $2\frac{3}{4}$  yards of 40-inch material. Price, 10 cents. Use coupon, please.

4519. Here is a youthful girlish design, that will lend itself readily to a development in satin, taffeta, crepe or kasha. The panel may be omitted.

The pattern is cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires  $4\frac{1}{4}$  yards of 40-inch material. The width at the foot is  $2\frac{1}{4}$  yards. Price, 10 cents. Use coupon, please.

4515. Checked percale and linene are here combined. Crepe in two colors or gingham and chambray together would be pleasing. This is also a good model for saten and ehintz in combination or alone. If made of one material, piping or binding of figured or material in a contrasting color would be attractive.

The pattern is cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires  $4\frac{1}{8}$  yards of 36-inch material. For waist portions, pockets and belt of contrasting material  $1\frac{3}{8}$  yard is required. Price, 10 cents. Use coupon, please.

4514. Camels hair, velours and all pile fabrics may be used for this style. It is also good for satin, taffeta and crepe weaves. The flounce is the new feature in fashions of this season.

The pattern is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $3\frac{7}{8}$  yards of 54-inch material. Price, 10 cents. Use coupon, please.

4498. Dotted percale in blue and white is here portrayed. It is piped with blue bias binding. This is a good model for suiting, kasha, and jersey, also for linen

and crepe. The sleeve may be in wrist-length or short.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. It requires  $3\frac{1}{8}$  yards of 27-inch material for an 8-year size. For vest, and facings of contrasting material  $\frac{1}{2}$  yard 32 inches wide is required. Price, 10 cents. Use coupon, please.

4536. Figured and plain foulard is here combined. This is a pretty style for crepe



de chine, with trimming of plaited frills on the panels and waist. The sleeve may be in short, or wrist length.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{5}{8}$  yards of 40-inch material. To make as illustrated will require  $2\frac{1}{8}$  yards of plain and  $1\frac{1}{2}$  yard of contrasting material. Price, 10 cents. Use coupon, please.

### PATTERN ORDER COUPON

Baltimore and Ohio Magazine Pattern Bureau  
1188-1190 Fulton Street  
Brooklyn, New York

Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

Name.....

Street.....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

*Up-to-Date Book of Fashions*

Send 12c. in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS

4523. This pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $4\frac{1}{4}$  yards of 40-inch material. The width at the foot is 2 yards. Price, 10 cents. Use coupon, please.

4392. This style has slenderizing lines and is becoming to youthful and to mature figures. Gingham with linen would be fine for this, or ratine with binding in a contrasting color. Taffeta too will be attractive for this style.

The pattern is cut in 8 sizes: 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38-inch size requires  $6\frac{1}{8}$  yards of 32-inch



4522



material. The width at the foot of the dress is  $2\frac{1}{2}$  yards. Price, 10 cents. Use coupon, please.

4539. White wool challie with figured challie is here portrayed. Figured and plain voile would also be attractive as well as plaid suiting and plain woolen. The sleeve may be finished without the peasant portion.

The pattern is cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{3}{4}$  yards of 32-inch material. To make sleeves and front of contrasting material requires  $\frac{7}{8}$  yard 40 inches wide. Price, 10 cents. Use coupon, please.

4196. The little doll mother may not only make dolly's clothes but also the doll, from the models supplied herewith. The body may be of drill, unbleached muslin, oil cloth or senitzes, with a stuffing of bran, kopak, or cotton. Eyes of shoe buttons, nose and lips of yarn, or, the features may be embroidered or painted.

Dressed as a clown this doll will be very attractive. The suit may be of calico, cretonne or scraps of silk or satin. One or two colors of materials may be used. For the rompers, cretonne or gingham is pleasing. Dolly will be so glad of the dear little pockets in her rompers, and "Pierrot" the clown will do all sorts of tricks in his comfortable costume, if his arms and legs are fastened so as to be moveable.

The pattern comprising the doll and the garments, is cut in 3 sizes: Small, 12 inches; medium, 16 inches; large, 20 inches in length. The doll requires for a medium size  $\frac{1}{2}$  yard. The rompers  $\frac{3}{8}$  yard. The suit and hat,  $1\frac{1}{4}$  yard of 27-inch material. Price, 10 cents. Use coupon, please.

## How I Made My Hat and Scarf

(Continued from page 41)

### The Scarf

The scarf is 20 inches wide the full length of the material, then folded double, when finished it is 10 inches wide, with a 5 inch point on one end. Sew up scarf being careful to keep a neat point and sew clusters of raisins on this end of scarf. For the other end of the scarf gather the silk in three rows and insert dark blue tassel.

### The Hat

Select a small brim hat frame and have your milliner cover same with the piece of dark blue taffeta cut from scarf, which will be sufficient to cover, and also make a small wing bow across the back of hat. Sew the clusters of ribbon in place across the front, tacking them to crown and brim.

"Ill-cooked meals are a source of discomfort in many families. Bad cooking is waste—waste of money and loss of comfort. Whom God has joined in matrimony, ill-cooked joints and ill-boiled potatoes have very often put asunder."

Samuel Smiles, in "Thrift"

## These Embroidery and Applique Designs Will Help You With Your Christmas Gift Making

THE girl who sews will want to use some of these pretty designs in making Christmas gifts for her friends.

What could be prettier for the new bride than a set of tea towels done in the simple outline stitch in the pretty designs used in transfer pattern No. 12258? In the shops one may now purchase many lovely kinds of suitable materials, of which the most attractive are the new Czecho-Slovakian linens. These come in generous widths and may be had at a cost of about 30 cents per towel. A set for glass, silver, and china could be done in chain or outline stitch in blue, yellow, green, or in scarlet. The pattern, which comes in blue, furnishes two each of the four motifs shown—eight in all. This pattern may be had for 20 cents in stamps.

The woman who takes pride in the appearance of her table will be pleased with a set of napkins embroidered with her initial in the long, narrow block letters as shown here. The style as it appears is easy to embroider because of its simplicity. It may be had in sizes  $\frac{1}{2}$ , 1, 2, and 3 inches high, 12 initials of each size, so that you will be sure to have patterns enough for several sets. The smaller designs are suitable for doilies, handkerchiefs, and napkins. They also lend a particular dignity to men's handkerchiefs. The larger letters may be used to good advantage on larger articles, such as pillow cases, laundry bags, collar cases, towels, etc. This pattern is number

Transfer pattern No. 12684 shown herewith, may be had in blue or yellow. This pattern provides two of each of the designs shown. What a delightful occupation to make a pair of curtains for little Dorothy's room with a row of these little figures embroidered or appliqued on them! For, you see, the extra patch pieces for cutting the applique also are furnished with the pattern. And how about a little pair of gingham rompers on which the little boy and his toy elephant



are used as decorations? The big rabbit's head with its long ears is just the right size for pockets for Helen's play dress or for Junior's rompers. Even the decorations for the little room may be enhanced by these designs. Think of going to sleep with a kiddie car baby design on our little spread and a bunny pocket in our nightie, where we may find our "handkie" if we should need it in the middle of the night.

In chambray, gingham or linen, these designs make fascinating appliques, stitched down with blanket, chain, or outline stitches. The price of this group of designs is 25 cents in stamps. Send your name and address, written plainly, and the pattern number, together with the required number of stamps to: Editor Women's Department, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.



12031. Please order by number, giving the initial desired. For 35 cents in stamps you may secure any one initial in 27 different sizes, 12 duplicates of each size, in seven different styles, (324 initials in all), all in one transfer pattern.

Now for the kiddies and their dresses!





# Our Little Railroaders

Dear Little Railroaders  
Just one thing we'll do—  
We wish a fine, happy  
Thanksgiving to you!



May you have many pies,  
And turkeys so fat,  
And puddings with raisins  
As big as your hat!

## Chestnutting

Oh, bring along some baskets, a tin pail and a bag,  
We're going to hunt for chestnuts in the wood  
Grandpa's hitching Dapple Ned  
To the old cart in the shed,  
And he says he'll take us all, if we'll be good.

Across the hills we ride to the rough old road that goes  
Deep down into the woods for miles and miles,  
Hear the squirrel's noisy chatter,  
And the chipmunk's clatter, clatter,  
As the Autumn winds bring rosy cheeks and smiles.

"Much farther is it, Grandpa?" asks little brother Jim,  
But grandpa flaps the reins and chuckles low,  
"You youngsters make me feel  
"Like a young, fresh-water eel,  
"Great Caesars, Dapple Ned, but you are slow!"

Oh, the forest rings with laughter as we gaily ride along,  
For Grandpa knows just where the chestnuts grow,  
He knows the nicest trees,  
And he takes us right to these—  
Just where he took his children years ago.

And sometimes there are bushels of sweet chestnuts on the ground,  
And sometimes it's a job to find a quart,  
But, just like Grandpa, we  
Are as happy as can be  
When we go a-hunting chestnuts in the cart.

## How to Make "Finger Prints" of Leaves

Ernest Thompson Seton tells the boys and girls process  
by which they can get remarkable results

IT seems to me that children nowadays have none of the resourcefulness that was usual among the young folks of my day, writes Ernest Thompson Seton in *Nature Magazine* of Washington. When I wanted a baseball, I made it out of cork, lead, yarn, and a cover of cord. The modern boy asks Dad for the money to buy one. So also of the bat, the bob-sleigh, the fish pole, and a hundred other things.

Which is not what I set out to tell you at all, but rather how we made beautiful pictures of leaves, even though we were not artists.

This is a simple art that our grandmothers taught us, and one that I wish every child would take up today; for even

the little ones seven and eight years old, with reasonable care, can make permanent black portraits of leaves that will rival the finest steel engraving in delicacy, and far outdo them in their absolute truth.

These are the materials of the craft: a thimbleful of unsalted butter or lard, a common candle or else an oil lamp with the chimney off, some sheets of cheap, common soft paper, and last, a selection of ordinary leaves. If possible, get strawberry, raspberry, and elm, for these have such hard and prominent veins that you will be sure to have wonderful success in one or two tries, and thus get mightily encouraged and help all who see to become interested.

Begin by greasing or buttering a sheet of soft paper, rubbing the grease on evenly, so that the paper is faintly oily all over one surface. Now, light your candle or lamp, and, turning your paper greasy side down, hold it low over the light, so that it is just in the top of the flame. *Keep the paper moving* rapidly round and round or back and forth, until the greasy side is smoked over evenly and jet black. If you allow the paper to rest one moment, or hold the edge over the flame, it will take fire.

The smoking should be done by a grown-up; the little ones should not be trusted with the handling of fire.

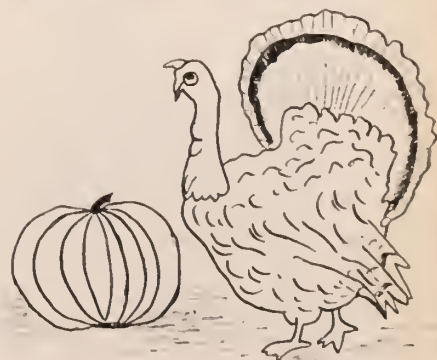
When this, your smoke sheet, is ready, lay it down, smoky side up, on top of one or two thicknesses of cloth to make a smooth, soft pad. On the smoke sheet lay the leaf that is to be printed, the under side of the leaf to the paper. Now, on top of the leaf, place a sheet of soft paper. Hold it down tight with one hand, and with the finger tips of the other, rub the upper sheet all over, so as to press the leaf well into the black of the smoke.

Then lift off the top sheet—that is, the pressing sheet—take the leaf by the stalk, and lay it on a sheet of clean, white paper. Lay another clean sheet on this, holding it steady, for neither leaf nor paper must slip. Rub all over the top sheet, so as to press the leaf at all points.

Now, lift the pressing sheet and the leaf, and lo! a perfect portrait of the leaf, life-size, in imperishable carbon ink.

One leaf will make as many prints as you desire.

(Continued on next page)



Drawn by Doris Forney, Baltimore, Md.





### Dear Girls and Boys:

We did not get so many answers to the September puzzles as we did for those in the August number, all of which goes to prove that the last one was the harder. The answer is the word "P-U-Z-Z-L-E." It takes Christina to make up the hard puzzles, doesn't it?

Those who sent in correct answers are: Lula Grace Ireland, 1802 N. Monroe Street, Baltimore, Md.; Edward Henry, 230 Bedford Street, and Sarah Pennington, 163 Polk Street, Cumberland, Md.; Lorraine Tharpe, Box 289, West Newton, Pa.; Jean Albers, 1805 Delaware Avenue, Wilmington, Del.; Richard Fritz, 5904 Pennsylvania Avenue, Pittsburgh, Pa.; Harry Neal, 520 Virginia Avenue, Cumberland, Md.; Mildred Rockwell, Green Spring, W. Va.; Edna Mitchell, 911 Vincent Street, Philadelphia, Pa.; William Haak, Chicago, Ill.; Mary Magdalene Appel, Breese, Ill.

And now, here is the surprise! Mrs. Frank M. Howard, grand president of the Ladies' Auxiliary to the Veterans Association, offers one dollar for the first correct answer to the following puzzle. Isn't that splendid of Mrs. Howard? Here's the puzzle. Fill in each blank with the name of a tree. In the second space we have added the letter "d" to the name of the tree, and in the 11th the letter "y."

### THE STORY OF JACK AND JILL

JACK WAS A VERY .....YOUNG MAN AND HE.....D FOR JILL, WHO WAS THE.....OF HIS EYE. IN HER BRIGHT.....RIBBON AND HER.....TRIMMED COAT, HE OFTEN.....AND FINALLY GOT HIS COURAGE UP TO POP THE

QUESTION. HE FEARED THAT SHE DID NOT CARE A.....FOR HIM; HOWEVER, SHE ACCEPTED HIM, ALTHOUGH SHE REGRETTED THAT HE WAS NOT VERY..... THEY TOOK THEIR WEDDING TRIP IN A ..... CANOE. THEY WERE A FINE .....JILL LOOKED QUITE.....Y AS SHE SERVED JACK'S CAKES AT BREAKFAST WITH.....SYRUP. BUT FEELING THAT THIS STORY IS NOW A....., I SHALL END THE NARRATIVE.

Remember now, the first correct answer gets the dollar. Each of the others will receive a pretty post card from Aunt Mary. Next time we have a dandy puzzle which was sent us by The Major. Be sure to watch for it.

Send all answers to: Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

### How to Make "Finger Prints" of Leaves

(Continued from preceding page)

The chief mistakes you must avoid are putting too much grease on the smoky paper, and letting the leaf slip while printing.

If the black looks uneven, rub it even with the finger tips. Sometimes the sheet will need re-smoking.

If you cannot get a candle or a lamp, a substitute is found in a little torch of fat pine stick, a curl of birch bark, or even a rag of tar paper.

Always label your print with date, place, and name of the plant, if possible. If you do not know the name, some friend will surely tell you.

This is such a delightful combination of outdoor expedition and indoor art that the Woodcraft League allows honors for it. Fifty good prints of different leaves, properly labeled, counts for low honor, one hundred for high honor.

While one naturally puts these in an album as plant pictures—finger prints of the trees—they can also be used for decoration. They may be applied as a border, in a passepartout, on the cover of a book, as lining paper, or for personal touch on the head of notepaper.

## Old Lady Save-it

By PEGGY POE, in "Getting On"

ONCE there was a very rich king who made it known in his kingdom that he was looking for a wife. Soon there came many pretty ladies to his court. Wise men told the king to choose a lady and give her charge of his castle for a year, and then if she proved worthy to be a royal wife he should marry her. The king picked out the most beautiful lady and gave her the keys to all his money chests and store houses.

This lady did very well for a while, being careful to keep accounts and to see that no grain or flour was wasted. But soon she grew tired of being so thrifty and spent her time making herself beautiful. Quickly all the grain was wasted and the money spent and the king found himself poor. His robes were tattered, his servants gone. Then one day an old woman came to his court. She begged to take care of the castle.

"Who are you?" asked the king crossly, because he thought the old woman so hideous.

"OLD LADY SAVE-IT is my name, sir, and I can help you get back all your riches." But the king drove her away saying he could not bear to have such an ugly person around. So things became worse until the king was so dreadfully poor that folks laughed at him.

And because he kept on trusting the beautiful lady, he was forced to beg before the year was up. When the old lady came again, the king was glad to chase the careless, lazy beauty away and give the castle keys to the thrifty, ugly old woman.

Before another year was up the king was rich once more. His cellar was full of grain and his chests were full of gold. And then he had to marry the old woman because she had proved worthy, but he didn't like the thought of having such an ugly bride. So one day instead of helping her to the throne, he roughly pulled her over and behold! Off came her straggly hair and with it a false-face! And there stood before him a most beautiful princess. And so, after all, OLD LADY SAVE-IT is a beautiful princess in disguise, and she can make us rich and happy just like she made the king if we will give her half a chance!





## Prospective Business Cards Are Swelling Railroad's Revenues

THE "Traffic Tips" postcards which were sent in by employees during the month of August resulted in securing a gratifying amount of business for the Baltimore and Ohio. On the other hand, a number of them came in too late to be of value. In several cases the business would have come to our lines had the tip been received by the Traffic Department in time to take action and to "beat the other fellow to it."

The Baltimore and Ohio is not the only railroad that is using the "Traffic Tips" postcards. Other railroad magazines that come to the office indicate good organization of the prospective business proposition, and it is necessary that we Baltimore and Ohio folk get on our toes to secure all business possible for our lines before somebody else gets it. Therefore, when you know of someone who is contemplating a journey, or of some big shipment that is about to be made, fill out your card and send it in immediately, or someone else may get ahead of you.

The greatest number of tips sent in by any one person during the month of August came from G. M. Campbell, rate clerk, General Freight Office. Mr. Campbell reported movement of 5 carloads of brick; an industry seeking a new location; 10 dump cars from New York; 4000 tons of rail from Bethlehem; a railroad that was in the market for 40,000 tons of rail, and another for 2400 tons of structural steel, and the proposed construction of an 8-story office building. Not all of these tips were productive of results, but they suggest the large possibilities of placing prospective business before our traffic officers, when we keep our eyes open.

G. C. Ott, Employment and Record Bureau, Baltimore, and Travelling Passenger Agent E. J. Gleason, Chicago, were next in line. Mr. Ott reported various shipments of logs and other timber, building materials and several miscellaneous shipments. Mr. Gleason reported 70 cars of glass polishing machinery, all of which will be moved via the Baltimore and Ohio; 70 carloads of other machinery and 15 cars of gears.

Agent J. D. Parker, Raphine, Va., secured one car of oats, Toledo, Ohio, to Lexington, Va. Dining Car Steward Carroll L. Garner sent information concerning movement of feed, Chicago to West Virginia territory, resulting in 75 carloads per month being shipped via the Baltimore and Ohio. W. J. Swanson, ear clerk, Canton, Ohio, advised of a movement of sand from Massillon to Canton, Ohio, resulting in Baltimore and Ohio routing for 35 cars on which our revenue will approximate \$1000. Train Dispatcher D. E. Neister, Washington, Indiana, gave in-

formation concerning a shipment of household goods, Seymour, Indiana to Los Angeles. The shipment will be routed via Baltimore and Ohio; revenue, \$80.

Other employees who sent in important information concerning shipments during the month of August are: W. B. Hollas, Transportation Department, Pittsburgh; M. D. Bailey, Freight Office, Columbus, Ohio; A. H. Barton, Mail and Express Traffic Department, Baltimore; John L. Bowes, machinist, Mt. Clare. (Most of the foregoing were under investigation at the time the report was sent to the Magazine Office.)

In soliciting passenger traffic, the following have been instrumental in securing passengers for the Baltimore and Ohio: C. E. Wood, Engineering Department,

Baltimore, Md.; P. P. Purgitt, power clerk, Camden Station; J. J. Conen, Motive Power Department, Mt. Clare; J. T. Morgan, Erecting Shop, Mt. Clare; P. L. Cook, Printing Department, Mt. Clare; J. L. Norris (no address given); Agent W. W. Brown, Apple Grove, W. Va.; Agent T. M. Gillum, Shinnston, W. Va.; I. C. White, Relief Department, Baltimore, Md.; D. E. Neister, Transportation Department, Pittsburgh.

One other employee sent in a card and forgot to sign his name; the tip resulted in two round trip tickets, Baltimore to California. L. Van Sandt, Freight Department, Pittsburgh, and G. G. Connelly, Freight Department, Junction Transfer, Pa., each reported prospective passengers, but the information arrived too late; in one instance the passenger had already purchased a ticket via a competing line; in the other, the passengers had departed.

Have you sent in your "Traffic Tips" card? Do it now!

## Do You Know All the Memorable Sights Unfolded in the Baltimore and Ohio Washington Tour?

By HARRY B. KIGHT, *Traveling Passenger Agent*

THE August issue of the MAGAZINE had an interesting article entitled: "Washington Tour Is Greatest Bargain in Educational Sight-seeing," and quoted a letter from a young lady who had made this trip to prove it.

I wish that every person in this good old U. S. A. who has not already done so, would visit Washington on one of these tours and see the wonders of our capitol city.

It has been my pleasure to accompany some of these parties to Washington and frequently I hear the visitor say at the end of the first day only, "I have had my money's worth already. I wonder how they do it!"

And it is truly wonderful when you think of it—purchasing your ticket right at home, getting on the train and leaving the rest to the Baltimore and Ohio. On your arrival at Washington you are met at Union Station by the Royal Blue bus, ready to take you to the hotel of your preference. At the hotel you are made to feel quite at home. Simply give the hotel man the hotel coupon and you are assigned to a room. A call has already been left for you so that you may be up in time for the 8.00 or 8.15 a. m. bus which will take you on your first sight-seeing trip in the morning.

Our first journey is to the Bureau of Engraving and Printing, where a courteous guide shows us the processes of making our stamps and our money. Millions of dollars and of stamps are turned out from this great workshop every day.

At the Pan American Building, a masterpiece of architecture with tropical plants and many lovely things to delight the eye, there is a guide who tells us the purpose of the building, and he wins our hearts in the telling.

Then to the Nation's Capitol we go. Here everything is clearly explained. This is a journey in itself. And what a wonderful tribute to an illustrious statesman is the magnificent Lincoln Memorial! How proud we are when we think that our Country has produced a man well worthy of this magnificent temple.

A visit in the House of Representatives and in the chambers of the Supreme Court, then we return to the hotel for lunch. Historic old Alexandria is a little trip on a trolley car line. A special car has been provided to take us to this old city of George Washington's. Here we find the old Christ Church, where he worshipped. The power of the Lee family is also here. We visit the old Masonic Lodge which Washington also presided over at one time, and see the picture of Washington. Martha Washington is said to have remarked that this was the truest likeness of her husband.

On to Mt. Vernon we go, through the house once occupied by the Father of His Country. We visit the old tomb, then the new tomb—the one in which he now sleeps.

The steamer, Charles Macalester, sounds her whistle, calling us aboard for a delightful water trip up the Potomac to Washington. Dinner at the hotel, then to the Congressional Library, where we lose ourselves



in its beauty. We visit also the Fish Commission and the old and the new museums. The ladies of the party are always interested in the ten thousand dollar frock, for, nine chances out of ten, they will go home and have one like it—though, perhaps, not quite so expensive.

The Red Cross Building, Continental Hall, Washington Monument, White House, National Zoological Gardens, old Central Market House, Georgetown, Fort Meyer and Arlington National Cemetery, where the tomb of the Unknown Soldier may be seen, are among the other places of interest included in the tour.

There are two evenings and one afternoon which may be spent in any manner that the tourist desires. Most members of the party attend some show during these free evenings, and the afternoon is frequently spent in a trip to Annapolis. A special car is chartered and the journey is pleasant over the W. B. & A. Electric Line. At Annapolis we visit the United States Naval Academy and other points of interest in this quaint old town.

As the MAGAZINE has said, these tours are the "greatest bargain in educational sightseeing," and when you have returned home on our comfortable Baltimore and Ohio, after having enjoyed a fine dinner en route, you cannot be anything but a booster.

Employes, talk Washington Tours to your friends! Tell them to ask the ticket agent or to write the travelling passenger agent in your district and let him arrange for a trip. The cost is small, the trip is great. To see Washington like this is to become a better citizen.



This happy group made up the first Florida tour party of the current season.

### First Florida Tour of Season

*You would smile, too, if you had visions of spending the cold winter months amid sunshine and flowers*

THE accompanying illustration represents the Autumn tour party from various points on the Baltimore and Ohio Western Lines to Jacksonville, Florida, October 1. En route, they stopped over in Washington several days for sight-seeing purposes and were photographed in front of the Lincoln Memorial.

From Washington the party journeyed

to Baltimore and thence sailed on the Merchants & Miners Transportation Company's new steamer "Alleghany" from Baltimore to Jacksonville.

Traveling Passenger Agent Geo. H. Sinks, Cincinnati, accompanied them from Cincinnati to Baltimore.

This is the first of a series of "All Expense" Jacksonville tours to be operated from western line territory during the winter season. General Passenger Agent Squiggins at Cincinnati, who enjoys the distinction of being the "Father" of these



This happy group of West Virginians and Pennsylvanians went back home with a new vision of the beauties of the National Capital.





They spent several enjoyable days en route at the Nation's Capital

winter tours, announces they will be operated every Monday from October 29 to November 26, and every Monday and Thursday, December 3, to February 14.

## Baltimore and Ohio Men Stepping Up

**R**. N. BEGIEN, vice-president operation, Chesapeake and Ohio Railway, announces the appointment of J. E. Teal as engineer, operation, effective August 1.

Mr. Teal was born at Arcadia, Ind., in 1884. He received his B. S. and C. E. degrees from Purdue University. He entered the employ of the Baltimore and Ohio in May, 1905 and was successively axeman, draftsman, transitman on field topographical surveys, railway location, etc., including work on the Magnolia Cutoff in 1913-1914. He was employed by the Missouri-Pacific Railway from June, 1909 to August, 1911 in various capacities in the Engineering Department. In September, 1911 he returned to the Baltimore

and Ohio, remaining with them until his recent appointment. He was on the General Manager's staff as assistant engineer, general inspection of maintenance, reports, etc.

R. O. Robertson has been appointed Secretary to Vice-President G. B. Wall. For the past year he has been chief clerk to Assistant to President J. C. Dice. His first railroad experience was as yard and general utility clerk in the joint agency of the Baltimore and Ohio and Southern Railways at Harrisburg, Va. In 1917 he was employed by the Chesapeake and Ohio Railway.

—The Chesapeake and Ohio Railway  
Employees Magazine

## Walter V. Shipley Made Assistant General Passenger Agent

**O**N OCTOBER 1 Walter V. Shipley was appointed assistant general passenger agent, Washington, D. C., with headquarters Room 323, Homer Building.

On the same date C. E. Thorney was appointed division passenger agent at Washington, same headquarters.

### Boosters—All!

An employee of the C. & P. Telephone Co. in Baltimore was transferred to Richmond. He told his friends about it, among them several Baltimore and Ohio employees. Without exception each of them asked him to use "his" Road.

That's the spirit, men! It just can't be beat!



apital. Traveling Passenger Agent Harry B. Kight, who was in charge of the party, is in the extreme right back ground



## Present at Laying of Baltimore and Ohio Cornerstone

THE accompanying photograph is of Joseph T. West, who was born near Mt. Airy, Md. in 1820. Mr. West was an engineer. He entered Baltimore and Ohio service on November 19, 1847 and died on July 12, 1903. He ran the second engine constructed for the Baltimore and Ohio, the "Atlantic," when it was used as a switching engine in Frederick, Md.

Miss Alice G. West, granddaughter of Joseph T. West, and daughter of a retired Baltimore and Ohio engineer—Charles T. West, is employed as timekeeper at Martinsburg, W. Va. Shop.

Joseph T. West was present at the laying of the cornerstone of the Baltimore and Ohio by Charles Carroll of Carrollton on July 4, 1828.

## Agent J. D. Kennedy, Clendennin, W. Va., Works Hard to "Stop That Leak"

THE accompanying photograph is of Agent J. D. Kennedy, Clendennin, W. Va. Clendennin is a small town of under 2500 people on the Coal and Coke District, Charleston Division.

During the first six months of this year Mr. Kennedy has increased the revenue at his station to the amount of \$41.47 by check weighing L. C. L. freight, which is a good showing, when the size of the town and amount of freight handled is considered.

Before the Coal and Coke was purchased by the Baltimore and Ohio, Mr. Kennedy was employed by the former company as operator, agent, car distributor and traveling auditor. When the road was consolidated with the Charleston Division, he bid in Clendennin station and has remained there since that time. Mr. Kennedy says "We endeavor to watch this source of revenue closely, and when you see our figures for the whole year, I believe you will agree that we have done well."



Agent J. D. Kennedy, Clendennin, W. Va.

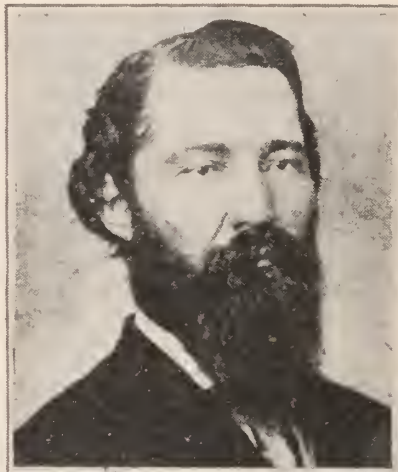
## Champion Baltimore and Ohio Commuter

THE Akron *Sunday Times* of July 15 contained a story of Mr. William Palmer, who probably holds the record for long time commuting on the Baltimore and Ohio.

Mr. Palmer is 73 years of age and is employed by the Goodyear Rubber Company as carpenter and repair man. He has spent \$1,171.45 on railroad fare, riding between his home in Krumroy and Akron in the past 35 years. Rain or shine he has been on hand to catch Baltimore and Ohio No. 41, six days a week, at 6.58 a. m. He leaves Akron at 7.20 p. m. for home. In the course of his travels he has covered a total of 109,550 miles.

Another noteworthy record held by Mr. Palmer is that he has not missed a train more than four times and in such cases it was due to his watch being slow rather than late rising.

The Akron *Sunday Times* says: "Mr. Palmer, asked why he did not get an auto-



Joseph T. West, an engineer who ran the "Atlantic," second Baltimore and Ohio locomotive

mobile, replied, 'Why should I drive an automobile and make gasoline just so much scarcer and dearer for the folks with cars? No sir, I am strong for the old Baltimore and Ohio. I couldn't travel on anything else on wheels half as cheap.'

In the course of all his rides on the Baltimore and Ohio, Mr. Palmer says he has never been in a wreck, the nearest to it being on one occasion when the car jumped the track, but no one was injured.

"I only had to stand up once or twice in all the 35 years. Yes sir, the Baltimore and Ohio is good enough for me," he reiterated.

## News From George M. Shriver Auxiliary, Martinsburg, W. Va.

By MRS. CLARA McDONALD TAYLOR  
Correspondent

WELL, well, North Queen Street looks as though we had had an earthquake since the buildings have been torn down in order to get ready for our

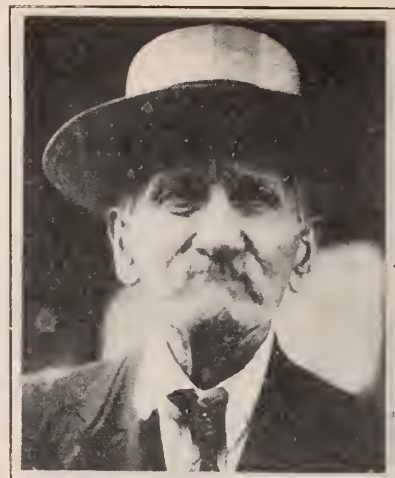


Photo by courtesy Akron Sunday Times

A Veteran Commuter, William Palmer

sub-way, which the public will surely appreciate when finished. The work is expected to start in the next week or ten days, and will be a help to traffic in the north end.

October 7 was a happy day in the life of our sister, Mrs. Mary Johnson, of N. Second Street, when her children tendered her a surprise birthday dinner in honor of her sixty-seventh birthday. Mrs. Johnson responded very courteously to her many friends with her gracious smiles. Her children presented her with a substantial purse and many useful remembrances. Guests included friends from Washington and Pittsburgh.

Another enjoyable event was the dance given in Crandalls Hall, chaperoned by Mesdames Robertson, Rhodes, Crequeux and Welty. Everybody had a fine time.

It seems too bad that the following young men at Cumbo, just when their wives were getting ready for fall house cleaning, have hurt their hands.

C. L. Fisher, of Virginia Avenue, car man at Cumbo, mashed his thumb and was treated at City Hospital. P. H. Welsham, North Queen Street, fractured his thumb. J. H. Sirbaugh, Eulalia Street, also had a mashed finger. All are getting along nicely.

We regret to hear of Veteran Conductor Edward Rhodes having the misfortune to lose his foot. Mr. Rhodes is getting along fine. His is a sunny disposition. We hope to see him out soon.

Brakeman Fred Travel recently met an untimely death here in the railroad yard. He leaves a wife and a small child to mourn the loss. Much sympathy is felt for the bereaved ones.

A wedding of much interest was that of Mr. Noval Nicholson Shansler, of Baltimore, and Miss May Blanche Mock, attractive young sister of Yardmaster C. H. Mock, Cumbo. Mr. Shansler is a well known young business man of the city. We wish them the best that life affords.



# A Visit with the Laurel Race Trains

By W. H. TARR, *Correspondent, Baltimore Division*

WE ate our noon-day lunch and hurried back to the station. "Here are your Jacks!" "Here are your scratch sheets!" We passed these by. Our object was a trip with the men in the train service, who are engaged in handling the patrons to and from the race track at Laurel, Maryland, the racing season for this park being the month of October of each year.

We halted for a few minutes at Camden Street for the traffic to pass so that we could safely cross. On arrival in the station, we heard the sonorous voice of Brakeman Tom Joyce announcing the trains: "All aboard for Laurel Race Track." After all our hurry, we missed the 12.21 Special and had time to saunter around for the next Special at 12.45. Gatemen R. J. Chew and W. A. Sayres were at their posts letting the crowd through the gates; and upon presentation of our pass we passed to the coaches.

Here we stop long enough to note the excellent organization of Stationmaster J. T. Schley. There were other trains being announced and dispatched at the same time and no confusion. "All aboard." While we were not there, Gateman Chew or Sayres must have closed the gates and given the starting signal.

Operator Harry Richter, down at Lee Street Tower, had the switches and signal set and we proceeded out of the station. Up in the Dispatcher's Office, "Ed" Kelly, on the Washington Branch wire, must have stepped on the gas of his "Chevrolet," or sent the word, as it was not long before we arrived at the race track. The day was fine and en route we heard the clear and distinct — — (two long and two short blasts), the regulation crossing warning signal sounded by Engineer A. J. Ross. Brakeman A. B. Carter was taking care of the rear, where Conductors W. E. Clarke and E. L. Littleton arrived in taking up the transportation and gave us the "once over."

At the Race Track station the specials from New York, Philadelphia, Baltimore and Washington continued to arrive as the patrons hurried through the gates. Through the instrumentality of Passenger Trainmaster C. A. Mewshaw I was introduced by Brakeman L. V. Moxley to Superintendent of Gates J. E. Humphries, Laurel Race Track Association. Mr. Humphries preferred us to call him "Jack"—everyone knew him by that name. He was busy watching the gatemen in their duties, but took time to give us much interesting information and spoke of how efficiently the patrons were being handled. The foresight of the Management in providing the necessary facilities to handle the race goers can be seen. Mr.

Humphries states that when the course was first opened the attendance was about 5,000 persons. Now it is running between twelve and fifteen thousand and the people are being handled with the least difficulty. After thanking Mr. Humphries for his courtesy, we returned to the station.

We spent some time with Operator H. E. Harper, who was busily engaged compiling data on the number of patrons handled on this particular day. Others engaged in handling the movement were Engineers Burns and Cavey; Conductors Timanus and Hendricks; Brakemen Torncy, Ford, Basford, Fisher and Wayne; Firemen Reirholdt and Rudy. Signal Maintainer F. D. Powell was looking after signals. W. P. Cox was handling the tickets for the Passenger Department. We boarded the 3.59 Local for return to Baltimore, on which we met the genial Conductor J. C. Conaway, who—we were going to say "credentials" again—but we presented our automobile operator's card instead of our 1923 pass and the joke was on us.

We almost forgot to pay our compliments to C. A. Mewshaw, passenger trainmaster. We are handling the usual number to and from the race course and the Race Course Management praises the handling of both horses and patrons. An example of efficiency is the fact that all patrons are handled within thirty minutes after leaving the grounds via our gates.

## Izzie and Lizzie

An issue of *Tips and Topics* recently contained the following verse:

### Where Is He?

There was a young fellow named Izzie,  
Who took a drive in his Lizzie,  
His view of a train  
Was hidden by rain,  
Alas for poor Izzie, where is he?

Which Barry Fenton, file clerk, Office of Senior Vice President cleverly answers, viz.:

Anent that young fellow named Izzie,  
Who took a ride in his Lizzie,  
Had Izzie got out  
And looked round about  
We wouldn't be asking—"Where is he?"



A FEW OF THOSE WHO HELPED IN THE BIG JOB OF HANDLING THE RACING TRAINS  
Upper row, left to right, F. B. Crouch, Passenger Car Foreman; W. H. Tarr, Superintendent's Office, Camden Station, writing the accompanying story of how the crowds were handled; John Faukand, Inspector Carman, Laurel Racetrack. Second row, left, H. F. Hunt, Car Inspector, busy with his report; right, M. L. Ford, Passenger Brakeman. Bottom row, left, W. T. Barton, Passenger Brakeman; center, J. J. Ames and W. F. Hendricks, Passenger Conductors, with their trains loaded and ready to go; right, H. W. Daygen, Car Foreman in charge at Laurel



## "Tom" Stewart Honored by Mt. Clare Friends on His Sixtieth Birthday

AT 11.40 a. m., September 29, when the whistle blew for the lunch period at Mount Clare, the men gathered round the platform below the offices, and the Mount Clare band played "Yes, We Have No Bananas," to call every one to that spot.

On the platform were Chief of Welfare Bureau, W. W. Wood, Grand President Veterans' George W. Sturmer, supervising officers and the boys and girls from the offices. The occasion was the birthday of Superintendent of Shops Thomas R. Stewart.

In addressing the men, Mr. Stewart said

the band had asked permission to play for a few minutes and that he had gladly given it. He admitted that it was his birthday, but declined to state how old he was. However, he did say that he was born on September 29, 1863, so you can figure it out yourself. He expressed his appreciation of the cooperation given him by his men and said that Mount Clare had made an excellent record in cleaning up in the past few months, but that he hoped for even better results in the future. Mr. Stewart was heartily applauded.

The next speaker was "Senator Dick," a friend of 30 years' standing of Mr.

Stewart. In a stirring address, which was frequently interrupted by applause, he told of the firm friendship extended to him by Mr. Stewart in his dark days. He said that the superintendent's door was always open for any one with a grievance and that a satisfactory conclusion was always reached before the man left. In concluding he quoted these lines of the poem, "Do It Now," which are particularly appropriate in the case of Mr. Stewart:

"More than fame and more than money is  
the comment kind and sunny

And the hearty warm approval of a  
friend;

For it gives to life a savor, and it makes you  
stronger, braver,

And it gives you heart and spirit to the  
end;



MOUNT CLARE CELEBRATES SIXTIETH BIRTHDAY OF SHOP SUPERINTENDENT T. R. STEWART

Above, left to right: Grand President of Veterans George W. Sturmer; Jane Bell, granddaughter of Mr. Stewart; Superintendent T. R. Stewart; "Senator" Dick. Below: Mount Clare employees see presentation of Veterans' button to Mr. Stewart.



## Passenger Representation Important Factor in Moulding Public Opinion on Railroads



Ticket Agent F. J. Eddy, Grand Central Station, Chicago

If he earns your praise, bestow it; if you like him, let him know it;  
Let the words of true encouragement be said;  
Do not wait till life is over and he's underneath the clover,  
For he cannot read his tombstone when he's dead."

Mr. Wood was the next speaker. He referred to the splendid standing of the Baltimore and Ohio in the railroad world, and dwelt particularly on the part the shop men have played in bringing our equipment up to its present standard of efficiency. In closing he presented Mr. Stewart with a Veteran's button and expressed the hope that he might live to wear it many years.

On behalf of the shop foremen, Senator Dick presented Mr. Stewart with a beautiful basket of sixty pink roses. One of the young ladies present also presented him with a bunch of pretty flowers with the good wishes of the Car Department.

The final speaker was Grand President of Veterans Sturmer. He recalled the days when he used to bring "Annie Rooney" to Riverside, when Mr. Stewart was in charge of the shops there, and stressed the fact that Mr. Stewart was always a man whose word could be depended upon. Mr. Sturmer said the old "Annie Rooney" was always good for one more trip when "Tom" Stewart had finished with her. He also stressed the importance of cooperation.

Between the various addresses the Mount Clare Band played selections and acquitted itself in its usual creditable manner. At noon, with three hearty cheers for their good friend and superior, the men disbanded and resumed their various duties.

### The Engineer

who runs his train smoothly and with a minimum of smoke, who starts and stops without jar, is a big asset in securing Passenger Business.

AT the meeting of the American Association of Railway Ticket Agents, held in Portland, Ore., this year, a paper was read by F. J. Eddy, ticket agent, Baltimore and Ohio, Grand Central Station, Chicago, Ill., on the subject of "Lessons of our 1922 Convention." In commenting on the paper, General Passenger Agent W. G. Brown says:

"Mr. Eddy has been a member of the Executive Committee of this organization for the past four years. The organization has attained the respect of passenger traffic officers, by reason of the calibre of the men on this committee. They are working to promote a greater incentive on the part of the ticket agent to appreciate his position and to handle his patrons in a tactful and intelligent manner. In this way it is hoped that the Passenger Department man will receive his proper recognition, as the representative of the railroads who comes into contact with the public more than any other employe. His action produces a good or bad effect on the patron and

is the basis of the judgment formed of the employer."

In concluding his discussion Mr. Eddy says:

"There are many other lessons to be gained from our convention, a very important one being the thought of the community of interest which obtains between the railroads and the different cities we visit. Our association as a whole is primarily interested in cultivating the habit of travel. In a broader sense we may be indifferent as to where people go on their initial trip. After they are inoculated with the travel germ we can trust them to desire to include the entire country in time. We are justified in our efforts in this direction, knowing that in broadening their vision, we are making better citizens of them."

Mr. Eddy, whose photograph accompanies this article, entered the service of the Baltimore and Ohio Chicago Terminal on August 1, 1887, as a ticket agent. His service with this Company has been continuous since that date.

## Here's an Agent's Kerosene Lantern Used in the Eighteen-Fifties

AN interesting relic of the olden days of the Baltimore and Ohio Railroad is that now in the possession of Mr. F. B. Hooft, Charles Town, W. Va. It is a kerosene lantern, used by his grandfather, Fontaine Beckham, formerly agent at Harper's Ferry, W. Va. It still carries the original globe, which has on it Mr. Hooft's grandfather's initials, "F. B." The lantern is in good condition and is highly prized by its owner.

"My grandfather's name was Fontaine Beckham," said Mr. Hooft to the MAGAZINE representative. "He was agent for the Baltimore and Ohio at Harper's Ferry for many years. He was killed in the John

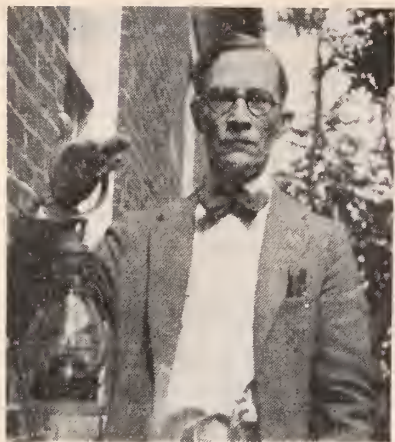
Brown raid in 1859. He was working in his office and hearing the noise of shooting came outside to see what was the trouble. A shot struck him and he was instantly killed.

"The lantern was not found at the time by a member of our family, but a few years ago an old friend, into whose possession it had come, sent for me and gave it to me. My grandfather is buried here in Charles Town. Here also is the court, which you can see opposite us, where John Brown and his men were tried, and on the opposite corner was the old jail where they were confined. This jail, however, has been removed now to make room for a new Government building."



Here are the men who made a record in handling the "Goodfellow Special" on the Charleston Division. Left to right: Fireman, H. Carpenter, Engineer N. H. Davidson, Engineer S. L. Rodebaugh, Fireman D. E. Rohrbough, Road Foreman P. D. Marsh (See story on page 95)





Mr. F. B. Hooff and his grandfather's old lantern

Mr. Hooff also courteously secured his car and showed our representative the spot where John Brown and his men were hanged. This property is now occupied by a fine residence.

The only photograph in existence of the late Mr. Beckham is an old oil painting which Mr. Hooff recently discovered in an old print shop in Shepherdstown, W. Va.

## Dinner in Honor of J. F. Bowden, Former District Master Mechanic at Wheeling, W. Va.

By MARIE SLATTERICK, Correspondent

J. F. BOWDEN, district master mechanic, was transferred from Wheeling, W. Va. on September 16. As an expression of their high regard and respect for him the employes of the West Virginia District gave a dinner in his honor at the Windsor Hotel in Wheeling at 8.30 p. m., September 26. The affair was "stag," of course, and with seventy-five men present.

It was a very enjoyable and delightful affair. T. B. Burgess, supervisor of locomotive operation, was toastmaster and gave

an interesting talk, while a number of the others present made speeches, speaking of Mr. Bowden with highest regard, of their association with him in railroad life, and expressing regret at his leaving us. Among those who gave talks were: W. J. Duffey, mechanical examiner; John Cummins, engineer; E. L. Wayman, engineer; H. J. Burkley, master mechanic; F. A. Baldinger, master mechanic; U. B. Williams, general agent; C. Poe, chief clerk to general superintendent; F. M. Garber, car foreman; H. S. Bickel, secretary Y. M. C. A.

During the dinner some very beautiful as well as useful gifts were presented to Mr. Bowden—a 151-piece solid silver table set, a six piece solid silver tea set, a traveling bag fully equipped and a pipe. A ladies traveling bag was also presented for Mrs. Bowden. The "Sun Set Six" Orchestra furnished a good musical program with some special numbers.

The outstanding feature of the affair was the expression of genuine good fellowship that exists among the employes of the Baltimore and Ohio. Everyone wishes Mr. Bowden success as he leaves to assume his new duties on the New York Terminal Lines, Staten Island, N. Y.

Worry: "Don't worry. It is not the revolutions that destroy the machinery, but friction."

World: The earth is a wheel and it will come round right.—Disraeli.



J. A. Scheuerman, recently promoted to Coal Freight Agent in Baltimore



## Safety Roll of Honor

Date	Name	Occupation	Location	Condition Reported
BALTIMORE AND BALTIMORE TERMINAL DIVISIONS				
Aug. 27	W. F. Matthews	Agent	Kensington	Defective car
NEW YORK DIVISION				
June 20	F. J. Maloney	Flagman	Livingston	Track
CONNELLSVILLE DIVISION				
Sept. 4	R. E. Boyer	Brakeman	Yoder	Defective car
Aug. 12	Mrs. G. W. Stewart		Indian Creek	Reported obstruction on track
WHEELING DIVISION				
May 11	John Utzler	Crossing Watchman	Bridgeport	Defective car
	Stitt	Yardmaster	Bridgeport	Defective car
	Shivlin	Operator	Bridgeport	Defective car
	W. D. Lucas	Supervisor	Bridgeport	Defective car
	Cotton	Lineman	Bridgeport	Defective car
CHARLESTOWN DIVISION				
Oct. 9	A. J. Lawson	Engineer	Weston	Assisted handling express
Oct. 5	R. A. Hamrick	Surgeon	Clay	Reported obstruction on track
OHIO DIVISION				
Sept. 29	G. G. Doherty	Operator	Columbus	Defective car
Sept. 26	G. G. Doherty	Operator	Columbus	Defective car
CHICAGO DIVISION				
Oct. 1	H. A. Crowe	Brakeman	Garrett	Track
Sept. 22	F. Brown	Operator	Whiting	Defective car
ST. LOUIS DIVISION				
Sept. 8	J. W. LaFara	Brakeman	Brownstown	Defective car
	J. V. Huffington	Agent	Holton	Defective car
TOLEDO DIVISION				
Sept. 28	W. L. Nungester	Baggage man	Lima	Defective car



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Buildings

### Law Department

Correspondent, GEORGE W. HAULENBEEK

Edward Everett Hurdle is the name of one of our Baltimore and Ohio telegraphers. He came into our service in September, 1877. I met him in the Central Building recently, and he awakened my interest by reminding me of how he delivered dispatches in his messenger days to the Law Department when it was located in the old Reverdy Johnson residence opposite the Battle Monument and Barnum's Hotel. This was before the erection of the Baltimore and Ohio Building where the Emerson Hotel now stands, away back in 1881.

It did me good to grasp the hand of this faithful Baltimore and Ohio employee. He is stationed at the Waverly Tower giving the proper signals to our electric motors as they are detached from the trains.

As I am a passenger on No. 524 every Saturday to spend my week end, it will be proper to give thought to my friend, feeling and knowing that the right signals have been set. Forty-six years in the service!

### Birthdays in the Law Department

In October we had a feast of birthdays. My young friend, Rowland Gosnell, and William Ainsworth Parker celebrated on the first of that month. Duncan Kenner Brent and the Law Department correspondent were full of smiles on the ninth, and Charles Seip Stout, who is now with Vice-President Fries, commemorated on the thirtieth. Mr. Brent is trying his best to catch up with the Law Department correspondent, but when a fellow reaches his eightieth milestone and skips about the building like a lad in his teens, it is a pretty tough proposition to overtake him.

Mrs. Esther Bernstein, secretary to George Dobbin Penniman, returned from her vacation at the end of September, her features wreathed in smiles. Mr. Penniman's desk and his file shelves never knew what it was to revel in order and neatness, until Mrs. Bernstein made her advent into the Law Department. Her work is as free from errors, as mine is full of them. Now there!

I wish the ladies in the Law Department would lift the ban against publicity in the MAGAZINE, for every now and then I note an event that would make a very readable paragraph, but I am estopped; maintaining that the ladies should be appealingly treated, I become compassionate and yield.

Take, for instance, the topic of residing in Washington and taking the fast trains of the Baltimore and Ohio, frequently coming into Camden Station ahead of time, and reaching Washington in the same speedy way, as one of our young ladies does, but no, I am admonished to observe silence, and there you are.

We had a call recently from J. R. Plummer of our Tax Office. To improve his health, Mr. Plummer has been residing in Phoenix, Arizona. He and Mrs. Plummer merely came to Baltimore to say "How do you do," and then to return. Mr. Plummer is full of enthusiasm over his future home; says the climate is ideal; slippery sidewalks and icy conditions are unknown. These things can be obtained however, by going



to the town of Flagstaff, Arizona, where wintry conditions prevail at the proper season, but the bright sunny days in Phoenix are supremely excellent, and he and his wife, who was a Baltimore girl, endorse it to the fullest extent.

After I reach my ninetieth milestone, I may go to Phoenix and take up my residence; all this is possible in another decade.

### Agur's Prayer

Agur's prayer is my favorite verse in the Bible. If you care to look it up, you will find it in the 8th verse of the 30th chapter of Proverbs. In my early days in the Law Department, Agur's prayer was referred to in dictation, and I was obliged to ask as to the spelling. I felt so mortified that I decided to read up a little bit and become posted. I have been reading up ever since.

Mrs. Gertrude L. Kelly, secretary to R. Marsden Smith, retired from the Law Department on October 6. I told Mrs. Kelly on the eve of her departure that her successor would have to measure up to 100 per cent. to be in her class.

Miss Marion Dushane Penniman, daughter of our George Dobbin Penniman, was married to Mr. Francis Meserve Barker on October 11. The throng of admirers at Old St. Paul's Church can testify that the wedding was lovely in every respect.

### Engineering Department

Correspondent, O. K. EDEN

Cross Crossings Cautiously! If people would only educate themselves, or allow themselves to be educated, to escape the



Mrs. Ward, mother of Miss Margraet Ward, Engineering Department, Pittsburgh. Miss Ward is a great business getter for the Baltimore and Ohio

dangers of crossing a street at the wrong place, less lives would be sacrificed. And automobilists and drivers of other kinds of vehicles should be especially careful when crossing a railroad track. Many a man has lost his life by not stopping to think over what he was about to do. But don't just Stop. Look about you and Listen! And don't wait until your machine is straddling the rails. While there is no set distance in which to bring a machine to a stop from the railroad track, the intelligent driver approaches a railroad crossing with his machine under control, and comes to a stop about fifteen feet away from the track. Cross Crossings Cautiously!

Through neglect on my part I failed to compliment two men connected with this department, and one indirectly connected, for receiving honorable mention in the Baltimore and Ohio Trade Mark contest, which was won by Miss Leanora P. Lansdowne, also of this department. The first two are C. L. Allard, our efficient photostatter, and Wm. C. ("Bill") Pinschmidt, a draftsman in Office Engineer Milburn's office, and one of my able reporters. The other gentleman is R. F. ("Bob") Klebe, who is connected with Cost Engineer Bennett. Congratulations, and apologies for my negligence, gentlemen!

Alabama Alf! One of our secretaries journeyed to, and returned from, Alabama, where he spent his vacation; hence the appellation. It might be added that since his return his countenance has been lightened up with a huge grin. Oh, you southern moonlight nights!

Mr. "Know-it-all(?)," Jerry M. Fitzgibbons waited until the time of the World Series in order to enjoy his two weeks' vacation from the office. While he was away his work was efficiently handled by Miss George P. Simpson.

After many hard fought debates G. M. Benson, Bridge Division, was finally given two weeks' vacation. Then Milton had to spoil it all by taking the fatal plunge into matrimony. On September 27 he and Miss Mildred E. Selory, of Canton, Ohio, were married. After the ceremony the bride and groom motored to various points of interest (National Bank—6%) at Halethorpe. The event means a big victory for the married men of the Bridge Division, and brings their percentage almost up to par. The bride will reside at Halethorpe and the groom at Desk No. 23, 13th floor, Baltimore and Ohio Building. Congratulations and best wishes are in order, Mr. Benson!

Your attention is respectfully called to our unobtrusive, but highly efficient office boy, Everett Kennedy. Here's the kind of chap who will succeed. Comes to work early and stays late (not, as one of our noble wits remarked some months ago, "to loaf longer," but to finish his day's work and keep his slate clean). Aside from his duties in the office Everett is attending night school with the idea of furthering his education and bettering himself financially, taking a course in stenography at Baltimore Business College. Good work, Everett; keep it up!

After much talking and waiting, it finally came to pass—the matrimonial ceremony in which E. H. Baumann, of this office,



played the role of leading man. The leading lady was Miss Barbara K. Schraudner, of Fullerton, Md. The premiere of the "show" was October 3. After the ceremony the couple journeyed to Miami, Florida, and other southern points of interest. Upon his return to the office, Harry was presented with some Stieff silver by the department. Good luck and best wishes, Harry.

It is with regret that I report the severance of relations with the Company by Wm. C. Pinschmidt, draftsman under Office Engineer Milburn, who has accepted a more lucrative position with the Chesapeake & Ohio Railway in Richmond. Aside from the Railroad losing a capable draftsman, our department has lost a booster and an able reporter. We wish him success in his new enterprise.

If ever the occasion arises, don't forget to make use of the "Prospective Business" card, furnished with each issue of the MAGAZINE. There may be a friend, or friends, who contemplate taking a trip via a competitive line, who, with a little persuasion on your part, can be converted to "at least" try the Baltimore and Ohio. One of my friends has a saying on his desk "I'll try a thing once, and if I like it, I'll try it again." Induce your friends to "try" the Baltimore and Ohio once for service, not only in passenger or eating, but also in the freight line, and if once tried you can rest assured they will try it again. A little energy expended by you to set forth the good points of the Road for which you work, costs you nothing, and might mean dollars and cents to the Company. See if it doesn't.

There is a saying "Haste makes waste," which applies in nearly every case. Particularly does it apply to mailing out letters, etc. (which was brought home to me in a personal experience sometime ago.) If in doubt about a person's address, or title, take the trouble to look it up or ask about it, and if you can't write legibly, *print* it on the envelope, or wrapper, as the ease may be.

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

Correspondent, J. M. WHEALAN  
Accountant

The possibilities of the MAGAZINE as a clearing house for opinions and ideas, tending to improve ourselves in relation to our employment, have been scarcely touched. With the interest of all it ought to be easily possible for us to achieve the aim of making the MAGAZINE the best of its kind in the United States.

## FOR RENT

**RELAY: 8 room house, bath, porches, garage, electric lights, hot water heat, fruit, shade.**

**Phone: Elkridge 22-J.**

That was a very fortunate accident, so to speak, which happened to our "Bill" out on the "Pike." Fortunate, indeed, that it was no worse. We understand that "Bill" stood not on the manner of his going, but went away from there in a hurry. It was a case of "Feet, do your stuff," and the creek bed being somewhat harder than the feather kind, offered considerable resistance to the impact caused by "Bill's" arrival. The total casualties were a badly sprained leg and the loss of considerable peace of mind. "Bill," upon being interviewed, modestly stated that he was considerably scared. We are glad to say, by way of closing, however, that "Bill" is now back at work, but a lookout is now being kept both ways.

We feel that our friend the Editor waxed somewhat facetious, in the September number, but we think he got our point, don't you?

Elsewhere in this issue is a story about Miss Margaret M. Ward, this Department, an efficient business getter for the Road. Miss Ward's mother, like her daughter, is a strong booster of the Baltimore and Ohio.

#### General Freight Claim Agent's Department

Correspondent, NORMA H. APPEGARTE

Harry Frank, who was a sufferer, as he supposed, from a nervous breakdown, was advised to take a six weeks' furlough, which he did. Then he returned to his usual place in the office, and after working a couple of days, decided he was not just feeling right, so went for a day's vacation on September 12. On second thought he found he was not a sufferer from nerves, but was love sick, so he decided to take a trip to Westminster, Md., accompanied by his bride to be, Miss Rhoda Dingle, and returned an all married man. Nothing wrong with your nerves, young man. We wish you luck and happiness in your adventure.

On September 26 we had a terrible scare but it's all over now. Mrs. Lena Lozen appeared with a diamond on her left hand, but she says it's not "that kind of a diamond" so guess we'll try to believe her as she is usually a truthful person. But we have our eye on her and her perfect 48 silver button man.

We trust by the time these items go to press, Miss Bethelda Williams and Miss Margaret Wagner, who have just undergone operations at the Woman's Hospital, will be with us again feeling fine. They both had our sympathy in the time of trouble.

The stork is working overtime for the employees of this office. Left R. F. Benfer a baby boy, September 18, G. A. MacDonald, a girl, September 26, and F. A. Neville, a boy, October 9. Congratulations!

A maid so fair of face and form, powdered and perfumed and perfectly shod, did venture forth one cloudy September morn with never a thought of what might happen to a roshanara crepe dress she had planned to display at a dinner party that very day. So the wise young lady with no thought of an umbrella arrived O. K. on the J. G. Brill at Fayette and Eutaw, but the truth to tell is hard to spill, for when she stepped from the car it was raining, and Oh, my! you should have seen poor Del all shaking and dripping and shrinking. Yes, she shrunk and shrunk until there was nothing to shrink, a terrible calamity with three blocks to walk, and she, just shrinking and shrunk, just how far she would shrink is what worried our Del, about a roshanara crepe one never can tell, at last she reached the office door, thanking her stars she had no farther to go, so then, oh then, she started drying the shrink, and she dried all shrunk and shrunk. When five o'clock came her co-workers felt sorry, and ordered a taxi for our shrunken up Del. That's about all to tell of the roshanara crepe and Del.

#### Office of General Superintendent Transportation

Correspondent, PAUL L. FAUSTMAN

We were glad indeed to see our old friend, C. J. Fellows, who recently paid us a visit. Mr. Fellows' experience in railroading has been varied and extensive. He has been associated with the C. C. C. & I. Railroad as car accountant; with the Big Four as superintendent, car service; the Burton Stock Car Company as assistant general manager; C. & A. Railroad as superintendent, Car Service; C. G. W. Railroad as car service agent and the C. H. & D. Railroad as superintendent, Car Service until the operation of that line was taken over by the Baltimore and Ohio, when he became associated with our Transportation Department as supervisor of transportation.

After several years of faithful service he was granted an indefinite leave of absence



GENERAL FREIGHT CLAIM AGENT'S OFFICE ENTRIES IN THE "BEAUTY AND FASHION SHOW"

Left to right: Miss Agnes Sullivan, Miss Margaret Shanaman, Miss Ella Evans, Miss Della Wingate (before she shrunk), Miss Madeline Kistner and Miss Alice Marshall

Please mention our magazine when writing advertisers





The General Superintendent Transportation's Office sends us—left to right: Miss Eberly and R. C. Brooks; Miss Barrett, Miss Russell and Miss Albrecht

June 17, 1923, in order that he might have an opportunity to enjoy the fruits of a well spent life. Mr. Fellows is an indefatigable tourist and a lover of the natural wonders of our great country. He seems to have an insatiable curiosity for glacial formations; in fact, it has been said that during a recent visit to one of our national parks he placed his very foot upon a glacier. We trust that he may enjoy many years of good health and happiness and that his visits to the office will be frequent.

I recently had occasion to read the biography of one of our greatest financiers and manufacturers, and after admiring his great foresight, his power of organization, his humanity toward mankind, and his wonderful ability to finance, the thing that stood out above all was a short paragraph concerning his devotion to his aged mother; his trips of four and five days on the railroad during times of most pressing business in order to be with her for a few short hours; his constant concern and inquiry as to her health and comfort and his many visits with her to the theatre and other forms of entertainment. And the thought occurred to me that when we look deeply enough into the real life of these big people (whom so many of us misjudge), they prove to be really and truly human after all.

We are glad to report that Charles Bruchey, who has been confined to his home by a serious illness, is recovering and expects to be back with us within a short time.

We have been trying for some time to get a photograph of our efficient file clerk, Miss Elsie Russell, and have finally succeeded. In the accompanying picture from left to right are Miss M. A. Barrett, of the Car Service Department; Miss M. E. Russell, our file clerk, and Miss H. E. Albrecht, their mutual friend. The picture was taken on the "Nantucket," staunch steamship of the Merchants and Miners line, on the vacation trip to Boston.

We are back at our old tricks again. Baltimore and Ohio has declared a dividend on its common stock. The "Average Miles" and "Stop That Leak" campaigns had a share in that.

We have pictures this month of Miss Marie V. Eberly and R. Clifton Brooks, assistant chief auditor, Mine Rating Bureau. Clifton has been a member of our department for five years. Miss Eberly is the daughter of Mr. and Mrs. E. A. Eberly, formerly of Moorefield, W. Va. She is a graduate of Western High School and is now teaching one of the primary grades at School No. 63, Walbrook. We understand on the best authority that they are to be married next June, but as in the accompanying photograph, they are literally "on the fence;" they don't know whether to wait until next June or just go ahead right now.

Do your Christmas shopping early!

Most of us know Mr. Syze and "Ed" Hartley, but perhaps some have never met Jerry Neumann and Harry Hatton. The "night men" in an office such as ours are likely to be overlooked and they are, therefore, being mentioned here in order that you may look them over and get acquainted next pay day when they come in to get their checks. For the benefit of the girls, I might add that Harry is already enjoying martial bliss, but Jerry is still on the market.

Were you on time this morning?

This is the age of the specialist. When boys enter high school now they are expected to have some idea as to what their future course will be and special studies are mapped out for them with their one ultimate goal in view. And so it is with the business of railroading. Every day something new turns up and it is by constant study of these new problems from day to day that our experience in due time makes us specialists in our own particular branch. And the more expert the specialist, the more likely we are to be "called in for consultation." There isn't much "Pull" in evidence any more. It is "Push," now-a-days, that causes men to get ahead.

"He worked by day  
And toiled by night,  
He gave up play  
And all delight.  
Dry books he read,  
New things to learn,  
And forged ahead,  
Success to earn.  
He plodded on  
With faith and pluck,  
And when he won,  
Men called it luck."

Although Henry Persinger has been an auto owner for a comparatively short time, he has experienced practically all of the difficulties of the full-fledged driver. A few weeks ago he drove his Studebaker sedan down town and parked it very correctly on the north side of Baltimore Street facing west. Imagine his surprise, therefore, when he came out of the office and saw a tag dangling from the side of his car. For a few minutes he stood at Baltimore and Charles Streets and looked the situation over very carefully, trying to decide just what the offense was this time. He could see no fire-plug and knew very well that the car was behind the line (he had had considerable experience in that direction before). After deliberating over the matter for quite a while he came to the conclusion that the transgression must certainly be a new one. Imagine his relief, therefore, when he came a little closer and observed that the attachment to his car was a Baltimore and Ohio shipping tag which read "Report to the Transportation Office at 8.30 tomorrow morning." Boys will be boys!

## Valuation Department

Correspondent, J. A. RENEHAN

C. C. Dougherty, immediately upon his return from a visit to his father, who was seriously ill, received a telegram announcing his father's death on October 8. We offer our heartfelt sympathy.

A. B. Scheve and H. K. Faust, both renowned horticulturists of the Valuation Department, are having a contest to see which of them can grow the best chrysanthemum.

The correspondent has always held the belief that shrimps live in the ocean, but of late there has been one found in the Valuation Department. This species is very rare and was probably washed in with the tide in the recent storm which swept the seas between Washington and Baltimore.

"Lion Tamer" Hannum is attending the American Legion Convention in San Francisco, Cal. While absent from the office he has placed his duties in the hands of his very able assistant of the Bridge Branch, who, we feel sure, can uphold the good name.

On September 19 Robert Edwin Taylor, weighing eight and one-half pounds, came into this world bringing glad tidings to his daddy and mother, Pilot Engineer and Mrs. A. M. Taylor. Congratulations!

We are happy to know that L. C. Turner, who has been seriously ill at the University Hospital, is now recovering and expects to return to duty about October 16. We wish him a speedy recovery and are looking forward to his return to the office.

Miss G. M. Waugh, who recently resigned, will be married on October 24.

For rent—One or several apartments in Towson. E. P. Poeter has purchased a saxophone. Tenants must be appreciative of the noise made at practice by a beginner in music. Apply to E. P. Poeter, Saxophone 0901.



C. J. Fellows



On October 6 J. E. McCann journeyed to Love Point to catch fish. Yes, he caught no fish but he did catch a cold. McCann disputes this however, and says he did bring home a four and one-half-foot fish but just overlooked the evidence.

Let's all get ready for the "At Home" to be held shortly by one of the young ladies of this department who has rented an apartment. She rubbed some blisters on her hands from waxing the floors, which she finally worked so smooth that she slipped and fell herself. This is a warning to those who attend, to take with them their roller skates.

#### Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

It is with deep regret that we announce the death of Mrs. Annie R. Deverell, on October 6. The funeral took place on October 8 from the residence of her son, our assistant comptroller, F. A. Deverell, Highfield Street, Guilford. Our sympathy is extended and may the Divine Master sustain Mr. Deverell in his sorrow.

Appropriate thoughts for Armistice Day are expressed by Assistant Secretary of the Navy Roosevelt in an article in the October, 1923 "Columbia." Mr. Roosevelt says that he has seen an invaded country and never wishes to run the slightest risk of seeing this country invaded. He has seen the crumbled ruins and blasted fields that were once happy and prosperous northern France, and never wants to see our people streaming inland—old men, women, children in arms, while the sky towards the coast is lit red by the flames from the devastated towns. Peace is his belief and the ideals of peace, because having known war he desires us to be so protected that the children may run as little chance of a disaster as possible, in order that if fate decrees we must fight, we may fight not only with right but might on our side. These are some of the principles our Navy stands for.

A well-known member of our office force, John F. Hentz, was married October 10. We all join in wishes for a happy future.

#### Office of Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

Our sympathy is extended to J. P. Landarkin and his wife in the loss of their baby daughter Eileen, aged seventeen months, who died October 2.

**CORRECTION:** In order to set at rest a question of great moment that has been causing considerable comment in the office, we wish to state that the picture appearing in September MAGAZINE, carried note to the effect that Mr. Lutz was sunning himself on the beach at Bay Shore.

This note should have been to the effect that the object of picture was to show the beauty and striking qualities of foot appearing in the foreground which we are reliably told was attached to the person of Miss E. E. H. A sort of "foot note," as it were. Wow!

There was quite a lot of talk by G. W. Ritterbusch (captain of the Pull Men team) as to his ability at the noble game of Duck Pins, the talk suggesting that he could "lick" Mr. Burns. These two gentlemen met, we are told, and Mr. Burns trimmed Mr. Ritterbusch five out of seven games. The silence, lately, as to the first mentioned party's ability, has been eloquent.

Miss E. M. Ritter gave a party to a few friends of the office, night of September 26. Quite a nice time was had by those present.

#### Office of Auditor Disbursements

Correspondent, LILLIAN E. SCHUELER

Sir Arthur Shanahan, erstwhile manager of Chink Dempsey, alias One Punch Chink, Ex-Star of the Royal Blues, Scholar, Pugilist and Champion "Pussy Wants a Corner" Player of the world, has again dragged himself into the limelight and incidentally annexed fifty big fat simoleans, by lifting the loveliest, limping limerick and taking

down the shekels, honor, glory and other emoluments thereto appertaining. His fame must have been broadcasted by our Radiographer Cornelius Riddlemosher Livingsworth Scott and was evidently picked up by our distinguished United States Senator, Onthejob Eveready Wellerby, who sent his most fervent congratulations to the Honorable Sir Arthur. However Arthur is never satisfied unless he is at the top and he is now engaged in writing a poem entitled

## Dr. Enoch Barton Garey

The New President Of St. John's College, Annapolis, Md.



St. John's College goes back 227 years, first as King William's School, the first free school in Maryland, and second under its present name for nearly a century and a half.

Francis Scott Key, author of "The Star Spangled Banner," entered St. John's November 11, 1789, and was graduated in 1796. George Washington was a patron of the college in its early days, and his two nephews, Fairfax and Lawrence Washington, and stepgrandson, George Washington Park Custis, were students there.

Dr. Garey, who comes to St. John's from Johns Hopkins University, is a graduate of the college, and also of the U. S. Military Academy at West Point. He succeeds Dr. Thomas Fell, who retires after a period of 37 years of service.

The college authorities are planning an expenditure of more than \$1,250,000 for additional buildings and other equipment. A fund raising campaign is being organized to provide the college a minimum endowment of \$300,000.



"Whither are we drifting and if so, why?"  
The first stanza begins;

The sweetest words of tongue, pen or typist  
Are "come get your fifty—your limerick was brightest."  
So you may expect some classy work from Arthur shortly.

We are pleased to announce a visit of the stork to the home of our inspector of accounts, Edwin M. Talbott, on October 3, leaving a fine boy, an eight pounder. If there is any truth in the assertion that acquired abilities are transmitted to posterity, look out for Edwin, Jr., for father certainly learned how to raise the devil in the Navy. Since Edwin, Sr. has joined the Ancient Order of Night Walking Tack Dodgers he arrives at the office wearing a weary look. We understand he has discovered the necessity of checking a lot of 906's at various points on the System. That will be his only rest from domestic duties now.

The A. O. of N. W. T. D. held its initiation service for William J. Bohli, A. R. A. Bureau, at the same time as for Mr. Talbott, for at his home there is a fine bouncing girl. Proud dads, both.

We regret the loss of our co-worker, A. S. Sherry, Transportation Bureau, who has been promoted to the Commercial Freight Office. We wish him every success in his new line of endeavor.

James R. Brown was promoted from the Motive Power Bureau to the Transportation Bureau to fill the position vacated by Mr. Sherry. Because of his past good work we are all counting on "Jimmy."

One of the prettiest church weddings that have taken place among our Baltimore and Ohio girls was that of Miss Marie Virgin Mitchell and Mr. Robert P. Leland, of Baltimore, on November 3, at two-thirty o'clock, in St. Edward's Catholic Church, Poplar Grove Street, Walbrook.

The bride was becomingly gowned in cocoa satin with hat and slippers of the same material and shade and she carried a bouquet of white chrysanthemums tied with white chiffon. Miss Edna Mitchell, sister of the bride, was bridesmaid and she was stunningly dressed in golden brown satin with hat and slippers to match. Her bouquet was of yellow chrysanthemums, tied with yellow chiffon.

The best man was Mr. John Leland, brother of the groom and the ushers were Messrs. Joseph Kelly and James Sullivan, cousins of the bride and groom respectively.

At two-thirty the bridal party entered the church to the strains of the Wedding March from "Lohengrin" and the ceremony was performed by Rev. Michael J. Cuddy, of St. John's Church.

Immediately after, the happy pair left for New York where they will spend their honeymoon. Upon their return they will be at home to their many friends at 1824 W. Grace Street, Richmond, Virginia. (I heard her say that Baltimore and Ohio people are especially invited.)

The best wishes for a long and safe journey upon the sea of matrimony go with them from their many friends in the office and abroad.

The night school catalogues must have had a particular attraction for our office this year for it seems as if everybody is in the swim for knowledge. Or maybe it's the effect of some of the splendid articles in the Baltimore and Ohio MAGAZINE that advise self improvement. Even the discussion of the newest fall styles has been forgotten in the heat of the argument as to the best course to take, and "number of credits received" is fast taking the place of

the "number of gallons of gas per hundred miles."

We extend our sincere sympathy to Mrs. Lottie Fuller, Fuel Bureau, who has had the misfortune of losing her beloved father, Mr. Edward Lohman, on September 19. Mr. Lohman had just returned from a six months visit with a brother in Germany when he was taken sick and died.

Our sympathies also go out to Miss Julia Rhodes in the death of her sister on September 29, after a long illness.

#### Office of Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

Yes, we have a real live general in our organization, as evidenced by the big doings at Lansdowne some time since in the person of a General Chairman. Eh "Andy?"

Presiding over the same group "C" where the said "Andy" is seen busily engaged, we find just what "C" stands for. That is "Cheerful" and that's Big "Irv" himself.

The other Sunday a bunch of us set out to "Brunsik" (as the porter—extra fine—announces that transfer classification yard) and all in the outfit enjoyed themselves, even to watching cars go over the hump at something like a hundred a minute, more or less. One of the boys almost stuck to the roof of a box car in his infatuation for the efficient methods of classification employed at that point. I am greatly indebted to my friend and fellow employee, Trainmaster John McCabe, for the courtesies accorded us. Arriving at the west end of the yard to take the tow path to Harpers Ferry to conclude the hike from Knoxville, a duet slyly "struck" and got a lift from a passing auto. "Sore feet," we guess, but wait until the next one, there won't be any pike nearby and you'll have to take Shank's Mare.

#### Marriages

J. E. A. Hudgins, Interline Settlement Bureau, to Miss Mabel Causey, July 14, at the parsonage of the Temple Baptist Church by the Rev. Paul B. Watlington.

Fred. W. Lotz, Revision Department, to Miss Nadine C. Waltz, August 15, by the Rev. H. H. Beidelman of the Calvary Lutheran Church.

W. H. Storck, Revision Department, to Miss E. M. Butterhoff, August 15, by the Rev. Paul Holz, C. S. S. R. of St. James Church.

Miss Nina Lacey Spengler, Agent's Settlement Bureau (our Good Will Girl), to Mr. J. D. Womack, at the New Willard Hotel, Washington, D. C., September 29, by the Rev. Willey of Mt. Vernon Place Christian Church. They will reside in Suffolk, Va.

Best wishes for bright and happy futures!

The glad tidings of the arrival of another son in the home of Howard P. Skinner reach us and we extend congratulations.

The grim reaper visited the families of fellow employes R. E. Mitchell, W. E. Logue, F. E. Benzinger and Miss Hilda Silbereisen, and we offer sincere condolences.

#### Office Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

The "Little World Series" between the "Orioles" and the Kansas City "Blues," of the American Association, will have become baseball history before the publication of these notes. The result will be interesting, in view of Morrison Dickey's assertion that "the Orioles can't be beaten." He talked lots of "aluminum" money.

We are pleased to note the return to the office of Miss Lola Arnold, after an extended sick-leave.

The following extract from a letter written by E. W. Barnhart, Chief of Commercial Education Service, Federal Board for Vocational Education, to City Passenger Agent J. P. M. Duvall, at Washington, D. C., and received in this office a few days ago, is very gratifying. Such testimonials make us proud of our connection with the Baltimore and Ohio Railroad.

"I was en route from Washington to Albany on Government request transportation when the train pulled out from Camden Station in Baltimore before I could finish sending a telegram.

"Following the instructions from the station master I purchased a one-way ticket to Philadelphia as my ticket was with my baggage in the train which had left without me.

"At Philadelphia I recovered my baggage and presented to the conductor in charge of the train between Philadelphia and New York, the ticket on which I had started my trip. He noted on the back of that ticket the fact that the coupon between Baltimore and Philadelphia had not been presented and assured me that I would have no difficulty in obtaining a refund for the ticket I had purchased out of my personal funds.

"I may add in passing that the station master at Camden acted promptly in closing the gate and in wiring the conductor of the train I had missed, so that on my arrival in Philadelphia I found all of my baggage in charge of the station master there. This part of the train service was absolutely perfect. In fact, I was treated with great courtesy and consideration by all with whom I came in contact, so that I am really glad that I had the experience as it has shown me what good treatment one can get in an emergency."

#### Office of Superintendent of Car Service

Correspondents, HENRY V. OPERENDER and CHARLES BAYN

On September 22 our Baseball Team, with about seventy rooters, journeyed to Philadelphia to play the Philadelphia and Reading Team. Although our team was beaten by a score of 12-0, we had a great time.

The Reading team and its backers treated our players and rooters royally. After the game we were taken to the High Twelve Club, where a fine dinner was served. Toasts were given by Messrs. Koch, Gaither, Roy Brown, Tom Carroll, Jack Dunn and several others.

After dinner we all returned to 24th and Chestnut Streets Station where we boarded a train for Baltimore.

Chris Grieb, Lester St. Clair and two young ladies of our office enjoyed the baseball game, especially the one they saw in the movies on Market Street. Alex. Donald caused a little excitement when he lost his wife on one of the crowded streets of Philadelphia. They finally found each other at the station. We understand his wife made use of the famous rolling pin when they reached home!

The Car Service girls have a bowling team which meets every Friday night at the Recreation Center. Come and see our girls, Misses Rae Cook, Minnie Gross, May Hoffman and Mildred Hussman roll the balls. All Star Team!

Miss Elsie Slingerland, one of our faithful clerks, has been granted two months leave of absence because of ill health. Miss Elsie spent the month of September at Mountain Lake Park where her many



friends have kept in close communication with her. We hope, after another month of rest, she will return with new vigor and better health to resume her place among us.

We missed the gold of a head of hair in a corner near the window, even though "Day" was there. We are glad to have you with us again, Florence, and hope you will continue in good health.

DING! DONG! Wedding Bells rang on October 2, when Miss Pearl Ring was married to Louis Reinsnyder at the parsonage of Dr. Zimmerman. Again on October 6 we heard them, when Miss Margaret Windsor became the bride of Delancy Scribner at Harlem Avenue Church. Miss Hazel Shafer was also married on September 19. Our best wishes to these friends who have ventured a trip on the matrimonial sea. May it always be good sailing!

We regret to hear of the death of Miss Mussetter's mother and express our deepest sympathy.

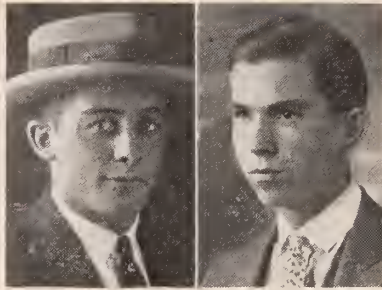
#### Tariff Bureau

Correspondent, C. A. WAGNER

We express to our fellow-co-worker, James R. Brown, division freight agent, Grafton, W. Va., our heartfelt sympathy in the sudden death of his wife, on October 11.

Mr. Brown was associated with this department for 22 years, having been its chief clerk for 18 years, before transfer to Grafton, W. Va., as division freight agent.

The Tariff Bureau expressed its sympathy by sending a floral design.



In the Purchasing Department—left: Dan Diehlman; right: "Bill" Sewell

### New York Properties

#### Pier 22, North River

Correspondent, JOHN NEWMAN

"Chuck" Connors went on a vacation to "feed up" and put on forty pounds. He says he devoured eight eggs and drank two quarts of milk, still warm from the cow, for breakfast every morning. The quantity seems sufficient to break not only a fast but a stomach. Capacious fellow, "Chuck," or a capable one at fibbing.

"Jimmy" Lynch, whose ambitions in a certain direction caused him to move to Montclair, N. J., is disappointed; "nothing to report," as yet. But—nil desperandum. "Jim" works hard in the office and when he gets home he is tired.

Miss Ida Hartwig, one of Terminal Cashier Nelson's clerks, a girl with six years service at this Pier to her credit, has left us to get married. The best reason in

the world for leaving any kind of employment is to engage in the service of the world at large by marrying. Miss Hartwig's constancy and regularity in attending to her duties here augur well for her future. Constancy is a fine quality, particularly as applied to marriage, and I prophesy that Miss Hartwig marries for "keeps," and will live happily ever after. The office force wishes her "bon voyage."

Alice Smith, another of A. H. B.'s hand-picked stenographers, had the most beautiful hair in this office and now she has had it cropped—chopped off to the level of the ears, or to where the ears are supposed to be. Vandalism, nothing less; maybe sacrilege, for is it not written that "it is to the glory of woman that she hath long hair." (It is also written that man's glory is whiskers, but we will let that pass as not pertinent.)

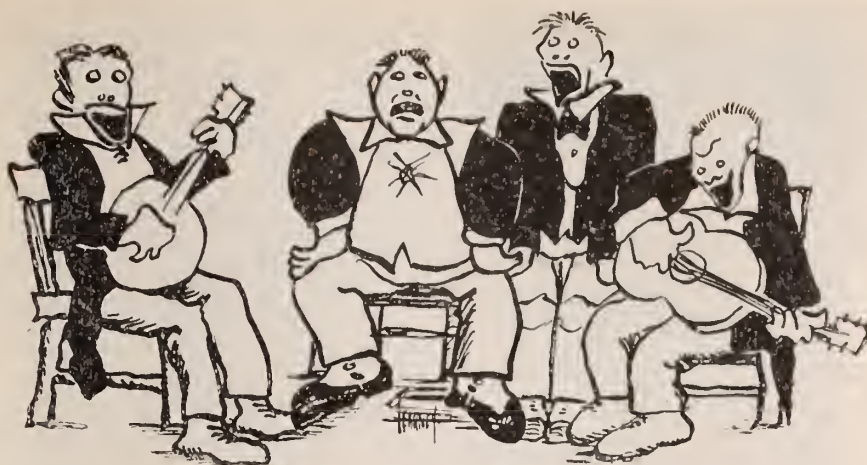
This crazy desecration began in the notorious Quartier Latin in Paris, and was for a time the distinguishing mark of "art students," a sexless class of sloppy, untidy bohemians, too lazy to wash and do up the hair. Thence it spread to other Latin quarters—the Greenwich Village in New York—and now it has caught, like measles, until even otherwise nice girls are afflicted by the craze. I asked one of them *why* and she gave as her reason that "it saved a lot of time in the morning." There is another reason—imitativeness, a trait inherited through the ages from early, hairy ancestors. "Monkey see, monkey do."

Frieda Murray announces that she will be "next" in the barber's chair. She will look "cute" with that perfect sixteen neck shaved to show its full fullness. (I hope



THE NEW YORK DIVISION CHAMPION BASEBALL TEAM (SEE STATEN ISLAND NOTES)





"The McClure Jct Four"

that my interest in beautiful hair will not cause me eye-trouble as did Mr. Haulenbeck's interest in short skirts; but even so, I cannot help it. Freud might be able to explain it.)

### Staten Island Lines

Correspondent, G. J. GOOLIC

The accompanying picture is the New York Division baseball team, which won the championship of the Industrial League on Staten Island this year:

From left to right they are, seated on ground: J. Larkin, manager and 1st base; F. Rebhan, Jr., mascot; J. V. Ryan, booking manager and infielder.

Second row, seated: R. Hanlon, r. f.; T. Hurley, 2nd base; A. Schoefer, 3rd base; R. McCullough, c. f.; E. Birmingham, p.; F. Martin, s. s. and captain.

Standing: H. Stratz, p.; H. Vidler, secretary; F. Rebhan, l. f.; E. Finley, treasurer; G. Decker, c. f.; R. Larkin, trainer; W. Raburn, outfielder.

#### Along the Road

We have a mystery car on the North Shore. It's No. 82. It's a very contagious car. Every one who works in it seems to come around with a marriage license and a broad smile. Next month we will tell you something about it.

Congratulations are extended to J. V. Costello, assistant chief clerk to the superintendent, and Mrs. Costello, who were married on September 26 at St. John de La Salle Church, Stapleton. They are spending their honeymoon traveling to Los Angeles and New Orleans. They will return by boat to New York. Mrs. Costello was formerly Miss Frances Connine, who some years ago worked as ticket agent on this division.

The Staten Island Railroad Club held its regular semi-monthly social and dance on Tuesday evening, October 2 and a good time was had by all. As usual, the Royal Blues Novelty Orchestra furnished the music for dancing.

If you doubt my word as to good time and good music, ask the Misses Scott, Sherman, Deppish, Gallagher and the others that came up from Baltimore on September 15.

The Club is arranging for a Minstrel Show and Dance, to be held at the Stapleton Club Rooms, Friday evening, December 14. Do not miss this affair. The cast has already had a few rehearsals under the able coaching of the "little man with the big

voice," Dan Carney, who is working hard to make the show a success.

Frank Rebhan, corresponding secretary of the Staten Island Railroad Club, has received a letter from Frank Martin, who was entered in the contest for the most popular baseball player on Staten Island. Mr. Martin was the candidate representing the Baltimore and Ohio Baseball Team. The letter follows:

*My Dear Friend Frank:*

Now that the Baseball Popularity Contest on Staten Island is ended, it is only proper for me to take this opportunity of expressing to the members of the Staten Island Railroad Club, the employees of the Baltimore and Ohio Railroad, and also the others who supported me as their candidate to represent the Baltimore and Ohio Baseball Team, my sincere thanks and deep appreciation for this honor.

There is no doubt in my mind but that any member on the baseball team would have received the same splendid support accorded me, as they were all equally helpful and deserving of the highest credit in placing the team on top.

I only regret that your efforts to place me in the lead could not be realized, but regardless of the final results, you may rest assured that the honor of representing the Baltimore and Ohio Team in this contest will forever remain a pleasant memory.

Again thanking all who supported me, particularly Mr. John Larkin and yourself, and looking forward to the season of 1924

with greater success for the Baseball Team, I remain

Very respectfully,

(Signed) Frank V. Martin

John J. Rice, freight agent, New Brighton, is on a leave of absence and is taking a trip to Los Angeles, California.

Joseph Langford, our car distributor, has an able assistant in Isaac Housman, and is now taking things easy. Has anyone a Morris Chair that they would like to give him?

John Goodski, who was clerk and stenographer in the Marine Department, has left the employ of the Baltimore and Ohio and is now working in a bank. The only bad feature of his new position is he can't take home samples.

### Eastern Lines

Office of General Manager—Eastern Lines

Correspondent, H. E. WEIFENBACH

November brings to mind thoughts of our National holiday, Thanksgiving, and it is indeed a wonderful thing to think that such a great country as ours should cease activities for one day each year to give thanks to God for the many ways in which we are favored. Surely cannot help but refresh us to begin taking inventory of our many individual, as well as National, blessings.

We hear so much from the pessimist that we sometimes forget the many good things we have. Compared with other nations, we are indeed favored. We are all busily and profitably engaged, and yet we are not too busy to help our brother nations in their times of need. Thus, by sharing with others less favored, we can most consistently express our gratitude for what we have, and the Baltimore and Ohio family have more than once demonstrated that they are firm believers in this doctrine. For this reason, if there were no others, we all consider it a privilege and pleasure to be members of this family, a family also, where justice and cooperation are so manifest.

The beautiful Fall weather has attracted the golf fans, and many are the consultations held regarding a certain game recently played at Sherwood Forest, among the contestants being our chief clerk, Mr. Herman, and our "professional," Clarence Staines.



A TRICK PICTURE TAKEN ON THE PATAPSCO—Turn it upside down



Recently, much interest was aroused over a bowling contest between George Seeds and Clarence Staines on the one side, and Mr. Hamilton and his son, Nova, on the other. The game was played on October 6, with the following result:

Name	Total	Avg. per Game
Nova Hamilton . . .	279	93.0
J. W. Hamilton . . .	280	93.3
C. W. Staines . . . . .	252	84.0
Geo. Seeds . . . . .	348	116.0

The victors were naturally much elated and the vanquished proved good sports and candidly admitted the greater skill of their opponents.

Here are some of our favorite lunch period time wasters:

Mr. Hamilton—Smoking a very strong pipe.

Mrs. Craig—Reading "Desert Love."

George Zimmerman—Reading the baseball scores.

George Seeds—Figuring up his bowling averages.

Clarence Staines—Talking golf.

Hillary Johnson—Smoking a cigar.

Leon Utter—Talking radio.

What are some of yours?

### Baltimore Terminal Division

Correspondent, H. R. LINCOLN

Rapid progress is being made in the construction of the new grain elevators at Locust Point, and it is now expected that the new facilities, which include track changes, offices and welfare buildings, dust and screening houses and grain door plant, will be entirely completed and ready for operation early in the Spring of 1924.

To appreciate the immensity of this building operation one must take into con-



Some of the girls at Willow Grove, August 8, Veterans' Picnic: Misses Ruth and Leah Covell, Charlotte La Motte, Katherine, Coreen and Jean Miller

sideration that the M. A. Long Co. have forty sub-contractors, with forces at work, in addition to their own force, of 600 men per day.

To handle the 60,000 yards of concrete going into the structure efficiently and to permit completion in the time specified, the Long Co. have erected an electrically operated sand, gravel and cement conveyor plant at a cost of \$75,000. The first floor, basement and work house are completed and by the middle of October it is expected that the storage tanks to hold grain will have been started.

We wonder why "Bill" (William) Donnelly, Riverside force, is so quiet now that he is running in double harness. Perhaps his "wif" does all the talking.

For sale—Two pieces of junk, one time automobiles belonging to Miss Comra and D. W. Dean. We understand they are getting new cars. Here's hoping they won't turn out to be "Flivvers," as we hate to ride in those small cars.

Shop clerk Howard T. King is also TALKING about buying a car. Well we'll believe it when we see it.

A. W. Zimmerman, Road Foreman's Office, appeared recently all "dolled" up in a new overcoat. Wonder who started a new charitable institution.

We have an idea that quite an improvement in the office force could be effected if:

Clark—Worked occasionally.

Evelyn—Ever answered the 'phone.

Dean—Quit loafing.

Donnelly—Quit talking occasionally.

Lois—Stopped chewing Wrigley's.

Florence—Was serious now and then.

Eleanor—Was quiet.

Gibson—Talked to the fellows instead of the "gals."

Faid—Was not always looking for information.

Jones—Attended to his own affairs.

Schmincke—Quit growling.

### Mt. Clare Yard

Correspondent, J. F. TEARNEY

To Yard Clerk E. L. Brennan belongs the distinction of being commended for his prompt action in averting property damage and possible loss of life on the Western Maryland.

On the morning of August 19, at 12.04 a. m., after being notified by phone to stop the trains, Brennan jumped from a high retaining wall to the Western Maryland tracks below, and waved the signals which brought the trains to a stop. Efficiency means great savings, and Eugene is doing his bit.

We are all glad to see our old friend Henry George, veteran track foreman, back on the job again. A recent sickness gave him quite a seige. He claims, nevertheless, to have lost none of his prestige as a pinochle player, and cheerfully invites all comers at anytime.

Mt. Clare Yard is still at the top in cars handled per month in the Baltimore Terminal; for September, 29675 being the



Left: Standard method of protecting highway crossing by the use of flashlight signals, Baltimore and Ohio Railroad at Lansdowne, Md. Upper right: No. 6 passing Lansdowne. Lower right: Engine of No. 506. Note the absence of smoke





#### AT MOUNT CLARE SHOPS

Above, left: William, son of Mr. and Mrs. P. W. Pinkerton. Right: Misses Dolores and Fora, daughters of Flue Expander J. E. Kuhl. Below, left: Howard Vernon, grandson of Passenger Car Painter A. F. Becker. Right: James Cowman

high mark, an increase of 594 cars over August, those figures also a record, being 29081. Mt. Clare believes in, and keeps cars moving.

General Yardmaster H. E. Hopkins and family recently spent a week's vacation in Atlantic City, stopping at "The Somerset." He even donned a suit of rompers and, with his little boy, took in the Steeplechase Pier. It was hard to distinguish between father and son. "Hop" is always in for showing the youngsters a good time. He brought back the usual suit of tan.

#### Mt. Clare

Correspondent, W. H. ZELL

#### Freight Track

We regret very much to learn of the death of our beloved fellow workman, Clement C. Carson, carman, who was instantly killed in an automobile accident at Curtis Bay on September 30. Mr. Carson had been employed in this department for the past fifteen years, was a good and steady worker, and was well thought of by his fellow workers. He is survived by a wife and eleven children. We all extend to Mrs. Carson and her children our heartfelt sympathy.

J. E. Darnell, earman, who recently returned from one of our contract shops in which he was doing inspection work, has been transferred to our Glenwood Shops, as assistant foreman. We all wish him the best of luck and success.

They are worth something—E. A. Hundertmark and L. E. Halfpenny, carmen apprentices.

#### Test Bureau

Should you desire any information regarding the construction of a radio, call on any of the Test Bureau force, as they are all experts in that line. Our Howard gets Seattle and Los Angeles regularly, and so loud, well, it keeps the neighbors awake at night.

Yes, Judge Harmon is well and getting fat, thank you.

Our camera is temporarily out of commission; otherwise we would have sent a photograph to show "Arty" Gilson, our tennis hound, who was presented with a loving cup.

The new building which is to replace the old one destroyed by the fire at Mt. Clare last December is progressing nicely. In fact, we all hope to be able to occupy it by December 1, or at least by Christmas. We hope that we can start the new year with a new building.

Here is a photograph of one of the old timers from the Blacksmith Shop, who passed away on August 30. Mr. James Cowman was born on June 3, 1844, entered the service of the Railroad on July 1, 1868 and continued in the service in the Blacksmith Shop until he was pensioned on June 6, 1908.

#### Locust Point

Correspondent, J. ROSS GOULD

Both import and export business is showing improvement at this station. Quite a trade between Porto Rico and this port is being built up by The Porto Rican American Steamship Company.

They have four steamships, carrying both freight and passengers, with weekly sailings between Baltimore and San Juan, Porto Rico, viz., S.S. Governor John Lind, S.S. Major Wheeler, S.S. Delisle, S.S. Delfina.

The Delisle, sailed from Pier 9, Locust Point, Sept. 22, with 2500 tons of assorted cargo, consisting of fertilizer, coal, cement, etc.

The Major Wheeler sailed from this port on Sept. 28, fully loaded with 1960 tons, consisting of cement, iron plates, steel rails and 43 automobiles. The cargoes of these two steamers are considered a record from this port.

The Governor John Lind is now loading. It also has on board 46 automobiles, thus giving evidence that the automobile industry is not asleep.

The writer was fortunate in being present at a dinner given by the Foreign Trade Club last winter and was agreeably surprised at the possibilities of the Porto Rican trade with the States, through this port. Quite a roseate future was predicted for this line, and from the present conditions of business it appears that the prediction is being fulfilled.

It certainly looks as if the promoters showed considerable business acumen in selecting Pier 9 at Locust Point as a landing place for their steamers, with the BALTIMORE AND OHIO as a feeder and with unprecedented advantages.

Our Road, therefore, from its close connection, will accordingly share in their prosperity. I feel that I echo the wish of all our readers that this business may continue, and that the trade with Porto Rico be fully exploited, and thus add another laurel to the business fame of Baltimore.

Dan Cupid has once again invaded our domain and taken from our ranks our fellow clerk and official cartoonist, R. W. Moran.

It came as a shock to our happy family, as no one suspected that one carrying the angelic face and form that he had, would ever have the courage to take the fatal steps. His sentence reads as follows: On September 22, at Alexandria, Va., there was united in the bonds of Holy Matrimony, R. W. Moran to Miss Mabel Michelman.

While we realize clearly that our loss is his gain (we hesitate to say it would be the lady's) we nevertheless wish him a long and happy married life and that all his troubles may be little ones.

Misses Martha Fox and Dorothy Gosnell were recently "obligated" as members of the "GANG." Welcome to our menagerie, Girls!

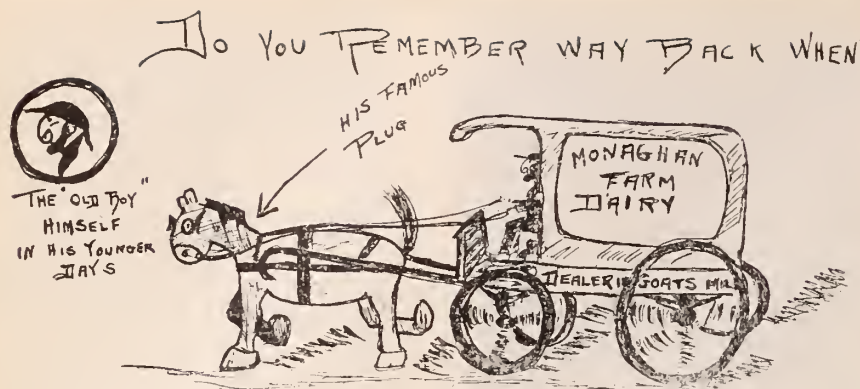
Miss Fox is off duty on a sick leave. We all wish her a speedy recovery.

"Joe" Lubinski, our Timekiller (Timekeeper), spent his vacation scaplaning around Virginia Beach and he has been up in the air ever since.



Doris, Warren and Furman, aged 7, 5 and 3 respectively, children of Chief Clerk Leo. E. S. Schulz, Locust Point Yard





Girls: Our Charles Street Drug Store Cow-boy's name is Paul Flynn. He can be seen between the hours of 9 a. m. and 6 p. m. on his ranch, which is located in the Agent's Office at Locust Point.

Since the above mention, we have added another member to our "GANG." She is Miss Rubina Poe, daughter of Jack Poe, electrician, Locust Point.

As time wears on, we all at some period become retrospective. It was in one of these moods that our mind reverted to our friend and fellow-clerk, Joseph Monaghan, and the business he was engaged in years ago.

We imparted our thoughts to our cartoonist, Mr. Moran (clerk in our office), with the result as depicted in cartoon. We regret, however, the absence of the town pump, which was one of "Joe's" principal assets.

#### Camden Station

Correspondent, W. H. BULL

Picked up 'round Camden Station by The Tatler

Wunst again th' time worn sayin', "yuh can't keep a good man down," hez been fore'bly brung home t' us.

'Spect, by this time, most o' yu hev become f'miliar with th' "Matrimonial Handicap;" if yuh aint as yit begin now an' jest keep yer lamp peeled on this col-yum th' Ed' hez donated us fer th' express purpos' o' keepin' yu posted on th' doins' 'round here.

Thought las' month when friend Kruemmel 'lowed Fiege t' share th' leadership o'

said race, he had somethin' up his sleeve. Sprung it th' other day an' is again showin' his heels t' th' other boys.

Yuh guessed it; this time it's a bouncin', baby boy that will look in hims eyes an' call him "boppa," th' other two having been an' allus will be girls. Variety we calls it. Says 'twuz big' as eight-month old when born. (Wouldn't have t' be much bigger t' be bigger'n his pop.) Sounds like fish story t' us; all th' same yu should see th' grin he wears on his map now'days. Congratulations to the mom an' pop an' (tee hee) many happy returns o' th' day.

Jes' becaus' a traffic cop raises his hand an' toots a lil' whistle when lookin' t' th' safty o' th' traffic an' th' jay walkers, yu wouldn't call him a safty razor; now would-ja? Tho we do have a close shave sometimes crossin' th' street.

Wuz s'prised th' other day; certain young lady returned from her vacation with her hair bobbed. Nobody recognized her as bein' one o' us an' we all s'pected she had mistook th' ol' office fer th' fourth grade o' some grammer school. We had t' get acquainted all over again. 'Sall right now tho.

For the benefit of those as might be interested, the reason the conductors of the Baltimore and Ohio Railroad are allus enjoyin' good health is becaus' they have trained a long time.

Please omit flowers.



Lulu M., daughter of Conductor Huffman, one of our old time loyal employees, who runs the Capitol Limited between Mount Royal and Cumberland

#### Baltimore Division

Correspondent, W. H. TARR

Brakeman J. F. Countess is back on his run between Baltimore and Potomac Yard after a period of disablement.

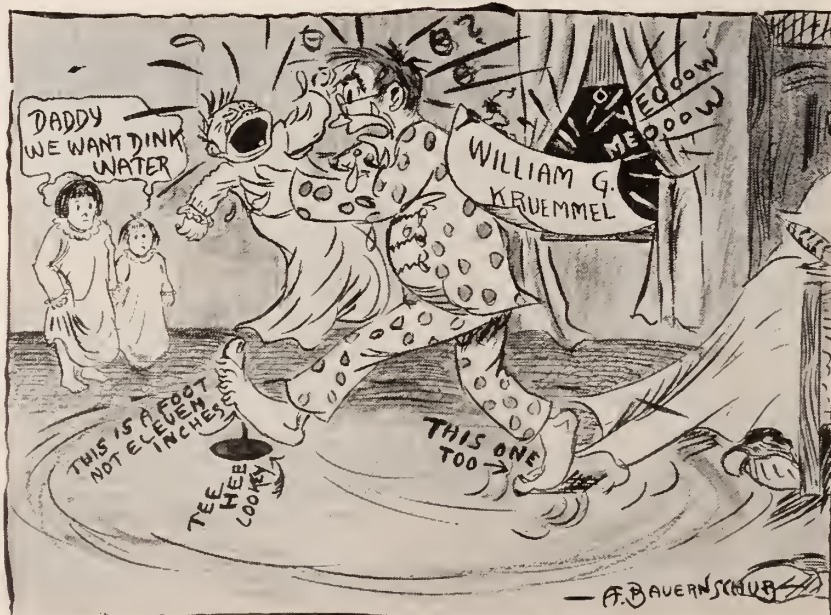
J. C. B. (Buck) Davis Jr. recently arrived at the home of his parents. Mr. Davis Sr. is inspector of accounts, Division Accountant's Office, Camden Station. Congratulations!

The Royal Five of the Division Accountant's Office are now engaged in dredging oysters at Wobaville on the Magothy River and later will engage in shooting ducks when the season arrives.

We regret to learn of the continued illness of Mrs. J. S. Basford, wife of Passenger Brakeman J. S. Basford. Mr. Basford is an old and loyal employee and conscientious in his duties both as an employee and as a husband and father. His oldest son is a graduate of Johns Hopkins University and is Professor of English and Latin at Tomc's



Garland and Nancye, children of Agent J. H. Canter, Winchester, Va.



"Chips that pass in the night"



Institute. He is educating his second son at the Polytechnic Institute, Baltimore. The third son is attending primary school.

**From a Divisional Point of View**

Teacher—Where is Beeler's Summit?  
Little Boy Hughes—On The Washington County Branch.  
Teacher—You are wrong. It is the tip of a Beehler umbrella.

A new steel underframe caboose car is being built at Mt. Clare. A Committee of trainmen inspected it and made several suggestions as to the interior finish. We are not saying who will be the lucky conductor to get the car for his use.

**East Side, Philadelphia**

Correspondent, CHARLES H. MINNICH

We have a new, one-horse, amateur, would-be musician who claims to broadcast on the radio. His name is Christopher Columbus Barthelomus Falkenstein, the left-handed M. C. B. clerk in the Master Mechanic's Office at East Side.

"Max" Kaigh, world's champion heavy-

**HAVE YOUR EYES EXAMINED**

by specialists of long experience. Honest, conscientious eye service at moderate cost

**CURVED LENSES**

Toric, with fingerpiece \$2.50  
mountings, as low as  
Invisible Bifocals - - \$5.00

**SPEARE OPTICAL COMPANY**

10th and Arch Sts., Philadelphia, Pa.

**Kilmon's Restaurant**

Newark's Model Dining Room

Opposite Baltimore and Ohio Station

**NEWARK, DELAWARE.**

weight booker-out at last admits that he has our black cat in his home.

A few well known nicknames at East Side Yard Office—"Hairy" Neilson, "the Non-Producer," "East Side Car Records," "Frogs," "Guffie," "Meat for the Cats," "Jakee," "Jew Baby," "Edward the 7th,"



**EAST SIDE, PA.**

Section Foreman and Labor Boss Felix Cori, and his son Dominic, age 12. Mr. Cori has been in the service 23 years

"Apy," "Little Toby," "Kid Miller," "Murphy" and "Woodrow Wilson," "the Hicki," "Wilshmere."

**Familiar Sayings**

"Come on, Bennie, double-head me on the Passing Report."

"Write the envelopes up 'Jakee.'"

"By the Beard of the Prophet."

"Happy as a clam."

"Where from and 'who to.'"

"Laughing like a board."

The picture is of Felix Cori and his son, aged 12. Cori has been labor foreman in the Maintenance of Way Department for 23 years and is therefore a Veteran. He is a quiet man but always on the job and always has a cheerful manner and greeting for everyone.

**Pier 22, South Philadelphia, Pa.**

Correspondent, MARY G. CUTHRIE

Cupid has again been busy in our midst. This time the victim is Hugh Collins, delivery clerk, Pier 24, who on September 12 was wedded to Miss Ella Quigley of Philadelphia. Congratulations.

There have been several changes in the personnel of this office because of promotions, resignations, etc., which have resulted in several of our former employees being added to our force: Fred Held, from the Division Accountants Office, Baltimore; William Orrell and James Stackhouse from East Side Freight Office.

Rawson R., son of the late Dr. F. H. Weidemann, examining physician of Chillicothe, Ohio is recovering from a serious operation, having been operated on in the National Stomach Hospital, Philadelphia, on September 28.

We extend our sympathy to Ernest F. Wells, revision clerk, Pier 22, in the death of his father and mother. The father died September 25, and the mother, June 13.

We are glad to give credit to C. J. Butler, porter 12, who secured 100 over the Baltimore and Ohio to Uniontown, Pa., attending the Colored Baptist State Convention. The net revenue was \$2568.00.

Our business in Philadelphia is developing high efficiency under the supervision of a genuinely capable management. It is pleasing to note the immense business being carried through Piers 22 and 24, both showing considerable increase over the previous year.



Up-to-date facilities of the Baltimore and Ohio at Pier 22, Philadelphia. Above: View from the street. Center: Inside view. Below: Water facilities, showing car float

Please mention our magazine when writing advertisers



The accompanying photographs are of Pier 22 Freight Station, showing the way freight travels to our Piers by barge to be unloaded and loaded for delivery.

### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

Our notes this month will be just sufficient to let the readers of the MAGAZINE know that we are still here, this being about the middle of the proverbially busiest railroad month in the year, October; and it has jumped on us with both feet and is very busy tramping it in. It is "WORK-WORK-WORK" with us just now, and plenty of it.

It is pleasing to note that a number of large business firms have recently built warehouses and factories right in the immediate vicinity of this Freight Station, amongst others the Western Electric Company, the Sanitary Grocery Company, Capper's Weekly, Rudolph and West Company, and the Peerless Furniture Company. All of these firms have given us, and will very naturally continue to do so, a great amount of both in and outbound freight, which of course increases tonnage, revenue and not the least item in the matter, the good feeling that now exists between the business houses of Washington, D. C., and the Baltimore and Ohio. This last item is in itself a great asset to any organization.

Our Fire Department recently had a small opportunity to distinguish itself. A truck loaded with bales of paper stock was on its way to our yard for loading, and in some unforeseen manner burst into flames right in front of our office. This naturally caused some excitement in the neighborhood. Some one immediately sent in an alarm which brought out a large number of the city fire engines, etc. In the meantime, however, our ever ready fire marshall, John T. Mathews, had mustered his forces and had a line of hose playing on the fire before the city folks were on deck. The fire was soon extinguished, and what might have resulted seriously (the truck was stalled right underneath some fine trees which were in danger of catching fire), became an episode that was soon forgotten.

Nothing like having people on the job and on the spot when they are needed!

Probably owing to the wonderful October weather that we are now enjoying we are again able to report a clean bill of health, not having any one on the sick list. Rap on wood and hope for a continuance of this happy condition!

### Cumberland Division

Correspondent, JOHN SELL

A—is for Apples. Yes, we have *some* apples! The crop in the Cumberland Division fruit belt has broken all records, almost every station between Harpers Ferry and Keyser is loading 'em, with North Mountain leading, and Martinsburg, Kearneysville, Paw Paw, Romney and Keyser following close. It is estimated that the crop will reach three thousand carloads. They are being shipped to all parts of the country, and some to England and other foreign countries. The car supply has been adequate, and shippers pleased with the service rendered, and with the cooperation of all concerned there is reason to be proud of the splendid manner in which this highly perishable commodity has been taken care of.

C. M. Gearhart has been located at North Mountain looking after the apple movement from that station, as well as Martinsburg, Sleepy Creek and Kearneys-



FORCE AT PIER 40, PHILADELPHIA

Front row, left to right: Trucker J. F. Lane, Watchman H. O. Ogden, Brakeman E. P. Kenney, Fireman O. O. Forsythe, Conductor E. H. Tomlinson. Back row: Agent John M. Greave, Brakeman T. J. Brennan, Engineer W. Zolt. Brakeman Kenney has been in the service 15 years, all others over 30 years. The total Baltimore and Ohio service represented in this photograph is 268 years

ville, while Assistant Trainmaster J. A. Miller has been cooperating in the handling of shipments off the Romney-Petersburg branch. It was necessary to extend the loading track at North Mountain several car lengths in order to take care of the heavy shipments from that point. The new icing station at Cumberland has been doing good work in the icing and re-icing of refrigerator cars, while a number of cars have been prepared at Brunswick in fine shape.

The ballast cleaning machines have been working over the East and West Ends of the Division this summer and fall, and have the tracks in fine shape for the heavy winter traffic. One of our collaborators recently handed in some scrap which was unearthed by the clam shell. It appears to have been buried under the dirt and ballast for a number of years. We have not yet been able to determine just what part of a car or engine it constituted, but have our local antiquarians working on it.

The Capitol Limited, the pride of every employe, has been maintaining its fine record, and is bringing forth much favorable comment. It is suggested that the monthly performance be printed in the MAGAZINE each month for the benefit of our employes.

The strong Evitts Creek "Hump" Duck-pin Team of Cumberland East Yards have reorganized for the fall and winter season, and have issued a challenge to any team in Cumberland, or on the System. The team consists of H. Kraus, C. E. House, J. H. Fike, J. H. Penrod and C. (Mossy) Campbell, with W. S. Beggs, coal billing agent, as business manager and captain. It is rumored that J. J. Carney's West Yard team will take up the challenge, and also that several other teams are now forming.

We have been trying for some time to get a line on our old friend, W. C. Donnelly, supervisor of Time Service, but have just recently been able to get the dope. The *Cumberland Daily News*, which carries a column of items clipped from their issues of forty years ago, each day, carried on October 9 the following: "Willie Donnelly, son of James W. Donnelly, fell from a turning bar while performing gymnastic feats in a yard in the rear of Dr. W. J. Weller's house on Baltimore Street and broke his arm." W. C. D., why did you not let us know you were an acrobat?

Every once in a while we hear of one of our oldtimers coming into the limelight. On September 27, our old veteran friend M. J. Fleming, claim clerk in the Freight Agent's Office at Cumberland, celebrated his sixty-sixth birthday, and was tendered a party by fellow employe members of the "Diabolt Club" and presented with a handsome gold band pipe. Mr. Fleming has completed fifty-two years' service with the Railroad, and is one of the oldest clerks in active service on the Cumberland Division.

The Cumberland Division has been gradually coming to the front as a producing division. In addition to the coal mines and stone quarries which are producing heavily, and the big fruit shipments from this territory, a number of plants along the division are constantly increasing their output. A recent example of this increased output was the record breaking output of the Alpha Portland Cement Company's plant, located on the M. & K. Sub-Division, which averaged upward of thirty cars of cement per day for the month of September.

Relief Clerk W. S. Snyder has gone and done it. Congratulations, W. S.! Oh, yes, the details? The happy bride is Miss Elizabeth Lucy Brown and they were married at Oakland on September 7 and their many friends all join in wishing them a lifetime honeymoon.

The picture of the smiling couple shows our popular coal billing clerk, Mae Beck, and J. C. Schrantz. Don't know how serious this case is but we were requested to touch lightly on the writeup.

The coming cold weather has the force of the Coal Billing Agent's Office feeling pretty blue account of the beautiful flower garden which surrounds the office losing its color. Much favorable comment on the beauty of the flowers and also on the fact that the employes take such interest in the yard to make the surroundings attractive. A large proportion of the credit is due "Mossy" Campbell and W. S. Snyder, as well as the entire force of the Coal Billing Office.

Here's a picture for some old timers. Of course, everyone remembers the old "52," and we are glad to present the crew in charge of this engine in 1911 when this



# Why Railroad Men Prefer the HAMILTON



**P**RACTICALLY every railroad man knows something about watches; and the men under time inspection know a lot about them. They know their watches must be accurate—so accurate that they may not miss more than 150 beats in every 3,024,000—a maximum error of approximately  $1/200$  of 1%!

Any watch that will keep time within these requirements is a good watch—that goes without saying. But the best watch is the one that better these requirements and continues, with proper care, to do so year after year for a score of years and more.

That is what the Hamilton does—and that is why the Hamilton is the favorite watch of American railroad men. Wherever accuracy plus sturdiness is needed, there you'll find Hamiltons predominating.

If you want a watch you can depend upon, a watch that is built for service, go to your jeweler and ask for a Hamilton No. 992. This is the 16-size "Railroad Time-keeper of America," and is the favorite of railroad men all over the American continent.

*Write for a copy of the "Timekeeper," our booklet that tells the story of the Hamilton Watch.*

**HAMILTON WATCH COMPANY**  
LANCASTER, PENNA., U. S. A.



# Hamilton Watch

"The Railroad Timekeeper of America"



picture was taken. Reading, left to right, are Engineer Hovatter, Fireman "Jim" Moore, Brakeman Mansberry, Conductor J. E. Welsh and Brakeman W. H. Nolan.

In the September issue of our MAGAZINE we presented a photograph of old engine 13 and asked for further information should anyone recognize the gentleman shown beside the engine. Somehow a copy of the MAGAZINE fell into the hands of Mrs. W. H. Hildebrandt and she sent word to the correspondent that the picture of engine 13 was a highly prized family treasure account of a relative who died about a month ago, the late Jacob Myers. He was a veteran engineer on the Cumberland Division who had both fired and run this engine for several years and was always very proud of it because it was in a class of its own in its day.

At this time of the year when we see vendors selling chestnuts on the street corners of our larger cities, we wonder where they all come from. It might be interesting to many of our readers to know that some of the largest crops in the country are gathered along our line in the mountains adjacent to Oakland and Terra Alta on the Cumberland Division and are shipped to all points of the country.

It is with regret and yet with pride that we learn of the promotion of Assistant Superintendent T. K. Faherty to the position of Assistant Superintendent of the Monongah Division, with headquarters at Grafton. "Tom," as he is familiarly known to host of friends on the Cumberland Division, first started his railroad career on the east end of this division as a fireman and has successfully advanced to the

positions of engineer, assistant road foreman, road foreman and assistant superintendent. Mr. Faherty has seen service on several divisions of the System, last returning to the Cumberland Division in 1918. He is a born railroad man and a prince among men and while all the employees on our division are sorry to lose "Tom," they join in wishing him every success in his new position.

W. H. McKinley, who acted as agent at Deer Park Hotel Station, succeeding H. B. Kight, has returned to his position as clerk to the agent at Hancock, the Deer Park Hotel having closed in September after a most successful season.

Roy T. Tabler, one of the most popular yard clerks in Cumberland Yard, was recently promoted to yardmaster in the East Yard. "Hick," we know you'll make good so keep them moving.

In these days of modern railroading, when every man in the railroad game has his part to play in keeping the great arteries of transportation moving, it is a pleasure to know that we have in our employ a man who not only knows and does his job, but does it exceptionally well. This man is W. R. Householder, conductor on our division. On August 26 an accident occurred to train of Extra West, Engine 7210, which obstructed all tracks and caused death of two of the crew. Conductor Householder was located in the caboose on the rear of the train, which consisted of fifty-two cars. Noting the stop was not very severe he assumed an air hose had burst. He immediately got off the caboose and went forward along the train and as he advanced toward the front end he realized that something more serious had happened. Upon reaching the front end he discovered the trouble and immediately proceeded west and flagged an Extra East which was approaching. The accident occurred one and one-half miles west of Bond, Md., at 4.55 a. m., and the Extra East was stopped at 5.02 a. m., there being less than seven minutes intervening between the time Conductor Householder left the rear of his train until he had stopped the approaching train west of the accident. By his vigilance and alertness he prevented a far greater disaster. Conductor Householder has been in the service twenty years, having first entered as a freight brakeman on the Cumberland Division, May 2, 1903. Perusal of his record indicates that he always practices the principals of Safety First, having been commended three times previously for his watchfulness and prompt actions in emergency. Superintendent R. W. Brown has written Mr. Householder a letter congratulating and commending him for his watchfulness and prompt action in this case. This action was also given cognizance by the I. C. C. inspectors who investigated this accident, they having stated that this was one of the best pieces of railroading that had come to their attention.

Among the attractions of special interest at the Cumberland Fair, held October 2, 3, 4 and 5, was a booth of the Baltimore and Ohio dealing largely with safety matters.

The display consisted mainly of illuminated pictures in handsome cases provided by Mr. Scoville as well as attractive posters furnished by the Safety Department.

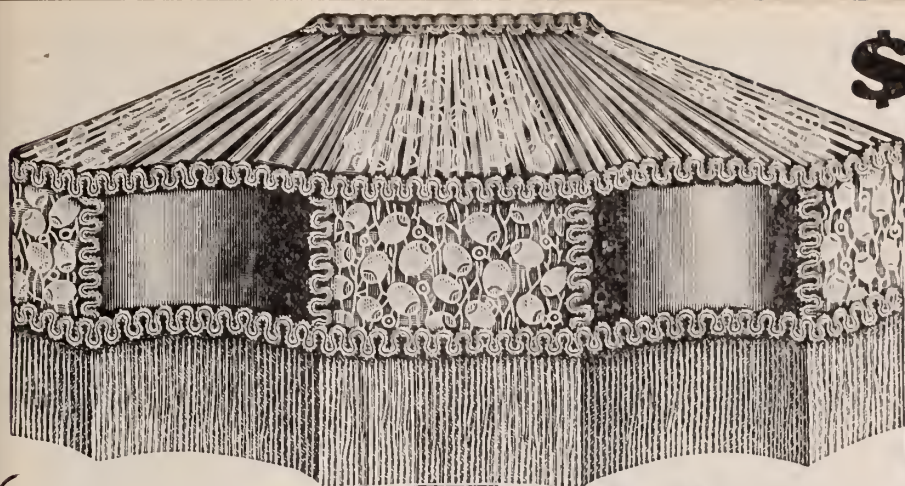
In addition to the above display circulars describing the Capitol Limited, Washington Tours, and other literature of the Passenger Department was distributed. Persons who contemplated winter tours and other trips who applied to the booth were put in touch with Traveling Passenger Agent Kight for details and in that way the Passenger Department was benefited.



VIEWS FROM THE QUEEN CITY

Above, taken in 1911: Engineer Hovatter, Fireman Jim Moore, Brakeman Mansberry, Conductor J. E. Welsh, Brakeman W. H. Nolan. Below: Safety First booth at Cumberland Exhibition, arranged by and in charge of Mrs. E. C. Drawbaugh. In the oval: Mrs. Mae Beck and J. C. Schrantz





**\$1.00**  
**Down**  
**Brings This**

## Gas or Electric The Lamp—

Comes equipped for choice of gas or electricity. Has 2-light Benjamin socket for electricity only, with 8-foot silk cord ready for use; or comes with 6-foot rubber hose, burner, mantle and chimney for gas.

### Mahogany Finish

Standard is 60 in. high, 3 in. in diameter. Highly polished French mahogany finish.

## The Shade—

Made in Fifth Avenue design, 24 in. in diameter, of delft blue silk, shirred top, alternating plain and fancy art silk panels. Twelve panels in all, tinsel braid border, with four inch Chenille fringe. American beauty shirred lining. The harmonious color scheme gives effect of red light shining through a blue haze—a rich warm light. Shipping weight, 27 pounds.

### Marshall Silky Fringe Pull-Cords

Also pair of Marshall silky fringe cords with 3½ in. silky fringed tassels, giving an added luxurious effect.

For gas use, order by No. G6332NA.

For electricity, order by No. G6333NA.

Send only \$1 with the coupon, \$2 monthly. Total Bargain Price for lamp and shade, \$19.85.

### Free Bargain Catalog

Shows thousands of bargains in home furnishings: furniture, jewelry, rugs, curtains, phonographs, stoves, dishes, aluminum ware, etc. All sold on easy terms. Catalog sent free, with or without order. See the coupon.

# Floor Lamp With 5th Ave. Silk Shade

Here is something you have always wanted—a beautiful floor lamp with handsome and elegant Fifth Avenue silk shade—to add an extra tone of elegance and luxury to your home. On this generous offer you can see just how this floor lamp and silk shade will look in your home, without risking anything. Send only \$1.00 with the coupon below, and we will send it complete to your home on approval, equipped for use with either gas or electricity. We take all the risk.

## 30 Days Trial

When the lamp outfit comes, use it freely for 30 days. See how beautifully the colorings of the handsome silk shade blend and harmonize with everything in the home. How useful it is, too—so handy for reading, can be moved around with ease to furnish a beautiful light and rich warmth and coziness to any room in the house. If after 30 days trial you decide not to keep the lamp, just return it at our expense and we will refund your \$1.00 deposit, plus any freight or express you paid. You cannot lose a single penny.

## \$2.00 a Month

If you discover that this lamp is a tremendous bargain at the price we ask and you decide to keep it, send only \$2.00 a month until you have paid the total bargain price of \$19.85. Yes, only \$19.85 for this luxurious lamp and silk shade complete. Compare this value with anything you could buy locally at anywhere near the same price—even for spot cash! Straus & Schram gives you this bargain price and almost a year to pay. We trust honest people anywhere in U. S. No discount for cash; nothing extra for credit. No C. O. D.

# Price Slashed!

Decide now to see this beautiful floor lamp and silk shade in your home on approval on this price smashing offer. Think how the nickels and dimes slip away for useless things; save them for something worth while that will give satisfaction for years. Send coupon with only \$1.00 now! Satisfaction guaranteed.

**STRAUS & SCHRAM, Dept. 4018 Chicago, Ill.**

## MAIL THIS COUPON NOW! STRAUS & SCHRAM Dept. 4018 CHICAGO

Enclosed find \$1.00. Ship special advertised Floor Lamp and Silk Shade as checked below. I am to have 30 days free trial. If I keep the lamp, I will send \$2.00 a month. If not satisfied, I am to return the lamp and shade within 30 days and you are to refund my \$1.00 plus any transportation charges I paid.

- ☐ Gas Floor Lamp No. G 6332NA, \$19.85.  
☐ Electric Floor Lamp No. G 6333NA, \$19.85

Name .....  
Street, F. F. D. or Box No. ....  
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If you want ONLY our free catalog of home furnishings, mark X here ☐



Approximately 11,000 visited the booth during the four days of the fair and a number were furnished circulars on subjects in which they were interested.

It was surprising to find how many persons were interested in the Capitol Limited and how well posted they were on its performance.

When the schools brought the children to see the Baltimore and Ohio display, some of the boys would stop before the poster showing boys engaged in various games and in the picture a little chap on crutches who had lost a leg hopping trains. They would invariably remark, after looking at the picture a while "Gee, I am never going to hep any more trains."

When the idea of having a booth took shape the necessity of putting it in charge of some one became necessary, Mrs. E. C. Drawbaugh, wife of the division operator, consented to handle it and was given much credit by the press for the manner in which it was conducted.

#### Green Spring, W. Va.

##### Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Treating Engineer and Mrs. J. C. Alexander announce the birth of a son, September 18. Mother and baby are doing fine. Dr. Daily, of Romney, was the attending physician.

Harl Cosner and Wilbur Shanholtz have greatly beautified their respective properties on the Romney Road by painting. A nicely painted property is an improvement to the community.

Yard Foreman H. W. Gross intends to keep up with the procession with a brand new Overland. Twenty-five miles to the gallon is going some, we say. Laborer E. S. Robison follows him with a new Ford.

Carpenter gang under Foreman G. R. Clark has been assigned to Plant to frame bridge ties to be used over the entire system.

J. H. Robison has been appointed engine watchman, vice Carl Schaidt, assigned to other duties.

Chemical Engineer and Mrs. R. N. Angier attended the wedding of the latter's sister in Baltimore.

Treating Engineer and Mrs. J. C. Alexander entertained at their home on October 10 in honor of the 29th birthday of Switchman W. F. Kesler. Those present were: Mr. and Mrs. A. E. Whitlock, Mrs. E. E. Alexander, Mrs. E. M. Parker, Miss Edna Foley, Messrs. W. F. Kesler, Henry Smith, J. G. Myerly and E. S. Robison, Miss Mildred Parker, Master Paul Whitlock, and Mr. and Mrs. J. C. Alexander.

Our photograph this month is of Tieman and Mrs. E. A. Kline and their daughter Florence Allen, seventeen months old. Mr. Kline is very proud of his little daughter. She favors her papa, don't you think?

#### Keyser, W. Va.

Correspondent, H. B. KIGHT

Some of the things the Magazine saw last month

Harry Atkins reciting "Casey at the Bat" to a pleased audience.

Foreman Stanley going up New Creek in his new car.

Louis Long looking for the ticket rate to Podunk, Conn.

Frank Graney reading the "Florida Booster."

Agent Robertson, Austen, helping Kight get up a Washington Tour party. (They are great tours, Mr. Editor. Everyone should boost them.)

Assistant Trainmaster Fallon keeping cars moving, increasing the miles.

School children going back and forth on our accommodation trains, under the watchful eyes of our conductors.

Martin Sayre and Louie Batie strolling up Main Street, Deer Park, with their market baskets.

Cap. Edwards producing his transportation.

We have not heard anyone answer our challenge to produce a better looking bunch, with a longer service record, than those shown in The September MAGAZINE. Speak up if you can better that record.

Since the writer is doing new work, and gets out more, there are things he cannot refrain from commenting on. It seems that day by day, as Dr. Coue says, our railroad is getting better and better. Passengers speak of the comfortable trains, of the excellent dining car service, of the personal attention each passenger receives from our employees and of the friendship existing between Management and men. It is fine! It makes us proud to belong to the big family that helps to keep the Best and Only in a class by itself.

Boost the Baltimore and Ohio, boys! Here is where you make your living and, as Edward Guest recently said, "There is more to it than what you get in the pay envelope."

Wonder if Harry Hutson received that map yet?



Tieman and Mrs. E. A. Kline and their daughter, Green Spring

Lou Lang, who drives one of the big Mallet engines and does it right, recently decided to take a motor cycle ride. It bucked and threw him off and he has not been working for some time. Stick to the Mallet, Lou, it's safer!

Yard Conductor Charles Davis, who has given the Baltimore and Ohio more than fifty years service, has been ill for some time. We hope for his speedy recovery.

We are pleased to know that West End Brakeman Sweitzer, who has been off duty for seven years, has resumed work. He had been ill for a long time and thought that his days of active duty with his Railroad were over. Recently, he submitted to a slight operation, which has restored him to his usual health and he has received his "Return to Duty" card.

Operator Charles Hodges is busy getting in his large crop of apples from his farm near Keyser. This means business for us. He is shipping in carload lots.

What did you do with the prospective business card you found in the MAGAZINE? Use it, that is what it is for and it is a good thing. It brings to the attention of the division passenger or freight agent business they might not secure. Give them the tip, then see the result of your efforts as the trains go by. The passenger will be on board, or the freight will be moving by the Baltimore and Ohio. And the credit is yours!

We are indebted to Car Foreman Stanley and Foreman Gosnell for the following Keyser Shop notes. Thanks, come again! We appreciate your assistance.

Dusty—"Say, Spark Plug, why is a clothes pin better than a Baltimore and Ohio System pass?"

Spark Plug—"Can't say, Dusty. Why?"

Dusty—"Why, it is good on all lines."

It is with sadness that we report the death of Mrs. George W. Cheshire at her late home in Cumberland. Mr. Cheshire, "Uncle George" as he was generally known, was a former car shop foreman at Keyser. He died about two months ago. To their sons, Shannon and William, we extend sincere sympathy.

Shop Safety Inspector E. G. Sirbaugh, read an interesting paper before the C. T. safety meeting, entitled, "What I Have Accomplished as a Safety Committeeman." This paper covered the various items of safety handled by Mr. Sirbaugh during his ten years experience as safety inspector.

One of our public school teachers who, during the Careful Crossing Campaign, was explaining to her class the meaning of the slogan "Stop, Look and Listen," was interrupted by one of her small pupils who resides on the opposite side of the railroad tracks at this station, who said that her mamma had added more words to this slogan and had taught her to "Stop, Look, Listen and then Hustle."

Apprentice Instructor A. L. Miller has moved his family from Baltimore and is now residing in Potomac Addition.

Dodger Murphy advised the pass clerk that it would not be necessary to order an annual pass for his wife for the year 1924.

Our esteemed Locomotive Department material distributor says that his phonograph and wireless are in perfect working condition and with the addition of a new ten pound baby boy, his home orchestra is now complete.

The Baltimore and Ohio Veterans' Association has been unable to hold their regular monthly meetings because of inability to secure a hall. They now have up with the Management the question of using one of the rest rooms at this station.

Several of the Master Mechanic's force have been granted a leave of absence to attend school during the present term. Those leaving were P. Mayola, for West Virginia University at Morgantown, H. C. McFarland attending Potomac State, J. Sanders attending Keyser High and R. S. Davis, former ticket agent, taking a special course at Potomac State.

The Keyser Checker Club is now having secret practices behind closed doors. The Old Guard is still in good shape, a little stiff in the fingers but practice is taking out the kinks. They are positive the "Nickle-plated Umbrella," now in possession of "Abe," will be located at Keyser before Old Santa makes his next annual visit. Look out for a challenge, John, in the near future.

Mill Foreman Naughton is proud of his title of Champion Wrestler after defeating

### DEPOSITS \$1,055,260.26 The First National Bank Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

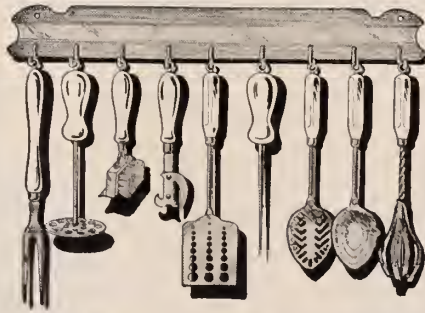
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Wonderful 32-Piece Aluminum Set consists of 2 Bread Pans; Doughnut Cutter; 2 Loose Bottom Jelly Cake Pans; Combination Teakettle and Rice Boiler with lid; Saucepan Set with lid; Dipper; Colander; Measuring Cup; Percolator; 2 Pie Pans; Complete Castor Set; Tea or Coffee Strainer; Fry Pan; also cooker set of 5 pieces—makes 11 separate utensil combinations: Pressing Kettle; Convex Kettle; Combination Cooker; Casserole; Pudding Pan; Tuber Cake Pan; Colander; Roaster; Corn Popper; Steamer Set; Double Boiler.

## FREE 10-Piece White Enamel Kitchen Set



# \$1 Brings this Complete 32-Pc. Aluminum Set

Another sensational bargain from the House of Hartman—a value so altogether amazing that you must see it to fully appreciate your saving. Send only \$1 and we will ship you this splendid complete 32-Piece Aluminum Cooking Set, and with it the Free 10-Piece Combination Kitchen Set. Use both sets as your own for 30 days on Free Trial. Then, if not convinced that Hartman has saved you big money, send it back and we will return your \$1 and pay transportation charges both ways. If you keep it, take nearly a year to pay—a little every month. Nothing to pay now or later for the Kitchen Set. It is Free.

## Includes Everything Needed In the Modern Kitchen

This is Hartman's famous special, selected set of heavy gauge Aluminum Ware—a complete cooking outfit, light to handle, easy to clean, always bright as silver. Will never chip, crack or rust. So durable that we guarantee it for life. 32 utensils—everything you need for baking, boiling, roasting, frying. Just read the list above. You want and need everything there. Your kitchen is not complete without them. You really can't appreciate this splendid set until you see and use it. Then you will realize what a wonderful bargain it is. And without a penny's cost—absolutely free—you get a Combination Kitchen Set which gives you 10 utensils with pretty white handles—all hung in a row—where you can reach them conveniently.

**Nearly a Year to Pay** Hartman gives the world's most liberal terms and the world's greatest values in dependable merchandise, and this offer proves it. You send only \$1 with coupon. Nothing to pay when shipment arrives. Then, if after 30 days' trial you decide to keep it, pay a little every month on the Aluminum Set—not a penny to pay at any time for the Kitchen Set. Take nearly a year to pay.

**Order No. 417EEMAS. Bargain Price for Aluminum Set, \$18.95. Pay \$1.00 Now. Balance \$2.00 Monthly. 10-Piece Kitchen Set is FREE.**

## FREE 10-PIECE KITCHEN SET

Not a penny to pay for this set. You get it absolutely free with the Aluminum Set.

- |                     |                                |
|---------------------|--------------------------------|
| <b>Fork</b>         | <b>Potato Masher</b>           |
| <b>Can Opener</b>   | <b>Egg and Cake Turner</b>     |
| <b>Ice Pick</b>     | <b>Measuring Spoon</b>         |
| <b>Mixing Spoon</b> | <b>Egg and Cream Beater</b>    |
| <b>Wall Rack</b>    | <b>Vegetable and Pan Brush</b> |

All have white enameled handles and hang on wall rack, keeping them conveniently at hand.

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Dept. 5872 Chicago, Ill.

Enclosed find \$1.00. Send the 32-Piece Aluminum Cooking Set No. 417EEMAS, Price \$18.95, as described, and with it the 10 Piece Kitchen Set absolutely Free. I am to have 30 days' free trial. If not satisfied, I will ship both sets back and you will refund my \$1 and pay transportation charges both ways. If I keep them, I will pay you \$2 monthly until the price of the Aluminum Set, \$18.95, is paid. Title remains with you until final payment is made.

Name.....

Occupation of Head of Household.....  
R. F. D., Box No. ....  
or Street and No. ....

Post Office..... State.....

If shipping point is different from your post office, fill in line below

Send shipment to.....

How long have you lived at present address?.....



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DAVID W.,  
Son of Car Clerk D. W. Fockler, Cumbo

"Ginnie" Ravenscraft in three straight falls.

"Pat" says it is better exercise than hiving bees but a little more strenuous.

"Dusty" now has his mail up, reports all made out and ready to leave the office at 5.00 p. m. each evening, due to a severe attack of "Ethelism."

Nina Lee says, "Please don't write me up in the MAGAZINE this month." All right, Nina, we won't.

"Do Do" was very much embarrassed a few days ago, after having had her hair dressed in a new style, when Marshall called her attention to a tip of her ear being exposed to public view.

Our congratulations are extended to H. B. Kight on his appointment as travelling passenger agent, Cumberland. While we regret to lose Harry from our midst, we know that he will make good in his new position and wish him the best of luck.

Air Brake Foreman Ravenscraft, Shop Clerk Dietz and others participated in a "Coon Hunt" recently. After climbing five or six mountains ("Bill" says they were straight up too but that it was good sliding coming down) they failed to tree any game. The dogs, however, were even more unlucky, as they fell foul of an animal of the cat species, which has a bushy tail and white stripe down the middle of its back, necessitating bringing the dogs home, tied between two automobiles, sixty-five feet from each other.

In August, when some of our foremen were spending a vacation along the peaceful waters of Patterson's Creek, one evening they were surprised by a band of people resembling Indians, at least in their yells. They proved to be a band of foreman and checkers who had come to pay their fellow workers a visit. Instead of being after scalps, they were after something to eat. They got it. "Spark Plug," the shop comedian, entertained the party with some of his clever tricks, which added much to the enjoyment of the party.

What became of the photograph of Captain Edwards, taken in front of Car Foreman Stanley's new car recently. Was the shock too much for the camera?

What is all the talk about the boys at the Steel Car Plant? Oh, yes. The W-1 coke racks. Look 'em over. The Car Barn also issues a challenge to the Steel Car plant. They are all working to Stop That Leak—and doing it, too.

The clerical forces are doing their bit, as well as the Operating Department. They always meet us with a smile, especially the ladies. And now, let me say that the drug stores would go out of business if they depended upon our ladies who use cosmetics. They don't need any!

After several false alarms and unavoidable delays, the meeting of the Shop Band finally got under way. The practice meeting took place behind the car barn. When the first notes were wafted on the air, it was easy to see that some of those interested had once been musicians. There was plenty of chord and discord, and yet the experts found it easy to tell that the number being played was "Hail, Hail, the Gang's All Here." Practice makes perfect and before long we will have the best band on the system.

The Kevser shop has been dormant for sometime but through the columns of the MAGAZINE we now want to state that with the united efforts of the master mechanic and general car foreman and their corps of assistants, we have a shop to be proud of.

The "spot" system was inaugurated some time ago and is now in operation. Our highest aim is "Perfection" and our motto "Keep cars moving with good workmanship, endeavoring at all times to STOP THAT LEAK."

It is with deepest regret that we report the death of one of our fellow workmen, A. V. Duckworth. We extend to the bereaved family our heartfelt sympathy.

Of special interest, showing that employees of other roads are trying to secure business for their company, is the following letter I have received from Engineer W. D. McClintock, who is employed on the Missouri Pacific and lives in Osawatimie, Kansas.

"I met you in August, on my return trip from Washington, and thought I would write to express my appreciation of the excellent service rendered by the employees we came in contact with.

"We certainly enjoyed our trip from St. Louis to Washington and return via the Baltimore and Ohio. I also appreciated your personal services in pointing out the places of interest at Harper's Ferry.

"I know railroad companies receive letters of criticism, and so thought I would write of my appreciation.

"I have been in the service of the Missouri Pacific for fifteen years, on the Central Kansas Division, nine years as fireman and six as engineer.

"I am in the same business as you are, and anything you can send via the Missouri Pacific will be appreciated."

Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

All employees and friends of Engineer James Orem desire to extend their sympathy to him in the loss of his son, James R. The boy was ill only a few days. He was a student in the sophomore class at the local High School and was highly esteemed by the teachers and members of his class.

The bright youngster in our photograph is the 15 months' old son of Car Clerk D. W. Fockler, Cumbo and the grandson of Yard Conductor Lewis W. Harmon. The little fellow looks like his father. His grandfather says he is the greatest boy he ever knew!

Sabraton, W. Va.

Correspondent, L. M. GUMP

On September 10, Robert W. Kennedy, clerk to Supervisor Fretwell, commonly known as "Bob," passed quietly away at his home in Morgantown, after an illness of only twelve hours. His sudden death, because of pneumonia, came as a shock to his family and friends. He had been on duty the previous Saturday and was apparently in good health, but he was

stricken in the early morning hours on Monday. Born in Morgantown on January 27, 1902, he lived all his life in that place, entering the service of the Baltimore and Ohio early in 1920. He served in the capacity of clerk to supervisor during his entire period of service.

The accompanying photograph was taken one week before his death. His disposition and character were such that he was highly respected and all with whom he was associated feel a sense of personal loss in his death.

Electrician James E. Ware has been transferred to Bailey's Station, Baltimore. "Jim" had been with us two years and leaves many friends here. We wish him good luck in his new position.

Storekeeper Farrell bids fair to compete with Boilermaker Johns as chief dog fancier, while "Slim" Lantz, not to be outdone, has also purchased a "pup" and threatens to buy a Russian wolf hound if he can find anywhere to park it without paying a storage bill.

A number of the shop and road men have recently bought, built or now have new homes under construction. Considering the cost of real estate, labor and material in and about the community, these men are to be congratulated.

## Pittsburgh Division

Correspondent, EARL FAIRGRIEVE

O, Mr. Gallagher, O, Mr. Gallagher, We hear that you are now a happy Dad, You can smile and smile and smile, You have done something worth while, For a daughter for the first is not so bad; Now "Jimmie" dear, lend me your ear, And listen to the words I have to say,

If you would have some joy, Let the next one be a boy, Congratulations, Mr. Gallagher, that is all from us today.

The above is respectfully dedicated to James Gallagher, who pinch hits for Brother "Nemo" Burtoft in Pittsburgh Yard. The Stork recently paid a visit to the Gallagher home and left a fine little daughter for James and the wife to rave over and the smile on "Jimmie's" countenance simply won't come off.



The late Clerk R. W. Kennedy





## On Being Timely—

WITH Christmas in the offing, thoughts run to gift ideas. You probably know many a "Jim" or "John" among the railroad men. Or maybe you belong to that great fraternity yourself! And who doesn't know how necessary it is that a railroad man's watch be always up-to-the-minute? Surprise your buddy, or treat yourself, to one of our dependable time-pieces. Let it be a famous Waltham, Elgin, Illinois or Hamilton, from S. and N. Katz, and our Liberal Credit Plan makes the paying for it easy.



Green Gold  
ELGIN "DICTATOR" WATCH  
**\$27.50**

*Pay on the Katz Liberal Credit Plan*  
Another 25-year guaranteed case watch with the famed Elgin "Dictator" movement. The dial is of green gold to match the distinctively designed case. Monograms Engraved Free.



HAMILTON No. 992  
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Who hasn't heard of the famous "Hamilton?" Railroad men have been depending on it for the right time for years and years.

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THE DAY STAFF AT SOMERSET, PA.

Left to right: General Yardmaster G. E. Dice, Supervisor A. E. Dwire, General Foreman C. A. Cage, Assistant General Foreman L. L. Robinson

This same bird has made some other visitations that we know of and so Harry Sherry, traveling car agent, whose activity centers in this vicinity, doesn't need to think he's the only papa around the diggin's. Forget whether it's a girl or boy, but we congratulate you anyway, old top.

Friends of Wade Bryant, employed for a number of years in the Timekeeper's Office and later in the Superintendent's Office, will be grieved to learn of his sudden and untimely death September 29. Mr. Bryant, at the time of his death, was employed on the P. & L. E., but he was well known for his activities with the Baltimore and Ohio where he got his start many years ago, in the railroad game.

Some time during the latter part of September, when the chilly mornings sense the approach of Autumn, some lover of the equine decided to ship his noble steed to Morgantown, but in some manner his "Spark Plug" missed his booking on train 16 out of Pittsburgh and had to be "Barney Googled" by Stationmaster Drake. "Sparky" evidently wasn't very efficient in the hurdling line, hey "Tommy?" He should practise the aeroplane stunt.

John H. Meredith, agent, Rankin, Pa., and his sister Gertrude, of Braddock, spent the summer with their brother, Lewis, at San Diego, California. While there, Mr. Meredith took several trips up into the mountains of California, to Coronado Beach, Tia Jauna, Mexico, Los Angeles, Pasadena and Long Beach. The return trip was made via Salt Lake City and the Grand Canyon of Arizona, Denver, Chicago and Youngstown, stopping at each place.

"Jack," as he is called, said that he had the time of his life in California and that it will take him a long time to get rested.

#### Northern District

Correspondent, D. H. KIRKWOOD

Fireman R. E. Anchors, who had an operation for appendicitis, is getting along nicely.

Supervisor P. J. Lally, who has been on the sick list for some time, has resumed duty.

Acting Supervisor J. W. Kimmins has returned to the W. & P. district to take charge of a work train on that territory.

Agent Operator L. E. Richardson has resigned and accepted a position with the Knox Glass Bottle Co. at Knox, Pa.

Married—Brakeman W. D. Shultz and Miss Carrie Horam, daughter of Hostler H. W. Horam, Mt. Jewett.

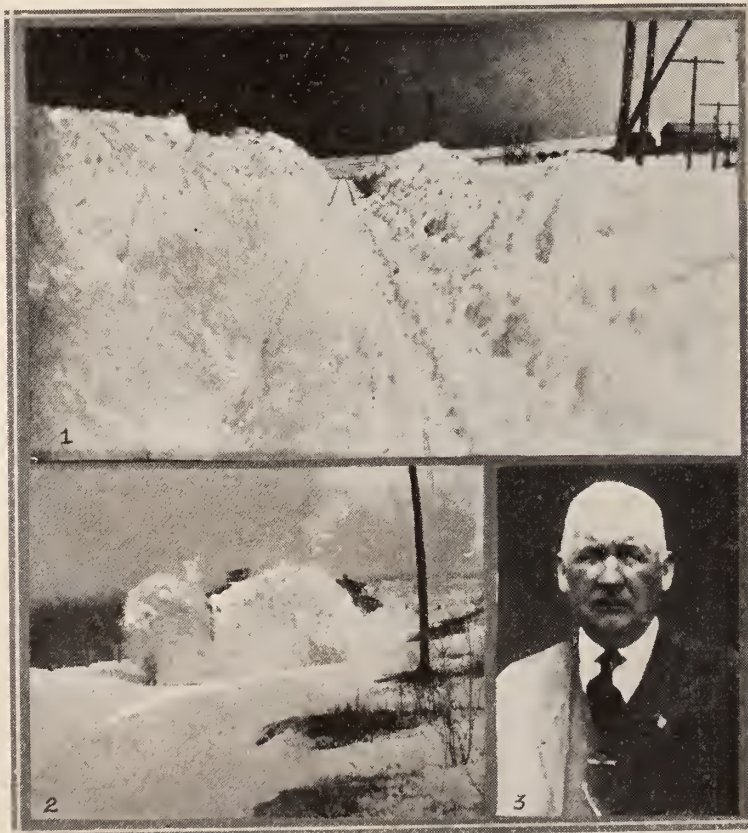
Mrs. L. J. Spengler, agent operator, Clarion Junction, recently purchased a nearby farm.

To assist employees subject to requirements of the watch inspection rules, it has been arranged for a representative of Pugh Bros., Pittsburgh, Pa., to visit Foxburg twice each month for the purpose of making inspection and comparisons. It has been arranged that these inspections will be held on the 10th and 11th and 25th and 26th of each month, beginning with October. Should the 10th or 25th fall on Sunday, the two succeeding days will be used. Headquarters, Foxburg Station.

While in Kane, Pa., recently, the writer had the pleasure of meeting Conductor W. T. Bogart, an interesting old time employee of the Baltimore and Ohio.

Mr. Bogart has a passenger run between Kane and James City, the latter being a small town where some large glass works are located. Between times Mr. Bogart runs a mixed train between Kane and Mount Jewett.

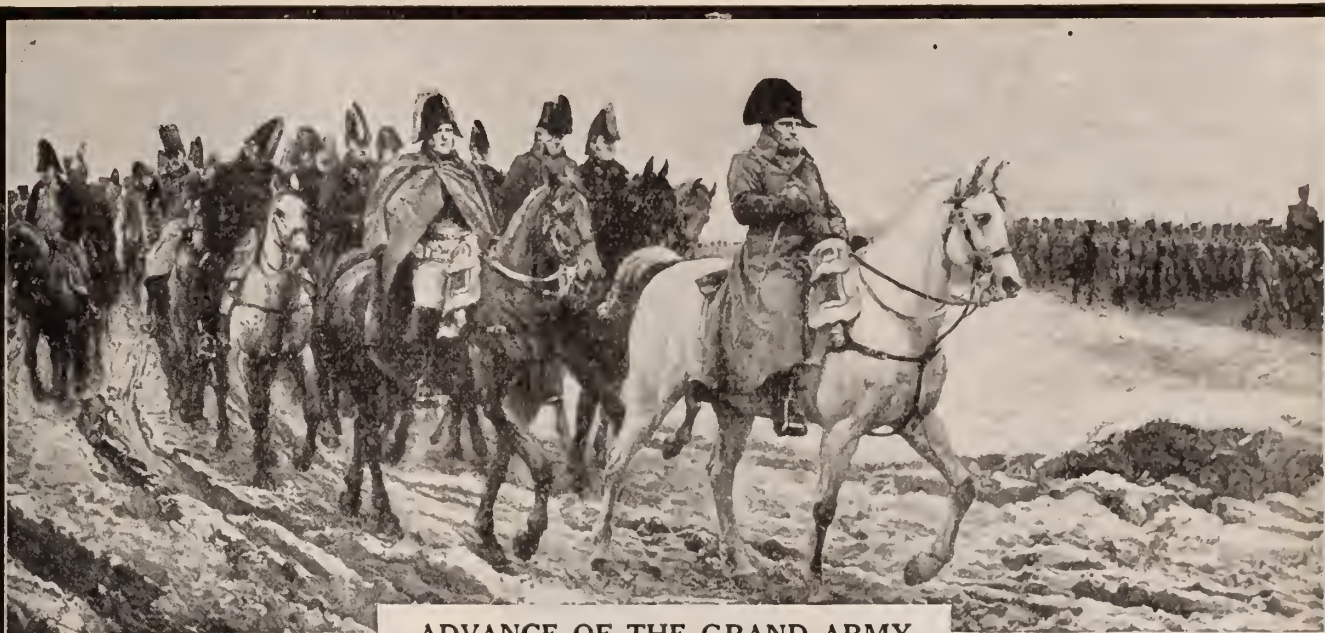
Mr. Bogart was born in Moscow, N. Y., a number of years ago, but he is hale and hearty and able to do as good a days work as many young men. His first railroad experience was with the New York, Lake Erie and Western, and he still has in his possession an old time table which he used on that road. In 1881 Mr. Bogart came to work for the old narrow gauge railroad known as the B. B. & K., running between Bradford, Mount Jewett and Kane. Later this narrow gauge road was taken over by the Baltimore and Ohio. That part of it between Bradford and Mount Jewett has been abandoned, while the portion between Mount Jewett and Kane was made standard gauge and is now part of the Baltimore and Ohio, trains running between this station



ON THE NORTHERN DISTRICT PITTSBURGH DIVISION

Above: The railroad track, near Greenville, between Kane and Mount Jewett, in winter. Below, left: Snow plow clearing the line for traffic at Ka nesholm; right: Conductor W. T. Bogart





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#### HIGH SPOTS IN THE ALLEGHENIES

Above, right: Mrs. Kirkwood, wife of conductor who runs passenger train between Mount Jewett and Foxburg. Left: two of Mrs. Kirkwood's friends, also wives of employees. Below: the efficient staff of the Kane station—the highest inhabited town in the Alleghenies, about 2000 feet above sea level. Carman Elmer Youngquist, Agent George Edmonds, Clerk Elizabeth Anderson. Relief Operator T. H. Lawrence

and Butler, where connection is made for Pittsburgh.

Mr. Bogart is married and has one son, who is a doctor. He has a nice home on Pine Avenue, a few minutes walk from the Baltimore and Ohio station. His photograph accompanies this article. He has many interesting photographs in his possession, showing views of the old B. B. & K., of which road he was trainmaster for some years. He also has a number of photographs showing the effects of the heavy snow storms between Kane and Mount Jewett, on railroad traffic, some of which appear on this page.

Of a friendly and courteous disposition, Mr. Bogart has many friends among the Baltimore and Ohio patrons, as well as in the town of Kane.

#### Glenwood Roundhouse

Correspondent, JANE P. PASSMORE

Talk about smiling faces in Glenwood Roundhouse! Some of the men in the shops just can't help but smile—especially Machinist Helper Vandergrift—yes, it is a girl! Also Labor Foreman Holeman with a future "Stenog" and L. W. Robbins with another girl.

Miss Lanoa Sample, stenographer to Car Foreman Bonifield at Pittsburgh, has been absent from duty for the past two weeks because of illness. Hurry back, Lanoa, we need you. Here's best wishes for a speedy recovery.

Lacey Newberry, one of our efficient waiters on Dining Car 1000, certainly de-

serves a word of praise. The other day Mr. Newberry found card case of one of the conductor's with pass and other valuable papers and immediately returned it to the owner. This is not the only case where Mr. Newberry has come to the front in cases of this kind and it is certainly to be admired in him.

We are glad to learn of the improvement of the little son of Roundhouse Foreman Jenkins. He has scarlet fever and we hope for continued improvement.

The accompanying picture is of the Fire Brigade from Glenwood Roundhouse and we don't feel a bit backward when we say they are 100 per cent. At a recent turnout, these men answered a call for drill at Box 225, pulled out 150 feet of hose and took it up on the roof of saw mill, put water through hose in the space of 1 minute and 52 seconds. As Box 225 is quite a distance from the roundhouse, in which these men work, we feel proud of this performance. Keep it up, fellows, why should we have any damage by fire with a brigade like this? Reading, left to right, men shown are as follows—Standing, G. C. Williams, Fire Marshall; sitting, W. G. Glaseman, A. E. Miller, "Captain" (and believe me, some "Captain"); standing; R. Irwin, I. P. Tafel, C. I. Haggerty (Better known as "Chuck" and a real "Shiek" with the girls), A. R. Frazee and E. A. Fisher.

We certainly are glad to know of improvement in the condition of Machinist L. V. Krepps, who has been absent from duty for the past four months from illness. Here's all our wishes for a speedy and complete recovery, "Louie."

#### Glenwood Back Shop

Correspondent, EDRIC C. GREAVES

The Baltimore and Ohio Glenwood Social Club, composed of officials and other employees of the Company, elected new officers at a meeting held on October 2, in the Glenwood offices. Plans were made for a number of entertainments to be held during the winter. The first was a dance on October 12.

The following officers were elected: C. M. Newman, president; C. E. McGann,



The Glenwood Roundhouse Fire Brigade, which is making new records. Their names appear in the Glenwood Roundhouse notes



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Biggest Xmas offer ever made! Send a Dollar—  
mention gift desired. That's all! We ship at once!  
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X13—Ladies solitaire Engagement ring fine blue white diamond \$45.



X5—Solid gold Jap ring one fine diamond \$29.



X6—Genuine hand carved cameo solid gold ring \$16.



X9—Ladies fancy white gold diamond cluster platinum set \$48.50.



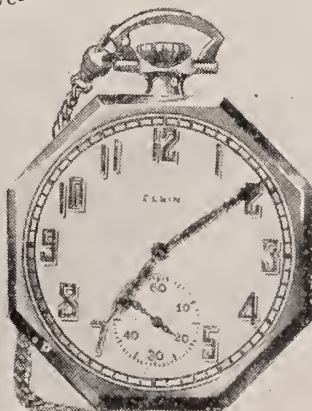
X2—14 Kt solid gold rectangular wristwatch 15 jewel guaranteed movement \$24.



X11—Gents ring hand engraved reconstructed ruby \$16.



X10—Fancy white gold ladies ring 2 fine diamonds one blue sapphire \$57.50.



XX—21 inch Bale Pearls Diamond set white gold clasp \$18.50.



X14—14kt. solid white gold wrist watch. 15 jewel guaranteed movement \$21.00



X12—Fancy pierced ladies white gold ring fine blue white diamond \$48.



X4—Onyx Ring solid gold fine blue white diamond \$24.50.



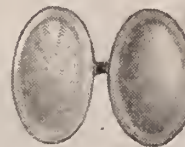
X7—7 diamond cluster platinum set solid gold becher mounting \$52.50.



X1—Birthstone ring, white gold, any month \$12.



X8—Solid gold pendant seed pearls one fine diamond \$23.



X10 — 14 kt. solid gold Cuff Links white gold border \$11.50



X15—Big Elgin Value Jeweled Elgin Octagon warranted gold filled case. Chain and knife free \$21.75



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**O. F. Bale & Co.** EST. 1888  
21-23 Maiden Lane New York



vice-president; W. A. Whalen, vice-president; J. R. Orndorff, vice-president; E. C. Greaves, secretary-treasurer; Miss Kathryn E. Farrell, assistant secretary-treasurer; C. L. Tucker, chairman entertainment committee; J. W. Tucker, chairman publicity committee; H. T. Cromwell, J. M. Applebe, M. R. Powell, H. F. Schwab, W. W. McPherron, Miss Jane Passmore, Miss Edna Moxley, E. J. Weible and Frank Guy, membership committee; Miss Bess Friday, Miss Claire Farrell, Miss Ethel Andrews, Miss Olga Morris, Miss Elizabeth Flynn, Miss Frances Leeper and Miss Mary Walsh, reception committee.

Miss Anna M. Gallagher and Miss Mildred T. Kramer have been appointed to clerical positions in the Office of the Superintendent of Shops.

Chief Clerk W. A. Whalen and family are now located in the Dormont section of Pittsburgh, having moved from Philadelphia.

We have nothing but praise and commendation for the very efficient service of the telephone operators at the Hazelwood Exchange. However, we were exceedingly glad to again hear the voice of Miss May Ward, who has been away on her vacation.

Our redoubtable storekeeper, J. R. Orndorff has been solving many difficulties in connection with his arduous duties.

We understand that our stalwart boiler-maker foreman, T. J. Stapleton, is not satisfied with the publicity granted the Back Shop in the MAGAZINE. Well, "Tim," step up and furnish us with some news.

We believe in cooperation and good-will—in fact that is our slogan. The Back Shop, the Roundhouse, the Car and Stores Departments forces are all eligible for membership in the Baltimore and Ohio Glenwood Social Club. Applications are always in order. Step up and help the good cause along.

W. H. Battenhouse, general car foreman, is in some town in good old Ohio, very quietly recuperating. Do not envy him, for with the worries of an automobile, bad order cars, "aggravated" force statement, etc., he certainly needs a rest.

N. A. Stinger has departed for New York with the firm conviction of witnessing the



Miss Claire Farrell, Stores Department, Glenwood

"Yanks" administer a severe drubbing to the "Giants." We hope N. A. is not disappointed.

We are strongly of the opinion that courtesy is a dominant factor in business as well as in the drawing-room, and that it is entirely unnecessary to resort to blasphemy in order to achieve results.

The officers of the Baltimore and Ohio Glenwood Social Club in the accompanying picture are, reading left to right:

Back row: C. L. Tucker, chairman entertainment committee; C. E. McGann, first vice-president; J. R. Orndorff, third vice-president; H. F. Schwab, membership committee; H. T. Cromwell, chairman membership committee.

Second row: E. C. Greaves, secretary-treasurer; Miss Edna Moxley, membership committee; C. M. Newman, president; Miss Claire Farrell, entertainment committee; W. A. Whalen, second vice-president.

Front row: J. W. Tucker, chairman publicity committee; M. A. Powell, membership committee.

### Glenwood Back Shop

Correspondent, FRANCES E. LEEPER

The accompanying photograph is Miss Claire Farrell of the Stores Department. Miss Farrell has been in the service of the Baltimore and Ohio for the past five years and is well liked by all her fellow employees.

R. F. Peters, formerly employed at Fairmont, has been appointed car foreman at Glenwood. Best wishes, Mr. Peters!

John A. Kocerhan, shop order clerk, handed his friends a surprise when he was quietly married to a certain young lady from Duquesne. Congratulations, John!

We have with us J. R. Orndorff, recently appointed division storekeeper with headquarters at Glenwood.

Miss Anne Gallagher, formerly employed at Pittsburgh, has become car clerk, Shops. We have had Anne with us before and are all glad to see her back.

### Monongah Division

Correspondent, ANNA MARY UNKS

The following from the Clarksburg Telegram should prove of interest to the friends of the Baltimore and Ohio:

"Pennsboro, W. Va., August 25, 1923—The old theory that corporations have no souls was disproved here Tuesday evening when Oval Collins, of Near Oxford, was kicked by a horse and his skull badly fractured. Arrangements were made to bring him here, have train No. 1 stop and take him to Parkersburg. But a freight wreck just east of Pennsboro delayed the train several hours and Collin's condition was very serious. Assistant Superintendent James McClung, who chanced to be here, ordered a special train consisting of a locomotive and a caboose to be made up, without any financial arrangements, and hurried the young man to the hospital."

This not only shows the good will of the Railroad but it also displays the fine qualities and characteristics of a personality we all admire, namely that of James McClung.

Herewith is probably the first photograph of Mary Jo, the little daughter of the hap-



Newly elected officers of the Baltimore and Ohio Glenwood Social Club. For names, see notes





THE superior spring tempered, compensating balance used in all high-grade Illinois watches makes it possible to accurately adjust these movements to extreme temperatures

REGARDLESS OF EXTREME SUMMER WEATHER OR THE INTENSE HEAT FROM THE FIRE-BOX — ILLINOIS WATCHES CAN BE DEPENDED UPON TO KEEP ACCURATE TIME

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IS RUN FOR HOURS IN A SPECIALLY DESIGNED OVEN AT HIGH TEMPERATURES, AND TESTS REPEATED UNTIL EFFECT OF SUCH CHANGES ON THE BALANCE IS NEGLIGIBLE

ILLINOIS WATCH COMPANY  
SPRINGFIELD

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Above: If Boilermaker J. P. Mahaffey had not been a firm believer in Safety First, he would have lost an eye instead of only a pair of goggles. The glass was struck by a chip of steel. Below: Mary Jo, twenty-two-months-old daughter of Yard Clerk Claude Reger

picst man on the railroad, Claude Reger, yard clerk.

The accompanying photograph is of the goggles worn by J. B. Mahaffey, boilermaker at Grafton, while chipping engine flues preparatory to electric welding when a chip from flue struck goggles. You have shown, here, the damage done to the goggles, while Mr. Mahaffey's eyes are still two eyes today—all due to the fact that Safety First is always best. This goes to show that the Monongah Division employees listen to and believe in the advice and instructions issued by those who are interested in the welfare of mankind. *We take no chances—Safety First for Us—always.*

We have two new men in the round house office, "Ed" Ford and Lee Emery. These two are promising railroad men. "Ed" doesn't smoke and "Lee" is a great reader.

I know you will all be surprised to learn a little interesting news concerning the prosperity of our friend, Charles "Shot" Malone. His intended wife, he tells me, is little Nellie McGrady, our time clerk.

#### Clarksburg

Correspondent, V. A. Lvov

The wedding of Miss Jennie Mowrey and Mr. Guy Cecil Wilson was solemnized at the First Methodist Church on September 2, Rev. J. W. Engle officiating.

The bride is the daughter of Mr. and Mrs. A. A. Mowrey of this city. She had been in the employ of the Baltimore and Ohio as bill clerk for seven years and is well known to employees here. An interesting feature about the wedding is that it took place on the forty-eighth wedding anniversary of the bride's parents.

Mr. Wilson has been a teacher of History and Economics in the Washington Irving High School for the last six years and will retain this position this year. The happy newlyweds spent their honeymoon at Niagara Falls. They have our heartiest congratulations and best wishes for the future.

#### Wheeling Division

Correspondent, MARIE SLATTERICK

Miss Carolyn Nolte, formerly stenographer in the Division Freight Agent's Office at Wheeling, was wedded on October 10 to Mr. Raymond Whelan, also of Wheeling. The wedding was one of much interest as both young people are well known in Wheeling and vicinity. The Baltimore and Ohio wishes them the best of success in their wedded life.

The date of the marriage of John R. Padden, secretary to the superintendent at Wheeling, to Miss Catherine Cartwright, also of Wheeling and a daughter of M. E. Cartwright, was October 31. Contrary to the cynics that are already married and their advice to would-be's, John takes a wonderfully bright outlook of the future. For instance, when we told him he had only a few more days of grace, John's reply was "Yes, and then I'll be floating in sublime happiness!!!"

Miss Mary Cunningham, Terminal Trainmaster's Office, has announced her engage-

ment to Mr. Raymond Morningstar, also of Benwood. Congratulations, Mary!

Baggagemaster G. E. Glover on the Hoodie Bug, recently married a young lady from Maynard, Ohio. They say he's a regular heart-smasher!! As a matter of fact we know of several young ladies in Holloway, Ohio, whose hearts he nearly broke!

We're glad to print a picture of Mrs. Charles McElroy, wife of our general crossing foreman, holding her thoroughbred Pekinese, Winnie, at the McElroy Farm at Roseby Rock, W. Va. Thoroughbreds are Mrs. McElroy's greatest hobby and she has everything from a pet alligator to a parrot, including seven kinds of dogs and a Persian kitten.

The other picture is of Crossing Watchman Minter Shrader, who is employed at 43d Street, Wheeling, W. Va. Mr. Shrader has been in the service for about five years and the type of employee he is can easily be determined by a glance at the clean and neat conditions around his watchbox.

We regret to report the illness of John L. Cusack, correspondent at Benwood Shops. He has been confined to the Reynolds Memorial Hospital at Glendale, W. Va., for the past two weeks and his situation was very serious for a time. We hope for his speedy recovery as we miss his notes in the MAGAZINE and his cheery voice on the 'phone.

#### Lost, Strayed or Stolen

(1) Monica Peel's glasses. Which disappeared and no one knows where. Were left on Monica's desk in the Car Record Office at Wheeling and an hour later were missing. Anyone knowing of their whereabouts kindly get in touch with Miss Peel and receive her undying gratitude and appreciation.

(2) A notebook containing notes for the MAGAZINE. It disappeared out of your correspondent's desk and while we suspicion no one, at the same time we'd like to have the book returned and will promise not to print some of the things mentioned in the scribbles meant for notes. (As a matter of information this accounts for the shortage in news this month.)

On September 16, Alfred E. McMillan was promoted from master mechanic at Dayton, Ohio, to district master mechanic at Wheeling, West Virginia District.

Mr. McMillan is well known in the Wheeling District, his former home being at Benwood. He was born December 22, 1882 at Benwood and first entered the service on September 1, 1898 as crew caller but later entered his apprenticeship and became a machinist. He worked at Benwood for a number of years and was made



#### TWO GOOD HOUSEKEEPERS

Left. Mrs. Charles McElroy, wife of General Crossing Foreman, with her thoroughbred Pekinese "Winnie." Right: A clean crossing and its Watchman, Minter Shrader, Wheeling





This superb 110-piece Set, with initial in 2 places on every piece; decorated in blue and gold with gold covered handles, consists of:

- 12 Dinner Plates, 9 inches
- 12 Breakfast Plates, 7 in.
- 12 Soup Plates, 7 1/2 inches
- 12 Cups
- 12 Saucers
- 12 Cereal Dishes, 6 inches
- 12 Fruit Dishes, 6 1/2 inches
- 12 Individual Bread and Butter Plates, 6 1/2 in.
- 1 Platter, 13 1/2 inches
- 1 Platter, 11 1/2 inches

- 1 Celery Dish, 8 1/2 inches
- 1 Sauce Boat Tray, 7 1/2 inches
- 1 Butter Plate, 6 inches
- 1 Vegetable Dish, 10 1/2 inches, with lid (2 pieces)
- 1 Deep Bowl, 8 1/2 inches
- 1 Oval Baker, 9 inches
- 1 Small Deep Bowl, 6 inches
- 1 Gravy Boat, 7 1/2 inches
- 1 Creamer
- 1 Sugar Bowl with cover (2 pieces)

# FREE

## Brings 110-Pc. Martha Washington Blue and Gold Decorated Dinner Set

Send only \$1.00 and Hartman will ship the complete set. Use it for 30 days on Free Trial. Then if not satisfied, send it back and Hartman will return your \$1.00 and pay transportation charges both ways. If you keep it, TAKE NEARLY A YEAR TO PAY—a little every month.

**Your Initial in Gold, Surrounded by Wreath of Gold, in 2 Places on Every Piece (Gold Covered Handles)**

Beautiful Colonial Martha Washington shape. All handles are of solid design and are covered with gold. Every piece decorated with a rich gold band edge, a mazarine blue follow band and gold band edge, a mazarine blue follow band and gold band edge, a mazarine blue follow band and gold band edge.

2 pure gold initials in Old English design with gold wreaths. Beautiful white lustrous body. Guaranteed first quality; no "seconds."

**FREE Beautiful Centerpiece, Six Dainty Doilies to Match and 6 Silver Plate Knives and Forks**

We want to prove to 50,000 more customers that Hartman gives the best merchandise, biggest values and most liberal terms ever known. And to get these 50,000 new customers at once we send FREE a 36-inch "Indian Head" linene centerpiece; 6 dainty doilies, 12 inches in diameter, to match; 6 extra silver plated knives and 6 extra silver plated forks, fleur-de-lis pattern. Only 50,000 will be given FREE with the Dinner Sets—so act quick. Send the coupon—now!

**Order No. 320EEMA21. Bargain Price, \$32.85. Pay \$1.00 Now. Balance \$3.75 Monthly.**

The Centerpiece, 6 Dainty Doilies to Match and 6 Silver Plate Knives and 6 Forks are FREE

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316 pages of the most astounding bargains in furniture, rugs, carpets, sewing machines, silverware—everything for the home; also farm machinery, etc.—all sold on our easy monthly payment terms and 30 days' free trial. Also explains Hartman's gift plan by which you receive many splendid articles such as glassware, dishes, silverware, tablecloths, napkins, etc., absolutely FREE with your purchases. Send a postal for this big free bargain catalog today.

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Enclosed find \$1. Send me the 110-Piece Dinner Set No. 320EEMA21, Price \$32.85, as described, and with it the centerpiece and 6 doilies; also 6 silver plate knives and 6 forks absolutely FREE. It is understood that if I am satisfied, I will send you \$3.75 monthly until full price of Dinner Set, \$32.85, is paid. Title remains with you until paid in full. If not satisfied, after 30 days' free trial, I will ship all goods back and you will refund my \$1 and pay transportation charges both ways.

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enginehouse foreman on October 27, 1907. On March 1, 1913 he was transferred to Washington, Ind., and on September 16, 1913 was again transferred to Cincinnati, Ohio. On February 1, 1915, he was promoted to master mechanic at Washington, Ind., later was master mechanic at Newark, Ohio, and finally at Dayton, Ohio.

Mr. McMillan has many friends over the entire System and they all wish him success in his new position. The employees of the Mechanical Department on the Toledo Division presented Mr. McMillan with a fine gold watch and chain on the eve of his departure from Dayton as a token of their regard.

#### Basketball Challenge

The Wheeling Division Basketball Team would like to hear from other division teams. Wheeling has a good line-up, as follows:

NAME	POSITION	FROM
Steve Burke...	Forward	American Legion.
H. G. Schafer...	Center	American Legion.
Wm. Haythorne...	Guard	American Legion.
B. S. Lyons...	Guard	Cathedral High School.
A. J. Heimiller...	Forward	Cathedral High School.
A. V. Coxon...	Center	Union High School.
F. J. Slaterrick...	Guard	Cathedral High School.

The team has arranged to join the Industrial League in Wheeling and basketball fans will have a bright outlook this winter when some of our games are staged.

We wish to extend our sincerest sympathy to District Storekeeper W. C. Ware, whose mother died on October 11 at Covington, Ky., whence Mr. Ware was called on account of her illness.

### Ohio River Sub-Division

#### Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

In the passing of Charles E. McDougale, his wife has lost a devoted husband, his daughter a loving father, the Baltimore and Ohio a trusted and loyal employe, and Parkersburg a splendid citizen.

He had not been in the best of health for some time but was able to work every day, and his sudden demise came as a great shock to his family and friends. On the afternoon of September 17, while working at the old 5th Street Freight House, Mr. McDougale complained of not feeling well. He took a drink of ice water, which seemed to make him feel worse. He took a few steps away from his companions when he suddenly fell to the floor, expiring instantly. His death was due to cerebral hemorrhage.

Mr. McDougale was born January 18, 1862, in Meigs County, Ohio. He lived at Long Bottom, Ohio, until a young man when he came to Parkersburg and was employed at the Baltimore and Ohio shops for several years. He later engaged in the restaurant business in Ashland, Ky. On October 16, 1892, he was married to Miss Mattie E. Layne of that city. In August, 1909, he returned to Parkersburg, and for the past eight years was again in the employ of the Railroad. He is survived by his wife and one daughter, Clara Belle, and to them we tender our deepest sympathy.

Mr. McDougale was a devout member of the First Baptist Church, taking an active part in its affairs. A quartette from the choir of this church sang the favorite hymns of the departed at the funeral service, which was conducted at the family residence by the Rev. J. C. Killian. He was laid to rest in Mt. Olivet Cemetery.

Without ostentation, he lived the life of a Christian gentleman and those of us who came into daily contact with him, are better for having known him.

"Fellow-worker, friend,

Farewell

Soon our task will be completed,  
Soon your footsteps we shall follow,  
To the Islands of the Blessed,  
To the Land of the Hereafter."

"Sam" Aptacker, one of the popular boys at the Freight House, was one of the spectators at the Dempsey-Firpo scrap, reserving a front seat, which we understand set him back a few days. "Sam" is a clever lightweight boxer himself, having appeared in some fast fights in the East and Canada, before coming to this city. He boxed at Shattuck Park, July 4, when the big Kiwanis celebration was staged. He now has some new punches up his sleeve, which he is anxious to try on somebody. He has been trying to get a match with "Dog" Jones ever since his return, but "Dog" says if he ever turns himself loose on "Sam" he will surely ruin him. We await further developments.

C. C. Phillips, the boy wonder, is some little old hunter. On October 11, after arranging for some time off, he bedecked himself in the regulation khaki, bid his wife and children goodbye, and started out to find big game. He was quite a noble figure as he trudged down into Lubeck, sling over his shoulder and canteen at his side, in the most approved fashion. Just as he was climbing the rail fence to a wooded dell, a little black animal dashed out at him. Did he run? You couldn't see him for dust. The pretty little animal gave chase, but fleet-foot out-distanced it, having to run, however, a distance of five miles to the South Side. Entering a store he purchased half a dozen rabbits, called it a day, and returned to the bosom of his family.

Will Conductor Reed explain why the 2537 is too much for the crew?

S. S. Johnson is busier now than the proverbial little busy bee, spotting high joints and low centers for ballasting for winter weather. Somebody page Dr. Lawler before he works himself to death.

Harry Creel, assigned to position of assistant O. S. & D. clerk, Freight House. Go to it, Harry, good luck!

"Sunshine" Harrison is nursing a nice, friendly boil on his knee. He says he would much rather it would be something else.

E. W. Miller, the hero of many a hard-fought battle when association football was in vogue, is now content to work at his claim papers in the Agent's Office, and bask

in the glory of his up and coming son, Warren, a local pigskin warrior. On October 6, in the game between Parkersburg High and St. Mary's High at the High School Stadium, Miller made a drop kick for 30 yards square between the uprights for a field goal, which added three points to the Big Reds' score.

The plaudits he received for his really remarkable play were enough to satisfy even his insatiable "Dad."

"The Old Home Town!" Yes, nearly all of us see it daily in the *Sentinel*, but how many of us have compared some of our own fellow workers with the characters portrayed in Mr. Stanley's interesting comic? Well, here are a few characters in the Low Yards that we think make a great contrast—The boy who is continually having trouble with his bicycle—"Joe" Murphy. John Twiddle, the inventor—"Ted" Penner—and Marshall Otey Walker reminds us of Swartz the 2nd trick caller; also the two gentlemen who are hard of hearing—Frank Taylor and "Joe" Ross. Oh, yes, we almost forgot Mr. Williams' "Out our Way." Wouldn't we like to see a certain day yardmaster try to get inside the old crossing watchman's shanty?

"Whitie" Reeves evidently doesn't think much of "Tom" Swain's hair tonic, as the other day when "pop" was coming along "Whitie" asked him how the tonic was working, and "Tom" immediately replied that it was making his hair grow, whereupon "Whitie" asked him "which one?"

The Low Side scale men are wearing broad smiles lately, the reason being that the scales in that yard are being rebuilt under the supervision of Mr. Cushman. They know the ability of this gentleman when it comes to railroad scales. They also know that when the scales are ready for service they will have one of the best on the System.

B. L. Wagoner is now working the Relief Scale position. Welcome to our ranks, "Bernie."

Following his usual custom, Conductor Ira Burd armed himself with his trusty gat and scared all the rabbits out of Wood County the first day the season opened.

George Moore, Huntington, has been granted a 30 days' leave of absence, and we understand will include Parkersburg in his itinerary. They all come this way. Step around to the offices, George, and shake hands.

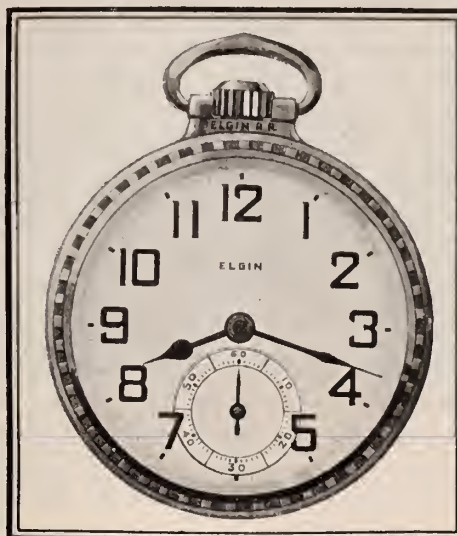
WANTED: A good, strong boy to keep up a coal fire for Operator C. C. South at Sistersville. Coal is piled within ten feet of the stove. Apply at once.



AT PARKERSBURG, W. VA.

Left: Mrs. Donald Blue. Center: the late Charles E. McDougale. Right: Warren, son of Claim Clerk E. W. Miller





## Announcement

*Elgin establishes still higher authority in Professional Timekeeping for the Railroad Man.*

# The New "B.W. Raymond" —21 Jewels

**I**MPORTANT refinements in watchmaking have taken shape in the Elgin laboratories.

These make for finer construction—closer rating—higher professional standards in timekeeping. You will find them all in the new "B. W. Raymond."

Furthermore, it has the great advantage of each watch being cased and carefully timed in its individual case—specially constructed for railroad use.

Ask your jeweler to show you this new complete Elgin Professional timekeeper for railroad men.

# ELGIN

*The Professional Timekeeper*

ELGIN NATIONAL WATCH COMPANY, ELGIN, U. S. A.



**WANTED:** F. R. Suter, agent at Paden City, either to pass the cigars, or stop the report that he is married.

A sweet young maid was Beatrice Dye  
With ever a laugh, but never a sigh,  
Until she became Don's little wife.  
Now Trix will be "Blue" for the rest  
of her life.

On October 17, at the home of the bride, occurred the wedding of Miss Beatrice Lohr Dye and Mr. Donald Blue. Just before the ceremony Miss Ruth Clark sang "At Dawn-ing." The bride attended by her sister, Miss Elizabeth Dye, entered the living room as Miss Cornelia Schauwecker played the Lohengrin Wedding March, where they were met by the groom and his best man, Mr. Walter Meagle, of Marietta. The bride was attired in a silver gray brocaded crepe dress, grey suede slippers and hat to match. She carried a shower bouquet of Aaron Ward roses and valley lillies. The ceremony was performed by the Rev. A. A. Dye, the bride's uncle. After an informal reception, the couple left on an extended motor trip, and upon their return will reside in Marietta, where the groom holds a position with the Citizens National Bank. The bride entered the service December 12, 1917, and at the time of her resignation was a valued clerk in the office of Car Foreman Prince, Low Side. She was a graduate of P. H. S., Class '17, and accomplished along various lines. We are not acquainted with Mr. Blue, but know that he must be a man of discriminating taste, and take this opportunity to congratulate him.

In a recent communication from the correspondent at Marietta he intimated that that town was so very far ahead of Parkersburg that we couldn't see them for dust, and invited your correspondent to come up and watch their smoke. It would appear that he has some grounds for his remarks when

the Parkersburg boys lay back on their oars, so to speak, and let a Marietta boy walk away with a girl like Beatrice. A public apology to you, Mr. Steen for calling Marietta a "sleepy old town." At any rate the inhabitants are certainly wide awake!

Twice a month George Tidd sings this refrain  
"When, oh when, is payday again?"

Cashier Cooper, Sistersville, has set up his semi-annual howl about the weather. According to Weather Man Cooper, we're going to have a very hard winter. Ain't that tough?

Yard Conductor J. T. Ferrell, who has

been on the sick list, is now able to be out, and we hope will be able to resume duty soon.

Our old friend "Joe" Ruth, 2nd trick operator, has just completed remodeling his home on Murdoch Avenue, including an electric light on his back porch to discourage the bold bad burglars who are infesting our village.

George Drechsler, whose headquarters were formerly in Parkersburg, now located in Sandusky, Ohio, was seen by some of our brighteyed ones loitering about the main streets of the city a few weeks ago. They report he was handsome and well groomed as ever. We can't imagine what brought him back to patrol Market Street unless it was that he couldn't keep away from his old side-kick H. H. Reum. Homesick, was you George?

This has almost slipped by without being mentioned. Some time ago W. W. Taylor and "Joe" Kelly decided to take a little "spin" and they headed for historic Marietta. "Winnie" was driving and being rather sleepy decided to take a little nap. Of course, Brother "Joe" didn't know "Winnie" was taking a "cat nap" until the Paige started for the ditch. When "Winnie" finally awoke they were out in a field. On coming to himself, "Winnie" expressed himself thusly—"Well "Joe," are we there?"

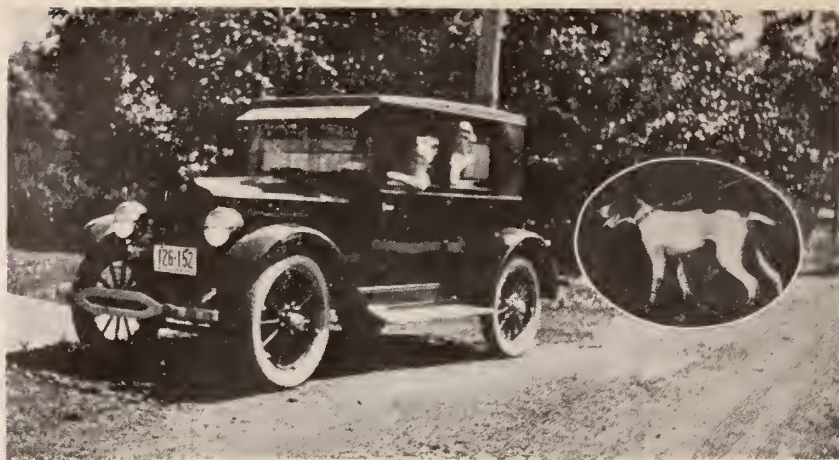
No, "Jack," the flagman doesn't need a box of matches to light his fuses with.

## Charleston Division

Correspondent, C. W. Dixon

"Study to show thyself approved."

The Apostle Paul said that to the early Christians, and he referred to the study of the Holy Scriptures, that they might by the study of them learn the things that would enable them to meet the approval of Almighty God. However, the phrase can be taken out of this original setting and applied to the individual in his or her everyday life. Nothing amounts to much if it does not require a certain amount of study, and if the thing does amount to something in your opinion, give it a little study, and if you find it then worth while, why give it more study that by and by you may be in position to use that thing in such a way that you will truly



### HIGH LIGHTS OF THE CHARLESTON DIVISION

The famous Essex Coach acquired by Chief Clerk W. H. Schide, in which he recently started (?) for Baltimore. His failure to take his friends in Baltimore for a ride indicates that perhaps the rumor that he left his car in Cumberland and continued his trip via the only reliable route—Baltimore and Ohio—is true. His nephew and niece appear in the photograph. In the oval: Lady Van Mar, pedigree and registered, offspring of "Hard Cash" (Good name—this is what it cost its owner, Mr. Schide)



### THE CHARLESTON DIVISION CORRESPONDENT SAYS:

In the cab of engine you will find John, son of General Car Foreman Garber. In one of the tents on the White River, near Seymour, Ind., is Chief Clerk to Division Accountant Cash McOsker enjoying his vacation, while his wife sits at home and sings "Hubby's gone to the country." Our friend in the lower left photograph is Assistant Shop Clerk I. T. Gross, Gassaway and the happy family are Mrs. J. R. Hudkins, her baby daughter and Miss Ulderich



stand approved in the eyes of those who observe your work.

On September 29 there was broadcast over the division the remarks made by Mr. Cole, chief clerk to assistant comptroller, before the Baltimore Division Freight Claim Prevention Committee at their August meeting. In his remarks he states that in many ways the agent is the most important man in railroad service, and who would deny his statement. The agent who acknowledges the truth of this statement and who deals with the public in that light, actually demonstrates that it is so. Agents will do well to consider carefully all that Mr. Cole has said and as each agent comes to a full realization of all that is expected of him, he will find that he has a man's job ahead of him to measure up fully to the standard that has been set. If any of our agents have passed lightly over Superintendent's Circular No. 241 of September 29, they are earnestly requested to dig it up and read over carefully the second paragraph, mentally filming themselves as they do so. How do you see yourself? Do you measure up favorably? Are you satisfied with yourself?

#### At last we have some Gassaway Notes

W. M. Longwell, round house clerk at Gassaway, who has been employed at that point for a number of years, was recently taken to a hospital for treatment. We are glad to say that at the present writing he is back home and doing nicely.

I. T. Gross, whose picture appears in this issue, is our new assistant shop clerk at Gassaway, having been recently transferred to that point to fill vacancy made by the resignation of Arthur Longwell, who is enrolled at the University of Virginia, Charlottesville, Va.

Quite a number of the shop men from Gassaway attended the banquet at Wheeling, September 26, which was given in honor of J. F. Bowden, former district master mechanic.

Miss Mary Helen Thompson, Charleston, has accepted the position as secretary to the assistant superintendent at Gassaway. The Gassaway people say they are glad to have Miss Thompson with them.

Some weeks ago Secretary H. S. Bickel, of the Y. M. C. A. at Gassaway, inaugurated a new feature in connection with that popular institution. A restaurant and eating room was opened and from all we hear it is satisfactory in every way. When in Gassaway stop at the "Y", for you are always welcome.

We are glad to show in these columns, picture of Mrs. J. R. Hudkins, her little daughter, and Miss Ulderich, all of Gassaway.

Also glad to show picture of John, small son of General Car Foreman F. M. Garber of Gassaway.



AT GALLOWAY-FRIES CELEBRATION

Left to right: District Freight Agent J. E. Garbesi, Jr., Huntington; Division Freight Agent R. E. Barnhart, Parkersburg; Division Freight Agent F. H. Fowler, Charleston



## "I have never seen one of them wear out"

That is what a railroad man said recently who had carried a Naugahyde bag for many years. And his testimony is borne out by many others.

Men who demand real wear from their luggage—men who carry a bag not just once in a while, but year in, year out, regularly—these are the men who use Naugahydes.

Dampness can't affect them, heat can't harm them. And there are no stitches to tear, no rivets to come loose. Seams, corners and reinforcements are vulcanized into a single piece. Unexcelled in appearance, they hold their good looks in spite of the hardest treatment. No wonder Naugahyde outlasts all ordinary bags!

Naugahyde bags are made with a handsome black grain finish, English check lining and solid brass fittings of the finest quality. Ask your dealer about them. If he cannot supply you immediately, write directly to us. Made in three sizes—16 inch, 18 inch, and 20 inch.

### United States Rubber Company

1790 Broadway, New York City



TRADE MARK

# NAUGAHYDE BAGS



**Last Words of Famous and Infamous Men**

General Wolfe: "Now God be praised, I die happy."

General Montcalm: "So much the better, I shall not live to see the surrender of Quebec."

Nathan Hale: "I only regret that I have but one life to lose for my country."

Dwight L. Moody: "This is my coronation day."

Careless Motorist: "I thought I could beat that train over the crossing."

We are showing a camping scene on the White River near Seymour, Indiana. This is where Chief Clerk McOsker, Division Accountant's force, spent his vacation.

**Frank Filosofy**

Don't compliment yourself too much on your own efforts; the efforts are only the blossoms; the results obtained are the fruits. How can one eat apples from the tree when he has used the blossoms to make bouquets.

Don't try to be what you are not. There is no one in the world just like your own natural self, and if you are not yourself no such person as you will ever be known.

To say of a man "He is worth thousands of dollars," is not to mean that he has spent thousands of dollars. It means he has kept them.

**The Epitaph of a Man Who Was But is Not**

"Here lies the body of the father of eight  
He saw the passenger train but not the freight."

**Mary, Mary, Not So Contrary**

Mary is a little girl  
Who works for the B. & O.,  
And when one sees her smiling face  
One has to say "Hello."

She always stops at Hughie's store  
Each evening going home,  
To get herself a chocolate bar  
And her daily ice cream cone.

—Anonymous

**Yes, We Have No Vacancy Yet**

Why does everyone seem sad  
In the Weston offices today?  
Because there is a vacancy  
Why, Sylvia is away.

To see that vacant desk  
And to wonder, is to fear  
If she will ever, ever return  
To fill her place so dear.

**CLEVELANDERS IN THE FAR WEST**

Left: Eddie Ackerman taking things easy (as usual) in Denver. Right: Luther King, joy riding near Colorado Springs

We can only hope for the best  
And pray she will come back,  
But we know not what the future holds  
When she sees this Mr. Platt.

We almost hope he will not like  
Bobbed hair, or May Dover cheeks,  
And then our Sylvia will be back  
At the end of a couple weeks.

—Anonymous

## Western Lines

### Cincinnati Terminals

**Ivorydale, Ohio**

Our popular locomotive inspector, Fred Nolte, has been called for jury duty in Cincinnati. Fred is a handy lad at most anything he's needed for.

Lewis Henneberry, Back Shop forces, is making quite a mark in local pugilistic circles among the 135 pounders, having won quite a few nice decisions this past summer.

John Mullinix is looking mighty fit since his surgical operation of last summer. These Kentucky boys have lots of reserve pep in them.

**Our Own Seven Wonders**

Mike Cavanaugh's watch  
Charles Arnold's Maxwell  
John Conrad's wireless outfit  
John Zureick's figure  
Charlie Everly's new job  
Norb Green's LACKOFAT  
Charlie Listerman himself

Our cheery time clerk, "Bob" Gabriel, was glad he didn't own a Rolls-Royce when the tax collector found out about his Ford coupe.

It is with great pleasure that we announce the marriage of Edward McGinnis, short record clerk at 5th and Baymiller, to Miss Edith Muethler, September 12, 1923. After the wedding the happy couple left for a short stay at Niagara Falls. All wish the bride and groom a pleasant and prosperous married life.

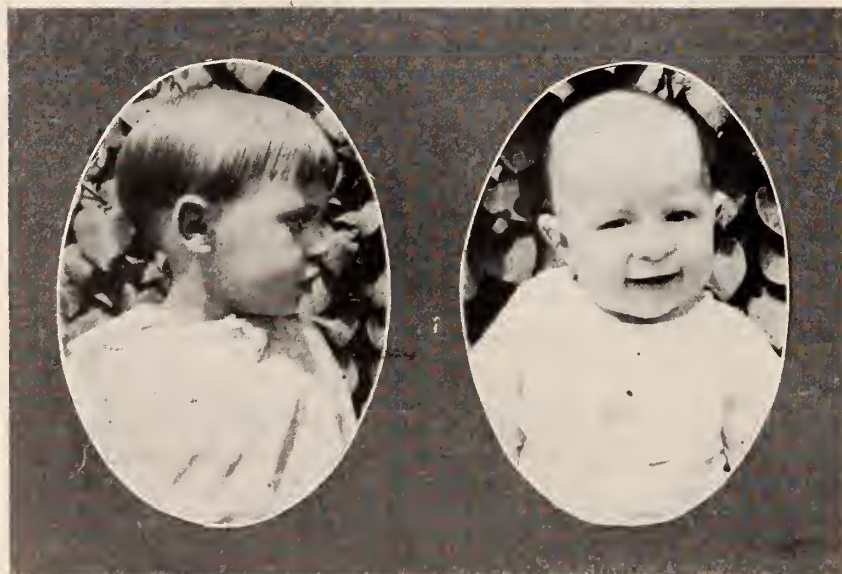
**Traffic Department—Cleveland**

Correspondent, A. R. STROME

The First Aid Instruction Car of the American Red Cross, visited Cleveland on September 21 and 22. Lectures on "First Aid" were given by lecturers traveling with the car.

On September 19, the Akron Railroads Superintendents' Association made a "Gondola Inspection Tour" of the Akron Terminals, following which a banquet was served by the Akron Transportation Club.

D. F. Stevens, general superintendent; J. C. Kimes, assistant general freight agent and J. W. Freeland, freight representative, together with a number of off line officials from Cleveland, were in attendance.



Dona'd and Ruth, children of Chief Clerk Robert Robinson, Hazelton





Paul Louis, age 4 months, son of Yard master and Mrs. O. L. Murphy, Newcastle, Pa. He was given honorable mention recently at the baby show held at Cascade Park, under the auspices of the Knights of Columbus

C. H. Groninger, chief clerk in Division Freight Office, Akron, and Miss Florence Stahlnecker, formerly in Terminal Agent's Office, Cleveland, were the principal participants in a pretty wedding at the Church of Our Savior in Akron on Saturday, September 22.

Immediately after the ceremony, C. M. Groninger, brother of the groom, gave a reception to the guests at the Troubadour Club. Following the reception the bride and groom left on No. 10 for Philadelphia and New York, the guests accompanying them to the train and giving them a send-off befitting to the occasion.

The balance of the evening was spent in dancing at the Burns Club.

### Akron Division

Correspondent, A. C. HARRIS

A romance of school days finally ended in the marriage of Rhe Bradshaw and L. E. Martin, assistant engineer on the Akron Division. Mrs. Martin is the daughter of Mr. and Mrs. C. H. Bradshaw of Lafayette, Ind., and Mr. Martin will be remembered through his connection with the Cost Engineer's Office force at Baltimore, in the Office of the Engineer Maintenance of Way at Cincinnati and now employed as assistant engineer on the Akron Division Corps. The event was planned to take place during the vacation period of Mr. Martin and this also made the trip to Denver and points in the east fit in nicely with the vacation plan. The young couple are now located in their new home at Akron.

Miss Tess Heller has returned to duty after a serious illness that kept her off the job for about two months. Tess is just as "sassy" as ever, if not quite so fat.

George E. Farr, former secretary to superintendent at Akron, and previously employed in Mr. Robinson's Office at Baltimore and with general superintendent at Pittsburgh, is now "back on the farm." He reports that he is making good and likes his little farm on Eastern Shore of Maryland.

Track Foreman V. I. Motter, employed at Nova, Ohio, was struck and killed by passenger train while on duty. Mr. Motter had been in service many years and was widely known throughout the west end. The fact that the accident occurred through failure of Mr. Motter to step clear of east-bound track while train was passing west-bound makes the accident all the more regrettable.

The sympathy of friends and fellow employees is extended to Train Dispatcher George Sarff and Mrs. Sarff in their sorrow due to death of their infant son Kenneth.

*Lest we forget.* Increased car miles is a matter of prime importance, in fact a necessity, if we are to make a good showing.

We all know the essentials—prompt unloading of cars—prompt movement through yards—disposing of reconsigned cars without delay, and all the other items to keep cars moving, but are we doing our part of the job?

### Haselton, Ohio

Correspondent, LEE RICHARDS

The yard force enjoyed the chocolates passed out by Miss May Kelly, but not the mystery that surrounds the case. Captain of Police Johnson may be called upon to unravel this case.

Fireman B. F. Garlich, injured sometime ago, is progressing nicely and will probably be back in the harness soon.

The sick list has increased enormously among the employees in the Youngstown District and unless conditions improve, it may be necessary to petition the Board of Health to close the race track near Youngstown.

Engineer C. A. Biddle has surprised himself and friends by purchasing or finding a sedan of a popular make produced in Detroit. Biddle can drop from an engine seat and look at the water or fire, but has not yet learned the trick of checking up gas while making 40 miles per.

It is understood that motor car salesmen for some time have been endeavoring to interest General Yard Master Updegraph in the purchase of a car for the family enjoyment, etc., but "Red" is a hard man to get started. The case is not hopeless and evidently his interest has been aroused to a very slight degree—at any rate he got a Star.

Pictures are of Ruth and Donald, children of Second Trick Chief Clerk Robert Robinson.

Your correspondent expects to spend October 26 and 27 in Baltimore at the Conference of all the correspondents of the Magazine. Full report later!

## PUGH BROS. JEWELRY COMPANY

211 House Building  
Pittsburgh, Pa.

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Glenwood, Pa.

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Youngstown, Ohio

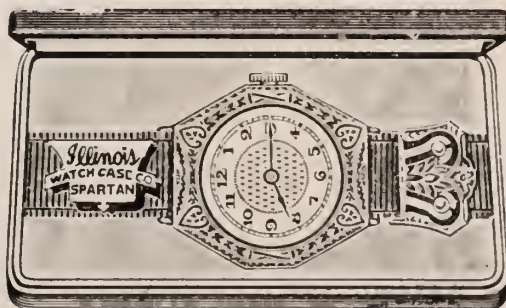
OFFICIAL RAILROAD WATCH INSPECTORS

### Buy Your Christmas Gifts Early and Pay Next Year



**WE** have the largest selection of gentlemen's fancy dress watches that can be found anywhere; also ladies' bracelet watches in White and Green Gold. In all the new shapes and design of cases.

Our stock consists of American-made watches only. Just send us your name and address and we will explain our dignified partial payment plan.



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Name .....

Address .....

Cut out and mail to  
any of our stores



### Cleveland Terminal

Correspondent, H. B. SMITH

To Miss Laetitia Singleton, Cashier's Office, we wish to express our sincere sympathy in her hour of bereavement in the loss of her sister, Angela.

Miss Mary Joyce, Cashier's Office, leaves us with best wishes for as few troubles as possible, recently having announced her marriage to E. L. Kimes, a former employee of the same department and a very likeable boy. It is rumored that the announcement was kept secret for several months to prove that a woman can keep a secret.

Miss Hattie Potter has recently been telling barber shop yarns, and it looks like another delayed announcement. How about it, Hattie? Of course, the silence of "Jose" Maroney doesn't mean that her announcement would be a surprise.

"Art" Krogg and "Pat" Carnahan recently organized the "High Stepper's Orchestra," but to date we haven't heard of any offers for a road tour except their being required to walk home on their opening night, no funds being available. Professional critics say this should mean encouragement, as artists frequently miss meals and get used to it.

Among a few happy events of "Tom" O'Hara's life, after years of railroading, was the recent arrival of an eight pound boy and you can't blame him for that happy smile from morning to night.

Frank Krammer's 35 years' railroad seniority counted for nothing when entertaining a party of guests at the Bamboo Gardens recently. Modern culture and society entertaining did not meet with his approval and the management refused to change the order of the environment. "Joe"

says that Frank has decided on a farm house for the next entertainment.

"Joe" Bailey hasn't increased his crop of hair any since moving from Medina to Cleveland, but in Alice he admits having found a wonderful pal.

Adjoining these notes will be found a picture of the inside circle and turn table at the Cleveland Round House. By enforcing the rule, "A place for everything and everything in its place," you can readily see that house cleaning days are not necessary at this place.

The local welfare association has been ably directed by the Misses Louis Bayonett and Gene Carey, and R. B. McGinley, since their election to office. At this time they are working hard on a play for the coming season "Dead but not buried, or walking through sleepy hollow." With the present cast it promises to be a huge success.

Check-weighing by the Cleveland station force, as shown by the results for the month of September, has come back so strong that the station is again on the map and introduces Tallyman R. G. Wolfe with high honors, having \$111.35 to his credit for one month, and Tallyman J. J. Reese second with \$53.92. With 18 employees participating, including substations and all warehousemen, receiving clerks, delivery clerks and tallymen, the station shows a credit for the month of \$420.68 as the result of check weighing and \$154.24 account of reclassification.

We are all glad to hear that Mrs. W. G. Dee, wife of the foreman at Lake Warehouse, is again in good health.

Little is known or heard from Foreman A. D. Thompson, Fruit Yard at Cleveland, but his attentive ear and desire for action, as well as his purpose to promote the inter-

ests of our railroad, have resulted in a tenant being obtained for our former Seneca Street freight house building, and business of 25 carloads weekly is in sight from Chicago to be handled there. New business surely is more attractive than a building closed and boarded up and full of cob-webs.

Messrs. Duncan, Gensley and Littell represented Cleveland at the Begien Dinner recently held at Cincinnati. It was reported as a very enjoyable event and it is unfortunate that the day was partly spoiled for Duncan and Littell account of Gensley being reported missing. We wonder what could be the attraction—he is not a traveling salesman.

Next month there will appear a paper in the MAGAZINE, subject "How Well the Girls Like Davidson."

### Newark Division

Correspondent, B. A. OATMAN

We are sorry to hear that Miss Edith Roach, correspondent at Freight House, Columbus, Ohio, is very ill at this time. We will miss her contribution to the MAGAZINE for November; this will be the first time Miss Roach has failed to contribute. We wish her a speedy recovery.

In the group of photographs this month you will find OUR TOM (on the pay rolls as Thomas W. Johnson) whose title is clerk, but whose duties have to do with service cards for the shops, Relief Department matters, service records, etc.

One picture shows "Tom" looking over his recently acquired tract of land which he is having drilled for oil and gas, the other showing "Tom" at the boiler just installed at one of his wells. You will note his smile,



ON THE NEWARK DIVISION

Above, left: Clerk T. W. Johnson. Center: Hostler Curt C. Mason and his friend Otto Bryan. Clerk T. W. Johnson. Below: Newark Division Accounting Department. For names see Newark Division notes





SMILES AROUND THE CLEVELAND TERMINAL

1. Art Becker and his gang at his cottage on Lake Erie. 2. Of course they were happy when our Mary and Agnes were there. 3. A full house at Cleveland. 4. Ready to start a busy day at Lake Avenue Shop: Road Foreman W. G. Smith, Boiler Foreman G. Duffy, Clerk E. J. Jindra and Round House Foreman H. L. Fleming. 5. Pat Carnahan, Bud Mathews and Catherine Krogg

due to the progress being made in drilling and the belief that his oil will soon be on the market.

SAY! DID YOU NOTICE THAT THE WESTERN LINES CAPTURED FIRST PLACE AGAIN IN THE CAMPAIGN FOR CAR MILES? STAYING QUALITIES COUNT. THAT IS SURE.

In our group of photographs, you will note a good likeness of Hostler "Curt" C. Mason, Newark Shops, together with his friend "Otto" Bryan.

These two men were brought together through an operation on Mr. Bryan which necessitated the transfusion of blood. Mr. Mason volunteered and was gladly accepted by the physician. Brotherly love predominates in a case of this kind and Mr. Bryan certainly is grateful for the help that Mr. Mason has been to him in regaining his health.

WE CONTINUE READING DAILY REPORTS OF ACCIDENTS AT ROAD CROSSINGS. PERHAPS IT IS DUE TO SOME EXTENT TO THE PARTIES INVOLVED NOT HAVING RECEIVED

GOOD ADVICE FROM THE PROPER PERSON. WHEREVER YOU HAVE A CHANCE, DO NOT FAIL TO DO YOUR PART IN KEEPING THE OTHER FELLOW OUT OF TROUBLE.

Accounting Department  
Correspondent, R. T. GEORGE

Things we would like to see! Willard Mayer with a pencil, eraser and a cigarette. "Mose" Floyd with a "chew." Frank Cole without his vest. "Bill" Dowden without his camera. "Tom" Snyder without an argument. "Tommie" Faulds without a mustache.

Ralph Cook's wife wonders why Ralph does not go out in the evenings any more, but Ralph is too busy with his Radio trying to pick up "Here's how" from Havana.

The accompanying photograph is of the Newark Division Accounting force, taken at Newark, October 5. This is the only "all male" accounting force on the entire System.

Reading from left to right: First row; C. A. Budd, R. T. George, M. F. Floyd,

I. A. Richmer, H. L. Kent, L. W. Lucas, A. R. Francis, W. Mayer. Back row, standing; T. M. Brooks, E. Merchland, "Don" Jordon, John Hiskey, O. H. Reichert, J. H. Dickerson, Oscar Hunt, Evan Lloyd, Jas. Johnston (division accountant), B. N. Wells, E. S. Rupp (chief clerk), Chas. Wallace, G. W. Rickrick, O. J. Payne, L. J. Savey, W. R. Totten, F. E. Cole, Ralph Cook, F. R. Varner, Wm. Dowden and O. C. Reel. This is the entire force, with the exception of Thos. Faulds, "Tom" Snyder and J. A. Johns, who were out of town.

## This Man is Sure of His Job



HE saw the handwriting on the wall. Men in his department were being dropped right and left. He might have been the next to go but for a familiar coupon which he saw one day in a magazine. He marked it, and mailed it to Scranton.

Then one day his employer called him in.

"Young man," he said, "I have just received a letter from the International Correspondence Schools telling me you have enrolled and have received a mark of 93 for your first lesson.

"I don't mind saying that this letter has saved your job. I had you on the list of men to be dropped. But I'm going to keep you now. The man who thinks enough of his future to study his job is the kind of a man we want around here."

HOW about you? Are you sitting on the anxious bench wondering if you will be the next to go? Or are you training yourself so that you will not only be sure of your present job but will be ready for the job ahead?

No matter where you live, the I. C. S. will come to you. No matter how limited your previous education, the simply-written, wonderfully-illustrated I. C. S. textbooks make it easy to learn. No matter what career you may choose, some one of the 300 I. C. S. Courses will surely suit your needs.

This is all we ask: Without cost or obligation, put it up to us to prove how we can help you. Just mark and mail this coupon. Today is best.

### TEAR OUT HERE INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8477-C SCRANTON, PA.

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

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|---|--|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> Pharmacy                  |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> TRAFFICMANAGER            |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> BOOKKEEPER                |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> Cost Accountant           |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> BUSINESS MANAGEMENT       |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> Private Secretary         |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Business Correspondent    |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Stenographer and Typist   |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Good English              |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> SALESMANSHIP              |
| <input type="checkbox"/> Surveying and Mapping    | <input type="checkbox"/> ADVERTISING               |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> Railway Mail Clerk        |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> CIVIL SERVICE             |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> ELECTRICAL ENGINEER       |
| <input type="checkbox"/> Gas Engine Operating     | <input type="checkbox"/> Electrician               |
| <input type="checkbox"/> CIVIL ENGINEER           | <input type="checkbox"/> Electric Wiring           |
| <input type="checkbox"/> R. R. Constructing       | <input type="checkbox"/> Elec. Lighting & Railways |
| <input type="checkbox"/> Bridge Engineer          | <input type="checkbox"/> Telegraph Engineer        |
| <input type="checkbox"/> ARCHITECT                | <input type="checkbox"/> Telephone Work            |
| <input type="checkbox"/> Architectural Draftsman  | <input type="checkbox"/> Mining Engineer           |
| <input type="checkbox"/> Blue Print Reading       | <input type="checkbox"/> Stationary Engineer       |
| <input type="checkbox"/> Contractor and Builder   | <input type="checkbox"/> Airplane Engines          |
| <input type="checkbox"/> Structural Engineer      | <input type="checkbox"/> AUTOMOBILES               |
| <input type="checkbox"/> Concrete Builder         | <input type="checkbox"/> AGRICULTURE               |
| <input type="checkbox"/> CHEMIST                  | <input type="checkbox"/> Railwayaling              |
|   | <input type="checkbox"/> RADIO                     |

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Present Occupation \_\_\_\_\_ Employed By \_\_\_\_\_ 6-26-22  
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Please mention our magazine when writing advertisers



## Mansfield, Ohio

Correspondent, C. R. STONE

W. O. Stockwell, formerly agent at Mansfield, is now yard master, vice L. L. Kerr, who was promoted to Columbus, Ohio.

We were all sorry to see "Lou" go and wish him success in his new line of duties. We are glad "Good Old Stock" is still to be with us, and that he will make good in his new vocation goes without saying. Switch 'em around, "Stock!" We are with you!

F. A. Hanneman, acting agent, vice W. Stockwell, is a good fellow and a hard worker. We trust that he will remain with us and wish him all success possible.

Superintendent H. G. Kruse was in the city recently calling on the Manufacturer's Club in relation to our various new improvements to be completed in Mansfield in the near future. We wish someone would invent a light that we can use to work with that does not burn gas. The lights in the winter time go up and down according to the pressure of gas and we don't know whether we are on a Roller Coaster at the Point or trying to bill out sheet bar after some one has taken billing with a number six H. venus pencil. May the time soon come when we will say "light" and there will be "LIGHT."

The work on the team tracks south of the Freight House is now completed and we are spotting an average of eighteen cars for our various patrons that are entitled to team track delivery. This extra team track makes a great difference to the Baltimore and Ohio service at Mansfield and enables us to place cars to be unloaded at once thereby relieving the cars and helping keep the car situation in hand.

The stork paid a visit to Mr. and Mrs. A. R. Bird—a nice baby girl whose name is Mary Elizabeth. Mr. Bird is the popular yard conductor at Mansfield. Congratulations, Amsey. Thanks for the treat!

The CROSSCROSSINGS CAUTIOUSLY Campaign is still on and we trust that it will not be in vain. We often wonder why the cities and villages do not pass an ordinance compelling all vehicles to stop before crossing over any railroad crossing, just the same as street cars. That would eliminate a great many accidents. With the ever increasing number of automobiles it becomes a serious problem and is one that cannot be treated lightly. Let's obey those rules ourselves and protect our loved ones.

Well, summer is gone and fall is now playing the leading role and with Jack Frost in sight the idea of gathering Chesnuts, Walnuts and Hickory nuts, etc., we plan to visit the various woods and explore. There is nothing like the fall for fine motoring and we are glad to be out to see the great change in nature from green fields and leaves to golden brown and red. Some scenes along the right of way are very beautiful and one misses a great enjoyment not to see them.

We all have read the great time that was had at the Galloway-Fries Day held at Cincinnati, Ohio on August 23, and the writer regrets that he was unable to attend. But I am sure that those of us who were fortunate enough to arrange our plans to attend and see these two gentlemen honored will understand the phrase "Is the game worth the candle."

Mr. Galloway and Mr. Fries both having started at the bottom of the ladder, working their way up to Vice-Presidents have again demonstrated that "As Ye Sow That shall Ye Also Reap." After sowing 40 and 42 years, respectively, of hard work and helpful teaching to their associates, they are reaping the harvest of work well done and appreciated by all.

They have shown us the way is hard and sometimes very rough, but the reward is there if we but fight for it.

May these gentlemen remain with us and we will enjoy their great experience and they will lead us on to victory.

## Columbus, Ohio

Correspondent, R. KENNETT

Assistant Correspondent, EDITH ROACH

Glad to see Operator Aumiller back on the job after a month's absence because of injuries.

Glad to hear that Operator Miller, B. R. Tower, is improving in health. We understand that he will soon be able to resume duty.

L. L. Kerr, former yard master at Mansfield, has been appointed general yard master at Columbus, vice acting general yard master Hukill, who has returned to the train service. Sorry to see "Bill That's-what-I-like-about-you" go, but we welcome our new general yard master and wish him success in his new position.

Trainmaster Broughton recently moved into the new residence which has just been completed.

We understand Conductor C. E. Cowan is slowly improving in health after several weeks' illness, and we hope to see him back among us in the near future.

The Railroad Bowling League has opened its season at the Front Street Alleys. The league consists of eight teams representing the different railroads in the city, the Baltimore and Ohio team being captained by Operator Kennett. To date they have made a flying start, having won 10 out of 12 games bowled and holding first place in the league.

The following employees report a splendid time at the opening of the hunting season—Jenkins, Savely, Hauck, Hare, Duffy and myself.

## Marietta, Ohio.

Correspondent, G. R. STEEN

Car Inspector G. A. Edwards has purchased a new Star roadster. Want to watch 'er George, as some stars shoot.

Tallyman A. J. Bonzell has purchased a new Chevrolet touring car. "Jack" says she is some car, and that the only trouble he has had so far is a punctured tire. He accuses Trucker Charles Mathews of driving a 60 penny spike into it, for nearly running over him the other day.

## Ohio Division

Correspondent, A. E. ERICH

An autoist is always trying to get "MORE MILES" out of tires, "gas" and oil. Why not try "MORE MILES PER CAR PER DAY" for railroad cars. INCREASE CAR MILES.

W. E. Stanton has been placed as first trick operator at Hamden, and R. T. Watkins in Mr. Stanton's old trick at Dundas.

On September 14 Charles E. Botkin, clerk to car foreman, asked permission to lay off for the day. At 1:32 p. m. he called up the office and announced the arrival of a son, eight and one-half pounds. They named him John James, after his two grandfathers. "Grandpa Jim" Botkin, foreman, Local Freight House, says, "He will make the Baltimore and Ohio a good man some day." "Jim" should know; he has been at the freight house since 1892, and has seen many new men start work. Of course "Papa Botkin" is too busy smiling to say much of anything. Congratulations!

Another new railroader. Born to Brake-man and Mrs. Homer Smith a seven and one-half pound son. He has been named Homer Smith, Jr.

SAVE FUEL. A fireman can save his salary each trip by strict economy in firing. Black smoke and pop valve open show fuel wasted. SAVE FUEL!

A baby boy arrived at the home of Mr. and Mrs. Ernest Young during the middle of September. Mr. Young is a triple valve repairer in the Chillicothe shops. Congratulations!



Left: seated, Foreman F. M. Nolder, Section 42, Westboro, Ohio; standing, Foreman W. W. Nolder, Section 44, Hillsboro, Ohio. Right: On Section 42, near Westboro





Ticket Clerk C. L. Baker, Dover, Ohio,  
and two friends

Machinist Frank Minch, while riding on train No. 1 recently, had as his seat companion a clergyman, who had been on the train for some distance before it reached Chillicothe, and was going through. During the conversation the minister made special mention of the exceptionally smooth handling of Baltimore and Ohio trains, and called particular attention to this train, stating that on the entire trip he had not felt a jerk or jar. He spoke highly of the engineers. Engineers W. Williams and P. Rhulman handled train No. 1, on the Parkersburg and Chillicothe sub-divisions respectively.

Carlisle L. Miller has accepted a position as helper in the Stores Department.

John J. Black, supply car storekeeper, took unto himself a wife. This happened on September 26. They spent a few days honeymoon in Cincinnati. Although we did not see any, information was given that he passed some excellent "Wizard" smokes around on his return. Best wishes for a happy married life!

We are glad to announce that H. H. Brown, foreman, Stores Department, who has been off duty some time on account of stomach trouble, is improved. We hope to see "Brownie" on the job again soon, as we usually rely on him for news from the Stores Department for the MAGAZINE.

Indirect information reached us that Assistant Storekeeper Baum had quite a cider (sweet, of course) party recently. How about it "Baumie?"

The local Odd Fellows band attended the convention of that order at Cincinnati on September 19. O. L. Sarg, assistant on Engineer Corps, accompanied them, "piping" the flute. The story comes back that they stopped near a large factory building in Cincinnati to entertain the workers. After playing several selections, "Sarg" reverted to type, grabbed his cap and started passing it around. The windows of the factory building were all filled with workers, and they immediately fell in with the play, started dropping peanuts into his cap, one at a time, with an occasional penny, until the cap was almost full. Now, we understand, he has serious intentions of resigning his position with the Baltimore and Ohio, and hiring out to an Italian organ grinder.

H. H. Hughes, section stockman, Stores Department, is the proud daddy of a new nine pound daughter, who has been given the name of Bertha May. Congratulations are extended to Mr. and Mrs. Hughes.

S. Gray, machinist helper, is all smiles over the arrival of a baby daughter.

## ATTENTION! Railroad Men

Including all

### Baltimore & Ohio Employees

Do you know that we have the privilege of taking your orders for Watches, Chains and Charms, on the payment plan?

Your Christmas Purchases can be taken care of in this manner.

**HENN & HAYNES**

Baltimore and Ohio Watch Inspectors

38 N. Paint St., Chillicothe, Ohio

We are sorry to hear that A. Griesheimer, boiler maker, was injured while on his way to work recently. He was in the side car of Machinist C. Turner's motorcycle, just turning into the shop entrance, when an automobile running at high speed struck them, breaking up the side car, and breaking both legs of Mr. Griesheimer. Mr. Turner was fortunate in not being injured.

Wm. Nolan, round house foreman, and B. Evans, tender repairman, who were recently admitted to the hospital for operations, are getting along nicely, and we expect to see them back on the job soon.

We extend to W. G. "Button" Betz, operator, "DE" office, our sincerest sympathy in the loss of his mother, who was the wife of the late Lewis Betz, painter foreman.

Our heartfelt sympathy is also extended to J. C. Wilkins, instructor of fuel service, in the death of his mother, at her home in Baltimore.

Sayings of the Safety Secretary:

Hammer the slogan "SAFETY FIRST" home to each indifferent employee.

Stop and think *before* undertaking an unsafe practice and it will not be necessary to think about it (with regret) afterwards.

You will always lose if you gamble with old men I. M. Careless and I. L. Neglect. If you must gamble, do it with Will B. Careful and I. M. Watchful.

Don't forget to use goggles (the "eyes of the wise") in doing work requiring them.

#### Westboro, Ohio

The accompanying photograph shows F. M. Nolder (seated), section foreman, section 42, Westboro, and his son, W. W. Nolder, foreman, section 44, Hillsboro, bass player and director of the Lake Deniston Band, Westboro.

The father has been in the Baltimore and Ohio service 43 years, having commenced work with the Marietta and Cincinnati Railroad on April 5, 1881. He has been a foreman since 1885. His son commenced work on the Baltimore and Ohio in June, 1906.

Our other photograph shows a piece of track under the supervision and care of Foreman F. M. Nolder, near Westboro.

#### Dover, Ohio

R. W. Wertman is learning how to make out tax papers.

Bruce Wilcox and Harold Carpenter have returned to school.

Car Inspector C. H. Miller has quit dealing in second hand automobiles.

"Buck" Carpenter and "Gust" Byer thought the Round House was on fire. Upon investigation they found it was smoke coming from C. M. Powell's new type-writer. Powell is some typist.

Please mention our magazine when writing advertisers

## Let DIAMONDS say Merry Xmas

642 AD—18" Pearls, Diamond Clasp. \$14.50

643 AD—Premier diamond Ring. \$95.00

645 AD—Hexagon diamond Ring. \$55.00

644 AD—Engraved, Diamond \$37.50

649 AD—Premier Cluster, 7 dia., \$73.50

650 AD—7 dia. Clus., \$87.50

651 AD—Platinum Dia. Ring. \$118.50

653 AD—W. G. Cluster. Dia., \$59.50

647 AD—Belcher Dia. Ring \$80.00

654 AD—Blue-white Dia. Rg., \$110.00

652 AD—14 kt. Wh. Gold 15-jwl. Wrist Watch \$33.65

## NO MONEY DOWN

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Ray McPeak has made a deal with Henry Ford.

Brakeman H. Jordan found a defective wheel in the yard. He called Car Inspector Miller's attention to it. Mr. Miller thanked him and told the rest of the crew what a good fellow "Monke" was.

### Toledo Division

Dayton, Ohio

Correspondent, C. E. THRASHER

On September 15 Miss Lena L. Gibson, Chillicothe, and George A. Rozell, agent operator at Richmondale, Ohio, were united in marriage. Rev. A. P. Cherring-ton was the officiating minister. After the ceremony the couple left for a wedding trip to Nebraska. We wish the couple much happiness.

Born to Mr. and Mrs. J. Vesely, a fine ten pound baby girl on October 10, another stenographer for the Baltimore and Ohio. But we have not seen any cigars around the office, all decorated up with a sign, "TAKE ONE," in honor of the new arrival.

LOST—One A. E. McMillan, transferred to Wheeling, W. Va., as district master mechanic, Wheeling Division. Sorry to see you leave "Ted," but wish you good luck.

FOUND—One T. C. O'Brien, formerly foreman at Lima Shops. Promoted to master mechanic, Toledo Division, headquarters Dayton, Ohio. Glad to have you with us "Tim," and wish you success.

"Bill" Rusche says there are more fish in Michigan than there are in the Atlantic and Pacific oceans. From the fish stories we hear about you, "Bill," we are beginning to believe it ourselves.

#### The Friendly Road

"When you see a man in woe,  
Walk straight up and say 'Hello.'  
Say 'Hello' and 'How-de-do'  
And 'how's the world been using you.'  
Slap the fellow on his back,  
Bring your hand down with a whack,  
Don't wait for the crowd to go,  
Walk straight up and say 'Hello.' "

Lima, Ohio

Correspondent, O. L. WALLBURG

Yard Clerk Heffern "P. J." spent his vacation visiting Washington, D. C., and other eastern points. Yard Conductor John Sweeney and his wife also took a flyer to Washington, D. C. The beauty and magnificence of this city and its historic associations make it the outstanding place to visit for every American citizen.

To travel its beautiful streets, visit its magnificent buildings, stand in the East Room at the White House, go through the Capitol, stand by the Tomb of the "Unknown Soldier" in Arlington, enjoy the beauty of splendid Congressional Library, see the Lincoln Memorial from the banks of the Potomac—these indeed are wonderful and inspiring sights—and there are hundreds of others equally interesting.

Former Crew Dispatcher John Brown, now on pension because of ill health, is taking advantage of this beautiful autumn weather by getting lots of oxygen into his system. John has not been enjoying the best of health and we all hope that this weather will do him lots of good and restore it.

Yard Conductor Joe Shelley continues to improve and should soon be able to take his turn on the crew again. We sincerely hope so.

### M. CUMMINGS The Grocery of Quality

Our Motto—A SQUARE DEAL TO ALL  
We appreciate the patronage of the Baltimore  
and Ohio R. R. Employees  
98 Springfield Street DAYTON, OHIO

Merlin Evans is getting better every day and if the present rate of improvement is maintained will soon be on the job again. Good luck to you, Merlin.

Philip Goebel is laying off account trouble with his tonsils and also dislocated arm. He is employed as machinist at Lima Shop. Fellow employees extend their sympathy.

General Foreman T. C. O'Brien and his wife were the recipients of a very handsome testimonial by the employees at Lima Shops.

At an informal gathering Mr. O'Brien was presented with a handsome diamond ring and his wife with a beautiful silk umbrella. The presentation was made by Blacksmith Foreman Woodward. Mr. O'Brien was recently appointed Master Mechanic of the Division. Mr. Miller of Washington, Ind., succeeds him here while Mr. O'Brien goes to Dayton, Ohio.

### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

With the approach of the Holiday season, Thanksgiving calls to our mind the bountiful gifts that have been bestowed upon us by the Great Giver of All. In looking back let us, with grateful hearts, acknowledge the gifts and give thanks to Almighty God for his wonderful beneficence to all.

Our new master mechanic, T. C. O'Brien, has established himself firmly with the Toledo Division family by asking the full cooperation of each employee to maintain the high standard characteristic of our division. To this end all are pledged to give Mr. O'Brien their undivided efforts and the confidence reposed in him by our executives will be fully merited.

Reports from the various committees, from the staff meetings down to our local Welfare, Sanitary, Fuel and Safety First meetings, show that they are on the job with conservation and economy as their watchword.

Rendering service because you want to is an incentive to all employees. While these words are quoted from President Daniel Willard's letter, they carry with them an inspiration of confidence in and loyalty to our employers.

Wish some of you would spring something on somebody around the shop. I know there are lots of doings but somehow or other, you seem to be afraid of getting your name in our MAGAZINE. Come on fellows, cut loose, and I'll spring it gently. "Among Ourselves" is your department. Use it!

The last words he uttered:  
"I'll beat 'er across."

Incidental to the leaving of our master mechanic, A. E. McMillan, for the eastern territory, T. C. O'Brien, of Lima, Ohio, was appointed his successor. A good man gone, a good man come! Mr. O'Brien is surely a Baltimore and Ohio product, having served his apprenticeship and learned his trade at Lima, Ohio. Through strict adherence to business, he advanced to foreman, general foreman and now master mechanic. "You are surely welcome, "Tim," old boy, and your appointment is glad news to the whole division. Congratulations!

John Glynn, veteran engineer, Dayton, after forty-three years service on our road is taking a little vacation visiting relatives in New York and other points.

### Wellston, Ohio

Correspondent, L. M. MASON

Mrs. P. T. Harkins, a most estimable lady, and mother of our chief clerk, Ray Harkins, died in a hospital at Columbus where she went a brief time ago for treatment. Her death caused much sorrow to all who knew her, especially because of the fact that her husband, so well and popularly known in this city, where he has served the Baltimore and Ohio as the efficient car repairer and wreck man for the past thirty-five years, was recently stricken while on duty and fell in the depot from apoplexy, from which he has shown some decided recovery. Our sympathy goes out for this grief stricken family, and our prayer is for the speedy recovery of our friend and brother workman.



Cartoon by A. Bauernschub, Agent's Office, Camden Station, Baltimore  
DID IT EVER HAPPEN TO YOU?

Please mention our magazine when writing advertisers



Sol Scott has been placed in charge of the repair track in place of Mr. Harkins.

We see by the September issue of our MAGAZINE that the Toledo Division is somewhat short on notes. It is hard for one man to find out everything that is going on on the Wellston Sub-Division, so give us a lift and lets see if we can't fill up our space with something interesting for the big December issue.

I. E. Clayton, C. E. Thrasher, W. B. Kilgore and J. E. Hubbard composed the party with the Operators Examining Special of Dr. Potter, who acted as the official eye tester, to see how many "Ops" had lost their eyesight.

Walter Ray, formerly of Wellston, but now operator at Leipsic, Ohio, has been spending his vacation in Wellston.

"If all that we say  
In a single day,  
With never a word left out,  
Were printed each night  
In clear black and white,  
"Twould prove queer reading, no doubt.

"And then just suppose  
Ere one's eyes he could close,

He must read the day's record thru;  
Say, wouldn't he sigh  
And the next day try

A great deal less talking to do?  
"And I more than half think  
That many a Kink

Would be smoother in life's tangled  
thread;

If one-half that we say  
In a single day,

Were left forever unsaid."

Our tongues are too quick on the trigger. Even those of us who have reputations for being mild and careful in the shops and offices, blurt out too many offensive things in our homes. Home is a blessed place even at its worst. But it would be heaven in comparison, if "one-half that we say in a single day were left forever unsaid."

C. D. McCarty, the man who is full of funny stories and hearty laughs, recently gave an entertainment in Wellston, the audience being Mr. Kilgore, Mason and a stranger who was waiting for a train at the depot.

Chicago Division

Office of Storekeeper, South Chicago

Correspondent, E. J. MOBERG

South Chicago has added to its list of champions the names of Capt. "Tom" Hunter, W. R. Smith, "Ed" Bendykowski, Frank Mazzidlo and C. N. McCrary, on the Motive Power Department team; and Capt. Van Panka, Louis Stack, Oscar Anderson, Adolph Wegryzn, and "Jack" Pubins, on the Car Department team of bowlers.

A series of matches are being staged between these two teams to decide which will be called upon to bring the Chicago Championship to the Baltimore and Ohio at South Chicago. To date, the Motive Power Department has kept in the lead—having won seven out of nine games played.

These teams are willing to meet all comers. Arrangements can be made by communicating with Capt. "Tom" Hunter, at South Chicago.

Fireman Manley has again resumed his duties as editor of the "Sandhouse Blade" and promises some startling news in his first edition. It is to be regretted that our employees along the line cannot read and appreciate this remarkable issue, for much credit is due Mr. Manley for his unceasing efforts.

St. Louis Division

Correspondent, ALTO SMITH

Fred Artman, brakeman on the through runs between St. Louis and Cincinnati, is becoming more popular with the traveling public. Recently on No. 1 a middle aged lady fainted twice. Dr. Artman immediately procured a Cincinnati Enquirer and some ice water and revived the lady who was profuse in her thanks to the doctor. On No. 1 on September 27, a lady en route from Winchester, Kentucky to Kansas City was suddenly seized with severe pains in her "tummy." Dr. Artman was a little undecided as to whether it was appendicitis or cholera morbus. In any event he proceeded to the dining car and together with Chef Neeley concocted a dose of ordinary baking soda and water and prevailed on the lady to take the medicine. Within thirty minutes after the treatment, the lady was in perfect health and informed Dr. Artman that it was seldom she found a railroad company that carried a doctor on passenger trains. She explained to him she would return from Kansas City within a week and would endeavor to catch his train out of St. Louis.

Fireman George Prader, Cone Yard, has enrolled in the ranks of the Benedicts, coming in for a round of good wishes from everyone.

A visitor to Cone Yard during the St. Louis Air Races, thought the Cone Yard force was a "stuck-up" bunch until he found that their necks had become fixed in that position from watching the antics of the flyers.

Switchman J. A. Easton and Yard Clerk Jos. A. Whalen, Cone Yard, have returned to work after being ill for some time.

Elmer Sheetz is a new employe in Cone Yard. He has had previous service in the Flora and Keyser Yards.

Radio Bugs—Attention!

Engineer F. R. Dollens has signed a contract with Broadcasting Station WHAS, Louisville, Ky., to sing November 22. Engineer Dollens recently graduated from the Conservatory of Music, Louisville and is an accomplished singer. We are sure he will be pleased to receive a line from any Baltimore and Ohio employes hearing him on this occasion.

J. R. Minter, supervisor of shop schedules, Washington Shops, and Miss Anna Robinson, formerly employed in the Office of Master Mechanic, Eastside, Philadelphia, were married on September 10 and will make their home in Washington, Ind. Accept our best wishes. Thanks for the candy and cigars!

E. J. C. Fleetwood, inspector of fuel economy, has been transferred to Wheeling Division. The boys on the St. Louis Division wish his success.

We would suggest that Merel W. (Lop Ear) Luke, boiler inspector, Washington Shops, purchase a portable radio outfit, tuned to catch signals from Vincennes. This method would reduce his bills for long distance calls.

The following Old Timers on the section east of Washington, Ind., have returned to duty after being absent because of illness:

Road Engineer Henry Schroder; Yard Engineer F. H. "Doc" Green, North Vernon, Ind.; Road Engineer J. L. Williams; Yard Conductor Cliff Long, North Vernon, Ind.

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SOUTHERN  
BALTIMORE'S  
NEWEST AND  
MOST MODERN  
HOTEL  
BALTIMORE



Mr. A. C. Drynan, railroad representative, Railway Service Division, International Correspondence Schools, recently paid us a visit and enrolled a number of employes for various courses. Mr. Drynan reports that our employes, who are students, are making good progress, and the majority are sending in lessons regularly.

Fireman O. L. F. Gates and Miss Rose McManaman, daughter of Retired Engineer James McManaman, were married on October 10 and are spending their honeymoon touring the west. They will be at home after November 1 in their newly furnished house on South State Street, North Vernon, Ind. Congratulations!

There still seems to be some mystery attached to a certain clerk at Flora, Ill., who used to be an alderman. He has not yet explained just what he had been doing when he emerged from an alley at midnight with an empty chip basket on his left arm. Cannot someone at Flora clear up the mystery?

Boiler Shop Foreman M. J. Dugan, North Vernon, Ind., has purchased a new Dodge roadster and is showing the North Vernon girls a good time. Anybody desiring the route to Pauley's Camp, just ask "Mike!"

Conductor W. O. Poole was married recently. No one knows just when. You all know how quiet Wallace can be, even about such an important event. However, congratulations are extended.

Opportunity knocks but once—people are not so considerate.

Conductor Charles Ireland is back on the job after a slight rest in Chicago.

Machinist James Smelser, Flora, Ill., accompanied by J. H. Throgmorton, a local druggist, participated in Illinois State Tennis Tournament at Centralia, Ill., on August 10, 11 and 12 and reached the semi-finals before being beaten.

An inspection trip was made over the St. Louis Division, October 5 and 6 by Vice-President Galloway and other officials.

On October 7 Head Brakeman W. F. Bruce quit the bachelors and joined the ranks of the newly weds.

### Used Baltimore and Ohio in 1831

Ninety-two Years Between Trains!

Thomas Finch, 104 years old, who went to California during the first gold rush, saw his second railroad train at Truckee, Cal., last August. Finch saw his first railroad train in 1831. He said:

"I remember travelin' over the Baltimore and Ohio Railroad in 1831, when I was about twelve years old."—*Exchange*.



Special Apprentice Alfred H. Burnham, Jr.

### Honorable Mention for Apprentice Alfred H. Burnham, Jr.

THE Railway Mechanical Engineer has recently conducted competitions offering prizes for the best articles received. One competition was for regular apprentices and the other for special apprentices, or college graduates. A large number of papers were received, and among them one from Alfred H. Burnham, Jr., special apprentice, Mount Clare Shops, Baltimore, which received honorable mention.

Mr. Burnham's subject is "Opportunities for College Graduates, also Suggestions as to How Railroads Can Make the Best Use of These Men." He stresses the importance of the opportunity to study human nature, and also the opportunity of becoming familiar with industrial organizations, and says; "After knowing the existing methods, he (the apprentice) will be able to see and make good suggestions for improvements. His study is made much easier under an organized apprentice system, due to the fact that he moves in regular sequence through all the shops and departments."

Answering the question as to what the railroads can do with the college boy apprentice, Mr. Burnham gives this illustration; "The Test Department of a certain railroad was running tests on a number of rebuilt consolidation locomotives. The de-

partment was very busy and had no men to work up the data accumulating from the dynamometer car. Two special apprentices were called and the method of submitting reports and data explained to them. The result was that the men were pleased and contented with their work. In addition, they acquired considerable information as to the respective merits of the old and new class of locomotives. They also felt \*\*\*\* that they were a part of the organization.

"Mr. Burnham concludes by saying: "\*\*\*\*\* give him a job that is a little different and requires a touch of his own personality. He will try hard, he will give his best and will be a most loyal employee."

### One Can't Quarrel

IT takes two to make a quarrel. Therefore, if one declines to participate, there is no quarrel. It is a case of merely one person opening and closing his mouth quite rapidly.

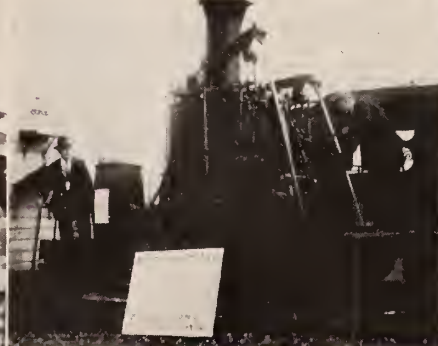
When a quarrel between a passenger and a trainman occurs on a car, it is apparent that one or the other is carrying a chip on his shoulder. Perhaps it is both. If either one keeps cool and smiles, there is no quarrel and the other appears ridiculous in the eyes of the passengers.

If a passenger starts talking in a loud, unreasonable way, the trainman may do one of two things. He may keep cool and smile courteously and explain quietly, if any explanation is necessary, or he may jump into a hot-headed and foolish quarrel with the passenger.

If the trainman jumps into the argument, there is an exchange of words, then after a while the passenger leaves the car. The trainman probably will never see him again. The trainman cannot have gained anything. He has lost the respect which the majority of fair-minded people hold for one who serves the public. He has lost his own dignity. He has made an enemy for himself and the company. He has no chance to win anything. He loses two ways—for himself and for the company.

The man worth while is big enough to rise above such small tactics and keep his smile and his temper.—*Exchange*.

The example cited above is of a trainman, but it applies to an agent in his public relationship as well. It is well to remember whenever there is an irritated, loud talking caustic patron—"it takes two to make a quarrel." Gasoline will not explode unless the spark is applied.—*Railway Agent*.



BALTIMORE AND OHIO EXHIBITS AT THE KENTUCKY STATE FAIR, LOUISVILLE, KY., SEPTEMBER 10 TO 15

Left: Baltimore and Ohio coach, drawn by horses, used between Baltimore and Ellicott City in 1829. Center: Baltimore and Ohio engine "Atlantic" used first in 1832. Photo. shows Elijah Bangs, who keeps a watchful eye over all our historical exhibits, firing the boiler. Right: Nova Scotia coach "Pioneer," built in 1838 in England for use in Nova Scotia. In addition to these old-time exhibits, a modern Baltimore and Ohio locomotive and one of the new K. & T. Company's switch engines were shown, making an interesting contrast between transportation facilities of nearly one hundred years ago and today



### Clarksburg Chamber of Commerce Enjoyed Trip

THE *Clarksburg Exponent* of September 22 describes a recent trip of the "Goodfellow Special" consisting of members of the Chamber of Commerce, from Clarksburg, W. Va., to Richwood, W. Va., and return. The trip consumed two days, and the *Exponent* says:

"The train arrived on time to the minute \* \* \* \* During a stop for luncheon at Burnsville, the subject of the excellent manner in which the Baltimore and Ohio had taken care of the train came up for praise. After three cheers the Baltimore and Ohio men present were asked to stand up. These included General Freight Agent H. H. Marsh, Division Freight Agent J. R. Brown, Division Freight Agent F. H. Fowler and District Passenger Agent C. J. Proudfoot, the latter being in charge of the train. \* \* \* \* This special, which was the heaviest ever sent over the line to Richwood, was handled smoothly in every way. Throughout the entire journey of 244 miles the schedules were maintained and the trip to Richwood, during which the members were in their berths, was made comfortably."

Stops were made at Sutton, Burnsville, Orlando, Roanville and Weston, on the return trip.

Superintendent Trapnell has written a letter of commendation to the following employes who handled the special Clarksburg to Richwood and return. Engineers T. J. Wilson and A. J. Lunsford, Firemen J. T. Hershman and H. A. Curtis, Conductor J. R. Cox, Engineers N. H. Davidson and S. L. Rodebaugh, Firemen H. Carpenter and D. E. Rohrbough and Brakeman F. Simons.

### Miss Spengler a Bride

ON Saturday, September 29, Miss Nina Lacey Spengler, popular Strasburg girl, clerk in the Auditor Merchandise Receipts Office, Baltimore, and the first Baltimore and Ohio girl chosen to go to France with the Good Will Delegation, became the bride of Mr. Jacob Daniel Womack.

To most of her friends of the railroad, Miss Spengler's wedding came as a complete surprise, although it was the culmination of a romance that began in her school days when both she and Mr. Womack attended Lynchburg College.

The ceremony took place in Washington,

D. C., and was witnessed by members of the bride's immediate family. For the benefit of the girls who knew her well, we might add that Nina was married in a suit of blue velvet and gray squirrel, with a hat of blue velvet and silver flowers, gray gloves and hose, and black patent leather pumps. She wore a corsage bouquet of sweetheart roses. Enough said. It was just as well that none of the boys of the A. M. R. office were witnesses of the ceremony, or some Lochinvar would have led the groom a merry chase.

We all remember hearing Nina say, on her return from France, that no French counts had appealed to her, but little did we dream that the reason was—Jake—. At least that's what she calls him, without the adjectives.

Her friends all over the Baltimore and Ohio join in wishing Nina and her new manager a life of happiness in their little home in Suffolk, Va.

### Glee Club Officers Elected


ON the night of October 8, following the regular Monday night rehearsal in the Assembly Room of the Baltimore and Ohio Building, the members of the Baltimore and Ohio Glee Club elected the following officers for the 1923-1924 season: President.....Ambrose S. Hardwick Vice-President.....Henry O. Fankhanel Secretary.....Robert M. Van Sant Asst. Secretary....R. H. Dienhart Treasurer.....Roland Clymer Asst. Treasurer....T. M. Bohanan Librarian.....Stanley Biscoe Asst. Librarian....Benjamin H. Andersen

The Club is starting its tenth year auspiciously, still under the leadership of Mr. Hobart Smock, who has been its director since it was organized. One of the interesting new numbers is "Ships in Harbor," a prize song by Franz Bornschein, the Baltimore composer and violinist, especially interesting to the Glee Club because of the interest taken several years ago in a previous prize number of Mr. Bornschein's "The Four Winds."

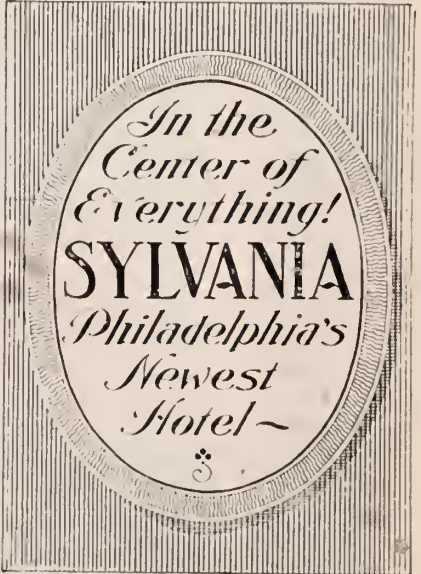
A number of new faces are seen at the Monday night rehearsals. Any male Baltimore and Ohio employe with a love for music, a fair voice and a willingness to be faithful at rehearsals, is urged to come out and join. A ready welcome awaits new members on the Fifth floor of the Baltimore and Ohio Building, Baltimore, any Monday night.



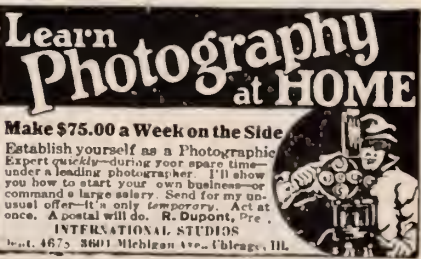
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Just lift the hood and look. See instantly which cylinders are "dead." No guessing. No testing. Cost no more than ordinary plugs. Sure fire. Extra durable. Sold only by "Paul Men". Agents smashing all earning records. Exclusive territory. Write quick.  
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By H. F. L.  
Yes, we have no car shortage; we have no car shortage today.  
We have loadings by millions, and ton miles by billions,  
And all kinds of freight, and, say,  
We have no old-fashioned embargoes; as soon as you load it the car goes.  
But—yes, we have no car shortage; we have no car shortage today.  
—Railway Age

NOW IS THE TIME TO DO YOUR CHRISTMAS SHOPPING



# Birthday Gift For Baltimore and Ohio's Youngest Old Man, G. W. Haulenbeek

October 8, 1923

"MAY you live to be 180 years old, Grandpa," was the greeting that was sent on a card by the grandchildren of George W. Haulenbeek, of the Law Department, on the occasion of his 80th birthday, October 9. And this was the general sentiment that prevailed when a number of Mr. Haulenbeek's Baltimore and Ohio friends, both officers and employes, gathered about his desk to congratulate him on that day and to present him with a lovely gift of silver.

The presentation speech was made by Judge Irvine Cross, who said:

"Those of us who have travelled a part of the way with you, wish to give expression of admiration for your many admirable qualities, and more especially for your staying power. They have decided that this expression should take the form of these pieces of silver, given with many good wishes for the longer part of your life, which, we are sure, is still to come."

Gracefully Mr. Haulenbeek accepted the gift, remarking that it is the customary thing to *pretend* to be surprised on occasions of this kind, but that in his case it was not necessary to pretend; his surprise was genuine indeed, for he had not dreamed of such a thing.

Then Mr. Haulenbeek launched forth into one of his characteristic declarations concerning his youth, which reigns despite his age, telling in detail of the "hits" he made with the young ladies in Milwaukee

on the occasion of his recent visit in connection with the Grand Army encampment there. He declared that while Baltimore girls are lovely, he is willing to go back to Milwaukee, "for," he said, "the girls want me to come back."

Senior Vice-President Shriver, who was a fellow clerk with Mr. Haulenbeek in the old Baltimore and Ohio Building in Baltimore, years ago, wrote him as follows:

New York, October 9, 1923

*My Dear Mr. Haulenbeek:*

I regret that my absence from the city prevents me from being present with others of your associates at the presentation in celebration of your 80th anniversary.

I recall very distinctly the day when you celebrated your 50th anniversary, and it seemed to me then that you were a much older man than you are now. The intervening years, which have sped so rapidly, have been marked by many interesting as well as exacting periods, but all of which have been made the more pleasurable because of the occasions when we had the benefit of your cheery and ever-ready cooperation and assistance.

With best wishes for your continued good health and comfort, I am,

Yours very truly,

(Signed) GEO. M. SHRIVER

There were several handsome bouquets on Mr. Haulenbeek's desk and a pile of birthday cards, among which was the following letter of congratulation from Counsel George Dobbin Penniman, who was unable to be present.

*My Dear Mr. Haulenbeek:*

I had looked forward with great pleasure to an active participation in the festivities connected with your eightieth birthday, but unfortunately I have been called out of town.

You, Silkman, Irvine Cross, Herbert Preston and I, are the Old Guard, the survivors of the fine old office under Mr. Cowen and Judge Cross. I wish to express to you my thanks for the numerous acts of kindness I have received from you during the many years we have worked together. I have had occasion lately to mention your name to many of the officials of the Company, and to use a school girl saying, "your ears should have burned at the many kind and complimentary things which were said about you."

We all respect and admire you, not only on account of your efficiency and pleasant manners but because in all the walks of life you have measured up to the standard and have quietly done your duty. I wish you many happy returns of the day and I hope that for many more years while we all grow older we may be helped by your faith in the life to come and your cheerful acceptance of fortune, good or bad.

Sincerely yours,

(Signed) GEO. DOBBIN PENNIMAN

The inscriptions on the silver pitcher, the goblet and the tray were, respectively:

TO GEORGE W. HAULENBECK  
FROM HIS BALTIMORE AND OHIO  
FRIENDS

OCTOBER 9, 1923  
HIS EIGHTIETH BIRTHDAY

"He Becometh Poor Who Dealeth with a Slack Hand."—*Prov. xv-4*

"Justum et Tenacem, Propositi Virum" (A man upright and tenacious of his purpose).

—*Horace, Lib. III, Ode 3*

"Much have I travelled in the realms of Gold,  
And many goodly states and kingdoms seen."

—*Keats*

Mr. Haulenbeek has been in the Law Department of the Baltimore and Ohio since 1881.

## President Coolidge's Money-Saving Habit

President Calvin Coolidge says he has never failed to save at least 10 per cent. of each salary installment received. He is not a rich man and is not of the type that becomes rich, but with such a policy he will never be poor. There may be difficulty in carrying out the 10 per cent. plan while occupying the White House, and yet by simple living it should be possible. If so, the end of his first term alone should find him in a position well above any fear for his financial future.

The great gain of saving 10 per cent., or any reasonable percentage of each salary installment, is not entirely in the total of money accumulated as it is also a great strengthener of character. Economy is twice blessed, for it adds to both mental and material possessions. Self-control is more than riches, and by nothing else is self-control as much developed as by saving.

—*San Francisco Bulletin*



George W. Haulenbeek, Law Department, has a birthday for the 80th time and his Baltimore and Ohio friends celebrate it in his office by presenting him with the handsome silver service at his right. The flowers are also from his office friends, but the pleasant expression on his face is Mr. Haulenbeek's own—from his heart



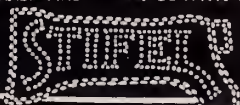
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Standard for over 75 years

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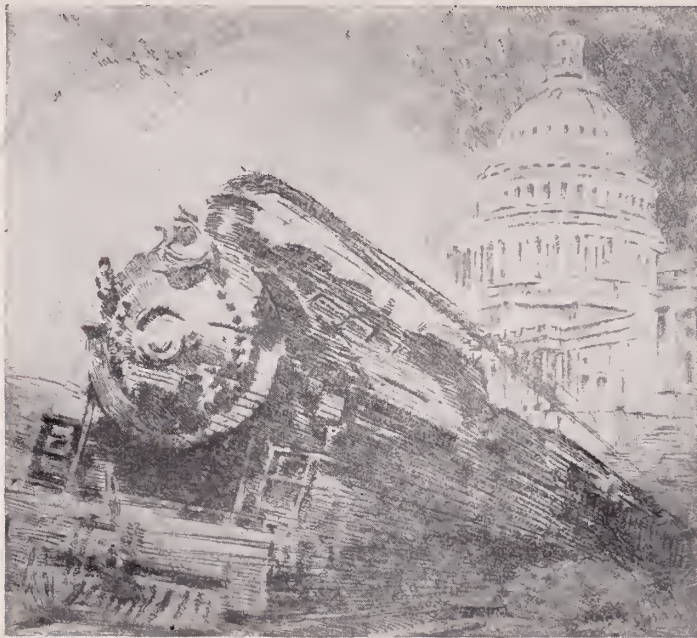
"Boy! you're *right!* Work clothes made of Stifel's Indigo cloth have more wear in them than any you ever sold me before. Hereafter I'm looking for the Stifel Boot-shaped Trade Mark whenever I buy work clothes."

Railroad men in cab, caboose, yard and shop wear work clothes made of Stifel's Indigo Cloth because they are *stronger, wear everlastingly* and *keep their looks*. All leading *Overalls, Shirts, One-piece Garments and Women's Dresses* are made out of it. Look for the boot-shaped trade mark on the work clothes you buy. Then you'll be satisfied.

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# Baltimore & Ohio Capitol Limited

New York, Philadelphia,  
Baltimore, Washington,  
Chicago

## ANNOUNCEMENT

**T**HE Management believes that a more intimate knowledge of the work of the Traffic Department by all employes of the Baltimore and Ohio will stimulate interest to the end so much desired of securing more business for our Railroad.

The Traffic Department is the sales department of the Railroad. Its representatives sell transportation—passenger and freight—and, subject to the regulations of the Interstate Commerce Commission and similar state bodies, they fix the prices at which this transportation must be sold.

In the selling end of our work every employe from the President to the messenger boy can be useful. Much has already been accomplished by the sympathetic cooperation of the employes of this Railroad. Much more can be accomplished. With this end in view it will be the purpose of the Traffic Department, on this page, each month, to tell our fellow employes something of the work that is being done in the various branches of our Department, how this work affects the communities which we serve, and of our efforts to stimulate a more kindly and better understanding between our Railroad and its patrons. By so doing, we hope to increase our business.

*Vice-President Traffic and Commercial Development*



# Baltimore *and* Ohio Magazine

*The End  
of  
The Run*

DECEMBER

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CASH  
1.00





THE superior spring tempered, compensating balance used in all high-grade Illinois watches makes it possible to accurately adjust these movements to extreme temperatures

REGARDLESS OF EXTREME SUMMER WEATHER OR THE INTENSE HEAT FROM THE FIRE-BOX—ILLINOIS WATCHES CAN BE DEPENDED UPON TO KEEP ACCURATE TIME

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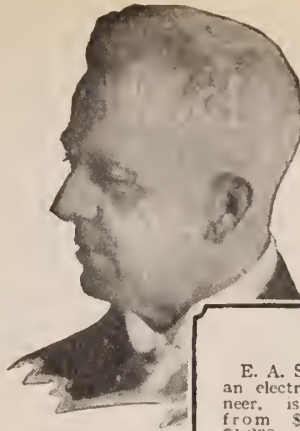
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SPRINGFIELD

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**J. R. HEAD,**  
of Kansas, who lives  
in a small town of  
631 people. He  
has made as high  
as \$69.50 in one  
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**E. A. SWEET,**  
an electrical engi-  
neer, is making  
from \$600 to  
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works only about  
four hours a day.



**W. S. COOPER,**  
of Ohio, who finds  
it easy to earn over  
\$500 a month sell-  
ing Comer All-  
Weather Coats.

# Will You Give Me a Chance to Pay You \$100 a Week?

I want to make an offer whereby you can earn from \$100 to \$1,000 a month, cash. You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

## These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work.

If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his

first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$1,200 a month.

W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work has enabled him to make \$9,000 a year.

Yes, and right this very minute you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40.00 a day?

## A Clean, High-Grade Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in all the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer Coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders.

And now I am offering you the chance to become our representative in your territory and get your share of that three hundred thousand dollars. All you do is to take orders. We do the rest. We deliver. We collect and you get your money the same day you take the order. You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only three average orders a day, which you can get in an hour or so in the evening you will make \$100 a week.

## Maybe You Are Worth \$1,000 a Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time.

I need 500 men and women and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making money that you ever heard of. I will send you a complete outfit. I will send you a beautiful style book and samples of cloth. I will tell you where to go, what to say, and how to succeed. Inside of thirty days you can have hundreds of dollars in cash. All you need to do today is write your name down below, cut out the coupon and mail it to me at once. You take no risk, you invest no money, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

## Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance without waiting—without delay and without investment—to go right out and make big money. Do it. Don't wait. Mail the coupon now.

**C. E. COMER**

**THE COMER MFG. CO.**

Dept. SX-611

Dayton, Ohio

**My  
Special Offer  
to Railroad  
Men**

**Mail  
This Special  
Coupon Now**

**THE COMER MFG. CO.**  
Dept. SX-611 Dayton, Ohio.

Please send me without expense or obligation, your special proposition, together with complete outfit and instructions, so I can begin at once to earn money.

Name .....

Address .....

Write plainly.





Volume XI

Baltimore, December, 1923

Number 8

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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.







Nothing finer  
in all Elgin achievement than  
**The New "B.W. Raymond"**  
-21 Jewels

**T**HE new "B. W. Raymond" model contains all of the finest and most perfected mechanical principles in watch making.

It may be had with the new "Invar" Balance Wheel if you request your jeweler to get it for you.

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If you are in immediate need of this watch speak to your jeweler about it. Elgin Service will take care of him and of you.

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*The Professional Timekeeper*

ELGIN NATIONAL WATCH COMPANY, ELGIN, U. S. A.



# Prides of The Baltimore and Ohio—No. 11



Gosh, Boss! You eber watch 'em gettin' on an' off our trains?

Dey's smilin' an' dey's happy as kin be—

An' Ah reckon Ah's don' figgered out what's runnin' round deir brains—

Now lissen, an' Ah's shore dat you'll agree:

Dis gent'man's jes' got finished our Commercial Trabbler's Lunch,

An dat one's mouf is set fo' apple pie;

Dat lady's had a pleasant ride, or Ah's done missed ma' hunch—

She's sho' smilin' at de "Cap'n," 'taint no lie.

It seems dey's all like homefolks when dey trabbles on our line,

'Cause dis is wheah Miss Courtesy wuz born,

So dey thinks ob "Best an' Only" when dey thinks ob service fine—

An' dey smile like eb'ry day wuz Chris'mas morn.

M. T. S.



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, DECEMBER, 1923

NUMBER 8

## Christmas-1923

CHRISTMAS, 1923, will be celebrated by the Baltimore and Ohio Family with the deepest consciousness of the blessings bestowed by Peace and Good Will. We may certainly fairly say that an effort has been made during the past twelve months by both Management and men to put into effect the Message of Brotherliness which the Christ Child brought into the world, and it is with a finer appreciation of the real meaning of Christmas that we hail its coming this year.

The Christmas season is preeminently one of happiness. This is its religious significance and this the significance which custom has given it in every age and clime in which it has been celebrated during the last nineteen hundred and twenty-two years.

We pause most fittingly, therefore, to consider some of the more important things that have contributed to our happiness as a great business organization this year, and that have put us so largely in tune with the spirit of our greatest holiday.

### A Good Name

It should first be gratifying to all of us to know that we are members of an organization whose name is being increasingly respected and well thought of. Observing people have said, and discerning writers have written, many pleasing things about our old Railroad that have been impressed upon them during the past twelve months. We think that there is something about the typical Baltimore and Ohio man that distinguishes him. He is proud of his Company and he keeps in step with it. He talks about it with pride, too, and what he has said and done has helped bring to it that cherished thing that men call "good reputation."

### A Strong Railroad—Physically

Again we should be glad because we are part and parcel of the strongest physical organization that has ever been called "Baltimore and Ohio."

Look at our tracks, locomotives, cars and buildings and tell me if it isn't a fine thing to see in their well kept, neat and durable appearance, the evidence of a healthy and efficient machine.

### A Record for Service

This physical well being helps explain another accomplishment which pleases us—that of the service we have been able to give this year—by far the largest and best service that has been given in our ninety-five years' history.

### A Year of Prosperity

Coincident with that record of service, of course, though not wholly explained by it, is the measure of prosperity which 1923 has brought to us. This, in itself, explains many pleasing things, among which is the fact that we have been able to resume dividends on the common stock which had been suspended since 1919.

### A Growing Railroad Family

Coincident also with that record of service rendered in the handling of the largest volume of business in our history, is the growth we have made as a Railroad family, more employes having been on the payroll, and with a greater steadiness of employment than during any other normal year.

### A Year of Steady Work

It is most interesting to know in this connection that, speaking generally, our "labor turnover," a factor in industry most destructive to economical and efficient management, has this year been very low, despite the large demand for men from outside sources.

This is especially noticeable in our Maintenance of Equipment Department, whose normal force is about 20,000 men, but in which, during the spring of this year, about 28,000 were employed to speed up the repair of cars and locomotives.

During June, the improvement in the condition of equipment was so

noticeable that the Management felt it necessary to consider the furloughing of a part of this abnormally large force. After careful deliberation, however, it was decided to continue uninterrupted employment as long as possible for the entire Maintenance of Equipment force, *but not to employ any new men.* This decision was made in the expectation that by the late autumn, when a seasonal decline in business usually comes, enough men would have left the service through natural causes such as change of residence, etc., to reduce the force to the normal figure of about 20,000.

On November 15, however, the volume of business had already shown its seasonal decline, but owing to the unusually small turnover, about 26,000 men were still on the Maintenance of Equipment payroll, the expected decrease to nearer the normal force of 20,000 not having materialized. This shows how few men left the service voluntarily, and certainly indicates a most gratifying degree of contentment in our ranks. It also explains in conjunction with the decrease in business the necessity for the closing of all heavy repair shops for the week of November 26 to December 3, as but recently announced at this writing.

We doubt if during any recent years (except, perhaps, in war times), there has been a steadiness of employment comparable to that of 1923, and this has been possible largely because of our prosperity.

### Strengthening Our Resources

Most important of all, however, our prosperity explains the very much stronger financial position of our Company, a fact which is of tremendous significance to every person connected with it. The employe who is far sighted enough to know the value to himself and his family of having something in the bank against a rainy day, will readily see how truly the same situation applies to him as a part of the Railroad.



### A Year of Good Will

But the greatest reason why we should be a happy Railroad family this year—and the reason that explains in large part those already mentioned—is that 1923 has been preeminently a year of Good Will among us. The pages of the MAGAZINE have been full of evidences of the friendliness and helpfulness existing between Management and men. Wherever you go on the Railroad—and often at places remote from it—you hear expressed the high esteem in which the rank and file hold the Management of the Baltimore and Ohio for their fairness, consideration and interest in all things affecting employe welfare. And you also hear of the cordial response made by our employes in more efficient work and a more generous measure of service.

The Management is deeply sensible of this and has been equally outspoken in its appreciation of the cooperation of the employes. They recognize it as the underlying reason why we are closing the most prosperous year in our history.

The practical value of Good Will has been amply demonstrated on the Baltimore and Ohio during 1923. What a sensible and desirable thing it is for us all now to resolve that it shall have an even deeper significance during the approaching year, so that when the Christmas paean of Peace and Good Will is sounded in 1924, it may find a sincere response in our lives and hearts.

### Real Leak Stopped by Conductor J. Todhunter and Brakeman P. Cool

CONDUCTOR TODHUNTER, Deshler, Ohio, in charge of train No. 88, June 29, advises us that when leaving Bascom, Brakeman Philip Cool observed a car of grain leaking badly. The train was stopped and it was found that grain was running out of the east end of the car. Messrs. Todhunter and Cool secured some waste, stuffed it into the hole and then nailed a board over it, thereby "Stopping a Leak."

Many thousands of dollars are paid each year by the railroads for grain lost in this manner and the close observation of Mr. Cool is commendable, while the interest taken by Mr. Todhunter in stopping the train and assisting in making repairs to the car shows that he is interested in assisting our claim prevention work.

### Engine 5203 Rises to Remark—

THE question of long locomotive runs has been given considerable consideration for some time past and experiments of various kinds have been made by many railroads, both in freight and passenger service. Reductions in the number of locomotive changes on a long trip result in economy in many ways and also mean locomotives released for other service.

### Important Change in Distributing Magazines on Divisions

An experiment is being made in the interests of economy in the distribution of the MAGAZINE on certain divisions. Heretofore the Magazines have been packed in wooden boxes, which are expensive, easily broken and hard to reclaim. Now we are using heavy canvas bags instead of the wooden boxes. As units the bags are more expensive than the boxes, but it is hoped that they will be returned promptly to the address clearly given on them and that they can be used fifty or more times instead of, as in the case of the boxes, only a few times.

Please help save in the cost of distributing the MAGAZINE by returning these canvas bags promptly. The cooperation of employes will be greatly appreciated in this respect.

An instance of a successful long run on the Baltimore and Ohio occurred during the month of August. Engine 5203, with twelve heavy cars, carrying Veterans and their families returning from the Galloway-Fries celebration, Cincinnati, left Parkersburg, W. Va., at 8.12 a. m. August 24, arriving at Camden Station, Baltimore, at 9.00 p. m. This engine took coal at Clarksburg, W. Va., made the trip to Baltimore and thence returned to Washington. On arrival at Washington there was sufficient coal in the tank to make a run from Washington to Philadelphia.

The ash pans were not cleaned on the trip from Parkersburg to Baltimore and thence to Washington, a distance of approximately 440 miles, and the engine was running cool after approximately thirteen hours continuous service.

### Railroad Men

By ELBERT HUBBARD

A RAILROAD man, above all other individuals, should be proud of his occupation. Great responsibilities are resting on him. When he forgets, dire distress may follow. The lives and the treasure and the happiness of a vast number of people are in his keeping.

No matter how menial his occupation, he has an opportunity for serving the public which few people have, and within a few years the consciousness has come to humanity that the highest ideal of every good man is to be a public servant.

### TO MY FELLOW WORKERS OF THE BALTIMORE AND OHIO:

It gives me very great pleasure to again greet my fellow workers on the Baltimore and Ohio with Christmas cheer and goodwill.

I take this occasion to express appreciation for your good work and support and to wish you all a happy Christmas and a New Year with the fullest measure of health, happiness and prosperity.



Vice-President Operation and Maintenance



## How Will Your 1924 Record Read in 1925?

By J. C. WILKINS, *Inspector Fuel Service, Chillicothe, Ohio*

(Though Addressed to Superintendents This Incisive Article Applies in Principle to All Officers—Ed.)

SOMETIME in the early part of 1924 the Management will be analyzing operating expenses for the year 1923. This analysis, no doubt, will reveal a few surprises. Superintendent Browman's division will show that he handled the same ton miles with a lesser operating cost than Superintendent Jonley's division—thereby getting **"MORE MILES PER DOLLAR."** The statistician is going to be asked to explain, and by digesting the different statements is going to find that with the operating conditions, average train load, average time on the road and wages paid being equal, there was **LESS COAL and SUPPLIES** used on Browman's division than on Jonley's.

If this statistician would then visit the division and make inquiries, as to why Superintendent Browman managed his division more efficiently than Jonley, he would probably find that—

Browman has been taking his division accountant into his confidence—asking questions—getting his opinion.

Browman has been studying his statements intelligently, locating specific wastes or uneconomical operation and correcting the conditions at once.

Browman has his tonnage clerk, chief dispatcher and trainmaster in his office checking train operation; he has his fuel clerk and the road foremen when his fuel performance is not what he thinks it should be. He checks his GS-1 and his passenger performance the same as other superintendents, but he goes just a little farther. He insists on knowing whether the cars moved were handled economically.

He appreciates that **COAL and SUPPLIES** are the first elements in the cost of **OPERATING EXPENSES**. He knows the wage cost for a freight train remains the same whether the engine handles 10 cars or 50. He gives every engine, when practical, a full rating, and then watches the coal and supplies consumption, keeping them to the minimum.

When the statistician's report reaches the Management, who will be the superintendent promoted? Of

course, the one who got **"MORE MILES PER DOLLAR."** If you are a member of his staff or in the ranks and have been watching the little leaks for him which helped him get a low operating cost, is he going to take care of you? It is being done every day. You are all familiar with the old saying "It is the little leaks that sink the ship"—Don't let it sink your ship—**WATCH THE LEAKS!**

A well known manufacturer in advertising his wares used the following argument in presenting his goods: "Open-minded, progressive railroad men are those who think in terms of changing events. They are open-minded. They welcome every opportunity to better present methods and existing equipment."

Our open-minded progressive employees know that the **COAL PILE** is the one place through which a decreased operating cost can be had. They know there are a hundred comparatively little things that can be done which would tend to create a **CHEAPER FUEL COST PER TON MILE**, which would mean **LESS OPERATING COST** and increased

net revenue. I am not going to suggest the hundred little things. If I did, it would merely be repeating admonitions voiced over and over.

Everyone knows what a saving can be made in engine and train supplies. Only a few days since I rode with a fireman who had been using the same shovel for four months. If we had more "four months' men" we could make a saving in many things.

Operating statistics show the extent to which your division is efficiently managed and if you will analyze the reports at your command each morning—taking the necessary action—**YOUR 1924 RECORD** will be a record upon which the Management cannot but pass favorable comment.

### Engineer Eberwein a Good Neighbor

WHEN advised of trouble a watchman was having in handling a stationary boiler of an outside concern at 24th and Race Streets, Philadelphia, Engineer W. Eberwein with Engine 77, on arrival at that point, 5.45 p. m., September 22, went to the assistance of the watchman, instructed him in the operation, and corrected a condition which might have resulted in serious damage. Engineer Eberwein has been commended for this action.

### MAKE WAY FOR OUR CHRISTMAS GREETINGS!

THIS is the largest issue of the Baltimore and Ohio MAGAZINE ever published. We feel, however, that the necessary increased cost is warranted by the fact that the extra space has given us the opportunity of publishing the holiday greetings which practically every department and division head is sending to the employees under his supervision.

This issue is also devoted in large part to the impressions which the correspondents of the MAGAZINE received at the Conference of Correspondents held in Baltimore on October 26 and 27 and at which important questions of policy were discussed by President Willard and other officers.

The MAGAZINE is the one and only medium of expression reaching all officers and employees of the Road each month. It is used freely by the Management to keep us all promptly informed concerning important activities, and we feel that no officer or employee can be fully informed about what is going on unless he reads the MAGAZINE. Therefore we urge a more careful study of its pages from month to month in the belief that it can be made an even more potent instrument on the Railroad toward a common understanding of our activities and problems and, with this accomplished, toward a realization of Baltimore and Ohio ideals of service, contentment and prosperity.

THE EDITOR



# How The Great Guest Came

By Edwin Markham.



Before the Cathedral in grandeur rose,  
At Ingelburg where the Danube goes;  
Before its forest of silver spires  
Went airily up to the clouds and fires;  
Before the oak had ready a beam,  
While yet the arch was stone and dream—  
There where the altar was later laid,  
Conrad the cobbler plied his trade.

\* \* \*

It happened one day at the year's white end,  
Two neighbors called on their old-time friend;  
And they found the shop so meagre and mean,  
Made gay with a hundred boughs of green.  
Conrad was stitching with face ashine,  
But suddenly stopped as he twitched a twine:  
"Old friends, good news! At dawn today,  
As the cocks were scaring the night away,

The Lord appeared in a dream to me,  
And said, 'I am coming your Guest to be.'  
So I've been busy with feet astir,  
Strewing the floor with branches of fir.  
The wall is washed and the shelf is shined,  
And over the rafter the holly twined.  
He comes today and the table is spread  
With milk and honey and wheaten bread."

\* \* \*

His friends went home and his face grew still  
As he watched for the shadow across the sill.  
He lived all the moments o'er and o'er,  
When the Lord should enter the  
lowly door —





The knock, the call, the latch pulled up.  
 The lighted face, the offered cup.  
 He would wash the feet where the spikes had  
 been;  
 He would kiss the hands where the nails went  
 in;  
 And then at the last would sit with Him  
 And break the bread as the day grows dim.

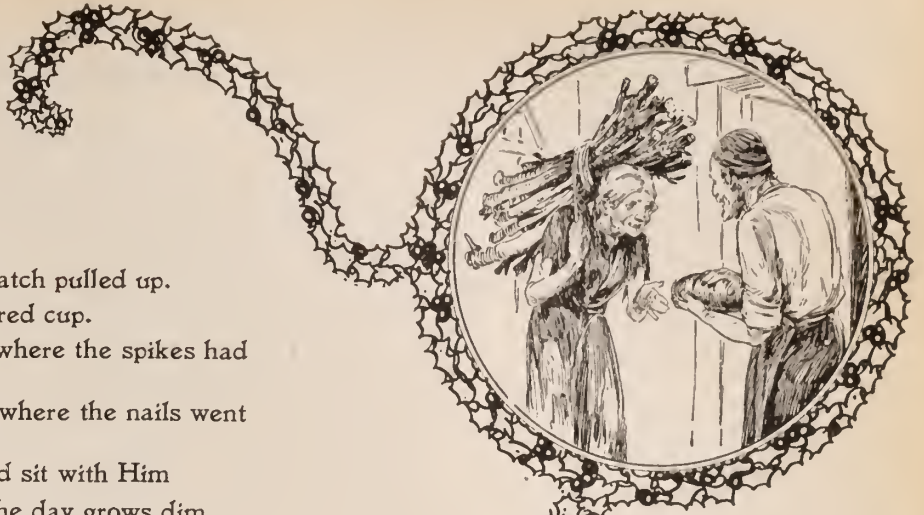
\* \* \*

While the cobbler mused, there passed his pane  
 A beggar drenched by the driving rain.  
 He called him in from the stony street  
 And gave him shoes for his bruised feet.  
 The beggar went and there came a crone,  
 Her face with wrinkles of sorrow sown.  
 A bundle of fagots bowed her back,  
 And she was spent with the wrench and rack.

He gave her his loaf and steadied her load  
 As she took her way on the weary road.  
 Then to his door came a little child,  
 Lost and afraid in the world so wild,  
 In the big, dark world. Catching it up,  
 He gave it the milk in the waiting cup,  
 And led it home to its mother's arms,  
 Out of the reach of the world's alarms.

\* \* \*

The day went down in the crimson west  
 And with it the hope of the blessed Guest,  
 And Conrad sighed as the world turned gray:  
 "Why is it, Lord, that your feet delay?  
 Did You forget that this was the day?"  
 Then soft in the silence a Voice he heard:  
 "Lift up your heart, for I kept my word.  
 Three times I came to your friendly door;  
 Three times my shadow was on your floor.  
 I was the beggar with bruised feet;  
 I was the woman you gave to eat;  
 I was the child on the homeless street."





## Foremen at Keyser Shops Organize for Greater Efficiency and Invite Officers to Hear Their Plans

**D**URING the latter part of October the foremen at our shops at Keyser started their Efficiency and Cooperation Organization. Its purpose, in brief, is to get a clearer understanding of the work, to compare data so that the activities of the respective departments can be better coordinated, to meet periodically with the supervision of the Keyser shops, to suggest new and improved methods, and to keep the rank and file promptly informed concerning the planning of work, schedules, output, etc.

For their meeting of November 20, this organization invited a number of Motive Power Department officers from Baltimore, including Chief of Motive Power Emerson, General Superintendent Motive Power Carroll, Superintendent Motive Power Gill, Superintendent of Car Shops Tatum, District Superintendent Motive Power Galloway and District Master Car Builder Calder.

When this party arrived at Keyser at 5.00 o'clock, they were ushered into automobiles and taken on a beautiful ride through the West Virginia mountains to the quiet little village of Burlington, where, after being introduced all around, they sat down, forty-seven in all, to a delicious turkey dinner.

Agent K. H. Stover was the toastmaster and after briefly setting forth the purposes of the organization, he introduced Mr. Emerson as the first speaker.

Mr. Emerson expressed his pleasure in being at the meeting and also in knowing the very commendable purpose it embodied, and said that he was sure that by their action the foremen of the Keyser shops had begun a movement which would be of lasting benefit not only locally, but also over the entire System as the idea grew.

He said that it was the wish of the Baltimore and Ohio to be able to produce such efficient work in the Motive Power Department that, as time went along, more and more work would be given to our own employes—work which heretofore has been done by outside shops. In this way, he stated the Railroad wished to make a direct contribution toward a greater stability of employment among our forces and he promised that the plan would be extended and intensified as the results of the work in the shops warranted.

He explained that it was of just as much interest to the Company to maintain normal forces and to eliminate furloughs as it was to the men, because it is well recognized by all trained observers in shop work that furloughing inevitably means certain losses in skilled workers and the breaking up of that homogeneous organization so essential to the greatest efficiency; therefore, that the Management would welcome any movement made among officers and employes to develop an efficiency which would make it possible for more work to be put into our shops during dull seasons and hence to stabilize employment.

Other helpful addresses were given by Mr. Carroll, Mr. Tatum, Mr. Gill, Mr. Galloway and Mr. Calder for the visitors and by Foreman A. K. Bazzle, chairman of the organization, Superintendent of Shops Stanley, Assistant Master Mechanic Dixon and Attorney Tyler.

At Mr. Emerson's suggestion a unanimous vote of thanks was tendered the foremen for the pleasant evening, and at Mr. Stover's suggestion, to Mr. Harrison, the proprietor of the hotel, for his hospitality.

The committee in charge of the affair consisted of A. K. Bazzle, C. W. Farley, E. C. Kight, J. H. Shaffer, W. D. Wright, and R. H. Spotts.

The foremen present were A. K. Bazzle, C. Inskeep, J. H. Shaffer, H. C. Cook, P. Naughton, J. B. Gillum, W. E. Wageley, L. E. Kolkhorst, C. E. Hixenbaugh, E. T. Kessel, W. V. Kimble, T. R. Brown, C. W. Farley, W. G. Gordon, J. L. Heishman, T. C. Thompson, W. D. Wright, R. H. Spotts, E. M. Clevenger, W. B. Kesner, R. A. Stoutamyer, G. R. Litten, W. H. Kolkhorst, W. J. Kolkhorst, W. J. Constable, M. L. Shomo, J. H. Riley, C. B. Gosnell, J. C. Smith, Sr., O. T. Hilburn, E. C. Kight, W. H. Ravenscroft, L. O. Kesner, W. H. Longsdorf, E. T. Kessel and A. L. Miller.

The secretary of the foremen's organization is C. B. Gosnell, to whom we are indebted for this interesting account of the meeting.

## Painter Foreman J. J. McNamara "Makes Hay" while the Sun Shines

**P**ainter Foreman J. J. McNamara attended the Mechanical Department section of the meeting of the Master Car and Locomotive Painters of the A. R. A. in Cleveland on September 4, 5 and 6. There he met the sales manager of one of the largest paint companies

in the United States. McNamara is nothing if not a Baltimore and Ohio booster and what he told the sales manager about on time trains, fast service, and the desire of all employes of the Baltimore and Ohio to give shippers the utmost satisfaction, proved to be seed in fertile soil.

The sales manager said that most of his paint was shipped via another railroad and intimated that the service could be better. Mr. McNamara just kept on talking Baltimore and Ohio! And the result was that he received a letter dated September 7 from his new friend reading as follows:

"We have today instructed our Traffic Manager at Philadelphia to route the next two cars of material from Blank, New Jersey, to Chicago via Baltimore and Ohio.

"A little later I will be able to give you more definite information as to the amount of this tonnage you may expect.

"With all good wishes, I am,

Yours very truly, Etc."

Naturally, we do not quote the exact location of this plant nor the names of the principals. Mr. McNamara suggests a new field for business getting. When meeting the representatives of large shippers at railway conventions why not tell them that you believe Baltimore and Ohio service is the best service and thus show them the right way?



Record from first trip, May 13, to December 1, 1923



# Miss Ward Makes Their Reservations First—Then She Routes Them “Best and Only”

By J. M. WHEALAN, Accountant, Engineering Department, Pittsburgh

**S**PEAKING of gathering business for the Railroad, just focus your attention on the record which has been made by Miss Margaret Ward, of our Department. All this business was secured by her unaided. She is at all times ready to boost the “Best and Only.”

January, 1923. The Misses Deltombe, Pittsburgh to Los Angeles.

June, 1923. Mrs. Sloss and Miss Freil, Pittsburgh to Los Angeles and return.

July, 1923. Mr. and Mrs. G. W. Murrin and Miss Olive Keck, Pittsburgh to Los Angeles and return, via the Capitol Limited, with an additional fare on the return trip.

And here is the idea of Miss Ward's which is worthy of emulation by all of us. For instance, Mr. and Mrs. Murrin and Miss Keck had definitely decided to travel via a rival line, and you know in this district, at least, there is a lot of that done through force of habit. Miss Ward, however, before approaching Mr. Murrin on the question of using the line, had thoughtfully provided

herself with Pullman reservations for the entire party.

Now I ask you, could anyone resist that kind of service? Naturally Mr. Murrin decided to try our line, and the result is that he and his party came back strong boosters for the Railroad and the service it offers.

Get them acquainted with the Road and then you won't have to worry about which road they are going to use.

## “The Road of Might and Right”

POST OFFICE DEPARTMENT

Third Assistant Postmaster General

Washington, July 19, 1923

Mr. J. C. McCahan

Mgr., Mail and Express Traffic Dept.  
Baltimore and Ohio Railroad Co.  
Baltimore, Maryland

My Dear Mr. McCahan:—

Have just returned to my desk after a five weeks' trip as far west

as the coast. Mrs. Glover also returned with me, and, from Washington to Chicago and return, we traveled on the Baltimore and Ohio. It is the road of might and the road of right, and everything connected with it is all right and that is why so many people use it.

Thank you for sending me additional advertising features. They are very good.

Very sincerely yours,

(Signed) W. IRVING GLOVER

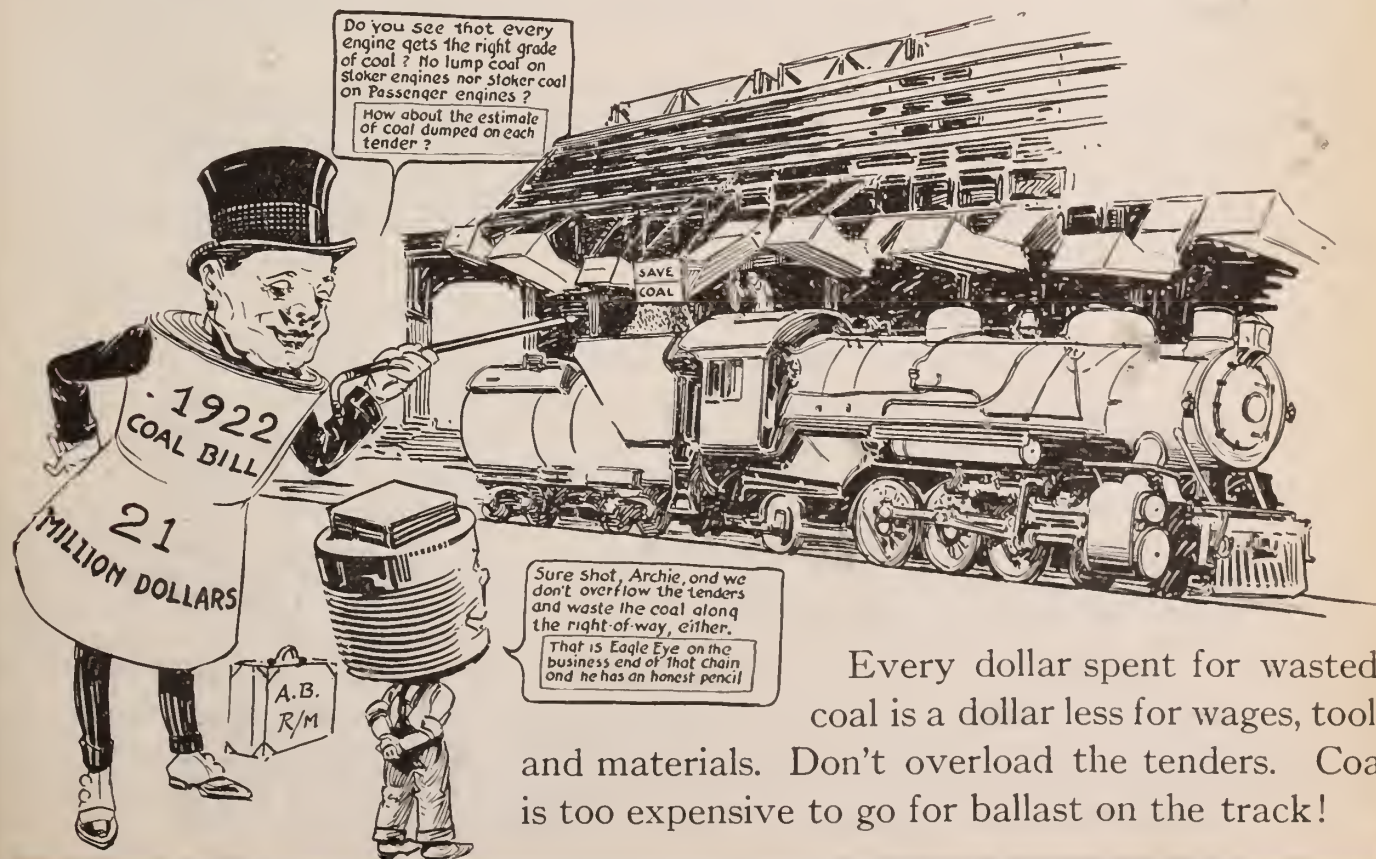
## Grain Prices and Railroad Rates

**C**RUCIFYING the railroads or shooting them at sunrise or turning them over to government operation will not alter the fact that wheat went DOWN 10 to 15 cents a bushel in a year and corn went UP approximately 20 to 25 cents in the same time and under precisely the same transportation conditions.

To explain this circumstance you will have to drag in some element other than transportation rates and malevolent Wall Street conspiracies...

There is a villain at large oppressing the farmer, but at present Wall Street and the railroads have an unimpeachable alibi.

—Editorial, *Urbana (Ill.) Courier*





# Why Don't the "Car Mile" Pictures of Manager Voorhees Appear on

Well—it's for just this reason!

The new pictures had been drawn (we had to have new ones because the Western Lines jumped into the lead for Actual Car Miles for October, having 31.3 Miles per Car per Day, as against the Eastern Lines' record of 30.3) and they showed Mr. Voorhees with the smile of leadership, and Mr. Scheer with the——

(On second thought we'd better not attempt to describe him except to say that his whole demeanor was in keeping with his attire, which was collarless, tieless and vestless, and with spikes sticking out about two inches from the soles of his shoes. He was certainly getting set for a mighty wallop with the sledge hammer on Car Miles.)

But when President Willard saw the pictures, he said:

"We can use these pages to better advantage this month than by running the hammer design. Increasing Average Miles per Car per Day is always important as a means of bettering operations, but just now the supply of cars is ample to meet all demands. In fact, there is a small surplus because of the seasonal decline in business that we are experiencing and which has made it necessary for us to reduce car and locomotive maintenance expenditures by putting our heavy repair forces on part time.

"That is the situation we are most interested in now, and I wish we could use these two pages to show clearly how by filling those surplus cars, we could put the shop maintenance forces back on full time, or prevent the necessity of further curtailment.

"I suppose there isn't an employe of the Baltimore and Ohio, who, if shown how, by the exercise of a little effort on his own part, he could create enough business to keep a fellow employe—even of another department or at another point on the Railroad—on full time instead of part time, but would be glad to do so.

"Yet that is exactly what can be done if we all try hard enough.

"At all times, whether during a heavy or just a normal movement of business, a certain amount of traffic is routed Baltimore and Ohio. That is the part of the total business offered at points which we serve which may properly be called 'our share.' Obviously, all rail business at non-competitive points on the Baltimore and Ohio has to be routed over our line. Then there is business which may be expected to move our way because of the better local facilities, such as sidings, yards, etc., that we have, as compared with those of competing roads.

"But there is a vast amount of business moved from competitive points where the facilities of the several railroads are equally or nearly equally adequate. At such places, the controlling factors in the routing of the business are, first, the kind of service given, and second, just how strongly the advantages of the competing services are presented to the shippers. We can, I am sure, offer a service at most places like these, as careful, courteous



# General Manager Scheer and General These Pages This Month?

and generally dependable as any other, and, of course, the rates are the same. The amount of business that we actually get at such places therefore largely depends on how we present the service of the Baltimore and Ohio to shippers.

"The same general principles apply in an even more marked degree in the case of our passenger business, because, although some of us may not be in a position to secure competitive freight for our line, there are few of us who cannot point out to friends and acquaintances the courtesy, cleanliness and dependability which they will, I am sure, find on our passenger trains.

"It would be a fine proof of our ability to help each other on the Baltimore and Ohio if, during the period of decreased business now fairly general throughout the country, all of us would use our personal influence with shippers and passengers to such an extent that surplus cars would be turned into loaded cars, and these into moving trains that would mean steady work for normal forces in all departments.

"The Veterans, I am told, have already been advised of the condition of business and asked to help in the same splendid way they did in 1921. I believe that what they and other employees did then is simply an earnest of what can be done now if we all try."

This message of President Willard hardly needs amplifying—and yet we venture to give one or two suggestions.

First, please remember that in each copy of the MAGAZINE you will find a "Traffic Solicitation" postcard. You can send a tip on any freight or passenger business you know of by simply filling in one of these cards and dropping into the Railroad mail.

Perhaps you would rather secure the business yourself—like some of the employees whose accomplishments in this respect are described on nearby pages in this issue. These reports are suggestive and well worth reading.

Another interesting story of the way a certain employe gets business has just come in: He lives in a small town in West Virginia and was asked to buy a kitchen cabinet by the agent of a Chicago firm. He did so—then asked how it would be shipped.

"By the Blank R. R.," said the agent, mentioning a competing line.

"Don't want it then," said the employe. "Send it by MY Road and I'll take it."

He paid for the kitchen cabinet only when he saw the freight bill for it—and made out by HIS OWN Road.

What cannot be done by the effort of a single employe may often be accomplished easily by a group. A half-dozen Baltimore and Ohio men who trade at the same store can in most cases persuade the owner that it will pay him to specify our dependable service for the long haul when ordering his goods.

There are plenty of reasons why a shipper will prefer Baltimore and Ohio service once he tries it—Dependability, Courtesy, Promptness and Personal Interest. Our Operating Department will "deliver the goods" if we get the business on our line.

The Magazine hopes during the next few months to have a large number of stories to publish about the "Business Go-Getters" of the Baltimore and Ohio. LET'S GO!



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

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

#### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

#### Statement of Pension Feature

Employees who have been honorably retired during the month of October, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Baker, Willard R.....	Telegraph Operator.....	Conducting Transportation...	Ohio.....	17
Breece, Henry C.....	Foreman.....	Maintenance of Way.....	Chicago.....	23
Davis, Robert S.....	Lumber Handler.....	Stores.....	Baltimore.....	37
Drake, Thomas F.....	Trackman.....	Maintenance of Way.....	Chicago.....	30
McBrayer, John P.....	Crossing Watchman.....	Conducting Transportation...	Toledo.....	17
Walsh, Martin J.....	Carpenter.....	Maintenance of Way.....	Baltimore, E. E..	26
Wiley, James T.....	Operator and Clerk.....	Conducting Transportation...	Toledo.....	47

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to August 31, 1923 amount to \$5,314,030.20.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Brendel, Charles.....	Telegraph Operator..	Conducting Transportation	Monongah...	October 20, 1923..	43
Hall, William C.....	Car Repairman.....	Motive Power.....	Newark.....	September 25, 1923	23
McCaffrey, Hugh I...	Engineman.....	Conducting Transportation	Baltimore...	October 1, 1923...	23
Monroe, William C...	Stevedore.....	Conducting Transportation	Baltimore...	October 2, 1923...	28
O'Neil, Bernard J...	Watchman.....	Conducting Transportation	Pittsburgh...	October 6, 1923...	28
Pedrick, Franklin...	Engineman.....	Conducting Transportation	Baltimore...	October 4, 1923...	42
Paul, Lyman G.....	Special Agent.....	Passenger.....	St. Louis.....	September 29, 1923	20
Pettet, Taylor J.....	Cabinet Maker.....	Motive Power.....	Cumberland..	October 11, 1923..	38
Rowland, William H..	Laborer.....	Motive Power.....	Monongah...	October 23, 1923..	45
Woodson, Andrew J...	Tinner.....	Motive Power.....	Baltimore...	October 12, 1923..	37



## Trains 97 and 94 Are the "Capitol Limited" of Our Freight Service

And Their Record Performances Make Them as Unconditionally Worthy of Our Recommendation

WHEN you go into a large store to purchase a dress or suit of clothes, do you ever think of the extent to which Freight Transportation enters into the make up of these articles?

When you buy a suit of clothes, do you know where the buttons come from? Do you know that on the west coast of South America in a country called Ecuador, there grows a substance known as vegetable ivory?

Vegetable ivory grows on short, stumpy trees, in the form of a hard, solid nut, about the size of a plum or a little larger. It is shipped from there by steamer; its home is in the interior of the country. The natives pick it, and as they have no rail transportation, they fill small sacks with nuts, and either carry them, or load them on burros or mules for movement to the coast. Arriving at the coast, the nuts are placed in strong bags for the steamer transportation to Italy, France, Spain and other countries.

Steamers touching at South American coast ports cannot get to the shore; there are no docks, therefore they anchor some distance out and small sailing vessels are loaded with sacks of "tagua" as it is called, perhaps 40 to 60 sacks in each one, then they are taken out to the vessel and loaded. Imagine loading 2000 tons of vegetable ivory this way. Sometimes ocean going steamers will be detained at small coast ports, between Guayaquil, Ecuador and Panama, two days and three nights loading cargo in this manner for Europe. On arrival at its destination, the vegetable ivory is made into buttons and other articles and shipped again all over the world in the manufactured article. The natives also use it for making small ornaments for sale to tourists and others.

Your silk dress perhaps came from Japan, or perhaps from the silk worms of France; your cotton goods from the looms of Manchester, or other English industrial centers. Your English cloth suit is made from wool grown on sheep in the Scottish Hills, Australia or New Zealand. Perhaps you are desirous of securing a special set of silverware for your table, made only in Sheffield, and so on.

Transportation is needed to bring all these things to you. First you have, in the more backward countries, the movement on the backs of natives

or mules, then a rail journey to the coast, then perhaps a short distance in a sail boat or canoe to the steamer, then the ocean voyage, and then when the shipment arrives—perhaps in New York—you need the Baltimore and Ohio or other railroad to bring the finished article or material to your city, town or village.

Passenger service is important. It is SEEN, and the courteous and efficient service given by our passenger employes often results in patrons routing freight our way. But freight service is equally important. Our patron ships a car of freight, or a small shipment. If it is delayed in transit what he considers an unreasonable length of time; the natural result is that he feels that if we cannot handle his freight promptly, he does not want to use our passenger service. Therefore, one service is not more important than the other.

The Baltimore and Ohio fast freight service is well known to our patrons in the territory over which we operate, but perhaps is not so well known to the general run of our employes and a little description may be of interest. Trains known as Nos. 97 and 94 are operated between New York, Chicago, St. Louis, Cincinnati, Cleveland, Columbus, Toledo and Pittsburgh and vice versa, in as many sections as may be required.

Train 97 is operated in as many sections as are required from St. George, our New York terminal, Philadelphia, Baltimore and Potomac Yard, Washington. These sections all go to Brunswick where they are switched and classified into solid sections for Chicago, St. Louis, Cincinnati, Columbus, Cleveland, Toledo and Pittsburgh. The various sections are operated so as to make fourth morning delivery at Chicago, Toledo and St. Louis from New York, Philadelphia, Baltimore and Washington, and third morning delivery at Cincinnati, Columbus, Cleveland and Pittsburgh. The same schedules are maintained throughout the year.

During the month of July, cars handled on Train 97 reached their destinations in time for 7.00 a. m. delivery as follows: Chicago, 29; St. Louis, 29; Columbus, 29; Cleveland, 21; Pittsburgh, 31.

Train 94 operates eastbound and during the period from April 1 to December 1 it is handled so as to make third morning delivery of

perishable freight at eastern destinations such as New York, Philadelphia, Baltimore and Washington. There is one section of this train operated from St. Louis to Cumberland, where it consolidates with train 94 from Chicago. As many sections as necessary are run daily from Chicago and Toledo to Willard, where they are classified and consolidated according to destinations, into sections for various destinations. Leaving Willard, Train 94-A is made up of perishable freight destined to points east of Cumberland; Pittsburgh train 94 is made up of both perishable and quick dispatch freight and is operated for second morning delivery from Chicago to Pittsburgh; while Train 94-B consists of merchandise and quick dispatch freight, other than perishable, and is operated for fourth morning delivery in eastern cities.

During the month of July, freight on Train 94 was delivered in time for 7.00 a. m. delivery: at Cumbo (for freight via P. & R. and its connections beyond) 31; Baltimore, 31; Philadelphia, 30; New York, 28.

The foregoing short description of the operation of Baltimore and Ohio fast freight service will doubtless be of interest to all employes and of use in discussing with patrons the merits of our service.

## Only An Immigrant

*But Our Policemen Searched a Division's Right of Way and Found Her Lost Purse*

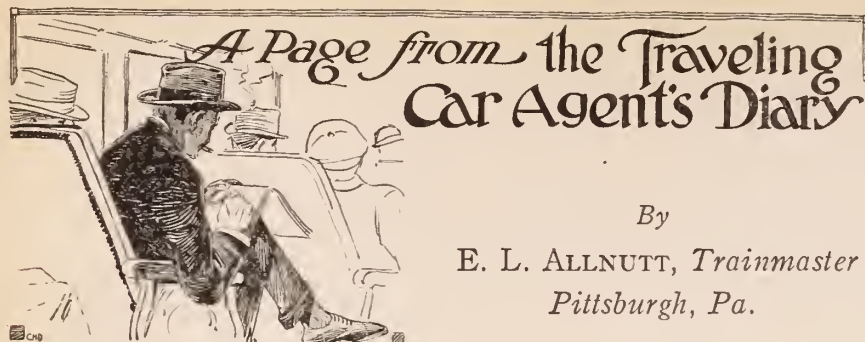
A YOUNG lady, lately arrived in America, has recently been introduced to Baltimore and Ohio service. That it has her recommendation can be best judged by the citing of the following incident:

While a passenger in immigrant coach attached to Train No. 15 on April 4, and in the vicinity of Alpsville, Pa., she unfortunately dropped from the window her purse containing U. S. and English currency, which represented the greater part of her worldly possessions.

The conductor reported the loss to one of our Railroad police officers who was aboard the train. He requested Company police of the Pittsburgh Division to make a thorough search along the right-of-way, with result that the lost purse was soon recovered. It was at once forwarded to Chicago, her chosen home, and it was delivered to her by a police representative shortly after her arrival in that city.

The appreciation shown by her warrants us in stating that the Baltimore and Ohio has made yet another friend.





## A Page from the Traveling Car Agent's Diary

By

E. L. ALLNUTT, Trainmaster  
Pittsburgh, Pa.

HAVING secured several pages of a friendly car agent's diary and having in mind the numerous appeals made to the staff by our officers to increase car mileage, decrease engine hours and damage to equipment and raise the standard of efficiency in general on our System, it seemed to me that to quote a few lines may be of interest. It goes without saying that the irregularities referred to in this article did not occur on the Baltimore and Ohio.

The lines I shall quote read as follows:

Arrived at "B" on May 1, 1915, gave the General Yardmaster's force and office the "once over." Train from

"C" pulled into yard. Yard clerk looked over bills prior to going out to chalk train. He called across room to chief clerk, "This baby has five foreigners without home route." The chief clerk replied, "I'll be—, that bunch at 'C' does not know what a home route card looks like. I'll write those birds up strong one of these days." The chief clerk then displays considerable feeling and calls to yard clerk, "Don't go to sleep over 'em, get busy and chalk the train. I'll look after the home routes if I ever get to it."

Before we quote more of the diary, let us see just what happened. The train was chalked, bills placed in box ready for delivery to Agent's Office and home routes for the five cars were lost sight of entirely. This must inevitably result in delay to cars waiting for home routes when they are returned from the industries to the yard. This, of course, did not happen on the Baltimore and Ohio. Our general officers have spent so much time coaching our men and getting out literature on this subject, that all our people know how to handle such matters to avoid delay and confusion. I quote again from the diary:

Messenger brings in a number of bills from Agent's Office, together with switch list covering cars at Freight House. Yard clerk receipts for bills without checking; messenger returns to Agent's Office. Yard-

master comes in two hours later in a hurry for switch list; engine and crew are waiting; they are delayed twenty minutes while yard clerk checks bills against switch list—which should have been done when bills were placed upon his desk. He discovers three cars of merchandise on switch list for which bills were not furnished and tells the yardmaster who says, "Well, your switch list shows destinations." It is Saturday evening, the Agent's Office is closed. They call agent at home and find he is out. They call bill clerk and find he is out, too. The yardmaster meantime has been using some language which, for obvious reasons, we will omit. However, he gives instructions to bill cars per switch list and so they go forward on memo billing.

About this time, the yard clerk returns after checking hold track and tells the chief clerk that he has nine empty foreign cars there and no home route for any of them. The chief clerk refers to record and finds that the cars came to him early in the week from "C" without home routes, were placed at industries, unloaded and returned to yard empty yesterday morning—no home route having been requested yet. He casually remarks, "Well, can't do anything now, Saturday night. They will have to ride over 'till Monday."

Seven p. m. to dinner and then to the movies. After the movies took a walk to the Yard Office, 10.30 p. m., when a bright looking live wire conductor came in and said to the yardmaster, "Bill, I have 49 for the interchange. I can make that before twelve o'clock. Shop track is pulled and classified. I can fill the shop track after I deliver the forty-nine to the interchange. The yardmaster replied, "Never mind the interchanges, they are not in the way. Spot the shop track. So long as I get those cars to the interchange before the 'Old Man' comes round in the morning, that is all I care for." (Forty nine perfectly good dollars lost to his company.)

Sunday morning to church: afternoon and evening out on pleasure trip. Monday morning at 9.00 a. m. paid a visit to the car distributor. As I entered his office, he

appeared to be on the war path. After he had cooled down, I asked him why the rage? "Oh," he replied, "the people at 'B' send three cars of merchandise out on No. 99 Saturday night on memo bills. The cars have not been worked at the Freight House and through some error they were listed on a switch list as merchandise for 'G' and the yardmaster, thinking that bills had been overlooked, took a chance, ordered memo bills made for them and now they are four hundred miles from here and still going. The air will be blue when the 'Old Man' gets hold of it."

During the afternoon I took a trip with the yardmaster over a part of his industrial district with a switch crew that was serving the industries. Our first stop was at Jones' Coal Yard. The conductor said to the yardmaster, "There's an empty coaler on the rear of Jones' track. I'll just pass that baby up today. Saves me a switch, and probably tomorrow or next day the one ahead of it will be empty." "Well," said the yardmaster, "you know the 'Old Man' raises Ned about coal cars, but let 'er go, no one will see it back there."

So we placed the two cars of coal for Mr. Jones, leaving the empty that many a mine operator would be glad to get.

The next industry was Jim Snyder's Lumber Yard. As we had nothing for Friend Snyder and there were only three empties on his track—two foreign and one good system merchandise car—they were passed up, to be gotten out at some more convenient time in the future. This was done in the face of the fact that the Freight House was ten cars short for merchandise loading this morning. This fact I casually mentioned to the yardmaster, who replied, "Well, we ought to be able to fix them tomorrow probably."

Our next stop was at John Smith's Feed Store. Friend Smith proved to be a pleasant individual, right there with the glad hand and a big cigar for the yardmaster, and the crew, also one for me when I was introduced. While Mr. Smith was passing the cigar to me with one hand, he was gracefully holding a burning match to the cigar held by the conductor, with the other. As soon as he thought the aroma of the two for twenty five was producing a soothing effect upon the yardmaster, he gave him a friendly slap on the back and said, "You have four cars of bran for me, I guess. Now I have five good empty box cars and there is just room for the nine on the switch. I need five box cars for loading Thursday and those five now on the switch will fit in fine for that shipment. Of course, I don't want any demurrage, but you can fix that and I know you will. How about it, old sport?" The yardmaster hesitated a moment and finally said, "Let's see, this is Monday. Are you sure you will load them Thursday?" "You know me, Bill," replied the affable Mr. Smith. "Alright,"



"hurry for switch list"



"Called across room"



"They'll have to ride over"



"Never mind those"



"You can fix that"



replied the yardmaster, and the five empty cars were left idle from Monday until Thursday—two of them until Saturday, as I afterwards learned by telephone. No questions were asked as to whether Mr. Smith could unload the four cars that we placed, and reload them, nor did the yardmaster make any inquiries as to the destination of the five prospective loads, in order that he might furnish five cars routing to suit the shipments and save back haul in returning empties.

At this point the yardmaster and I left the switching crew and returned to the yard, arriving at the coal tipple just as one of the crews was about to place six cars of company coal on the tipple. On the storage track where company coal is held, there were four foreign cars in the first six, three of the foreigners eight days old. Just as this crew was about to place the six cars on the tipple, another crew came from the lower yard with five system cars, all recently arrived. The yardmaster halted operations for a few moments and instead of placing the six old cars, four of which were foreign, he ordered the five system new arrivals placed, leaving the four foreigners for a few days longer. Investigation developed that thirty-two system new arrivals had been run around the four foreigners.

As the switch engine was about to leave the tipple with six good coalers, the yardmaster asked the conductor what about cars for the cinder pit. The conductor replied that he had seven non-revenue cinder cars on track 62 which he was going to take down with him to place. The yardmaster then told his conductor to place the



six cars he had taken from the tipple at the cinder pit. The conductor protested, saying that the "Old Man" had told him only a short time ago that he wanted no

more good coal cars placed for loading at the cinder pit as long as there were non-revenue cars available. The yardmaster replied, "That's alright, the 'Old Man' is on his vacation now, he's not worrying about us." And so the five perfectly good coalers were placed for cinder loading and the seven non-revenue cars continued to take up room in a crowded yard. This in the face of a coal car shortage.

Walked to lower end of yard with yardmaster. Assistant yardmaster called to him, "I have a south bound called for 4.00 p. m. and yard clerk tells me there is a light wooden flat near the middle of train. Conductor 'Pete' Alexander is called for the run. He is a swell 'guy' and never kicks about anything. Believe I'll take a chance and let her ride, saves me a long switch." The yardmaster replied, "Guess she'll ride there, let her go if you think he won't make a stand and tie the works up," and the light wood, poorly constructed flat was allowed to go out near the center of a tonnage train.

4.30 p. m. to dinner, then to the movies.

Dropped in at the Chief Dispatcher's Office at 10.45 p. m. and found the chief excited, making arrangements to detour Nos. 6, 10, 27 and 49 over a foreign line from "B" to a point beyond "C" and cancelling several freight crews that had been called both at "B" and "C." After the chief came down to earth, I asked him what the trouble was, and he replied, "Oh, those people at 'B' let a wood flat go out near the middle of a drag. Guess the engineer was practicing with his E. T. brake in making a stop at block near Jeffersonville. The flat car buckled and raised the mischief. Twelve cars piled up, both tracks blocked, broke the flagman's arm, injured the conductor. Just got No. 6 stopped in time to avert piling into the wreckage."



Now, after reading our friend's diary, it would be interesting to know how many trainmasters, assistant trainmasters, general yardmasters and assistants on the Baltimore and Ohio have been guilty of any of the irregularities mentioned.

Arthur Brisbane, one of the best known editorial writers of the day, said recently that no man was ever known to do his full duty for one whole day. Brisbane is a brilliant man but let us hope he is not well acquainted with Baltimore and Ohio employees.

The writer heard one of our general officers say at a meeting recently that every man on his territory appeared to put forth a little less effort than his boss. There were present a number of local officers and we have frequently wondered since that time how many of them have put forth their best efforts to the end that our general officer may wish to retract the statement. I am posi-

tive that the officer mentioned would not only be glad to retract it, but that nothing would give him more pleasure than to feel justified in doing so. I am just as positive that the statement will never be retracted until those to whom it was addressed make up their minds to deliver the goods better than ever before. All who heard the statement know it is correct. Personally, I will never feel satisfied until all our officers who feel this way have been compelled by the class of service rendered by their subordinates, to change their minds. With that in view, I suggest this:

Let every employe who reads these lines work just fifteen minutes longer each day for thirty days. It is not necessary to remain at his office, or on his train, or other place of duty.



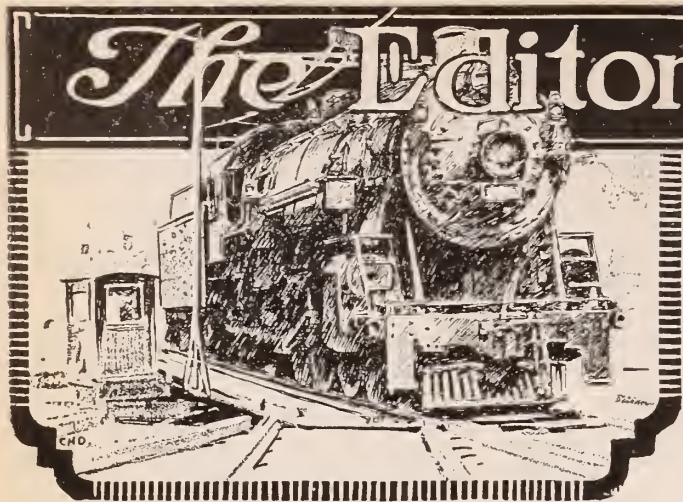
This extra time can best be applied in your room after your "tour of duty" has been completed. Take out your note book and pencil and devote the fifteen minutes to thought and study. Review your day's work entirely, ask yourself what irregularities you have permitted or committed, what little things you have failed to attend to that needed attention; make a note of all such items and start the next day with them in your mind and with grim determination that at the end of the day there will be no notes to make. Do this for thirty days. Do it conscientiously and at the end of thirty days I predict that not only will our general and executive officers take their hats off to you, but that you will have the satisfaction of knowing that you are working for the most efficiently operated railroad on the continent.



A disturber of the peace



# The Editor's Turn Table



## BALTIMORE AND OHIO MAGAZINE

OFFICE: Mt. Royal Station, Baltimore, Md.

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

M. W. JONES, *Assistant Editor*

CHARLES H. DICKSON, *Art Editor*

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

### This Sounds Almost Too Good to be True

A. E. Erich, secretary to the superintendent, Ohio Division, stated in his notes of a recent issue that each pound of coal burned on engines on his division makes enough steam to haul one ton of freight six miles. And he is right.

Wonder if some of those who accuse the railroads of great inefficiency should read and understand the import of this statement, they would not change their tune.

"A pound of coal burned converts water into enough steam to move a ton of freight six miles." That is putting the same statement somewhat differently. Read it again!

Put the easiest moving vehicle you can think of on a good, level railroad track and load it with a ton of any kind of freight you want—then pull or push it yourself six miles, and you'll have a better idea of what that pound of coal does on the Ohio Division.

The explanation of so remarkable a performance lies in railroad efficiency, in scientific economy devices on engines, in large capacity cars, in heavy train loads, and in keeping cars moving. It lies in the intensive and unremitting study being given by railroad officers and men to produce transportation at the lowest possible cost.

### An Embarrassing Situation Saved by Tact

Insisting that the letter of the law be obeyed is sometimes embarrassing. For instance, in certain states the law demands that signs be posted in railroad coaches prohibiting spitting on the floor. Most railroad coaches display these signs, yet how frequently is the law disobeyed and how infrequently is any attempt made to enforce it. It is a good law, because every intelligent person knows that promiscuous spitting in public places and particularly in enclosures which are frequently crowded, is insanitary and fraught with possibilities of spreading disease. It would unquestionably be a good thing if this common sense rule were more generally observed, but before strict enforcement is practicable a lot of people will have to be taught the menace of the practice.

There is a certain building on our Road which contains a club room in which large numbers of men congregate. It is maintained by the Railroad for the comfort of employes. Naturally the comfort of most people is not promoted by promiscuous expectorating on the floor of the room which they use for social purposes. A "No-Spitting" sign suggests this fact in big black letters, but some of the frequenters of the place do not seem to "get it," for promiscuous spitting has been a plague at that place for years, or rather *was* a plague until a couple of months ago when a man with some real, constructive ideas, with a determination to better the condition of the place, and with a knowledge of human nature, took hold of the job.

From opening until closing time he stationed a man in the room with a wet mop. Whenever anybody spit on the floor this man moved right over to the spot, cleaned it up with the mop and then waited for the next offender. In three days the nuisance had been abated and that without a cross word spoken by anybody.

When confronted with an embarrassing situation like the one described it is worth while to study the various angles before endeavoring to effect a remedy. The man who did this particular job is a diplomat. He seldom lets an opportunity to improve conditions get by him. He has climbed pretty high in his department already, but he has not stopped climbing by a long shot.

### Beware of Pessimists

When we meet the chap who insists that everything is all wrong and there is no possible way of making anything right, we want to be very sure not to let him influence us.

Sometimes that kind of a chap is gifted with eloquence, very persuasive, and full up with figures that seem to bear evidence in favor of his contention.

He almost makes us believe that everything worth while is impossible and wrong.

The out-and-out pessimist, however, lacks three qualities that You and I have and should use.

He lacks knowledge. And no man who lacks knowledge of what the race of man has done is able to give any kind of worth-while opinion as to what men can or will do.

He lacks imagination. And imagination is needed to lay out the plan in advance of the work that has produced everything man has accomplished for his own benefit.

He lacks courage. And Nature hates a coward, because it is not in the nature of things for any man to be afraid. The man who has knowledge and imagination, and still does not possess confidence to go forward and help his fellow men go forward, is a poorer specimen than he who is merely ignorant or dull.

The Pessimist never gets anywhere himself. And if we heed his foolish and cowardly nonsense, we very likely will not get anywhere ourselves.

We who are on our way to success need inspiration, and not discouragement.

We are too wise to let ourselves be led by Pessimists.

—American Educational Association.



# Homilies of the Hudson

## Four Sailors In Search of Christmas Eve

Once upon a time a party of young, irresponsible sailors in an English seaport were given shore-leave and two pounds sterling each to celebrate the night before Christmas in town. They left the ship in boisterous anticipation of the "time" they were going to have. It was a murky evening, with sleet mingling with the coal dust at the docks to make a nasty slush, but all the wet in the world could not have dampened the spirits of the four adventurers, bent on a "good time."

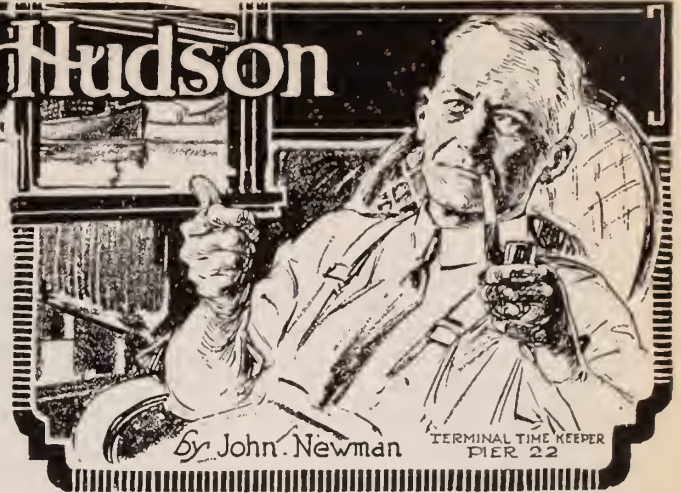
The walk from the coal docks to the town, Newcastle on Tyne, led through a dismal, deserted and dirty district, sparsely lighted with street lamps. The houses bordering the street, too, were dirty, dismal and mostly in darkness. In the doorway of one of these, huddled against the closed door, level with the street, crouched a bundle of rags, which one of the fellows espied and stopped to investigate. The others joined him. They found a young, half-grown, half-fed, half-clothed girl. Her hair was loose and streaming with the melting sleet, her feet were bare and unprotected by the skirt with which she was trying to cover them.

In answer to questions she sobbed out that her father was drunk and that he had beaten her and thrown her out. This gave the boys "something to think about," entirely different from what they had been thinking about a few moments earlier. One "red-head" suggested at once that they break in the door, first, and the father's neck, next, and put the ragged princess in possession of the castle, but upon further deliberation it was decided to forego this pleasure, particularly as the castle apparently was not worth possessing; some other ways and means would, perhaps, be better.

The final outcome of the consultation was that one of the fellows was dispatched to the white light district for a cab, while the others stood guard, and when it arrived the outcast was lifted into it and the boys drove with her to the Salvation Army barracks, where the bundle of rag, bone and hank of hair was deposited in care of the good people there, with eight pounds sterling for her immediate needs.

The four celebrants pooled their remaining capital to purchase a package of cigarettes and walked the two or three miles back to the ship, wet and sober, but happy. Not any of them referred to the adventure; it was so entirely out of order and at variance with a shore-leave schedule that they were, if not ashamed, shamefaced about it. However this small act of kindness no doubt in after days was remembered by the participants with a secret thrill of pleasure and a satisfaction that no other kind of expenditure of the eight sovereigns could have afforded them. And maybe also these eight pounds were placed at compound interest on the credit side of the final balance sheet to meet a long list of debits. Who knows?

Virtue is its own reward—always. That often it also is its *only* reward does not detract from its value. It is its own reward in as much as it gives one a gratified consciousness of having done the right thing. To refrain from doing evil is a negative or passive quality of virtue that counts for little. To do something of which our sense of right approves, and our "conscience" commends, is the kind of virtue that is its own reward. It is positive



and active, and reacts with a spiritual "kick," more exalting and satisfying than the kicks from highballs and "shots."

If there is anyone that hasn't at some time experienced this, there is something wrong with him and he should take stock of himself. Likewise will deeds that we have done, that by the same consciousness we know to have been wrong, linger with us somehow, and on occasions break out of their concealment to "make faces" at us.

## Applied Socialism

Theory and practice should prove each other. Huxley says that if a theory is not workable it is a "bum" theory. He does not say it in just that way, but that is what he means. This aphorism as applied to socialism is illustrated by the following story, which not only throws light on the subject in a general way but also shows what the mass conception of socialism is:—One Irishman was explaining the theory to another, saying:—"You see, now, if I had a million dollars I would have to give you one-half."—"That seems fair and reasonable enough; tell me more about it," conceded the prospective convert.—"And if you had two pigs you would have to give me one of them," continued the first. "G'wan with ye," retorted Mick, "*ye know I have two pigs.*"

## The "Why" of It

A prattling child can ask a hundred sincere questions that we petulantly dismiss as "foolish" because we don't know the answers. It is particularly the "why's" that stump us, the same why's that we have been asking ourselves, that philosophers have been seeking answers to, that theologians and theorists have been guessing about and that only "religion" pretends to answer.

But, alas, there are many religions and each one has a different answer. Then—what's the answer? It is easy to tell the child-inquirer that "God made it so," but it is not so easy to explain *why*.

## The Height That Counts

Referring to one of the male clerks in the office, a disgruntled truckman remarked that he "looked too auld for a bhoy, but was too shmall for a man." This description fits Lloyd George too. It is not the height from the floor to the ears that counts, but the inches above the ears.



# Annual Meeting of Stockholders

## President Willard Believes Prosperity of Country Will be Best Served by Continuation of Transportation Act

AT the annual meeting of the stockholders of the Baltimore and Ohio Railroad Company held on November 19 in the General Office Building, Baltimore, Md., there were 15,007 stockholders represented in person or by proxies. About 40 persons were actually in attendance, among them representatives of the larger individual interests in the stock of the Company. President Daniel Willard presided at the meeting. The Board of Directors was elected as follows: Newton D. Baker, John J. Cornwell, Robert Garrett, R. Brent Keyser, John R. Morron, Charles A. Peabody, Frederick H. Rawson, Henry Ruhlender, George M. Shriver, John F. Stevens, Paul M. Warburg and Joseph E. Widener.

The new directors elected were Hon. Newton D. Baker and Mr. John F. Stevens, who take the places made vacant by the deaths of Mr. F. H. Goff, of Cleveland, and Mr. Richard H. Williams, of New York.

C. W. Woolford, secretary of the Company, had charge of the meeting. He was assisted by George F. May, assistant secretary.

### President Willard's Report

In formally presenting the annual report of the Company for the year ended December 31, 1922, Mr. Willard gave a summary of the Company's condition from the first of the current year up to the present time and the prospects for the future.

### Gratifying Record for 1923

Mr. Willard said in part: "During the first ten months of the present calendar and fiscal year (October, 1923 partly estimated) the Gross Earnings of the Company amounted to \$218,420,000, and the Operating Expenses and charges in that connection amounted to \$167,660,000 or 76.76%, leaving a Net Revenue from operations for the period of \$50,760,000. Other Income during the same period resulting from investments, etc., amounted to \$5,065,000. The Net Corporate Surplus of the Company for the period referred to, after the payment of taxes, rentals and interest, was \$22,100,000, a sum sufficient to pay 4% dividend for the year upon the \$60,000,000 Preferred Stock outstanding, with a balance remaining of \$19,700,000. It was with this situation in mind that your Board of Directors at the September meeting decided to resume dividends upon the Common Stock at the rate of 5% per annum, the first payment of 1¼% to be paid on December 1 to stockholders of record on October 13.

"While it is, of course, not possible to forecast at this time what the earnings of the remaining months will be, it is reasonable to expect that the present year will realize a net surplus, after payment of fixed charges and preferred dividends for the year, in an amount equal to about 14% upon the common stock outstanding.

"During the first ten months of the present year the freight traffic handled by the Company was 51.65% in excess of the amount handled during the same ten months of the previous year, yielding \$53,015,000 increased freight revenue, and during the same period the passengers carried one mile by the Company were 18.41% greater in number than during the same ten months of the previous year, yielding \$3,417,000 increased passenger revenue.

"While the Baltimore and Ohio Company has been able to secure and was in position to handle satisfactorily a large volume of business during the last ten months, its facilities were at no time used to full capacity, and an even greater volume of business could have been handled had it been available.

"Partly due to the season of the year and partly to other causes there has been a slight slowing down in business during recent weeks, and it is not unlikely that the volume of business which the Company will handle during the next few months will be somewhat less than was handled during the same months a year ago, during which time the Company handled an exceptionally large traffic for that season.

"I have been asked to say something concerning the future dividend outlook for the common shareholders of this Company. You will, of course, appreciate that no one can speak with definiteness concerning the future, but there is now reason to believe that in the absence of abnormal conditions, dividends on Baltimore and Ohio Common Stock will be maintained. Of course, the ability of the Baltimore and Ohio Company to earn and pay reasonable dividends upon its common stock will depend not only upon business conditions generally, but also to a very considerable extent upon the system of regulation under which we operate. At the annual meeting two years ago I ventured to make the following statement:

"I feel confident that if the Transportation Act of 1920 is left in its present shape until the railroads have had time and opportunity to give the law a fair trial, we will be able, slowly

perhaps, but certainly be able, to work out our present difficulties, and I hope under the terms of the present Transportation Act to see railroad securities once more restored to the confidence of the investing public. While the Transportation Act of 1920 does not afford a perfect or final solution of the railroad problem, it is in my opinion distinctly in advance of anything which we have heretofore had in that direction, and to my mind the Act even in its present shape, is susceptible of being so applied as to measurably if not fully meet the requirements of the situation. In any event, I think it ought to be given a fair trial before any attempt is made to materially amend it."

"I see no reason now for changing the views which I then expressed, and I think the operating results of your Company for the present year confirm my former statement. I still look upon the Transportation Act of 1920 as a very constructive piece of railroad legislation, and while undoubtedly it may have defects, I am confident that the real interests not only of the railroads, but of the country as a whole, will be best promoted at this time by leaving the Act as it is until it can be given a more thorough trial under conditions of a more stable character. If the Act is left in its present form, and if business continues on the basis we now have a right to expect, it seems to me that the outlook for Baltimore and Ohio stockholders is distinctly encouraging, and I say this not unmindful of the fact that in 1925 the Company will have to arrange for the refinancing of a large amount of outstanding bonds which mature at that time and which now bear a very low rate of interest.

### Transportation Act Should Stand

"As owners of the Baltimore and Ohio property and as citizens interested in the welfare not only of the property but of the country as a whole, I think you should urge your representatives in Congress to resist the demands which will probably be made in certain quarters for radical changes in the Transportation Act. As investors you are certainly entitled to the very modest return upon your property which the Transportation Act contemplates, and unless the railroads as a whole are permitted to earn the rate of return which has been fixed by the Commission, it is certain that they will not be able to provide the additional facilities which the growing commerce of this country will require. It is with this in mind that I urge that the Act be given



a further trial in its present form, not only in your own interests but in the interests of all who depend upon the railroads for transportation.

"I do not expect that we will have so-called boom conditions in business in the

immediate future, nor do I think such conditions desirable, but I do believe we are gradually coming to a more stable condition which will enable the railroads to operate their properties more efficiently and more economically, and in such circum-

stances they will perhaps be able to realize as large a net return as could be expected, even if business were more active but with operations less efficient, as is always the case in times of unusual activity."

### Elected Members of Board of Directors of the Baltimore and Ohio on October 31



MR. JOHN F. STEVENS



HONORABLE NEWTON D. BAKER

**M**R. JOHN F. STEVENS was in the service of the Great Northern Railroad for a number of years and, as chief engineer, located and built that line over the Rocky and Cascade Ranges, subsequently becoming Vice-President in charge of operations of the railroad, and for many years a member of the Board of Directors of that Company. He enjoyed to an unusual degree the respect and friendship of the late James J. Hill. Afterwards, Mr. Stevens was vice-president in charge of operations of the Chicago, Rock Island and Pacific Railway, and in 1905 became chief engineer of the Isthmian Canal Commission and had much to do with the inauguration of the construction of the Panama Canal.

From 1907 to 1909 Mr. Stevens was vice-president in charge of operations of the New York, New Haven and Hartford Railroad, and subsequently president of the Spokane, Portland and Seattle Railway, the Oregon Electric Railway and the United Railways of Oregon, with headquarters at Portland, Oregon.

In 1917 Mr. Stevens was requested by President Wilson to go to Russia as Chairman of a Committee of experts to advise concerning the Russian Railroads. While all the other original members of the Committee returned to this country within a year, Mr. Stevens remained in Russia as head of the Committee, and afterwards as President of the Allied Committee in charge of railways of Eastern Siberia. In recognition of the work which he did in that position he was given the distinguished service medal by President Wilson, and also received decorations from the Chinese and Japanese governments.

He is now retired from active business but has an office in New York and acts as an expert consultant in engineering matters. Mr. Stevens will bring to the Baltimore and Ohio Railroad a large and ripened experience, which should be of great value in connection with the future development of the property.

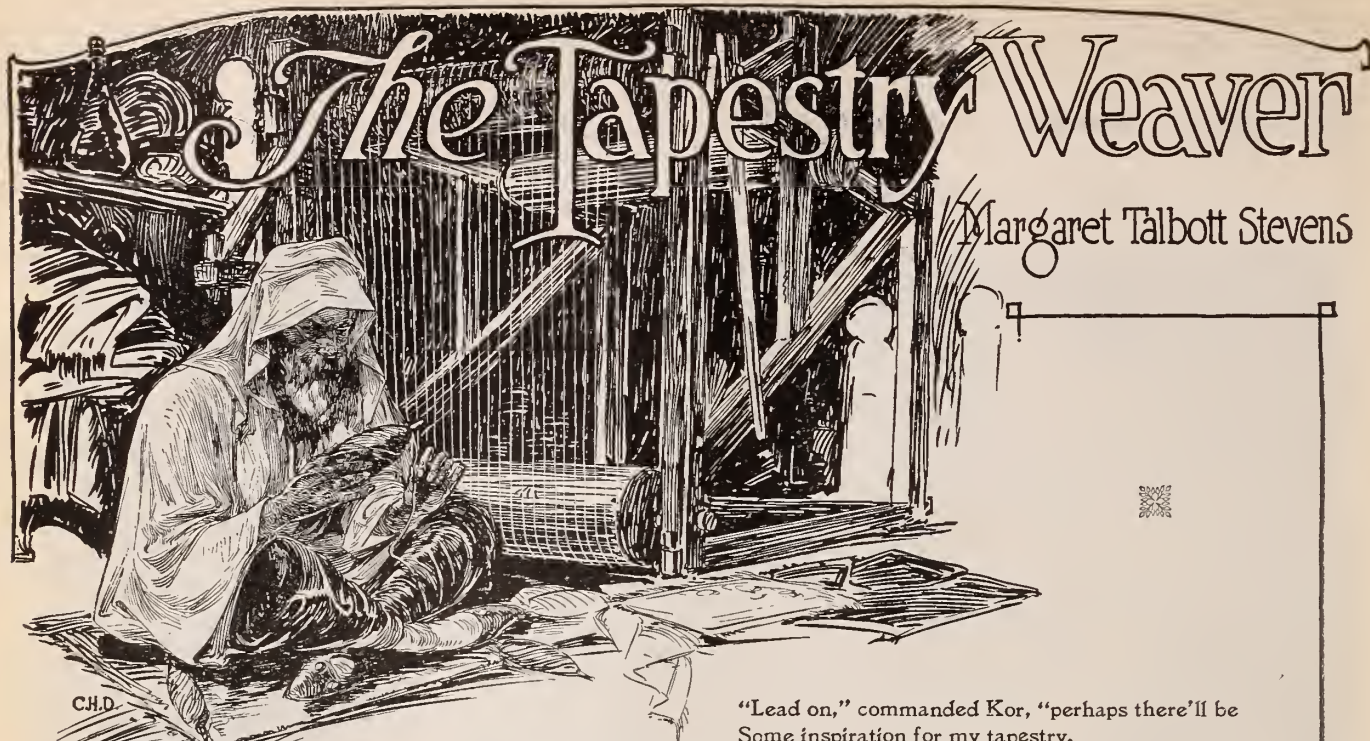
**H**ON. NEWTON D. BAKER, Secretary of War during the last five years of President Wilson's administration, is a resident of Cleveland, Ohio, and a member of the law firm of Messrs. Baker, Hostetler and Sidlo, of that city, with offices in the Union National Bank Building. As Secretary of War Mr. Baker was Chairman of the Council of National Defense. At the same time President Willard was Chairman of the Advisory Board of the Council and in that capacity was in close contact with Mr. Baker during the War. The intimate personal relationship then established between them has since been continued.

For a number of years Mr. Baker's father was one of the Baltimore and Ohio's surgeons at Martinsburg, W. Va., where the former cabinet member was born, reared and first practised law. Mr. Baker has always manifested great interest in the railroad of his boyhood.

Mr. Baker was private secretary to Postmaster-General Wilson from 1896 to 1897, and in the latter year began the practice of law in Martinsburg, later going to Cleveland to follow his profession. In 1902 he became City Solicitor of the City of Cleveland and continued in that capacity until 1912 when he was elected Mayor of Cleveland, serving for two terms, 1912-14 and 1914-16.

On March 7, 1916 Mr. Baker was appointed Secretary of War by President Wilson and remained in the Cabinet until March 4, 1921. He then resumed the practice of law in Cleveland as a member of the present firm. Mr. Baker received the degree of A. B. from Johns Hopkins University, Baltimore, Md., in 1892, and two years later the degree of LL. B. from Washington and Lee University, Lexington, Va. Mr. Baker will bring to the councils of the Board a point of view that should be distinctly helpful.





C.H.D.

Before his loom, with many  
a golden thread  
At his command, sat Kor, with bowed  
down head—

He, the master, known throughout the land  
As king of weavers; he of skillful hand  
And smiling countenance, who loved his art,  
Now sat with strange forebodings in his heart.

'Twas by command, by Herod's own decree  
That Kor should weave a wondrous tapestry,  
Some new design that eye had never seen,  
That ne'er had graced the halls of king and queen.  
And Kor had toiled for many days to gain  
Some weave of new design—but all in vain.

Night came, and still he sat, his thread in hand,  
In silent dread. Tomorrow through the land  
Would come the messengers for the tapestry  
That Kor had failed to make. Then all would  
see.

And woe to him whose work had been in vain—  
Tomorrow's eve would find the worker slain.

When lo, came through the darkness loud and  
clear

The sound of shouting voices to his ear!  
Kor listened for a moment, then arose,  
Quick seized his sword, prepared to meet his foes.  
Then to his door three shepherds from the field  
Came running. Kor put back his sword and shield.

"Come with us, Kor," they cried, who knew him  
well,

"Come with us! We've a wondrous tale to tell!"

"Ah, but I may not," said Kor, with shaking  
head,

"For yet I have no pattern for my thread."

The Shepherds cried, "But here's a greater thing—  
Yon star, they say, leads to a new born King!"

"Lead on," commanded Kor, "perhaps there'll be  
Some inspiration for my tapestry.  
What matter though tomorrow's close may bring  
My death, if I but see the Infant King?"  
Then followed Kor and ran with them until  
The Star burned brightly o'er a single hill.

Here stood the stable of an ancient inn  
With open doors to welcome strangers in.  
There, filled with Spirit heretofore unknown,  
Kor knelt and worshipped at the Manger Throne.  
And as he knelt there came a vision clear—  
To weave his pattern from the picture here.

Quick home he hastened, seized his golden skeins,  
Began to weave, and lo, appeared the stains  
Of unknown dyes! Designs he'd never seen  
Grew 'neath his fingers; pictures of a Queen,  
Her First Born, Shepherds, Wise Men, each a  
part  
Of wondrous weaving, done with joyful heart.

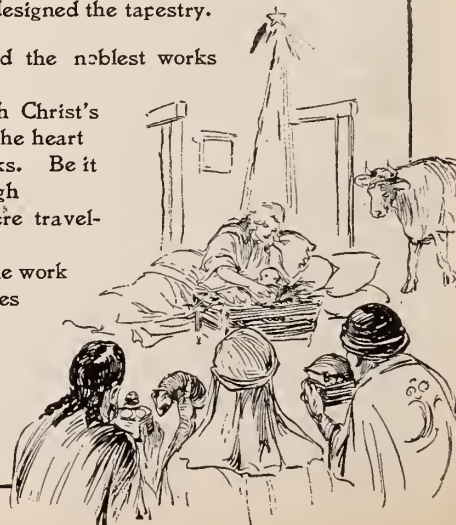
The next day went the heralds through the land,  
Proclaimed the skill and magic of the hand  
Of Kor, the weaver; while for his success  
The weaver prayed a prayer of thankfulness.  
And Kor was blessed, and nevermore ceased he  
To tell how was designed the tapestry.

And thus we find the noblest works  
of art

Are done through Christ's  
own spirit in the heart  
Of him who works. Be it  
in mansion high  
Or lowly hut where travel-  
ers pass by,

Inspired will be the work  
of him who sees

The vision Kor  
wove in his  
tapestries.





# Women's Department

Edited by Margaret Talbott Stevens.



## Women's Prize Contest Brings Entries From All Over the System

Quality of Papers Submitted of Unusually High Standard

Dear Women Readers:

Last January when we announced that the women who contributed the most helpful articles to the MAGAZINE during the year would be awarded prizes, I had no idea that by November 1 there would be so many really fine articles sent in. True, I had expected a great number, but to think of receiving the kind of stories that I did never occurred to me. Not that our Baltimore and Ohio women have not always sent in fine recipes, household hints, etc., but simply because it was a contest, and contests always bring a large number of entries, good and bad.

I have just finished deleting the names from each article, numbering them all and preparing them for the judges, and in looking them over I can say boastfully that I am proud of you. I dared not hope for the splendid lot of really helpful, interesting, valuable copy that you have sent. If I were editing the Women's Column of a newspaper instead of that of our MAGAZINE, I should feel that the circulation of the newspaper had no further worries—that the women readers had sold it to themselves. Yes, heads and hearts combined to write these articles which you have written for our MAGAZINE. I have many, beside those we have already published, to use in the Women's Department for next year. But please do not stop contributing because of this. There is always a hole or corner in the MAGAZINE for something good.

No woman would have been inspired to write these articles for the mere sake of a prize. And for that reason I am sure that the decision of the judges, whatever they may be, will be accepted in true Baltimore and Ohio spirit. We cannot all win prizes, but we can all do something which will help the other folks along. This each one of you has done and I sincerely hope that you will feel that, whether you win a prize or not, you have carried out the Baltimore and Ohio policy of Good Neighborliness. To help other women is to be a good neighbor to them. We profit by our own experiences, and we want to share the results of our learning with others whom we can help. This is the compensation for life's little blunders.

I thank you, collectively and individually, for all that you have done to help the MAGAZINE. You may look for your articles from time to time. Some have already appeared, but we have some fine things to come for 1924.

Please do not forget that suggestions are always in order. If you can find some way in which our Women's Department may be benefitted, some way in which we can serve Baltimore and Ohio women better than we are now doing, please write me. The magazine that serves its readers is the only magazine which accomplishes its purpose. If you have a problem that we can solve, send it in.

Last, but not least, let me wish to all Baltimore and Ohio women the happiest Christmas that you ever knew. And, if the old saying goes that our own happiness comes from making others happy, please be assured that you have made me happy because of your help, and I am proud to be numbered among the women of the Baltimore and Ohio.

Yours with every good wish,

*Margaret Talbott Stevens*

### Prize Winners—

1. Mrs. F. E. Cooper, Wife of Master Mechanic, Newark, Ohio.
2. Lillian Betony, Daughter of Section Foreman, Caddell, W. Va.
3. Mrs. Josephine Ausbrook, Clay City, Ill.
4. Mrs. J. V. Klier, Wife of Chief Clerk, Valuation Department, Baltimore, Md.
4. Miss Marie Slatterick, Secretary to Division Engineer, Wheeling, W. Va.

NOTE: Mrs. Klier and Miss Slatterick had the same number of credits and were, therefore, tied for fourth place.

Detailed announcements of prize winners will be made next month.

## I Saw the Star of Bethlehem

By EVA GASPERICH

The shivering moon hung low among the trees  
While deep in the frozen pines the winter wind moaned,  
And the snow came sifting softly through the air,  
Weaving the bare earth a blanket fair.  
And the dim, white night closed down.  
Through the brooding world stole strange voices and chords,  
Weaving weird music above and below  
And through the drifting snow.  
And I heard great harmonies,  
And dreamed dreams of wondrous tone;  
I saw the Star of Bethlehem fling far its streaming light,  
I heard the bursting chant of angels through the night,  
And all the ringing paeans of all the singing spheres  
Above the sordid passions, the evil and the fears  
The hatred and the tears,  
And the strife of all the years  
Rejoicing in the Birth of Christ that first Christmas night.

## Girls, Do You Belong to the "Y?"

GOOD health and good looks—for all of us—is the keynote of a number of classes for business girls and busy women that the Y. W. C. A. has put on this winter. For instance, there is a class that will give you instructions in the proper care of your own hair, how it should be treated that it may be thicker and more beautiful, how it may be more becomingly arranged. Then there is one in manicuring that will teach us how to care for our nails and hands that they may always be well groomed.

Even more important than these are the classes in corrective gymnastics—correcting backaches, and flat feet, and faulty posture, that make for so much weariness at the close of the day. There is a reducing class for those who would lose a few pounds; there is a class in rhythmic expression to give poise and grace, and there are gymnasium and swimming classes for those of us who would feel ten years younger with a little stretching of the muscles and a little exercise.

All the classes are well within the reach of the business girl's pocketbook and you can get full particulars as to hours and fees, by phoning the Educational Office of the Y. W. C. A. or stopping in the next time you are near.

The courses outlined here are given at the Baltimore Y. W. C. A. However, other cities are well in line with the Baltimore "Y" and our girls ought to find many classes of interest in their respective cities. The Baltimore "Y" offers an unusually interesting program this season.

Christmas Recipes will be found on page 26



# These Winter Fashions Make Us Want to Sew in the Long Winter Evenings

4579. This is a very desirable model and one that will please the little "doll mother," for not only the garments but the doll as well may be made from this pattern here given. The doll may be of drill or unbleached muslin, and stuffed with floss, hair or cotton batting. The dress could be of gingham, cretonne, chambrey, silk or crepe and the cap, to match, or of lace or embroidery.

The pattern is cut in 3 sizes for dolls: 12, 16 and 20 inches in length. To make the doll in a 16-inch size size requires  $\frac{1}{2}$  yard of 36-inch material. The dress and cap require  $\frac{3}{8}$  yard. The cap alone requires  $\frac{1}{4}$  yard. Price, 10 cents. Please use coupon.

4550. This model portrays the much favored straight line dress, with flare plaits at the sides. The close fitting sleeve is a new style feature. One could develop this in the new crepe weaves, in wool rep or twill. It is also good for velveteen or broadcloth.

The pattern is cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires  $5\frac{3}{4}$  yards of 40-inch material. For collar and cuffs of contrasting material  $\frac{5}{8}$  yard is required. Price 10 cents. Please use coupon.

4553. This model is very smart in satin or velvet. It will also develop well in broad cloth or kasha. The sleeve may be in wrist length, or cut in elbow length, and finished with the flare cuff. The square neck line is new, and may be finished with or without the collar.

The pattern is cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires  $3\frac{1}{2}$  yards of 54-inch material. Price, 10 cents. Please use coupon.

4557. Wool rep, kasha cloth or crepe could be used for this model. It may be trimmed with stitchery or bands of braid.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{5}{8}$  yards of 40-inch material. Price, 10 cents. Please use coupon.

4545. Kasha cloth in a new shade of brown is here depicted, with a decoration

of fancy braid. One could have this in moire, or satin. It is also good for twill or serge.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $5\frac{5}{8}$  yards of 40-inch material. Price, 10 cents. Please use coupon.

4548. Percale with bias binding in white or in a contrasting color would be good for this design. Gingham, linen, cambric and sateen are also desirable.

The pattern is cut in 4 sizes: small, medium, large and extra large. A medium size requires 3 yards of 27-inch material. Price, 10 cents. Please use coupon.



4403. Figured percale and linene are here combined. This is a good style for gingham, voile or chambrey. The closing is under the tucks at the centre front.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires 5 yards of 32-inch material. Price, 10 cents. Please use coupon.

4562. Printed and plain voile are here combined. This will be a pretty style for wool crepe and with pipings at the seam joinings in a contrasting color. The sleeve may be finished in wrist length, with a band cuff, or in elbow length with a shaped cuff.

The pattern is cut in 4 sizes: 4, 6, 8 and 10 years. A 6-year size requires  $2\frac{1}{4}$  yards of 36-inch material. For waist, sleeve and yoke-band portions of figured material  $1\frac{1}{4}$  yard is required. Price, 10 cents. Please use coupon.

Pattern 3676 is here illustrated. It is cut in 5 sizes: 6, 8, 10, 12 and 14 years. A 12-year size requires  $3\frac{3}{4}$  yards of 27-inch material.

Madras, soisette, cambric, silk, flannel, percale, and khaki could be used for this design. Price, 10 cents. Please use coupon.

4568. Here is a style that will appeal to the busy mother of little children, especially those of the "creeper" age. This design provides a convenient closing at the inner seam, which is very practical for children below 2 years of age. The garment may also be made with this seam closed, for the back is in drop style.

The pattern is cut in 3 sizes: 6 months, 1 and 2 years. A 6-months size requires  $1\frac{3}{8}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

2970. Here is a comfortable roly poly doll and a cunning cat. Toweling stuffed with cork would make these models floating toys. Plush, felt, flannel, outing flannel, velvet, drill and crash could also be used. The doll could be made of different material below the arms.

The pattern is cut in one size. Either style requires  $\frac{3}{4}$  yard of 27-inch material. Price, 10 cents. Please use coupon.







4578. Dolls of all kinds are now in vogue, but none quite takes the place of a soft rag doll. The model here depicted features "Bunny Rabbit," so dear to the heart of little boy or girl. "Bunny" is especially attractive in his new rompers. The pattern provides the doll as well as the garment style. The Doll may be made of drill, unbleached muslin, terry cloth or toweling, or of flannel or flannellette. It may be stuffed with rags, or floss, kopak, or wool wadding. One could make the doll washable as well as "floating" by stuffing with cork and making the outside of rubberized cloth, or sanitas. The rompers could be of percale or gingham or to be real dressy of satin or crepe.

The pattern is cut in 3 sizes: small, 12 inches; medium, 16 inches; and large, 20 inches in length. To make the doll for a medium size requires  $\frac{5}{8}$  yard of material, for the rompers  $\frac{7}{8}$  yard is required, 36 inches wide. For collar of contrasting material  $\frac{1}{8}$  yard is required. The features may be painted on the head or worked in with yarn or worsted. Buttons may be used for the eyes. Price, 10 cents. Please use coupon.

4566. Wool jersey, serge, velveteen or corduroy could be used for this model. It is also suitable for wash materials.

The pattern is cut in 3 sizes: 2, 4, and 6 years. A 4-year size requires  $2\frac{3}{8}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

4547. This style of "combination" comprises circular drawers portions, joined to a long vest. The top may be finished with the shaped shoulder, or in camisole style.

The pattern is cut in 4 sizes: small, 34-36;

medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires  $2\frac{5}{8}$  yards of 36-inch material. Price, 10 cents. Please use coupon.

4554. Here is a good style for the slender or stout figure. A good model for a maid's or nurse's uniform, and one that is suitable for any of the materials now in vogue for morning dresses.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $7\frac{3}{8}$  yards of 27-inch material. Price, 10 cents. Please use coupon.

4555. Jersey, wool crepe or kasha cloth could be used for this style. It has the new flare fulness in plait effect at the sides, and smart useful pockets topping the plaits.

The pattern is cut in 5 sizes: 12, 14, 16, 18 and 20 years. A 16-year size requires  $3\frac{1}{2}$  yards of 40-inch material. For vest of contrasting material  $\frac{1}{8}$  yard 24 inches wide is required. Price, 10 cents. Please use coupon.



### A Real Service to Baltimore and Ohio Women

MRS. JOSEPHINE AUSBROOK, Clay City, Illinois, has sent to the office of the MAGAZINE a splendid apron pattern with the suggestion that it would be a nice thing to let each Baltimore and Ohio woman have it if she wishes. This pattern looks well in cretonne or gingham and it really makes an apron which any woman would be proud to wear. The bib ends in a collar that slips over the head. The neck and outside of apron are finished in rick-rack braid. The pockets

#### PATTERN ORDER COUPON

Baltimore and Ohio Magazine Pattern Bureau  
1188-1190 Fulton Street  
Brooklyn, New York

Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

Name .....

Street .....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

#### Up-to-Date Book of Fashions

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS

All patterns are sent direct to customer by first class mail

are shaped like flower baskets. If made of plain material, a bias fold of cretonne may be used instead of the rick-rack.

We have arranged to send, without charge, the pattern to any Baltimore and Ohio woman who requests it. Simply write to Women's Department, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md., and say: "Send me Mrs. Ausbrook's apron pattern," and you will receive it by return mail.

The particularly nice thing about this pattern is that when the wearer bends over the apron will not sag in the front as so many of them do.

Thank you, Mrs. Ausbrook!





## Old English Recipes

By MRS. H. W. JONES

### Old English Plum Pudding

$\frac{3}{4}$  pound finely chopped beef suet.  
1 Cup brown sugar.  
1 Cup white granulated sugar.  
1 Cup seeded raisins.  
1 Cup currants.  
 $\frac{1}{4}$  pound citron, orange and lemon peel, cut very thin.  
4 Dates.  
1 Small carrot, grated.  
8 Eggs well beaten.  
From  $\frac{1}{2}$  to 1 pound of flour to make the fruit bind.  
 $\frac{1}{2}$  teaspoon of nutmeg.

If you like it, add 1 teaspoon of either almond or vanilla flavoring. Mix very stiff and mix in the ingredients well. If the eggs are not quite enough to moisten, put in a few teaspoons of milk, but as little as possible. Have ready your pan of boiling water and place a plate at the bottom. Take a clean strong cloth (unbleached muslin is the best), dip the middle into the boiling water, then flour the cloth and place your mixture in it and draw the ends and sides together and tie as tightly and as near the pudding as you possibly can. Place it then in the boiling water, cover with a lid and let it boil from 6 to 10 hours, the longer the better. You will have to keep raising the bag with a fork and have ready a kettle of boiling water to replenish supply with as the water boils down. Then the pudding can be taken out, plunged in its cloth, in cold water, then carefully untied and taken out of the cloth on to a platter, and a piece of holly stuck in the top. In the old days a cup of brandy was poured over it and lighted. The housewife proudly carried it lighted to the table in the old days (see Mrs. Cratchett in *Dickens' Christmas Carol*).

When the pudding is being mixed, each one in the house at the time should wish three wishes and stir up the mixture as he wishes. This pudding is successful if properly made. In an airtight jar it will keep from one Christmas to the next when it is tied up again in a cloth and boiled again for an hour or two. Boiling doesn't hurt it, but mellows it.

The pudding, in England, is made about Thanksgiving time, then hung in a cool place until Christmas. It is better for being kept a while before eaten.

### Mock Mince Meat

1 peck green tomatoes, chopped fine; 1 peck apples, chopped fine; 5 pounds brown sugar; 2 cups molasses, 2 cups vinegar, 2 cups suet (chopped fine); 2 pounds raisins, 2 tablespoons salt, 2 tablespoons cinnamon, 1 tablespoon nutmeg, 1 tablespoon cloves, 1 quart boiled cider.

Pour boiling water over the tomatoes and boil for 15 minutes. Add the other ingredients, boil slowly for two hours and seal in glass jars.

# Cornish Riviera Limited Has Longest Non-Stop Run

And "Slips" Coaches at High Speed for Non-Stop Stations

By L. E. SCARBOROUGH, Clerk, Freight Office, Hamilton, Ohio

THE Cornish Riviera Limited of The Great Western Railway performs the longest non-stop run in the world. This run is made between London and Plymouth, a distance of two hundred and twenty-five and three-fourths miles, in four hours and seven minutes, an average speed of fifty-four and eight-tenths miles per hour.

The locomotives used for this train are the 4-6-0 type of express locomotive, having four cylinders 16in. x 26in., coupled wheels 6 ft. 8 $\frac{1}{2}$  inches in diameter, with a boiler pressure of 225 pounds per square inch. The engines weigh about seventy-five tons, with tender about one-hundred and fifteen tons. The average amount of coal burned is forty pounds per mile.

This train is made up of ten coaches and are the Great Western's standard type of seventy foot corridor coaches. The outstanding feature of this train is that the majority of the coaches are fitted with Buckeye automatic couplings instead of the regular screw couplings. The composite coaches have four first class and five third class compartments seating twenty-four first and forty third class passengers, a door in the corridor dividing first and third. The third class coaches have ten compartments seating eighty passengers. To obtain steady riding the dining cars have been designed with the kitchen in the center, with the first class salon in one end and the third class in the other. The dining cars will accommodate fifty diners.

As this train slips coaches at Westbury, Taunton and Exeter, the slip coaches are placed in the rear of the train. These coaches are equipped with a special slipping apparatus whereby they can be detached from the train while running at high speed. These slip coaches provide a one way express service to places which are not quite large enough to warrant the stopping of the train.

For the benefit of the operating forces I subjoin timetable showing the passing times en route.

MILES	STATIONS	SCHEDULE
0.0	London.....	10.30 a.m.
9.1	Southall.....	10.41
18.5	Slough.....	10.50
24.2	Maidenhead.....	10.55 $\frac{1}{2}$
31.0	Twyford.....	11.01 $\frac{1}{2}$
36.0	Reading.....	11.07
53.1	Newbury.....	11.26
70.0	Saversnake.....	11.43 $\frac{1}{2}$
95.6	Westbury.....	12.07 $\frac{1}{2}$ p.m.
115.3	Castle Cary.....	12.30
137.7	Cogload Junction...	12.54
142.9	Taunton.....	12.59
173.7	Exeter.....	1.30
193.9	Newton Abbott....	1.53
202.5	Totnes.....	2.06
209.4	Brent.....	2.15
219.0	Hemerdon.....	2.27
225.7	Plymouth.....	2.37 p.m.

Note x. Coaches slipped at this station.

## TO ALL MEMBERS OF THE ENGINEERING DEPARTMENT:

Another year has been added to the splendid record of the First Railroad in this country—OUR RAILROAD—THE BALTIMORE AND OHIO.

It has been an active year for the Engineering Department. Our total authority for new work has been the largest of any year in the history of our road and, with the exception of the Magnolia Cut-off, the Grain Elevator at Locust Point is the largest single improvement ever undertaken.

I appreciate the loyalty, energy and efficiency which all of you have displayed in bringing about successful results and in carrying on your part of the teamwork among all departments essential to the larger success of the Company as a whole.

I extend to each and every one hearty and sincere greetings of the Christmas Season and earnest wishes for your personal health and satisfaction during the coming year, and I feel sure of your continued enthusiastic cooperation in helping to attain in 1924 the standards desired by our executive officers.

*E. G. Lane*

Chief Engineer



# Our Little Railroaders

*To railroad children everywhere:  
A Christmas Day of Joy!  
A freight carload of Happiness  
For every girl and boy!*



*A smokestack full of all my Love,  
A tank car full of pleasure,  
With coaches full of friends so true—  
All these in double measure!*

—AUNT MARY

## The Stories That Grandpa Jones Told Me

ONE night in October, when the red and yellow leaves played at catchers across the lawn and heaped themselves in great piles on the pavements, I set out for a visit with Grandpa Jones.

Now Grandpa and Grandma Jones live in a little house on a little street of the little town of East Aurora, New York. I plowed my way through heaps of the leaves. The wind has just begun to tell me to button my jacket close around my neck and the lights from many windows told me that they came from open hearth fires. Here was a chilly night and here was a warm house, friends and a welcome.

A tap on the door and a lifted latch—Grandpa Jones in his easy chair and Grandma Jones with her knitting—what a lovely time for a story! Grandpa tells stories to lots of people, old and young, for he and Grandma are wonderful people. Grandpa has travelled through the most wonderful countries; he has climbed up into the bell towers of the Belgian cathedrals; he has listened to those lovely songs of the boatmen on the Volga River of Russia; he has tramped through the low country of the Netherlands, where the little children wear wooden shoes; he knows the legends of Scandanavia, of Turkey, of Italy, of Spain, of France, and of old England, for he has heard these tales from the people themselves. And, best of all, he told many of them to me and said that I might tell some of them to you.

I seated myself on a hassock just between Grandpa's and Grandma's chairs and the and the stories began. I cannot tell them to you just as he told them, but if you like this one, I shall tell you more.

"Seventy-seven hundred years ago, on the other side of seventy-seven seas, beyond seventy-seven mountains, lived an old woman a hundred and seventy-seven years old. And she wore seventy-seven petticoats with seventy-seven ruffles, and 'way down in the bottom of the seventy-seventh ruffle I found this story," began Grandpa Jones, teasingly.

Then he laughed with his eyes and went on.

### The Lazy Swedish Girl

Once upon a time there was a girl who lived up in Sweden, 'way up in the north of the continent of Europe. She was not a very industrious little girl, so that when she grew older she became quite lazy.

One day there came a young farmer to her house. The girl fell in love with him and he with her. So they were married, and they began to live quite happily.

Now the young farmer husband had to go a long distance from the house every day to his work, so that every day there was a lunch to be packed. Then there were other meals to be cooked, and lots and lots of sweeping and scrubbing and dusting to be done. The young wife began her work well, but after a few weeks she became quite lazy again. "Lunches to be packed all of the time," she said, "Will I never get through packing lunches! I am truly disgusted!" And she sat herself down before a high wooden bureau.

She sat quietly for a long time, so long that she almost fell asleep. Then suddenly someone called her name. She jumped up quickly. Who do you think it was? Her husband? No. Her father? No. Her brother or her sister? No. Guess again. It was none other than the little gnome who lived in the house. Oh, yes, there is always a gnome or brownie in a Swedish home to bring good luck to those who live there.

"And pray, what is the matter with you?" asked the gnome.

"Oh, I am disgusted. There is so much work to be done always, and I do not feel like doing it," wailed the girl.

"Oh, ho," laughed the gnome, "is that all?"

"All!" exclaimed the girl, "Isn't that enough?"

"Humph," said the gnome, "that's nothing at all. Let me see your hand." The girl stretched out her hand.

"Tommy-tot, sticky-pot——" said the gnome, touching one of her fingers after the other. And as he did so the girl felt a great

tingling in each finger that he touched, a tingling that just made her feel like working as hard as she could. Hardly had he finished touching all ten of her fingers when she jumped down from the stool before the high bureau and began to shout.

"Goodness!" she exclaimed, "Here is all of this work to be done and I am idle!"

Then she seized the broom and began to work so fast that he old clock on the mantle put his hands over his face; he thought that he must be dreaming. And ever after that the young wife worked and worked whenever she had work to do. And when she had none she looked for some, for the gnome had given her a gift that was worth more than money. And ever after that she and her husband lived happily up in Sweden, 'way up in the north of the continent of Europe.

(To be continued)

### Christmas

By ELSIE ELIZABETH GLANZER,  
Jessup, Md.

You can hear the bells a-ringing when Santa's on his way,  
And the children are a-singing on Merry Christmas Day.  
When the children are sleeping, then old Santa comes,  
He brings us toys and gloves and sleds, and noisy little drums.



MERRY CHRISTMAS!

Boys and girls can make this "Merry Christmas" wreath from crepe paper

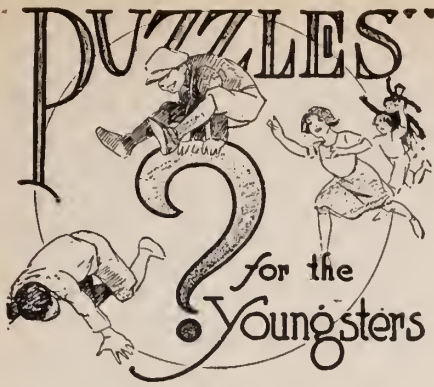




# CHRISTMAS DRAWINGS BY LITTLE RAILROADERS

Nos. 1 and 3 were drawn by George Chillcoat; 2—by A. J. Janushek, Jr.; 4—Millard Traband, Jr.; 5—Estelle Barnes; 6—by a little Railroader whose name we lost. If he or she will send Aunt Mary his or her name, we will give the proper credit in the next Magazine; 7—Evelyn Luh; 8—Lillian Reay; 9—Somerset Waters; 10—John Gianfagna; 11—Claude Palm; 12—William Robinson; 13—Fannie Keith; 14—Elsie Elizabeth Glanzer; 15—Mildred Luh; 16—Lula Grace Ireland; 17—Octavia Getz; 18—Ruth Troxell; 19—Lena Hoppe





Here is that lovely puzzle from The Major, which I promised you last month. This is really and truly a hard one. The little people who send in the answers will receive three post cards this month, for this one is harder than usual. You will be glad to know that The Major has also sent to Aunt Mary a number of new post cards for our little puzzlers. Now, who will be the first to win the three.

First of all, I think that I'd better explain the puzzle. It is called a *deletion*. If we look in our dictionaries we find that the word *deletion* means the act of erasing or of blotting out. That is what we do with the word which the Major has selected below. For example, take the word BEAD and one. Take out the letter *a*. This leaves word number *two*, or BED. From this take out the letter *d*, leaving word number four, or BE. Number 4 will be the letter *e*, with the *b* deleted or taken out.

Another good example is the word LADY, which we can, by deleting one letter at a time, change to LAD, then AD, then A. And so it is in this puzzle, which has four letters to start with. We take away one letter each time.

Jack and Jill went up the hill,  
To get *four one* of water  
Jack fell down and broke his crown,  
And his *two* came tumbling after.  
His *two* rushed home and soon told *three*,  
And away they went after Jack;  
They got a stretcher, and loaded him in,  
And then they carried him back.  
Now Jack got well, and he loved his *two*,  
And she promised to be his wife.  
So married they were, and in a dear little home,  
They started out into life.  
Where Jill with her *one*, her soap and her mop,  
Kept all so neat and clean,  
That when *three* came over to visit them,  
She was happy as could be.

—The Major

## A Christmas Surprise

By BEULAH HOAR, Brunswick, Md.

ONCE upon a time there was a little girl named Bess. She lived in the country with her parents in a little log cabin. They were all very poor.

Bess' father was a wood cutter. They lived four miles from the woods where he worked. There were a few houses in that part of the country, but they were far apart. It took her father a long time to get to and from the woods so that there was not much time left to do the cutting.

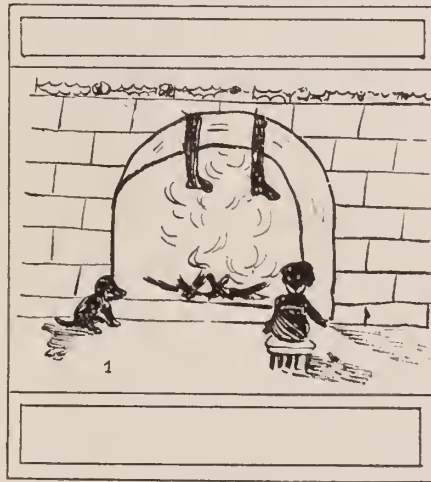
One day in December the little girl came to her mother and asked, "Mother, will I get any toys or clothes for Christmas this year?"

Her mother answered, "Bess, we haven't any money except just what we need to get our food with, so I'm afraid that you will get nothing this year." And the mother turned sadly away.

Soon Christmas Eve came, and little Bess went sorrowfully to bed. She left her window open a bit so as to get fresh air in her room. Soon her little eyes were tightly closed.

In the morning she awoke. She looked down by her bed and there she saw a package sticking out from underneath. She pulled it out and it was big and heavy. She called her parents and they both came running to see the package and to open it. What do you think there was in it? Clothing, money, and food for them all. And there were some toys for little Bess.

All these things had been sent to them by some relatives in another part of the country. They made good use of them, and ever after that they always had plenty to eat and to wear.



## Waiting

By ARLINE TYSINGER, Cumberland, Md.

Here sits a little girl  
Close by the fireplace bright,  
It isn't in the daytime either,  
It's in the darkest night.

Here sits a little girl,  
And Doggy, too, sits by,  
I'd like to ask a question—  
What is there, and why?

I guess you'd have to think,  
I guess you'd have to pause,  
But if I were in your place,  
I'd think of Santa Claus.

## A Little French Girl's Christmas

(From a letter written by one of them to Aunt Mary)

IT is almost Christmas time! Before we go to bed on Christmas Eve we place our shoes in front of the fireplace. Your children in America hang up their stockings, don't they? But we get the **biggest** shoes that we can find in the house so that old Santa Claus can put many nice things into them.

Christmas time! It sounds so happy. I know a little girl—I am not going to tell you her name—who made faces at her mother behind her back. Mother did not see it, but this little girl was oh, so sorry. She went to her teacher and asked her if she thought that Santa Claus could have seen a little girl who made faces, even though her mother did not see her. And the little girl's teacher assured her that since Santa Claus sees and hears everything that children do, he surely must have seen her. So, ever since that this little girl has asked Santa's pardon every night when she says her prayers.

The little French children are certainly little darlings, and their mothers dress them like little dolls.

I am sending you a Merry Christmas wish. And oh, how I wish that I could come down your chimney with Santa Claus and surprise you on Christmas morning!

## The Baltimore & Ohio Way

5904 Penn Avenue, Pittsburgh, Pa.  
September 30, 1923

Dear Aunt Mary:

While on my way to Cincinnati a man on the train who knew the conductor asked him if the train was on time. The conductor replied. "Why, yes, this is the Baltimore and Ohio." I have nothing more to say.

My father is chief clerk in the Traffic Department at Pittsburgh.

Your true nephew,  
RICHARD FRITZ



Beatrice, Helen Lee and James Mantz, Grafton, W. Va. Since this picture was taken, little Beatrice died of diphtheria. Beatrice was one of the first of Our Little Railroaders that Aunt Mary knew. Her father, Mr. James Mantz, and her grandfather, Mr. Frank Keane, both work in Grafton Shops



# The Fifty-Ton Santa Claus

By FRANK KAVANAUGH

THE switchlights of Douglas Junction came into view as the train swung around a curve, and the engineer, after he had whistled for the station, half turned back to Dorgan, the superintendent, who was riding in the seat behind him, and observed:

"Two-thirty-six. Just half an hour and I'll be hittin' the hay. Sounds good to me."

Dorgan, who had been nodding, came to with a jerk and consoled the man at the throttle:

"You'll be all right, Dick. Tomorrow's Christmas day and you'll not be called."

"I'm glad of that. Right now, all I want Santa to bring me is about eighteen hours good, soft, solid sleep. If the old man who drives the horned animals will keep the road out of the dumps and see to it that I'm not called for twenty-four hours, I'll appreciate it as much as I used to appreciate a new gun and a pair of red-topped boots. Buckin' snow may suit some people, but when one has slept in a cold caboose clad in wet overalls for as long as I have he wants to feel the feathers and the soft cling of a pair of speckled pajamas."

The three huge locomotives, with a rotary snow plow in tow, to which were coupled two cabooses, rolled down into the yards and came to a stop on a siding to which they had been switched. For four days and nights the rotary crews had been bucking snow; wet, heavy snow that had fallen and filled every cut on the division. Early the day before the snow had stopped falling and the crews saw their work ended as the through trains, loaded with holiday travelers, rushed by to their destinations, with very little delay. And probably not one of the thousands who traveled those trains realized that their passage was made possible by men who had slaved, slept and ate for days and nights in clothing that was wet, cold and sticky.

Dorgan, the superintendent, who had stayed with the rotary crews until the battle was won over the elements, dropped off the engine where he had been riding and went to his office. At the door he met a passenger conductor, dry, clean and debonair, who followed him into the dispatcher's office.

"You cleaned up pretty well, Mr. Dorgan," he said. "We came through in fine shape. By the way, I had a couple of passengers for Coal Camp. Their tickets read to this place, but they expected to go up on an empty coal car drag or the bus. They're miners who have been working somewhere else since the mines up there closed. They're marooned here now, though. I advised the use of a pair of snow shoes and a walk over the mountains."

"A goat couldn't get over the mountains in this snow," Dorgan said. "The snow is soft and wet and a man would sink into the first gulley and never come out again." Dorgan stopped as he was about to enter his private office, and turned to one of the dispatching operators.

"Sonny, there's no way to get to Coal Camp, from here, is there?"

"No, sir," the operator replied. "Since those mines closed there's been no travel between here and there and the old bus that used to carry passengers quit."

"The miners can wait a few days, I suppose," the conductor said. "No one's suffering up there, with coal and food and—"

"That's about all," Dorgan interrupted. "But there's about a hundred kids up there expecting something extra for Christmas—toys and candy and such things."

"It may go hard with them for a few days," the conductor remarked as he turned to go, "but they'll forget it soon."

"I'm not sure about that," Dorgan persisted. "When I was about five years old I had been looking forward to the joys of Christmas, just like the rest of the neighborhood children. Christmas eve the stork visited us and left a baby sister, and in the excitement attending the event, Santa Claus failed to materialize. He passed up our house that night. That was fifty years ago. I have never forgotten it."

"There's a dozen cuts up that spur and they're solidly filled with snow," the operator volunteered. "If there was some easier way, you might get up there."

"There isn't, and I don't know what the company would say about the expense of running the rotary through those cuts just for the sake of bringing Christmas to a lot of children, but we'll see," Dorgan muttered as he entered his private office.

For more than a month the Coal Creek spur had not been operated, owing to a cessation of work in the mines that gave it its traffic. Passenger service never had been maintained on the spur, that being attended to more or less efficiently by a motor bus that made a trip over the mountain daily. When the snow came and even before that, the bus had ceased operation because of lack of patronage. Little thought was given by the outer world to the families of the miners, as they were well supplied with food, and fuel was to be had for the carrying from the immense piles of dumped coal. There was but one poor store in the camp, and for anything beyond the usual bacon, beans and other staple necessities, the inhabitants were compelled to seek the larger town of Douglas Junction.

Fully a hundred children called Coal

Camp home. For a month before the eventful date the school teacher had read them the tales associated with the birthday of the Man of Peace. The teacher herself was going to decorate the school-room and she had interested many of the parents of the camp in the question of a community Christmas tree and attending festivities, to be staged in the class-room. Besides the tree there were to be gifts for all the children and the other things so dear to the hearts of those too small yet to look under the tinsel of a cheap gift for a flaw.

But a week before Christmas the snowfall began. Steadily it fell until the roads through the mountains were impassable. The deep cuts in the spur filled and walking the tracks was impossible. The young teacher was in tears. The story of the reindeers effectually blocked any postponement of the visit of Santa Claus, for the children had supreme faith in the ability of the steeds to travel from the North Pole to anywhere and everywhere in the one night. As she heard the children speculating, joyfully, of the presents they would get, she turned and looked out of the window to where the snow fell ceaselessly, and, it appeared to her, relentlessly.

The day before Christmas eve the snow ceased and the children of Coal Camp looked out upon a white world. The sun appeared, but there was no heat in its rays, it seemed, and the snow did not melt. This was a good omen to the children, and as they shouted their joy at the close proximity of the visit from Santa Claus their teacher speculated as to how they would take the fact that Santa and his reindeer had failed them.

Dorgan entered his office. He was sleepy, and had all the feelings of a man who had caught naps in his working clothes for nearly a week. Down in the yards there was a strange silence. The rotary crews had been relieved, the passenger train had changed crews and gone on, and nothing was due for several hours. Dorgan caught up the telephone and called up the yard office and the round house.

"Billy," he said, when the night round house foreman answered, "how many crews could we muster this morning?"

"Not one," the foreman replied. "The snow has tied up most of the freight crews on the other end. I've just one crew to take Number Six out in the morning, besides, of course, the rotary crews, and they must have their eight hours' rest. Is it an emergency call?"

"No, Billy," Dorgan answered wearily. "Let it go. However, keep the rotary crews' engines ready to go within a few minutes' notice."

"Yes, sir," the foreman replied.

Even if he had expected to clear the Coal Creek spur, he had no help. He hated to disappoint the hopes of a hundred children, but there seemed no way out. He sat down to think it out, and happened to sit



at his stenographer's desk. There was paper, carbon sheets and a real good typewriter. After all, he thought, he might be just an old fool, one of those moron people, who were good at just one thing, but imbeciles, after all. He had managed, somehow, to come up from the ranks, but perhaps that wasn't his fault, they just pushed him, and—

The despatcher in the outer office heard the click of the typewriter, and Dorgan was using one finger of each hand. He was pounding hard because he was making carbon copies. He was conserving work. An hour later he came out.

"Where's the call boy?" he asked.

"Down at the switch shanty," the operator replied. "Want him?"

"Tell him to come up here," Dorgan said.

"I've got eighteen notes here," the superintendent said when the call boy appeared. "I want them delivered right away. It isn't railroad business, and as it's extra work for you you'd better take this," and he passed two silver dollars to the boy. The outer door slammed and the boy rode the banister down instead of using the steps.

"I'm going to get a shave and bath," Dorgan told the operator. "You'll hear from those notes within an hour. Here is a list of the men they were sent to. Check them off as they promise to come or not. If we get enough for a small crew, call the rotary engines—those that just came in on the rotary. There's a couple of letters extra if anyone comes in that can go with us and do his bit." With that he left the building.

The operator read a copy of the letter:

"A hundred or more children at Coal Camp will not know there is any Santa Claus this year unless you fellows help me run the rotary up there, starting this morning. These are not orders and technically you will be disobeying the hog-law if you go, and you will get no pay for it, so you can do as you please about reporting for the work.

"DORGAN"

It was nearly five o'clock when Dorgan returned. Appearances showed he had taken a bath, but not a shave. The barbers were still sleeping. "What luck?" he asked.

"I've heard more swear words the last sixty minutes over the phone than I've ever thought of," the operator said. "Scrugg's wife was sarcastic. She wanted to know what good it would be to clear the track if there were no presents taken up there. The kids, she explained, wouldn't give two cents for a rotary and a gang of engines, much less a lot of dirty, sleepy-eyed men if there were no Christmas presents."

"How many will go?" Dorgan asked.

The operator looked down the list where a check mark appeared against each name. "Eighteen," he said.

"That's all the notes I sent out."

"Certainly," the operator said, as if it was any every-day calling of a crew.

"Now, about those presents," the superintendent mused. "We'll have to wait until the stores open at nine, and I'm afraid that'll be too late for us to get them up there tonight."

"Not when you know Mrs. Scruggs. She said she'd get the Woman's Auxiliary, and the B. Y. P. U. and the Eastern Star and what not up and they'll raise those store owners."

"Might not be able to get them up this early," Dorgan said, doubtfully.

"You don't know those women. If a merchant went against them the whole gang would put him out of business. When you get a lot of women interested in anything they don't care for the law or evidence or the time of day. Just watch their smoke—or rather their talk. If Adam had not connected with a woman, you know, snakes'd still be talking."

It was rather a hushed crowd that assembled that Christmas eve at the Coal Camp school house. Even the littlest child seemed to sense that something was wrong. The tree was there, but instead of being trimmed in tinsel and gold cord, rows and rows of white pop-corn strung on thread decorated it. There was an entire absence of boxes and bundles, such as usually accompany a tree. The little candy the local store contained was placed in little stockings, pieced together by the

teacher and the mothers from bits of old cloth. The candles, too, were not what the children would call really, truly Christmas candles, for they were the plain white ones used in their homes, to eat and read and go to sleep by.

But all the children were there and expectant. A child-mind cannot understand the physical difficulties that beset the older ones, and looks for miracles as if they were everyday affairs. It meant nothing to them that the worst snow in years had fallen. Santa Claus had always been pictured to them as travelling over ice and snow and no child doubted that he could.

The teacher purposely delayed the ceremonies as long as possible, as a sleepy child does not worry much or long about anything. She dreaded the time when it came to giving out presents, for there would be none. But after a time she called the first little performer to the stage:

"I'm just a little boy—  
I can't speak very well—  
So I'll let the mis-tle-toe  
Ring its little bell."

The five-year-old tot had just finished his speech, when the interruption came. The Coal Creek spur, in coming into camp, curved sharply around the edge of the mountain, through a deep cut and came



"Dorgan was first; his beard was not long enough for an orthodox Santa Claus, but nobody seemed to notice that"



out on the level ground not fifty feet from the school house. The little speech about the Christmas bell had barely left the speaker's lips and he was making a stiff bow to his audience when the school house began to tremble, as if rocked by an earthquake. Someone threw open the door and those who craned their necks in the direction of the noise saw a sight that astonished them. Three funnels, half hidden by the barrier of snow, were shooting a volcano of sparks high into the air. Just in front of these came a black monster that waded slowly through the snow. As it did so, it spit a constant stream of white to one side high above the sides of the cut.

The program of Christmas exercises was forgotten. Windows were raised and heads poked out. The harrassed teacher welcomed the interruption.

Through the cut and out by the side of the school house the three inverted pyramids of sparks disappeared as the enginemen shut off steam. Before the children had time to realize it, the strange train had stopped, with the last car just opposite the door of the school house. Strange figures, covered with great coats and the great coats encrusted with ice and snow, came to the car, shoved open the door and from it took bundle after bundle, which they shouldered and carried into the house, the people making way for them. Dorgan was first. His beard was not long enough for an orthodox Santa Claus, but no one seemed to notice that. As he laid his bundle down by the tree, he said to the teacher:

"I hope you'll see that the children get these, with the compliments of Santa Claus."

He stood aside until at least ten other big boxes and bundles were brought in. By this time the house was in an uproar. Every child was talking at the same time and no one knew what the other said. Even the babies stared in wonder at the sight. It seemed that Santa Claus had come, all right, for there were the boxes and bundles. True, the reindeer were not in evidence and the chief Santa Claus wore a week's beard, heavily impregnated with cinders and coal dust. But there were the boxes of toys!

The teacher raised her hand and quiet reigned. It was the usual quiet of a room full of children; a quiet that would really have been quiet if some of them had not moved their feet just a little or uttered "ohs" or "ahs." It was a quiet in which one could have heard a pin drop if the pin was a large one and the pin dropped from a great distance. But the teacher made herself heard, at last:

"Children," she said, with a little sob, "Santa Claus discovered he could not come over the mountains because of the soft snow, and these good men offered to help him, and now they are here. To show our appreciation, let's sing them our Christmas song," and a hundred childish voices rang out in—

"The snow lay on the ground, the stars shown bright,  
When Christ, our Lord, was born on Christmas night."

The song ended and one of the engineers nudged Dorgan. "We'd better coast down to the Junction now, and get in ahead of number eight, eh?" And Dorgan gave the signal and left the children to their enjoyment. Only the teacher and a few of the older people shook hands with the assistants of Santa Claus. For that is the way with childhood. Santa Claus was to have come that evening and he came, as per schedule. And the children saw nothing great in it.

\* \* \* \* \*

In a hotel a thousand miles from Coal Camp a great coal operator and a great

railroad manager were dining together. They had been friends for years and it was their custom to eat Christmas dinner together. As they came to cigars the mining man thought of something:

"By the way, Carlton, you've got a good man out on that mountain division. We're going to open those Coal Camp mines and we shipped twelve carloads of machinery out there yesterday. I wired your man at Douglas Junction to see that the spur was opened as soon as possible, and just as I came away from the office we got a wire saying the spur was open for traffic. And that was a bad snow out there—the worst in years. That's quick work."

"Oh, yes," the railroad man replied. "That's Dorgan. He's got the worst division on the whole system, but he does things. That's why he's there."

## Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

### John P. McBrayer

John P. McBrayer was born in Anderson County, Kentucky on September 7, 1854. He entered Baltimore and Ohio service on September 17, 1906 as car repairer at Storrs and in 1908 was transferred to position of trackman. In 1922, because of failing health, he was given position as crossing watchman, which he retained until his recent retirement.



### Maurice Cahill

Maurice Cahill was born at Zaleski, Ohio on December 25, 1857. He entered Baltimore and Ohio service as boilermaker's apprentice on November 1, 1877. In 1880 he was transferred to position of freight fireman and in 1887 was promoted to freight engineer. On December 1, 1908 he was promoted to passenger engineer, which position he held at the time of his retirement on September 17, 1923.



ENJOYING A WELL EARNED REST

Left: John P. McBrayer

Right: Maurice Cahill



## Concerning the Story of France

Dear Readers of the Magazine:

I want to express to you my thanks for the nice things which so many of you have written to me concerning my little story of the journey of the Good Will girls to France. It has been a great pleasure for me to tell you about the little incidents that happened and the many wonderful places which we visited.

The other day I received a letter from one of our boys who had been with the 117th Trench Mortar Battery in the region of Chateau Thierry. He reminds me that I failed to give credit to the 117th Trench Mortar Battery, Forty-Second (Rainbow) Division—"Maryland's First to Fight." He also mentions the fact that there were no round cannon balls used, despite the fact that in a recent issue I called attention to a certain building in Chateau Thierry where there are round cannon balls lodged in its walls.

Of course, our readers will realize that we had to rely on what was told us in the story of the *round* cannon balls. It is true that there are round cannon balls lodged in the walls of the building at the southwest end of the bridge at Chateau Thierry, and it is true that we were told that these were from cannon used during the war. Naturally I understood this to mean the World War. However, it may be that the reference was made to some other war. Nevertheless, the round balls are there, as the other girls will also tell you.

I did not intentionally omit the reference to Maryland's First to Fight. I had this and perhaps a thousand other things in mind when I wrote the story, and some of them simply slipped by.

Our soldier boy tells us the following interesting facts:

"After the battle of Chateau Thierry and Belleau Wood, the 117th T. M. B. was partly quartered in the Palais de Justice and in other houses facing the open plaza. Our field kitchen was set up in the hotel gardens you speak of strolling through.

"At the time that the 117th T. M. B. advanced through Chateau Thierry, there were only three civilians in the town, one of these dying shortly after the Germans vacated it. If I recall rightly, one was a baker. In the house back of the Palais de Justice on the rue de Soissons, there was a plate of hot beans on the table, left there by the German officers when the T. M. B. entered."

I remember well the house of which our soldier boy speaks. A one-eyed French colonel escorted us through. He talked solely in French, so it might have been this fact that also got me mixed up on the cannon ball story, together with my lack of *vocabulaire française*.

I thank Mr. Soldier Boy, and if any of you

find other errors in the story I shall appreciate your telling me about them, as naturally I do not wish to convey any false impressions. Yours very truly,

(Signed) MARGARET T. STEVENS

### Payment Deferred

Alice, five years old, entered the general store of Mr. Smith, with whom she was a great favorite, and announced that to make

her dolly a dress she needed "some red, blue and yellow."

When Mr. Smith had brought out the required amount of material she asked how much it was.

"That will cost you just one kiss," replied the storekeeper.

Whereupon Alice answered, "Mamma said she would come in and pay you tomorrow."—*Pittsburgh Chronicle Telegraph*



## Protect the children!

The sturdy youngsters and tiny toddlers whose trusting fingers are twined about your very heartstrings play always under the threatening shadow of tuberculosis.

The dread disease is everywhere. Wealth is no bar and position no barrier to consumption. The only way to make the world safe for children

is to stamp out tuberculosis entirely.

It can be stamped out. Today only one person dies of tuberculosis where two died before. Christmas Seals have helped to save the other life.

Help in this life-saving campaign. Save the children. Buy Christmas Seals.



Stamp out Tuberculosis with Christmas Seals

THE NATIONAL, STATE AND LOCAL TUBERCULOSIS ASSOCIATIONS  
OF THE UNITED STATES





# Eyes to the Blind

*A little narrative of some of the heart-thrills that fall to the lot of the Traveling Passenger Agent, as told by our own*

*—H. B. Kight—*

*Traveling Passenger Agent . . . Cumberland.*

with plenty of drinking water aboard! Everything was done for their comfort by the train crew, NOT because they felt OBLIGED to do so but just because they WANTED to do so.

ON September 11, I left Kenova, W. Va., with a special coach full of deaf and blind students, starting on their journey to Romney, W. Va., where the West Virginia School for the Deaf and Blind is located. Some of my little passengers were leaving their homes for the first time, while the older ones were returning to the school to resume their studies.

At Huntington we took aboard many more and as I stood beside the car steps and helped them on, I found a something in my throat that would not go down. I couldn't talk as I turned to the brakeman—and he was just as bad off. His heart had been touched, too—it was almost impossible to keep back the tears.

At Pt. Pleasant we picked up another car of the children, and another at Parkersburg, where we made up a special train for the long run to Romney. Grafton had still another car waiting for us.

Often as I have stood at the station at Keyser, I have watched the "Romney Special" pass, and I have thought of it as "just another train." I never realized just what it all meant. But now, after I have ridden with these boys and girls from early morning until late into the night, I have learned to know what that sort of affliction means.

The little deaf boys and girls at first thought that I was a member of the school faculty and would talk to me on their hands, by means of signs, and by spelling the words. Of course I did not understand. But soon they found out that I was with the Baltimore and Ohio and that I was with them to assist them in any way that I could. And how they appreciated the fine equipment—the clean, vestibuled cars, well lighted and

They were of all sizes and ages and it was nothing unusual for the blind to pass from one car to another looking for friends and finding them, too. When six of the larger boys—sturdy, whole-hearted fellows, got together, they sang beautifully. At one point as we stopped it was the old hymn, "Jesus Saviour, Pilot Me." How poignantly sincere the appeal sounded as the melody floated out upon the air and touched the hearts of those who heard.

One little blind girl was starting to school for the first time. A pretty little thing she was, with broad beaver hat and coat to match, and she carried her doll baby. The doll when tilted would say "Mamma" and oh, how those blind children loved it. Most all of them took turns caring for the "baby" and as they ran their hands over its face, and dress and shoes and stockings, and felt its hair, they talked of what a beautiful thing it was. Seeing through their fingers the beauty of that doll!

The deaf boys and girls seemed to be enjoying their trip as they made new friends and renewed the friendships of old.

After having traveled all day the younger children began to get sleepy, so I told them to lie down and take a nap, that Romney was a long way off and that I would awaken them in time. Several of the boys wanted a drink of water, which I got for them, then saw them curl up in their seats and doze off.

Mike Smith was sitting opposite Griffith Dillion. A couple of years ago Mike was playing with a dynamite cap and blew his eyes out—and now he was on his way to school to learn to see with his fingers. Poor, dear little Mike, his first year away from home and loved ones! Griffith, 13 years of age, had been blind since he was four, as he

put it, "ever since I had the whooping cough." They were both sound asleep as we neared Romney and I was helping the attendants to get them aroused to be ready to get off.

I awakened Mike first and took him to the front of the car, telling him not to "go back in the hay." Mike thought that was funny. Then I went to Griffith. He arose, stretched himself, rubbed his little blind eyes and reached for his shoes. Just like any kid, he wanted to lie still and it was with much coaxing that I finally got him awake. I said to him:

"Griffith, as this is Mike's first year he will have to have someone show him around over at school, won't he?"

"Yes, but he wants to run around with Boston (another boy) and Boston is blind as a bat," answered Griffith.

How quickly they make light of their affliction!

We reached Romney safely and were met by Superintendent DeBerry and his staff, and the children were taken to their school home, tired out and sleepy, but happy.

When they had gotten washed up and in bed, Mrs. DeBerry, knowing my love for them, took me to the boys' sleeping quarters. As we peeked at them, snug in their little white beds, I saw an arm raised over in the corner, to wave to me. Another arm went up, and another and another, and that night before those tired little fellows had gone to sleep I went to each of their beds and patted each one on the head, thankful that an all-merciful Father had brought them safely to so comfortable a home.

Superintendent DeBerry wrote me a long letter telling me how much he appreciated every phase of the service that was given by the Baltimore and Ohio, the attentive train crew, the nice equipment, and, especially, the handling of several hundred pieces of baggage without a single mistake. I wish we had space to reprint the entire letter.

It is, however, typical of other letters we get, commending the service of our big organization, where each employe is doing the best he knows how, NOT BECAUSE HE FEELS OBLIGED TO DO SO, BUT JUST BECAUSE HE WANTS TO DO SO.



# New Class S-1 Locomotive Has 33<sup>1</sup>/<sub>3</sub> Per Cent. Greater Tractive Power than 4400 and 4600 Series

By A. G. SANDMAN, *Mechanical Engineer*

**S**EVENTY-FIVE of the new Class S-1 locomotives are now being built, 50 at the Baldwin Locomotive Works, Philadelphia, and 25 at the Lima Locomotive Works, Lima, Ohio. This design is in line with the modern trend toward single unit locomotives of greater hauling capacity than the Mikados, the tractive power of this new Class being 33<sup>1</sup>/<sub>3</sub>% greater than our last Mikados, Class Q-4b in the 4400 and 4600 series. The principal dimensions and weights are as follows:

Tractive force.....84,260 pounds  
Service.....Heavy freight  
Gauge.....4' 8<sup>1</sup>/<sub>2</sub>"  
Cylinders.....30" x 32"  
Valves.....Piston, 14" dia.

## Boiler

Type.....Straight top  
Diameter.....90"  
Working press.....220 pounds  
Fuel.....Soft coal

## Firebox

Material.....Steel  
Staying.....Radial  
Length.....132<sup>1</sup>/<sub>8</sub>"  
Width.....96"  
Depth, front.....91<sup>3</sup>/<sub>4</sub>"  
Depth, back.....77<sup>7</sup>/<sub>8</sub>"

## Tubes

Diameter.....5<sup>1</sup>/<sub>2</sub>"      2<sup>1</sup>/<sub>4</sub>"  
Number.....53      232  
Length.....23'      23'

## Heating Surface

Firebox.....262 square feet  
Combustion chamber....85 square feet  
Tubes.....4881 square feet  
Firebrick tubes.....42 square feet  
Total.....5270 square feet  
Superheater.....1512 square feet  
Grate area.....88 square feet

## Driving Wheels

Diameter, outside.....64"  
Diameter, center.....56"  
Journals, main.....13<sup>1</sup>/<sub>2</sub>" x 15"  
Journals, others.....11" x 13"

## Engine Truck Wheels

Diameter, front.....33"  
Journals.....6" x 10"  
Diameter, back.....46"  
Journals.....9" x 14"

## Wheel Base

Driving.....22' 4"  
Rigid.....22' 4"  
Total engine.....42' 11"  
Total engine and tender 89' 10<sup>7</sup>/<sub>8</sub>"

## Weight in Working Order

On driving wheels.....347,230 pounds  
On truck, front.....31,570 pounds  
On truck, back.....57,710 pounds  
Total engine.....436,510 pounds  
Total engine and tender 735,000 pounds

## Tender

Wheels, number.....12  
Wheels, diameter.....33"  
Journals.....6" x 11"  
Tank capacity.....15,800 U. S. gals.  
Fuel capacity.....23 tons

The following list comprises some of the parts on the locomotive, showing names of the various devices or material used in construction:

**Ash Pan**—Commonwealth cast steel.  
**Driving and Truck Axles**—Hammered open hearth steel.  
**Bell Ringer**—Osche improved pneumatic.  
**Staybolts**—Complete installation, flexible.  
**Driver Brake**—American Brake Company's outside equalized.  
**Air Brake Schedule**—No. 6 E. T.  
**Driver Brake Cylinders**—Two 14" x 12", two 12" x 10".  
**Air Compressors**—Two 8<sup>1</sup>/<sub>2</sub>"—120' cross compound.  
**Air Reservoir Capacity**—75,600 cu. in.  
**Air Connection between Engine and Tender**—McLaughlin flexible.  
**Cab**—Sheet steel, wood lined.  
**Blow Off Cocks**—Two 2" Okadec.  
**Blower Valve**—Okadec 1<sup>1</sup>/<sub>4</sub>" quick opening.  
**Crosshead**—Rogatchoff adjustable.  
**Drifting Valve**—Sellers.  
**Radial Buffer**—Franklin spring type "D."  
**Draft Gear, Tender**—National type H-la.

**Coupler, Tender**—6" x 8" shank, type "D" head, A. R. A. Standard.  
**Coupler Release Rigging**—X. L. T.  
**Fire Door**—Franklin Automatic No. 8.  
**Frame Cradle**—Commonwealth cast steel.  
**Headlight**—Aluminum case with 14" reflector.  
**Turbo Generator**—Pyle National type E-2.  
**Classification Lamp**—Armspear unified pressed steel electric.  
**Injectors**—Hancock H. N. L., 6000 gallon capacity.  
**Main Lubricator**—Detroit No. 2, five feed, five pint capacity.  
**Driving Box Lubricator**—Elvin.  
**Flexible Joints between Main Air Reservoirs**—Franklin.  
**Piston Rods**—Normalized carbon vanadium steel.  
**Reverse Gear**—Hand screw type.  
**Main and Side Rods**—Normalized carbon vanadium steel.  
**Main Rod**—Markel type.  
**Safety Valves**—Three 4" Coale.  
**Sander**—Hanlon double pneumatic.  
**Air Gauge**—Ashton quadruplex.  
**Steam Gauge**—Ashton iron case.  
**Stoker**—Duplex mechanical.  
**Superheater**—Type "A" double loop, 53 units.  
**Tank**—Vanderbilt type (cylindrical).  
**Tender Frame**—Commonwealth cast steel.  
**Throttle**—Chambers single seat.  
**Car Replacer**—Fewing heavy design.  
**Trailer Truck**—Delta type, Commonwealth cast steel.  
**Tender Truck**—Commonwealth cast steel.  
**Tender Side Bearings**—Stuecki anti-friction type.  
**Valve Gear**—Baker.  
**Water Glass**—Wiltbonco reflex.

## Green

Don't feel hurt if some one says you are green. For remember, if you are green you are growing. It's the fellow that is dead ripe that is apt to become rotten.

—The Railway Agent

## The Greek Slave's Wisdom

The old Greek slave who was told to serve the best meat he could one day and the worst the next, served tongue both times.

He explained that words spoken by the tongue caused most of the happiness in the world, but also most of the misery.

—Exchange



Seventy-five of the New Class S-1 Locomotives have been ordered and a few have already been placed in operation



# The Baltimore and Ohio Better Dairy Sire Special

By O. K. QUIVEY, *General Agricultural Agent*

"IF you haven't the money to buy a pure bred bull to head your herd, then my advice is to go out and steal one. I mean what I say. You may get caught. You may even have to serve a year or two in jail, but at that you will be ahead of the game, for you will be in jail the balance of your life if you continue to milk scrub cows."

The speaker was Mr. Hugh G. Van Pelt, internationally famous for his knowledge of the dairy industry and particularly for his experience with Jersey cattle. Mr. Van Pelt was on the program of the Baltimore and Ohio Better Dairy Sire Special, which was operated over our lines in Southern Indiana between September 17 and 29, in cooperation with Purdue University Dairy Extension Service, the American Jersey Cattle Club, the Indiana Jersey Cattle Club, the National Dairy Council, local county agricultural agents, banks, clubs, chambers of commerce, etc.

It was our idea that this project be devoted to all breeds of dairy cattle alike, and the invitation to cooperate with the Railroad and Purdue University was

extended to the four major dairy breeds. However, for one reason or another the invitation was finally accepted by only the Jersey breed, and the project was then carried out in cooperation with the Indiana Jersey Cattle Club and the American Jersey Cattle Club.

Never before has a dairy demonstration train been operated with such high standards, for in planning this project, the following requirements were laid down:

FIRST: That each bull on the Baltimore and Ohio Better Dairy Sire Special be a pure bred, and registered or eligible for registry, and that he be of serviceable age, at least for limited service.

SECOND: That to be taken on the Baltimore and Ohio Better Dairy Sire Special each bull be out of a dam with a 400 pound butter fat record or better.

THIRD: That the Breed Association inspect each bull in order to determine that it is individually all that the breeding and production back of it indicated it should be.

FOURTH: That each bull taken on the Better Dairy Sire Special be of the type which the officers of the Breed Association are perfectly willing and glad to have go out as truly representative of the breed.

FIFTH: That several weeks preliminary work be conducted in those towns and counties to be later traversed by the Better Dairy Sire Special for the purpose of interviewing County Agricultural Agents, owners of scrub and grade bulls, bankers, chambers of commerce and creamery interests.

SIXTH: That each farmer owning a scrub or grade bull be allowed beef prices for it when purchasing a pure bred from the train, and that the Better Dairy Sire Special spend an entire day at each stop visited by the train to permit farmers to look carefully over all the sires and select the ones best suited to their needs.

While the foregoing marked the main requirements, there were many less important details, all of which were carefully planned in advance, and those who visited the train report that it was the last word in efficiency, both as to quality of cattle, equipment and operation.

From an educational standpoint the effect of this train cannot be overestimated, this feature of the work being in the hands of Professor R. D. Canon of Purdue University and Mr. Hugh G. Van Pelt, representing the American Jersey Cattle Club. The work of Miss Anne Lamb, an authority on the value of milk as human food, and representing the National Dairy Council, also cannot be overestimated. The records show that she received and talked to 27,000 school children in charge of their teachers during the two weeks in which the train was enroute. The moving picture films entitled "Hearts and Jerseys," "The Tale of Two Bulls," "Highland Lassie," "The Turn of the Road," and "The Romance of the White Bottle" completed an educational program of unusual merit and appeal.



ON THE BALTIMORE AND OHIO BETTER DAIRY SIRE SPECIAL

The flat car for lecture and demonstration purposes, showing the "scrub" versus the "purebred"



"It can be seen, therefore, that the Baltimore and Ohio Better Dairy Sire Special accomplished all that any former dairy development train has accomplished in an educational way. In addition, it placed 46 pure bred bulls in service and took out of service almost an equal number of scrub bulls which were sent to the stock yards for slaughter. The evidence that bulls are still being sold as a direct result of the operation of this train is indicated in reports still being received from Professor Canon of Purdue University and others.

Desiring to back up its confidence in the future of the dairy industry, General Agricultural Agent Quivey purchased on behalf of the Baltimore and Ohio one of the finest bulls on the train and out of "Sweet Rose of Meadowbrook," a dam with five Register of Merit records and the dam of two Registry of Merit cows, she herself being again on test, and in 183 days producing 7,333 pounds of milk and 410.69 pounds of butter fat, at seven years and four months. The grandsire of this young bull is "You'll Do's Handsome Raleigh" which sire was recently purchased for \$6,300.00 by Mr. Frederick Underwood, President of the Erie Railroad. The bull purchased by the Baltimore and Ohio has been registered under the name of "Bando's Handsome Meadowbrook," the word "Bando" being a combination of the letters "B" and "O," "Handsome" giving recognition to the grandsire of this bull, and "Meadowbrook" giving recognition to his dam, "Sweet Rose of Meadowbrook" and owned by Mrs. M. A. Cavode of Westfield, Ind., President of the Indiana Jersey Cattle Club and one of the most constructive breeders of Jerseys.

The Baltimore and Ohio will place "Bando's Handsome Meadowbrook" in

that county in Southern Indiana traversed by its lines in which it is believed it will accomplish the greatest good. The Baltimore and Ohio is not interested exclusively in any one breed of dairy cattle, but rather believes there is plenty of room for purebreds of all breeds. The Baltimore and Ohio is constantly striving to promote the interests of all breeds, and though in this particular instance cooperated with the Jersey interests, yet all breeders of pure bred dairy cattle, regardless of the breed, will profit by the Baltimore and Ohio Better Dairy Sire Special. The project will continue to have a good and lasting influence on the dairy interests for many years to come, particularly in view of the follow-up work which our own Agricultural Department, Purdue University and the American Jersey Cattle Club

will foster in the territory covered by the Better Dairy Sire Special.

## D. F. A. Sullivan and Others Befriend Lonely Girl

ONE day, early in September, Division Freight Agent D. E. Sullivan left Chicago on Train No. 10. He became interested in the welfare of a little girl, twelve years old, who was travelling alone en route to Washington.

Pullman Conductor Hogan, as well as the train conductor, dining car steward and other members of the crew, saw that she was made to feel at home. She carried a letter which contained no instructions to Baltimore and Ohio men as to berth and meals but the Pullman Conductor expressed his desire to pay for the berth personally.



Above: "Bando's Handsome Meadowbrook," the wonderful young sire purchased from the train by the Baltimore and Ohio Railroad for dairy development work in Southern Indiana. Below: Some of the scrub bulls taken out of service by the Better Dairy Sire Special





General Agricultural Agent Quivey and Staff Engaged in the Conduct of the Dairy Sire Special

However, the little girl had sufficient funds to carry her through.

Mr. Sullivan has seven children and naturally takes a special interest in the little ones. He wired Mr. Will C. Butler, Washington, D. C., advising him that the little girl was all right and the expected time of her arrival at Washington. He has since received the following letter from Mr. Butler:

"I assure you that I highly appreciate the interest you took in my little cousin, Georgella, who came to us a short time ago from New Mexico, not only your interest in her welfare but also your kindness in wiring me that she was all right. \* \* \* \*

"I wish to emphasize my appreciation of your courtesy to her, also the kindness shown her by Captain Hogan, the dining car steward and the train crew. \* \* \* \*

"She thoroughly enjoyed her trip on the Baltimore and Ohio. At some time during her school vacation in the future she will return to New Mexico to visit her relatives. When she does, she will go and return via the Baltimore and Ohio."

### An Old Station—But it Shines with the Smiles of Agent Butts

RECENTLY I was at Martinsburg, W. Va., and had an hour and a half to wait for my train. I have known the old place for fifty years. While the station is old, the walls, floors, benches and windows are clean. While sitting in the station, my attention was attracted to the ticket

agent, Mr. Butts, and his courteous treatment of the public.

Two gentlemen came into the station 45 minutes before train time. They had some business to transact and wanted tickets. Mr. Butts pleasantly opened his window and attended to their wants. A lady came to him about some trouble with her trunk. The baggage room is downstairs, but instead of directing the lady there, he called the baggageman and arranged the difficulty satisfactorily. Then he called a transfer truck and the trunk was started to its destination. Another friend made! The lady went away all smiles.

Then a passenger came in and asked what time a certain train would leave. He was given the information and in addition our ticket agent added that it reached Cumberland at 1:30. It was all done so cheerfully and courteously that every one went away feeling kindly disposed toward the Baltimore and Ohio. The station may be old, it may bear the marks of age, but the smiles and courtesy of the ticket agent make us forget this and think only of the kindly "Good Neighbor" spirit which fills our boys along the line and daily add to the popularity of the "Friendly Way."

### She Evidently Knew Him

(A messenger boy with a telegram for Mr. Smith rings at two in the morning): "Does Mr. Smith live here?"  
Feminine Voice (Wearily): "Yes! bring him in."  
—Clarksburg Exponent

### "More than Met the Demand for Service"

CHAMBER OF COMMERCE  
Incorporated

Of Winchester and Frederick County, Va.  
Winchester, Va.

November 14, 1923

Mr. J. L. Hayes  
Division Freight Agent  
Baltimore and Ohio Railroad  
Baltimore, Maryland

My dear Mr. Hayes:

In view of the splendid service rendered by the Baltimore and Ohio Railroad in Winchester the last two months, during our apple season here, we feel it nothing more than right and just that we say a few words of commendation relative to the excellent service which you have rendered.

While you are no doubt aware that we were interested in such matters, still at the same time we desire to inform you that we have been right on the job, and we are glad indeed to say, after investigation and inquiry from several of the principal fruit growers here, that your service has been excellent and that you have more than met the demand made upon you for cars.

Again thanking you for your splendid service and cooperation rendered us, and trusting that this same service may continue to the mutual interest of both of us, with best wishes, we remain, at your service.

Yours very truly,  
Winchester Chamber of Commerce  
(Signed) ANDREW BELL  
Secretary



# Death Ends Long and Honorable Service of George W. Andrews

By J. E. BARNHART, Assistant Chief Clerk, Chief Engineer Maintenance

AT 7.00 p. m., on November 2, in Baltimore, there passed to its well deserved reward, the soul of the late George W. Andrews, assistant to chief engineer maintenance of the Baltimore and Ohio Railroad. His life spanned sixty-seven years, four months and eleven days, and a service with the Railroad of forty-three years and three months.

Mr. Andrews was born at Laurel, Md., June 21, 1856. His schooling, to use his own words, "consisted of public, private tutor, Maryland Institute of Baltimore and the help of a talented wife."

He first entered the service of the Railroad at Relay, Md., during the winter of 1873, as a temporary baggage master. He came to Baltimore in March, 1873, and, starting as an apprentice at house carpentering, served three years as such. From 1876 to 1880 he worked for various contractors on the erection of bridges, buildings, wharves, etc., the last eight months of which were spent as carpenter foreman on the erection of the large gas plant for the city of Havana, Cuba.

Upon his return to the United States he reentered the service of the Railroad, July, 1880 as a carpenter in the Freight Car Shop at Mt. Clare under Foreman James Miller. In August, 1882 he was transferred to the Passenger Car Shop under Foreman John Clark where he remained until May, 1883, when he again left the service to take a position with a contractor.

While employed in this work it so happened that he became engaged in the erection of the city home at Mt. Vernon Place, Baltimore, of the late Robert Garrett, then President of the Baltimore and Ohio Railroad. As a result of the fine character of his work on this structure he was offered and accepted, in the fall of 1885, the position of assistant to C. McLean, superintendent of construction of the Philadelphia Division and the New York Terminals under Col. H. T. Douglas, chief engineer. From that time until March 1, 1887, he was in direct charge of all bridge and structure work, which included the building of practically all stations between Canton, Md., and Philadelphia, Pa., with the exception of these at Newark and Wilmington, Del., and Chester, Pa.

On March 1, 1887, he was appointed supervisor of bridges and buildings, Philadelphia, Pa., to Baltimore, Md., his jurisdiction being extended over the Belt Line, Bay View to Hamburg Street, Baltimore, Md., upon opening of opera-

tion in 1895. His territory was extended in 1898 over bridges, Baltimore, Md., to Washington Junction, Md., via Washington, and over all bridges and buildings in that territory in 1899. In 1900 jurisdiction was extended over the Old Main Line, Relay, Md., to Brunswick, Md. He remained in charge of this work until 1902, during which period he designed and built the first two units of No. 1 Machine Shop, the erecting shop, the central boiler plant, and later designed and supervised the erection of the third and last unit of machine and boiler shops at Mt. Clare, Baltimore, Md.

On March 15, 1902, he was appointed assistant engineer of bridges and buildings over all lines under J. E. Greiner. On December 1, 1903 the engineer of bridges was relieved of the maintenance of buildings, and that work, together with Mr. Andrews, was transferred to the Maintenance of Way Department under J. B. Dickson. As inspector of maintenance he served in this capacity under J. B. Dickson, A. W. Thompson and E. Stimson until September 1, 1911, on which date he was appointed assistant to engineer maintenance of way, his title being changed on January 1, 1920 to assistant to chief engineer maintenance, having general supervision over the maintenance of the bridges, buildings, docks and wharves, scales and tunnels of the System.



The late G. W. Andrews

He held this position at the time of his death.

In the passing of Mr. Andrews another link with the past, with the early construction of the Railroad, has been broken; the Company has lost the services of a tried, trusty and faithful employe, whose knowledge and ability in his line of work was recognized and appreciated throughout the entire System. Truly it may be said—a valuable employe has passed on.

His fellow employes have sustained the loss of a true friend, one with whom casual acquaintance made life and the world appear better, and to have been accorded the privilege of intimate association with this kind, genial, helpful personality, brought the realization of what true friendship means. And, while we mourn his loss, the memories of past associations will be a help and guidance through the lasting years.

Peace be to our friend and well beloved fellow employe.

## Good Neighbors to the Baltimore and Ohio

AN emergency situation on the Charleston Division, November 1, in which one of our passenger trains was involved, required prompt and unusual service on the part of the Chesapeake & Potomac Telephone Company through their exchange offices at Weston and Burnsville.

Under the direction of Miss Mary Mullady, at Weston, and Mrs. Hibbs at Burnsville, chief operators, the exchange girls rendered service that could not be excelled. Superintendent Trapnell informed the Telephone Company of this unusual service and asked that all persons contributing to it be informed as to how much their work was appreciated. Vice-President Williamson, of the Telephone Company, advised Mr. Trapnell that this would be done.

In addition to this we want to mention the unselfish and humane action of Miss Mary Dolan, and Mrs. E. S. Riffe, of Orlando, who threw open their houses for the taking care of the injured and furnished bed linen for bandages; also Messrs. Charley Knight and Bob Heater, of Orlando, who rendered valuable service in caring for the injured.

## New Hopper and Box Cars

On November 9 the Baltimore and Ohio Railroad Company announced that it had placed orders for 500 all steel hopper cars and 500 steel underframe box cars with the Pressed Steel Car Company, McKees Rocks, Pa., and the American Car and Foundry Company, Berwick, Pa., respectively.





## When the Baltimore and Ohio Issued "Stock Orders" That Were Used as Currency

IN 1870, Mr. T. M. Maynadier, for many years a member of the Baltimore Chamber of Commerce, was tending store at Harford Furnace, located at the head of the Bush River in Maryland.

A tramp moving along the pike dropped into the store and tried to buy some tobacco by using in payment the original of the certificate shown in the accompanying cut, calling for the payment of 12½ cents to the bearer in stock of the City of Baltimore and on account of the Baltimore and Ohio Railroad Company. Mr. Maynadier accepted the certificate, sold the tramp 10 cents worth of tobacco, and gave him two cents in change.

Several weeks ago in going through some old papers he discovered the certificate and kindly loaned it for reproduction in the MAGAZINE.

The way it happened to come into existence is given in the following, taken substantially from one of our annual reports:

Under an Act of the General Assembly of the State of Maryland and ordinances of the City of Baltimore passed in 1836, the City of Baltimore was authorized to and did

subscribe for \$3,000,000 of the capital stock of the Baltimore and Ohio Railroad Company, to be applied exclusively to the construction of the road from Harper's Ferry westward, the Commissioners of Finance of the City to borrow the sum necessary to meet the payments for its subscription by means of an issue of City stock created for that purpose, which stock was to bear six per cent. interest.

During the progress of construction work west of Harper's Ferry, 1839 to 1841, financial conditions throughout the country were very bad (banks south of New York having suspended specie payments), and it was impossible promptly to raise moneys necessary through sale of City stock. Therefore, to avoid a suspension of work and apply the City subscription with the least possible loss, and husband the Company's own resources, the Board of Directors of the Baltimore and Ohio resolved to receive from the City, from time to time, if it should deem it expedient for its purposes, the six per cent. City stock, at par, in payment of her subscription to the stock of the Baltimore and Ohio Company.

The Board also proposed to contractors and others furnishing the Company with the necessary labor and materials, that they receive payment in the funded debt of the City, at par, instead of money. To effect this end, the scheme of issuing stock orders fundable in the six per cent. stock, at par, was devised and was carried into effect accordingly, and by these means and to some extent by the direct payment of City stock the work was prosecuted. These stock orders, issued by the Baltimore and Ohio Company, were fundable into City stock, in round amounts, the stock meantime being deposited with the Commissioners of Finance of the City pending its issuance in exchange for the stock orders.

These stock orders were given by the Baltimore and Ohio Company to property owners, contractors and others in payment for rights of way, labor and materials furnished in connection with construction of the line from Harper's Ferry westward, and to a limited extent circulated as money. The stock orders were in quite a number of different denominations, the twelve and one half cent one shown being only one of many.

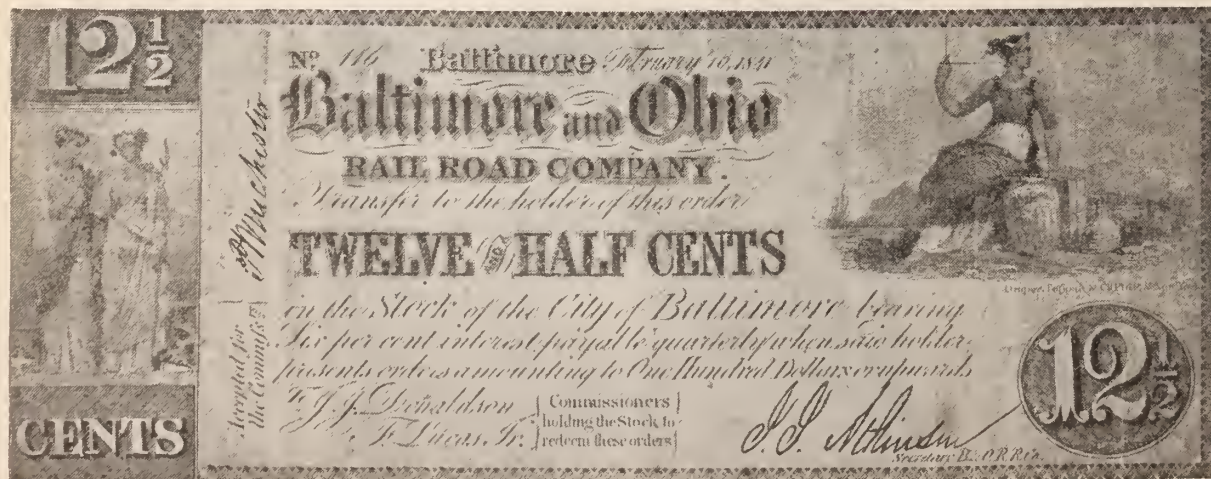
### Greetings from the Charles W. Galloway Auxiliary No. 1

WE started our Fall and Winter meetings with an excellent attendance, although the customary falling off in attendance on account of the hot weather in the summer did not affect the auxiliary.

William J. Dudley, superintendent, Relief Department, was the speaker at our September meeting and gave a most interesting and instructive talk.

Our First Anniversary was celebrated at our October meeting. John Bopp, the well known Baltimore and Ohio caterer, furnished a tempting and appetizing luncheon; one hundred were present. A large iced birthday cake with one candle on it was much in evidence.

A short review of the year's work and accomplishments was given by the president, followed by short talks by the officers



This Certificate Bought Tobacco for a Tramp in 1870



BALTIMORE AND OHIO RAILROAD COMPANY		1881.		Manifest No. 188	
Freight Manifested from		Initial		Car No.	
Duxton O		1500		17 255	
1 Tank		255		50	
1500		17		255	
255		50			

The Cost of Sending the Same Tank Today Would be \$5.32, an Increase Less Than the Average "Cost of Living" Increase

and members. It did the officers good to hear these wholehearted expressions of appreciation and cooperation.

Vice-President Galloway, after whom the Auxiliary is named, was unable to be with us, but he very thoughtfully sent a telegram from Wheeling Junction expressing his regrets at not being present and congratulating the Auxiliary on its fine progress during the past year.

Mrs. Donald R. Hooker was our speaker

and everyone present agreed that her talk was a real treat.

A class has been organized to sew one afternoon a week at the Florence Crittendon Home. Mrs. Buxton is in charge.

Our secretary, Mrs. George T. McMillen, is preparing a year book which should make interesting reading.

Wishing you a Merry Christmas, I am,

Yours in friendship and sociability,

MRS. CHAS. W. LEWIS, President

## Garrett "Archaeologist" Finds Freight Rates Today Not Excessive When Compared to Forty Years Ago!

By D. E. SULLIVAN, Division Freight Agent, Garrett

**S**PEAKING of Old King Tut; our archaeologist has been doing some exploring at the ancient town of HOL-GA-TE on the Chicago Division, for some antique of an ancestor and namesake called KING BULL MUL, and with much pride we present, for the benefit of scientific research, for prevention of cruelty to bill-clerks, the result of his first "Excavation."

FOS-TO-RIA to HOL-GA-TE waybill 188, Sept. 15, 1881, one tank, 1500 pounds (not gold plated) \$2.55 freight charges.

Looking back forty-two centuries—I mean years—our Chicago Division then being a very small youngster, we note that in those antique days of HOL-GA-TE the poor native who bought this tank had to come across with \$2.55 for freight charges—a princely sum in "Ye Ancient Days," when the standard selling price of thousands of articles—from street car fare to beer—was but five cents—FIVE CENTS, say it again, because "Them days is gone forever."

But—what do we care about five cent beer or five cent street car fare today?

The \$2.55 freight charges paid by "Ye Ancient Native" of HOL-GA-TE represented approximately two days pay, and, in many lines of work, then some.

Today in this Twin Cylinder Century the same tank, assuming it was iron (and not gold plated) would cost \$5.32. But wait. I hear you chuckling right now "Gee, how freight rates have increased." Let's see. What else has increased, how about wages, and all classes of commodities today as compared to forty-two years ago? Have they not increased in many cases many times double?

Be honest now. Would you gladly trade our present day with all its wonderful advantages, inventions, and innumerable "ism's" with that of "Ye Old Ancient HOL-GA-TE," barring of course that strangle hold advantage enjoyed before King VOL-STE-AD ascended his throne at D-R-Y?

## Everybody Smiles at Newark Veterans' Meeting

By MRS. R. E. LEONARD, Chairman  
Entertainment Committee

**A**T our meeting on the evening of November 1, there were 150 present, including members of both the Auxiliary and the Veterans' Association.

Brother Dan Moriarity presided over the meeting of the men, and Sister Howard served well in her capacity as president of the Auxiliary. As guests of the evening, we had Mr. and Mrs. Fletcher, from Fairmont, W. Va., and Grand Vice-President and Mrs. J. M. Garvey, of Wheeling.

Of course we all smiled. Neither Brother Fletcher nor Brother Garvey, nor even either of their wives would talk to long-faced audiences. And the smiles stayed on, for the election of officers proved to be a re-election. Brother Garvey gave an interesting talk, followed by Sister Garvey, who should have been named "Smiles," for that's something "she don't do nothin' else but." The meeting was then turned over to the entertainment committee.

A guessing contest was in order. Sister Priorer received a handsome box of stationery, and Brother Silas Higgs a bill fold,

for guessing the nearest number of beans in a jar. Refreshments were served, and "hot-dog" sandwiches, doughnuts and coffee occupied the attention of the members until it was time to sing "God Be With You 'Til We Meet Again." Then we all went home as we had come—SMILING!

## The Old Flagman

By JAMES MCCHESENEY PRICKETT, in  
Washington "Times"

There's a little old man by the railroad track,

Who stands in the midst of the throng,  
And he waves all day with a little red flag,  
To hurry the crowds along.  
With his wooden leg he'll thump around,  
Then gesture, shout and call,  
To the lagging old, to the youthful bold—  
He's watching for one and all.

There in the dust and clamor and roar,  
We see him day by day,  
With his faded clothes and his withered cheeks,  
And his frosted beard of gray,  
To the mounted men, to the "Taxi" then  
The sleepy drayman slow—  
Calls "Halt!" and they've heard his warn-  
ing word,  
Then wait for the sign to go.

Sometimes when the dying sun's shafts stream,  
Flooding the streets with gold,  
He's called by a dream o'er the train of years  
To memories' paths of old,  
"I'll always wait, by the garden gate,"  
These words he hears once more,  
While moon beams shine, soft hands en-  
twine—  
They enter their cottage door.

So oft he takes fond memories' track  
To the land of long ago,  
Yet close by his side the engines glide,  
And the crowds ebb to and fro,  
But he sees them not—there's a light afar,  
And it shines through a cottage door,  
But it's a light long dim, it will shine for him  
Only on that distant shore.

## She Wanted To Know

Little Girl—Mother, when do the Indians come on?

Mother—Why, there are no Indians in this play.

Little Girl—Then who scalped all of those men in the front row?

—London Opinion.



# Safety Department

## Sympathetic Interest in Safety Brings Cordial Response from Employes

By E. C. DRAWBAUGH, *Division Operator, Cumberland Division*

**D**URING a previous year, through a certain system adopted, 159 observations were made by the operators on the Cumberland Division by closely noting passing trains, and from their prompt reports 16 cars were set off on line of road, being considered, after examination, unsafe to haul further.

Since the first of the present year 55 unsafe conditions were noted by men in the same branch of the service and nine cars considered unsafe to haul further, were set off line of road.

These observations and corrections appear on the records of the Safety Committee and show that the men in this branch of the service have more than twice the number of safety notes to their credit than any other department or branch of the service.

The detail of following and keeping such an arrangement in effect and properly recorded was considerable, but the results appear to have justified the effort.

As the arrangement in effect resulted in a continued increase in the number of

items, a form of report was arranged in order to curtail space as they were published in the Baltimore and Ohio MAGAZINE. In the August number the editor of the MAGAZINE adopted the same form for the other divisions of the System that the Cumberland Division used to record similar items.

A number of men from other departments and branches of the service have been coming to me with safety matters and suggestions. As the practice appeared peculiar I asked several why they made reports to me and was told that it was because they thought such matters would receive attention.

I was stopped on the street by a train service man yesterday morning who reported a defective platform at an outlying switch.

During the first week of the present month opportunity offered to get before a large number of persons matters pertaining to safety at the Cumberland Fair. A safety booth was arranged and it was visited by most of those who visited the fair,

including pupils from the schools. The Fair Association stated that their estimated attendance was 15,000 persons during the four days the fair was held. Those visiting the safety booth were shown views of accidents and given literature furnished by the General Safety Committee, outlining ways and means for their protection.

It is believed that a great deal of good for safety resulted from that arrangement and while no accurate estimate can be determined of such benefit it is a fact that no crossing accidents, so far as I know, have occurred in this immediate vicinity since.

I appreciate the privilege of being a member of the Cumberland Division Safety Committee and aim to give safety matters first attention regardless of time or convenience.

## The Safety Lesson of Christmas

**T**O most of us Christmas is the happiest time of the year and the most unselfish time. We open our hearts and our pocketbooks and find happiness in making others happy. We contribute freely for the relief and enjoyment of those who are less fortunate than ourselves. We go out of our way to perform little acts of courtesy and kindness to others. The motorist is more considerate of the pedestrian and the pedestrian is more inclined to wait for the traffic change. Under the influence of the Christmas spirit, there is less desire to get ahead of the other fellow and run the chance of an accident.



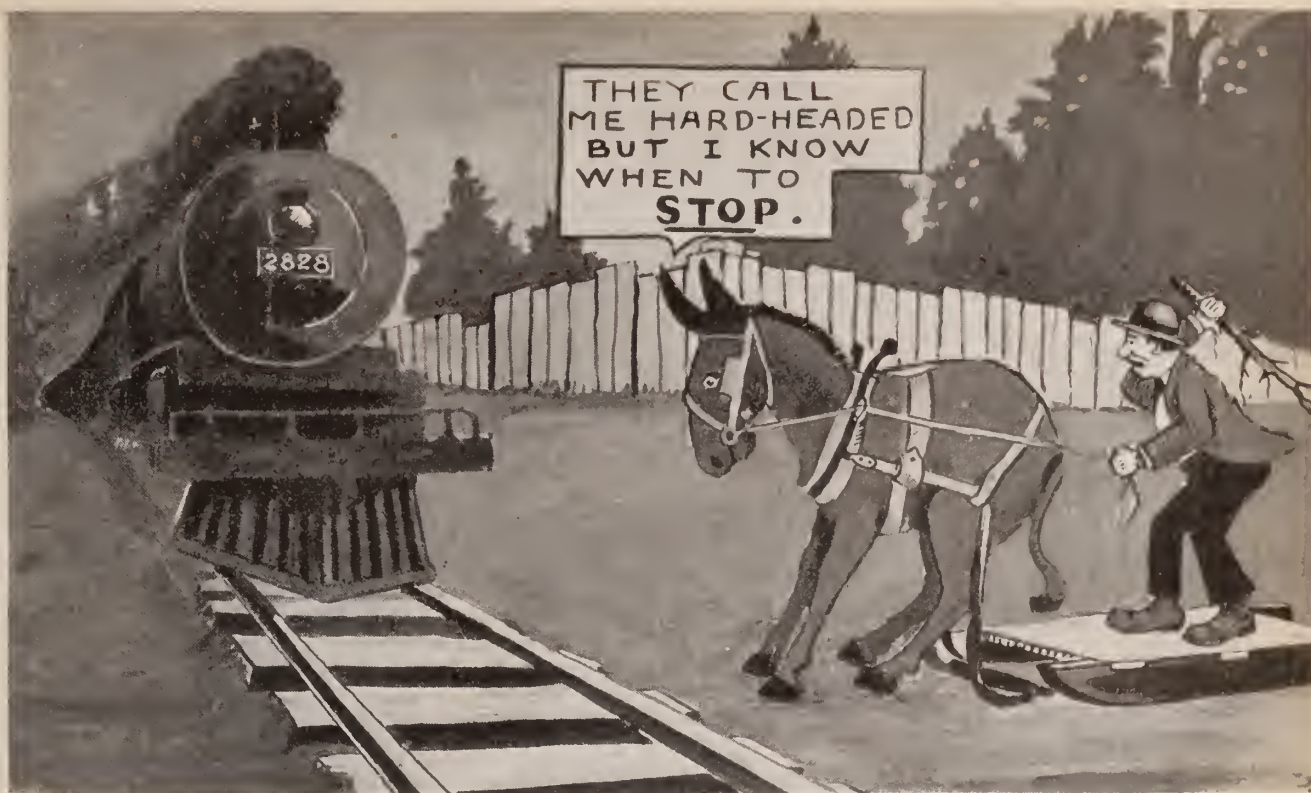
**N**OT because it is a custom, but because I mean it, allow me to wish the Baltimore and Ohio Family a Safe and Prosperous New Year.

**ARTHUR D. GANS**

**SAFETY** PICTURE EXHIBITOR  
FIRST MAGICIAN

BALTIMORE AND OHIO RAILROAD CO.





THE MULE ASSISTS THE CROSS CROSSINGS CAUTIOUSLY CAMPAIGN

This cartoon is the conception of Agent Carl Croucher, Tunnelton, Ind., who had the drawing made by a local cartoonist

There are some who through illness or accident cannot enjoy Christmas; there are some who are too self centered to feel the joy of Christmas. Both are to be pitied.

Like the spirit of Christmas, the spirit of safety is unselfish. If only ourselves were concerned it would make very little difference whether we got hurt or not. But a belief in safety and in the practice of it is necessary even more for the sake of those who love us and whom we love than for ourselves alone.

Perhaps you are thinking "What can I give the family for Christmas?" The best present you can give them is your own self, safe, happy and healthy. That is the greatest gift. Carry this thought with you during the coming year.

The National Safety Council joins with us in wishing everyone a Merry Christmas and a safe New Year.

### Carry Your Own Load—Your Co-Worker Has One of His Own

By R. H. PATTERSON, Locomotive Engineer  
Pittsburgh Division

**A**FTER reading numerous articles in our MAGAZINE on fuel costs, which without a doubt is one of the largest items on the expense account, I feel that we are only touching on a small part of what could be done. No matter how hard one man tries to save, if the other fellow is not putting forth a like effort, the result is discouragement, indifference, waste of fuel

and increase in expenses. In other words we have "Poor Cooperation."

This is only one word, but just stop to think what it means! It means just this: no matter what position you hold, you have work to do and it must be done right or the other fellow has to do more than his own to keep things going. Then he goes home too tired in mind and body to enjoy life as he should, due to nothing but poor cooperation. One man fell down on the job, he failed to do his part and wasn't honest either with himself, his fellow workman or his employer.

Are we really doing the best we can or can we do just a little better? It is a pleasure to work when every person does his part, and you know it. Are you one of the backsliders with a guilty conscience or can you look the world in the face and feel that you are doing the best you can? You don't have to be a fireman to help save fuel. Let's have better cooperation and see if we cannot cut our fuel expenses. LET'S TRY!

### What I Have Accomplished as a Safety Committeeman

By EDWARD PENNELL, Stevedore  
Columbus, Ohio

**S**AFETY is a personal subject with me and I am proud to think that I have accomplished some needed reforms. Reasoning with my co-workers and pointing out to them some dangerous practices makes me feel that my humble labors in behalf of Safety First have not been in vain.

It has happened that in going on the tops of box cars at three different times I have

discovered the running boards to be loose and the boards on cars to be in a dangerous condition. These conditions have been corrected with just a few nails, a little time and forethought. I have also repaired holes in car floors, some of them just large enough to cause injury. That isn't too much trouble to take to save a life, is it?

My interest in this all important cause shall deepen, and where duty calls I will answer so that I may redouble my efforts in the preservation of my fellow men. To me this is not a task, but is that which I love to labor for, not only for the personal safety of employes, but for the preservation of the home and all that it implies.

### Emery Storrs and High-Priced Cattle

**A**MONG the interesting figures in Chicago in the early '70's was Emery Storrs, one of the most distinguished lawyers of his time. He was an orator of great ability. Invited to address a convention of cattle breeders at a banquet in the old Leland Hotel he began his speech by saying, "Mister President and gentlemen of the convention: I have been listening for some time to the merits of the Guernseys, the Jerseys, the Holsteins, the Alderneys and other costly and fancy breeds of cattle, but as an attorney for railroads I wish to tell you gentlemen that the product of an ordinary red cow crossed by a locomotive is the highest-priced animal in the world."

—Saturday Evening Post





Philadelphia Chandler Dealers for Herbert Bros.  
Entertained by Mr. Chandler at Cleveland

**H**ERE is the Philadelphia Delegation of Dealers for Herbert Bros., Philadelphia, Agents for the Chandler Motor Car Co., in charge of Mr. T. Mulford Leshner, in the light gray suit, standing on the running board above the cylinder of the locomotive. They are about to start for Cleveland, Ohio, to attend the convention there, as the guests of Mr. Chandler, who arranges two bountiful days of entertainment incidental to a comprehensive tour of the factory, and a thorough description of the new features of the next year's model, with the necessary instruction concerning its handling. This proves a great impetus to the Sales Force, a contest being waged each year to determine which city makes the best showing. Philadelphia is usually a strong contender.

The special movement was made in both directions via our line, and was handled in regular Baltimore and Ohio style. T. P. A. Morgan was in charge. As a token of their appreciation of the service rendered, Mr. Leshner has offered to give us favorable consideration on all their business in the future.



## This Letter Makes a Fellow Proud

ST. PAUL'S LUTHERAN CHURCH  
Martin Luther Enders, Pastor  
Cumberland, Md.

Mr. W. B. Calloway  
Baltimore, Md.

My Dear Sir:

For several weeks I have been minded to write you, believing that words of commendation are welcome and never amiss.

During the past week I have had occasion to use your lines together with (here the writer mentions three other important eastern railroads—Ed.).

For comfort, and I rode both Pullman and day coach, uniform courtesy and real service, I tell you the Baltimore and Ohio stands first.

Your engineers in starting and stopping trains, your road bed and condition of coaches, and your treatment of passengers from the porter up to the highest official, are of the highest order.

On the Capitol, a couple of months ago, one of your officials, either of Baltimore or Washington, hearing me ask a question of direction, went to considerable trouble to help me, a perfect stranger, find a location in Baltimore City.

These things count. Yesterday in the diner, Mr. J. A. Crouse, who does not know me, although afterward I spoke to him, made me feel as though I was at a home table and not just in a diner of a railroad, and the meal also was of good quality.

In my line, courtesy carries one far, and after using your road from Cumberland for fourteen years, I want to tell you that the policy you are so uniformly pursuing, is noticed all through the traveling public.

Many salesmen who attend my church from time to time, tell me the same story.

Twice in the past month, I stood in Pennsylvania station, New York City, and asked myself the question, "What train do I want to take for Baltimore," and I deliberately selected the Baltimore and Ohio because of the above mentioned things.

Long live the Baltimore and Ohio and her present policy of courteous service! I write you this because being at the head of a corporation, though of a different character, and having the job of pleasing over seven hundred people, a word of praise, a kind expression for service rendered, makes me feel good. Of course I get a little of the other, and I suppose you do too.

May this letter encourage you in your accepted task.

Very sincerely yours,

(Signed) M. L. ENDERS

### Taking No Chances

An old lady at the ticket window had purchased her ticket and had handed the ticket agent her money.

"Change at Youngstown, lady," he said.

"None of them tricks, young fellow, I'll get my change before I leave here," she replied.



# Safety Roll of Honor

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
<b>BALTIMORE AND BALTIMORE TERMINAL DIVISIONS</b>				
Oct. 5	M. D. Kirby	Operator	Germantown Md.	Defective car
Oct. 9	L. Haslup	Conductor	Sewell Md.	Fire
Oct. 12	W. B. Connelly	Conductor	Halethorpe	Defective car
Oct. 25	L. R. Specht	Station Helper	Adamstown Md.	Defective car
Oct. 31	Samuel Duvall	Trackman	Hoods Mill	Defective car
Oct. 7	W. F. Myers	Engineer	Baltimore	Made good run with freight train.
	H. J. Sheckells	Fireman	Baltimore	
Sept. 9	J. G. Neville	Flagman	Orleans Road	Defective car
Sept. 22	W. Eberwien	Engineer	Philadelphia	Assisted patron in handling stationary boiler.
Aug. 27	W. F. Matthews	Agent	Kensington	Defective car
Sept. 17	B. L. Buxton	Operator	Halethorpe	Defective loading
<b>CUMBERLAND DIVISION</b>				
Aug. 29	F. A. Elsey	Engineer	Cranberry	Defective car
Sept. 20	J. W. Shaffer	Conductor	Cranberry	Track
Oct. 14	M. P. Canty	Engineer	83 Fill	Track
Oct. 14	E. L. Goldbaugh	Fireman	83 Fill	Track
Oct. 15	R. L. Hamilton	Switchman	Virginia Lane	Track
Oct. 28	R. L. Woodrum	Brakeman	Newburg	Track
Oct. 28	L. J. Casey	Engineer	Newburg	Track
Oct. 28	H. Wolfe	Electrician	Blaser	Track
Sept. 20	W. A. Ditto	Operator	Orleans Road	Wheels sliding
Sept. 23	J. L. Schroder	Operator	Martinsburg	Brakes sticking
Oct. 9	A. C. Hardy	Operator	Little Cacapon	Broken rail
Oct. 10	J. L. Schroder	Operator	Martinsburg	Hot car box
Nov. 1	A. C. Hardy	Operator	Okonoko	Broken rail
Nov. 2	J. D. Rockwell	Operator	Green Spring	Brakes sticking
Nov. 10	S. A. McCullough	Operator	Millers	Car off centre
<b>MONONGAH DIVISION</b>				
Oct. 9	W. F. Cross		Morganville	Defective car
Oct. 11	Earnest Edgell		Lost Creek	Fire
Nov. 7	W. F. Cross	Section Foreman	No. 7 Tunnel	Defective car
<b>CHARLESTON DIVISION</b>				
Oct. 9	D. Harman	Conductor	Monroe	Defective car
Oct. 14	I. J. Bell	Fireman	Buckhannon	Car derailed
Oct. 19	H. B. Mullins	Conductor		Defective car
Oct. 23	F. Gunter	Conductor	Frenchton	Defective car
Oct. 26	O. C. Fansler	Conductor	Gassaway	Defective car
Oct. 27	H. B. Mullins	Conductor		Defective car
Nov. 10	A. J. Cortwright	Telegraph Gang	Orlando	Track
<b>OHIO DIVISION</b>				
Oct. 19	C. Hensley	Fireman	Midland City	Defective car
Oct. 25	P. Mitchell	Agent	Lynden	Defective car
<b>AKRON DIVISION</b>				
	R. B. Beil	Engineer	Lorain	Picked up good material
	J. C. Tyrone	Fireman	Lorain	
Nov. 8	G. C. Love	Conductor	Lake Jct.	Defective car
	Mrs. Allen Damon		Mallet Creek	Track obstruction
	Floyd Sparks		Boughtonville	Track
Oct. 16	J. W. Pennell	Operator	Ravenna	Defective car
Nov. 5	R. L. DePalma	(Roxy)	Lorain	Defective car
<b>CHICAGO DIVISION</b>				
Oct. 21	Dr. J. S. Hull	Co. Physician	Hicksville	Defective car
<b>ST. LOUIS DIVISION</b>				
Oct. 30	Heuer	Operator	Trenton	Defective car
	W. O. Guthrie	Operator	Riverdale	Track





The New Britain, a freighter of the Black Diamond Steamship Company, plys between European and North American ports. Her master, Capt. Herman Kiehne of Baltimore, was the master of the four-masted schooner William P. Frey, which was sunk by the German raider, Prince Eitel Friedrich, during the war. He was held prisoner for 45 days by the Germans.

## Cooperation of Large Benefit to Black Diamond Steamship Corporation and Baltimore and Ohio

By J. ROSS GOULD, Magazine Correspondent

THE accompanying photograph shows the Black Diamond Steamship Corporation's steamer "New Britain," of which Herman Kiehne is master. Captain Kiehne was formerly a clerk in the Agent's Office, Baltimore and Ohio Railroad, Locust Point, Md.

Your correspondent, being desirous of giving our readers some idea of the work being accomplished at this important terminal, asked Mr. P. E. McIntyre, manager, Black Diamond Steamship Corporation, (and a personal friend of the writer) to tell us something of his line and its relationship with the Baltimore and Ohio, which he did, as follows:

"Linking the Baltimore and Ohio with distant parts of the world," said Mr. McIntyre, "is the Black Diamond Steamship Line, whose large freight steamers docking at our Locust Point piers, ply regularly and frequently between Baltimore, and Rotterdam, Amsterdam and Antwerp. Manufactured products of the great industrial centers of the United States tapped by the Baltimore and Ohio, are transported to Holland, Belgium, France, Germany and Switzerland via the Black Diamond Line. On the return voyages, European products are carried

for distribution via the Baltimore and Ohio to points in the middle west. A unique instance recently was a shipment of wooden shoes which we brought to Baltimore and delivered to the Baltimore and Ohio for movement to Chicago.

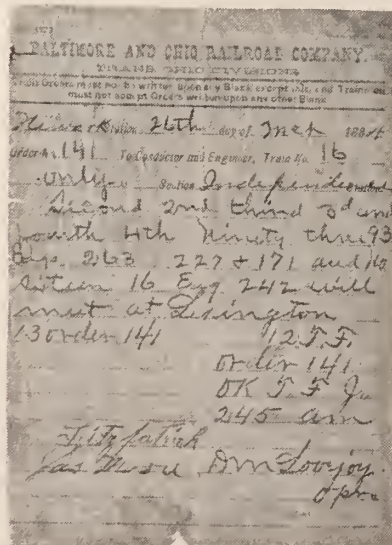
"Imports via our lines for shipment via your lines have shown consistent increases,

due in a great measure to the close cooperation between the European representatives of the Black Diamond Line and the efficient organization of Baltimore and Ohio foreign freight agents, the existence and functioning of which organization is simply another indication of the breadth of vision of President Willard.

"To be forwarded to destination via the Baltimore and Ohio Railroad" appearing so frequently on our ships' manifests, is the best indication of the soundness of Mr. Willard's judgment in planning to carry the name and reputation of the Baltimore and Ohio service all over the world.

"The personal friendship existing between officers of my company and the Baltimore and Ohio employees at Locust Point, on whom falls the responsibility of receiving and shipping the import cargoes and expediting delivery to our steamers of the export freight, has developed an esprit de corps and a degree of cooperation that gives receivers and shippers a brand of service that would be impossible if this intense personal interest were lacking. The appreciation of the shippers of this service is reflected in the ever growing volume of freight exchanged between your company and mine."

The writer is also indebted to Mr. McIntyre for his courtesy in securing the accompanying photograph of the "New Britain" from the *Baltimore American* for use with this article.



Train order received in 1884 by Engineer Hugh Fitzpatrick, now Baltimore Division



### But He Got On Somehow

"Does this train make any stops between here and Philadelphia?" asked a rather ragged passenger who had come aboard at New York.

"None whatever," replied the conductor with pride. "This is a through express—wouldn't stop for anything."

"That's all right, then," returned the

passenger, settling back in his seat with a relieved air. "You can put me off when we get to Philly. I haven't any ticket."

—*American Legion Weekly.*

### Cause and Effect

The following news item appeared in a metropolitan newspaper recently: "Ikey Ikenstein accidentally drove his car into

the parade of the Ancient Order of Hibernians. He would have been 39 years old next September."—*T. A. G.*

First Bachelor: Why weren't you at your chum's wedding this morning?

Second Bachelor: I prefer to remember him as he was in life. *Express.*



AUTOMOBILE DEALERS IN BALTIMORE FIND THESE NEW FACILITIES FOR HANDLING THEIR CARS AT OAK STREET STATION  
THE LAST WORD IN EFFICIENCY

Top: Outside view of covered fireproof platform. Center: Ample room is provided on unloading platform for quick handling. Bottom: The neat and spacious interior.



## Why Telegraph?

First of all we telegraph because we think we cannot afford to wait for the mail delivery. But are we always sure about that? Think it over, Mr. Executive, Mr. Official, Mr. Thousand and One Employees using the wires every day!

It is so easy to send a telegram, but if you only knew how overburdened the limited number of telegraph wires are, and how really important business is often delayed on account of *unnecessary* telegrams, surely you would give this important detail a second thought.

We handle every day thousands of telegrams which appear to us to be unnecessary. By the word "unnecessary" we do not mean that the business should not be written. But why not use the mails? We are considering revising the "Transportation Department Telegraphic Cipher Code" and good results will be obtained provided a liberal use is made of it. Even now good results could be obtained if every one would study the code book as it is and use it to the best advantage.

Some time ago instructions were issued in regard to the use of symbols which will identify the telegram when a reply is received. What a tremendous saving there is, for example, in writing "A-2 OK B-1," instead of "Your wire date. We are handling in accordance with your wishes," etc. How many of you are familiar with our Circular No. 8-A? Look it up.

We hear a great deal about "Stop That Leak." Fellow employees, here is a splendid opportunity—get busy!

C. A. PLUMLY

Superintendent Telegraph

"guardians" accompanies our story. All of them are loyal employes, good citizens and fathers and are firm believers in the slogan of the Baltimore and Ohio that "Our Passengers Are Our Guests."

On arrival in Chicago, the little girl was met by our Passenger representative and a representative of the Traveller's Aid and escorted to the C. & N. W. station, and at this writing we are advised that a telegram has been received in Baltimore that she arrived at her destination well and happy.

## Engineer Schutz and Fireman Dineen Are Fuel Savers

THE accompanying photograph shows Engine 1584 decorated to handle one of the special trains at the Galloway-Fries Celebration in Cincinnati. Through the interest taken by Engineer P. Schutz and Fireman T. Dineen this engine has made a splendid record in conservation of fuel. The following figures show a few days performance:

DATE	SERVICE PERFORMED	TIME	SCOOPS COAL	POUNDS OF COAL PER YARD ENG. HOUR
Aug. 1	Handled St. Louis No. 12, 8th St. to depot, Pullmans to coach yard. Balance day heavy switching at Storrs	8 hrs.	113	198 Pop did not lift
Aug. 2	Same service, and in addition handled Toledo Division No. 56 depot to Storrs	8 hrs.	126	221 Pop lifted once
Aug. 3	Same as August 1	8 hrs. 15 mins.	118	200 Pop did not lift
Aug. 4	Same as August 1	8 hrs.	111	194 Pop did not lift
Aug. 5	Same as August 4	8 hrs.	117	205 Pop did not lift
Total for five days		40 hrs. 15 mins.	585	203 lbs.

The average coal consumption in yard service during the month of August for Cincinnati Terminals was 786.8 pounds of coal per yard engine hour. This, of course, included coal used in engine terminal, cleaning fires, hostling, etc.

## Little Beatrice Dollinger's Loneliness Made Everybody a Friend on the Capitol Limited

PASSENGERS waiting for trains at Mount Royal Station on October 29 were interested in a little group on the platform, shortly before the Capitol Limited departed. The central figure was little Beatrice Dollinger, eight years old, of 1915 Linden Avenue, Baltimore, who was leaving on the train to join her father in California. Little Beatrice was taken in charge by Miss Mabel Gessner, passenger representative, and introduced to the men who would look after her comfort on the trip. Engineer E. B. Owens, Conductor Charles Shipley, Pullman Conductor Whitlock and Dining Car Steward Henry

Schluderberg took a personal interest in the little lady and assured her sister—who was at the station—that she need have no anxiety about the safety and comfort of the little one.

Some years ago Mrs. Dollinger died, leaving her husband with six small children, three boys and three girls. He moved to California and has sent for his children one at a time. Little Miss Beatrice is the fourth to go. There are two more left in Baltimore who will later go to complete the happy family in their new home in the Golden West.

A photograph of Miss Beatrice and her



In center: Miss Beatrice Dollinger. Left to right: Pullman Conductor Whitlock, Passenger Representative Miss Mabel Gessner, Conductor Charles Shipley, Engineer E. B. Owens, Dining Car Steward Henry Schluderberg, Assistant District Superintendent Pullman Company M. P. Holman, City Passenger Agent L. M. Bunting





FUEL SAVING CREW AT CINCINNATI HELPED CELEBRATE GALLOWAY-FRIES DAY

Left to right: W. T. Darling, Road Foreman of Engines; P. Donnelly, Conductor; R. L. Gallaher, Assistant General Freight Agent; P. Schutz, Engineer; J. H. Meyers, Superintendent; C. D. Douglas, District Freight Agent; T. Dinsien, Fireman

### General Foreman Taylor Praises Pullman Porters and "Red Caps"

Lorain, Ohio, November 10, 1923

Editor  
Baltimore and Ohio MAGAZINE  
Baltimore, Md.  
Dear Sir:

I would like to say a little about my experience in traveling on the Baltimore and Ohio Railroad from Cleveland to Baltimore with a very sick companion, who was unable to sit up.

We of course had a drawing room, and I must say I had the very best of service. First, I wish to thank the "Red Cap" who met us at Cleveland after our driving thirty-two miles in an invalid carriage. We arrived at the depot and the first man to greet us was the "Red Cap," who asked if we were taking the train. After showing him my ticket and telling him of my companion, he immediately had a bed made in car 101, and when all was ready had my companion carried to the car.

Next, I must thank the porter on that car, as he certainly was a real porter, and I believe he had all the pillows in that car in my section, which made the patient very comfortable.

We experienced no trouble at all in reaching Baltimore. At Washington the next morning, the porter telephoned to Baltimore for an invalid carriage to meet us at the station upon arrival. The carriage was there and also a "Red Cap."

We remained in Baltimore eight days, and on my return to Camden Station, that same "Red Cap" was on the job. He found the car that we were to go in, which had not yet been switched, but that did not prevent him from taking the invalid carriage to the car, where he had the bed made up and my companion was put

into the car before it was switched to No. 9.

In car 76 I found the porter equally as good as the one who took us into Baltimore, and we arrived at Cleveland and were tendered the same wonderful service.

I have traveled a great deal but never thought it would be possible to take an invalid wife so far and bring her back with as much comfort as I did, and I want to thank the "Red Caps" and the Porters and trust that the public will appreciate them more, as they are on the job at all times. Here is a staunch booster of the Baltimore and Ohio Road.

(Signed) WILLIAM TAYLOR  
General Foreman of Docks

### CORRECTION—

On page 35 of our November issue the names under the pictures are incorrect. Mr. Wallace is the gentleman on the left and Mr. Donovan on the right. We apologize to these retired employes for the error. Ed.

### News from the George M. Shriver Auxiliary, Martinsburg, W. Va.

Correspondent, CLARA McDONALD TAYLOR

WE have some portraits in our art gallery this month. Master Junior Hess is the three-year-old son of Joseph Hess, clerk, Cumbo. Joseph is a popular little youngster and we knew that his face would brighten up our notes. The other picture is of Yardmaster C. H. Mock, Mrs. Mock and their two interesting children, Charles and Mary Jane.

The George M. Shriver Auxiliary extends to all other lodges of the Veterans and their Auxiliaries our best wishes for a Merry Christmas and a Happy New Year. We hope that the coming year will be better than any heretofore. And may all of the auxiliaries get busy and make 1924 a banner year.

Our Auxiliary met in regular session on November 8 with a good attendance. We

### The Baltimore and Ohio General Office Duckpin League Standing of Teams—Season 1923-1924

TEAMS	PLAYED	WON	LOST	PER- CENTAGE	PINS	AVERAGE
1 Riverside	36	26	10	722	18003	500.08
2 Engineering and Accounting	36	25	11	694	16542	501.27
3 Comptroller	36	23	13	638	18075	502.08
4 Fuel Agent	36	22	14	611	18414	511.50
5 General Paymaster	36	22	14	611	18080	502.22
6 Maintenance of Way	36	22	14	611	17945	498.17
7 Auditor of Disbursements	36	21	15	583	17473	484.80
8 Operating Vice-President	36	20	16	555	17873	496.47
9 Valuation	36	19	17	527	17223	478.11
10 Motive Power	36	18	18	500	17741	481.69
11 Relief	36	13	23	361	17321	481.22
12 Auditor Passenger Receipts	36	11	25	305	17139	476.00
13 Cost Engineer	36	8	28	22	16499	455.52
14 Mt. Clare	36	2	34	0.55	16811	466.97

Issued November 26, 1923.

Welfare Department



have a fine lot of women in our membership and we trust that they will always make a great effort to attend regularly. Much can be accomplished by regular attendance.

Mrs. A. J. Criswell has been ill but is now improving. We hope that she soon will be with us again. We are sorry to know of the illness of Sister T. Knuckles. We also trust that she, too, will soon return to our midst. We miss her at the meetings.

Brother Edward Rhodes has returned to his home after a stay at The King's Daughters' Hospital as the result of a mashed foot. He is improving nicely, despite the severe suffering which he has endured. His Miles of Smiles helped him out.

Brother Louis Harmon, who was operated on at the City Hospital for gallstones, is out again and feeling fine. We're glad he's O. K. now, for "Lew's" a jolly good fellow.

We regret to learn of the death of James Raymond Orem, nephew of Veteran Harry Wilger, which occurred at the home of his grandmother on Penn Avenue. "Mike", as he was known among his school chums, was a lovable lad and will be greatly missed among his wide circle of friends.

"There is no flock, however watched and tended,

But has one dead lamb;

There is no fireside, howe'er well defended,  
But has one vacant chair."

Ellis Taylor, clerk, Cumbo, entertained his friends at a Hallowe'en birthday party at the home of his mother, Mrs. Clara McDonald Taylor. He received a number of lovely gifts. The home was decorated with Autumn leaves and Chrysanthemums.

Cards have been received announcing the marriage of Miss Sarah Gertrude Jackson and James William Hartley, an employe at the Baltimore and Ohio Build-



Above: Yardmaster C. H. Mock, with his wife and children, Charles and Mary Jane. Below: Junior, son of Clerk Joseph Hess, Cumbo, W. Va.

ing, Baltimore. We extend our best wishes for a bright and happy future. Mr. Hartley is the grandson of our Veteran James Hartley, whose picture appeared in the September issue of the MAGAZINE. We wish the newlyweds as long a life as that of "Grandad" Hartley.

### To a Friend o' Mine at Christmas

"This Christmas time, good friend o' mine,  
I wish for you much joy;  
A wealth of health for your good self and  
bliss without alloy.  
I'd like to send you lots o' things to cheer  
your Christmas Day,  
But the best I can do for worthy you is to  
clasp your hand and say,  
You're a friend o' mine!"

### Hundreds Attend First Aid Meetings in Chicago

THE accompanying photograph shows a meeting held in Chicago Grand Central Terminal, when the American Red Cross First Aid car was there.

The Baltimore and Ohio Chicago Terminal does things in a big way. When the First Aid car was due there, Superintendent DeVeney arranged a double schedule of demonstrations. While officials, doctors, clerks and shopmen were attending a noon-day class at the Chicago Terminal station, shopmen and brakemen were attending a similar meeting at the Lincoln Street Roundhouse. The meeting at the station brought out such a large crowd that the photographer requested the people to move out on to the platform to enable him to secure a picture.

American Red Cross First Aid Car No. 1 left Baltimore in July for a trip over the Baltimore and Ohio System. After completing its trip over our lines, it will be transferred to other roads and continue the work throughout the United States.

The work so far has been a great success, the total attendance at the fifty meetings held up to October 20 being 18,172. All classes of employes have shown intense interest in the First Aid lessons.



Photo by courtesy of The Red Cross Couriers

A large number of employes assembled in the Baltimore and Ohio Grand Central Station, Chicago, to watch Dr. W. A. Redell (in oval) demonstrate the art of bandaging. The car was overcrowded and it was necessary to get the audience on the platform for a photograph



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Buildings

### Law Department

Correspondent, GEORGE W. HAULENBEEK

Each recurring Christmas season brings words and greetings to us from relatives and friends but it should likewise bring to us thoughts of a generous and kindly character, charity in its true sense for all mankind, to the end that hate, suspicion and distrust may be eliminated from our natures and banished from the world. With that achieved, we can be more successful, more efficient and happier and the season of "Peace on Earth, Good Will among Men" will reach all through the year and its beneficent influence will extend all round the world.

JOHN J. CORNWELL, General Counsel

I wish I had space to dilate on the correspondents' visit to Baltimore. The addresses of President Daniel Willard, Vice-President C. W. Galloway, General Manager E. W. Scheer and Chief of Welfare W. W. Wood; John Bopp's dainty lunches so well served; the fine picture work of Chief Photographer G. B. Lukey; the banquet at the Hotel Rennert; the absolute charm of the twenty-one young ladies, and the memorable boat ride to the wonderful coal pier at Curtis Bay—girls, will you ever forget it all? I am just completely spoiled.

The Law Department is, in a measure, a clearing house for office lads. This office trains them and off they go to other departments. It is now revelling in a new one and thus far a good one, too. The one thing that I am able to do, is to size up a person, even an office boy. This new personage is John Richard Maguire, born February 16, 1907. This information I had John write in his own way, and I am glad I requested it, because it gave me an opportunity to test his orthography. If a new arrival spells February as it should be spelled, I can judge pretty well as to his accomplishments in connection with the science of letters and spelling.

George Raymon Brennan, whom John Richard Maguire succeeded, has joined the Tariff Bureau in the Annex. Gov. Cornwell, our general counsel, presented George with a copy of "Knockabout Notes," upon his retirement, and the recipient was much pleased. I should like to have the opportunity to visit the Annex. I could then pay my respects to my friends, Messrs. Schutte, Lambert, Poumairat, Bowhay, Glessner, Heartt, La Motte, Limpert, Maccubbin, Rittenhouse, Ritter, Scheppler and others.

Our J. Ronald Horsey was made chief clerk of the Law Department, vice Edgar W. Young, promoted to the position of assistant general attorney, to take effect November 1, 1923.

It matters very little "whether school keeps or not" as long as I have the continued endorsement of these gentlemen on my efforts in the Baltimore and Ohio MAGAZINE. If the contribution does not merit their approval, I prefer silence. Both of them are endowed with patience, tact and all the other qualifications essential to their new positions, and I greatly rejoice in their promotion. Gov. Cornwell is referred to by West Virginians as the best governor West Virginia ever had. The promotion of



Mr. Young and the installation of Mr. Horsey as chief clerk show that he has observed their efficiency and rewarded them accordingly. The Law Department staff is strengthened and benefitted by Gov. Cornwell's action in promoting these gentlemen.

Robert J. Wilde, stenographer, entered the Law Department October 8, taking the place made vacant by the retirement of Mrs. Gertrude L. Kelly. Mr. Wilde will act as secretary to R. Marsden Smith, general attorney. I regard Mr. Wilde as a stenographer of the first class. His work on the Remington is also without fault.

Charles F. Smith, of the firm of Harrington, De Ford, Huxley and Smith, our Youngstown counsel, called recently. Judge J. A. C. Bond of Westminster, Md., was also a welcome visitor. He has been counsel for the company for 51 years. His partner, Francis Neal Parke, always with a smile, gives us frequent greetings.

Years ago, when our trains with even numbers ran west, and odd numbers east, it was a standing joke at Deer Park, where I spent every Sunday, for one to ask if the train approaching the station was yesterday's train or to day's.

Now, Baltimore and Ohio trains encounter no such familiarity, for we operate trains with an exactness that is remarkable, and as I have often observed, I can set my watch by the running of the trains I use on my week-end trips.

In conversing with passengers who are using our lines for the first time I call attention to this especially, adding other qualifications the Baltimore and Ohio possesses. We cannot put it on too thick.



Francis, age 6, and Harold, age 4, children of Frank W. Barringer. Jane Maddox, niece, is daughter of Baltimore and Ohio employe, and stands in front

## Office of Vice-President Operation and Maintenance

Correspondent, HARRY H. HARTLOVE  
Chief Graphic Clerk

Merry Christmas to Everybody!

**BIOGRAPHICAL RAMBLINGS:** It is more pleasant and satisfying to be biographed by one's intimate friends than to be written up by one's enemies.

Accordingly—in the interest of human happiness and progress—I am about to present a most interesting character. In the early days of man's evolutionary life upon this planet—he was more closely related to the large roving animals of Central Africa (than he appears to be today), e. g., the brazen baboon and hairy ape.

Seton Thompson, in his "Wild Animals I Have Met," gives an intimate study of our early day ancestors. Natural Science carries us further back to evolutionary origins, claiming man is a growth from bugs and insects.

Immediately we are brought to our task—that of "biographing" Harry P. Vick, formerly of Vicksburg, Virginia, but now residing in our midst on the Chesapeake. In a life such as we are recording, it is not intended to speak extensively of his early days. Satisfied are we that he was born.

Following the motion picture method—let us plunge abruptly into his childhood days. No! WE CANNOT PLUNGE! For a strange situation confronts us—Penn is still in his childhood days and the penning of this part of our history must be left to future writers of quaint curiosities. We are therefore unable to present the entire story but will confine ourselves to—

### CHAP. I. CHILDHOOD ACTIVITIES

*Theme: A boy's will is the wind's will and the thoughts of youth are long, long thoughts.*

SCENE I. Penn is seated before the fire-side—dreaming of yesterday—soft, sad music blows in from the neighborhood drug store—suddenly the door opens and a load of assorted wood comes tumbling into the parlor—a portion of which falls on our hero's lap. He arouses from his reverie and mutters: "That reminds me! I must construct a hen coop."

CAPTION—I LOVED HER ON THE BACK PORCH BEST OF ALL

(Cut back to scene showing back yard and a flock of two lonely chickens craving a home.) Enters Penn carrying a load of wood which he deposits on the ground—then goes through motion of constructing chicken coop.

CAPTION—TWO DAYS LATER—THE COOP IN ACTION

Soito Voce—Owing to limited space your correspondent is unable at this time to complete this heart-rending scenario and out of his sympathy for the readers will spare your tears. Cornet solo by Frank P. Herrman—"O Dry These Tears."

### Resignation and Advertisement

"Bill" Fowler—our heretofore track bowler, has temporarily resigned from our Bowling Team. Wanted—A Good Bowling Instructor.

(Continued on page 62)





## Note:

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

THE answers to puzzles published in the September issue are:

1. Par-don-able

2. J U X T A P O S I T I O N  
D U O D E C I M A L S  
L E A D E R E S S  
S C A L E R S  
T R O P S  
Y T S  
S

3. An Ear

4. P  
P A L  
P A L A S  
P A T E N T S  
P A L E O G E N E  
L A N G A R A  
S T E R N  
S N A  
E

5. C-h-arm

6. C O H U N E  
R E N O W N  
N I T R I C  
T A I L O R  
L E O N I D  
S T Y M I E

7. Cut-let

8. M O O N E D  
O R M O L U  
O M E T E R  
N O T I C E  
E L E C T S  
D U R E S S

9. Ivanhoe, Waverley, The Monastery

10. A W H E E L I N G  
W H E E L I N G  
H E E L I N G  
E E L I N G  
E L I N G  
L I N G  
I N G  
N G  
G

11. THE PULLMAN SLEEPING-CAR

12. Q  
C E P  
T A B L E  
C A T H A R S  
Q E B H S N A U F  
P L A N E T A E  
E R A T I V E  
S U A V E R  
F E E R Y

13. Cab-in

14. D R A M  
R I M E S  
A M E N T S  
M E N T I O N  
S T I L L E  
S O L E S  
N E S T

CORRECT solutions were received from the following:

N. Jineer, S. T. Udent, Ben Franklin, Atlas, Comrade, Primrose, Pearlle Glen, L. M. N. Terry, J. F. Donovan, G. Hartman Pryor, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Kee Pon, Malden, Mass.; Alec Sander, Philadelphia, Pa.; T. Hinker, Jack O'Lantern, Bangor, Pa.; Phil, Pittsburgh, Pa.; P. M. Pennington, Cumberland, Md.;

Molemi, Gi Gantie, Petite, Dee, St. Louis, Mo.; Jo Mullins, Miami, Mo.; Gemini, Poly, Brooklyn, N. Y.; Mam, Albany, N. Y.; Spica, Whitney Crossings, N. Y.; Joaquin, C. Saw, New York City; Arty Ess, Scranton, Pa.; Dan D. Lyon, New Florence, Pa.; Ralph, E. Stroudsburg, Pa.; Tom Crestmore, Johnstown, Pa.; Wick-o-cincy, Cincinnati, Ohio; Reel, Zanesville, Ohio; Mentor, Chicago, Ill.; Emeline, Fairbury, Neb.; Amor, Sioux Falls, S. D.; Kappa Kappa, Fargo, N. D.; Em Jay, Eloise, Arcanus, Iowa City, Iowa; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Eureka, Charleston, S. C.; Gee, Asheboro, N. C.; Spud, Yazoo City, Miss.; Ellsworth, Fort Worth, Tex.; Osaple, El Paso, Tex.; Jemand, Wilmington, N. C.; Lateo, Hoboken, N. J.; Fred Dcmimo, Corinth, Miss.; Delmonte, Richmond, Va.; Sherlock Holmes, S. D.; Towhead, Lafayette, Ind.; The Gopher, St. Paul, Minn.

The prize offered in the September issue for a copy of one of the six best sellers was won by N. Jineer (Miss Olive W. Dennis), Baltimore, Md.

## New Puzzles

1. DECAPITATIONS

(The decapitated initials form the name of a publication dear to the heart of every Baltimore and Ohio employee).

## BEHEAD

"To give security" and get "Indisposition."

"To shun" and get "Unoccupied."

"A cone-bearing forest tree" and get "Part of a circle."

"A piece of furniture" and get "Bodily or mental strength."

"Existing in fancy" and get "To distribute."

"A public walk" and get "The whole."

"A precious stone" and get "A partner."

"A hostile invasion" and get "Assistance."

"Flushed with success" and get "Long delayed."

"Unevenly" and get "Distorted."

"At no time" and get "Eternally."

"To intimidate" and get "A relative."

"Unobstructed" and get "A small inclosure."

"To consecrate" and get "To grant."



"Keen resentment" and get "To value or estimate."

"A fruit" and get "To classify."

"Custom" and get "A short poem."

"To accumulate" and get "An assemblage."

"To gather assiduously" and get "To bend or incline."

"To sum total" and get "To rise."

"A circumference" and get "Single."

"The religion of Mohammed" and get "To shut with force."

"Of little breadth" and get "A pointed weapon."

"A festival" and get "A genus of plants."  
Baltimore, Md. Miss Elizabeth Smithson

## 2. PENTAGON

(Defined by New International Dictionary)

1—A letter,

2—Any of several large South American serpents of the genus *Boa*,

3—The place of departed spirits,

4—A purple-flowered rutaceous shrub of Texas,

5—One of a ruling body of twelve,

6—(Anat.) The foremen of Magendie,

7—(Glass. Mannf.) A shovel with a turned-up edge, for sand, etc. (var.),

8—To impair (Obs.),

9—Covers.

Baltimore, Md.

Comrade

## 3. CHARADE (7)

Were I to encounter ONE on the highway,

I'd first call a TWO.

I'd then let it bask on the TOTAL, for my way

Would lead me, methinks, down some dark alley byway

In hasty "adieu."

St. Louis, Mo.

Molemi

## 4. SQUARE

A boy came running breathless—

"Your house is all afire!"

I FIRST as fast as possible,

Before the flames rose higher.

I saw a man with SECOND,

Wheezing as he ran,

Who said he knew exactly

Where the fire first began!

No engine there was handy

And a THIRD it didn't play;

A pail brigade did service,

But the flames did not allay.

This is a substance bitter,

The same as cafferine;

We had it in our coffee—

We didn't stop to dine!

The forked tongue of fire

FIFTH fiercely from the roof;

An agent for the Phoenix

Clamoring for the proof.

This will name the fabric

Of the curtains all ablaze.

You can't convince this puzzler

That a fire ever pays.

Lafayette, Ind.

Towhead

## 5. DELETION (4)

There once was a puzzler named Dan,

A genial and sociable man.

The 'fond of his WHOLE

And the comforting bowl

He was fonder of puzzles, was Dan.

But he fell for a lady-like cook

Whomade wonderful FIRSTS from a book;

He made her his wife—

Now the rest of his life

He'll have to quit puzzling and cook.

Fargo, N. D.

Kappa Kappa

## 6. RHOMBOID

(Defined by New International Dictionary)

Across:

1—Pertaining to or designating any of three isomeric crystalline acids (Chem.),

2—In the form of nodes,

3—Var. of Tabbinet,

4—The planet Venus, when appearing as the morning star,

5—Openings or hollows,

6—More nasty,

7—Persons to whom a lease is given (Law).

Down:

1—A letter,

2—Designating the side of the field next to which the batsman stands (Cricket),

3—A separate portion,

4—Var. of Odal,

5—A large genus of rosaceous, often prickly shrubs, the brambles, including the blackberry, raspberry, etc. (Bot.),

6—A bitter crystalline febrifugal substance found in holly leaves (Chem.),

7—Of or pertaining to the family Canidae,

8—Rubbish,

9—Examinations,

10—A common title in the East for a person in authority, especially the captain of a boat or ship,

11—The diocesan center (Eccl.),

12—A syllable applied in solemnization to the second tone of the diatonic scale (Music),

13—A letter.

Iowa City, Iowa.

Em Jay

## 7. BEHEADMENT (4)

De'moon she ramble all de night

Till de sun come peekin' through,

Den she curl all up clean out ob sight

What else she gwine to do?

De sun he trabel all day long;

He nevah res' a bit!

An' now he sittin' in de wes'—

Whar else he gwine to sit?

De crow am a' sittin' on de ole dead hin',

He done et all mah cawn!

An' ah's es tahd es ah evah has been

Since de day dat ah wuz bawn!

So ah puts up mah ONE an' ah puts away mah hoe,

Mah bones all TWO an' ah can't work no mo'!

Ah's gwine to plunky plunky, plunky,

pleenky, plo,

Pleenky plunky plunky, on mah old banjo!

Baltimore, Md.

Martina

## 8. DIAMOND

(Defined by New Standard Dictionary)

1—Letter,

2—A projecting crane-arm,

3—French constitutional bishop, 1739-1808 (Phillips Biog. Diet.),

4—Large-rooted varieties of a common beet (var.),

5—A beverage flavored with ginger and charged with carbon dioxide,

6—A stone of the right size for a hand missile,

7—Bible name (page 251),

8—Click-beetles or elaterids,

9—(Prov. Eng.) Marshes subject to overflow,

10—Lake in Norway (Rand & McNally Atlas),

11—A letter.

Pittsburgh, Pa.

Amaranth

## 9. TRANSPOSITION (5)

The sun was shining brightly,

High up in skies of blue,

And the rays were fairly dazzling,

As they fell upon the TWO.

There we see two lovers,

Passing the time away,

In a ONE they're resting,

As golden sunbeams play.

Baltimore, Md.

D. Lemma

## 10. RHOMBOID

Across:

1—A pattern,

2—New,

3—Current,

4—Brief letters,

5—A city in Greene County, Ohio.

Down:

1—A letter,

2—Forward,

3—A spot,

4—Smooth,

5—A city in Berkshire County, Mass.,

6—The burbot,

7—The kidney,

8—The seventh note of the diatonic scale,

9—A letter.

Asheboro, N. C.

Gee

## 11. DELETION (8)

ONE

A sort of second title here is seen  
One often notes it on the movie screen.

TWO

Finely discriminating, or refined;

Pervasive; crafty; or acute in mind.

THREE

Characterized by artifice; acute;

Contrived with ingenuity; astute.

Baltimore, Md.

L. M. N. Terry



## 12. HALF SQUARE

1—A species of ochreous clay which falls to pieces in water with the emission of bubbles (Gr.).

2—An extensive tract of flat or rolling land, covered with tall grass, but destitute of trees,

3—County, N. E. part of S. Dakota,

4—Irritated,

5—Dry,

6—A snare or trap,

7—In Hawaii, a vine,

8—A letter.

Baltimore, Md.

S. T. Udent

## 13. OCTAGON

(New International Dictionary)

1—Great (Obs.),

2—A kind of skullcap of felt,

3—A St. Louis puzzler,

4—A proteose formed from elastin.

5—One who renters (Obs.),

6—Tutorages,

7—Sycees (Obs.),

8—Hearts, (Duglison).

El Paso, Texas

Osaple

## 14. MUTATION

## TEN TRIPS ALONE

I've made, in my imagination only. But I'm a Rex

Beach fan, a regular guy,

And I long to see the frigid

North, with its midnight sun.

Aurora boreal-

Is, icebergs, polar bears and

Funny whiskered Wal-

Ruses, and the Eskimo girls

eating frozen fish and whale blub-

ber.

And I want to see the North Pole

Itself, and the hole it's stand-

ing in; and I want to climb it,

Which rhymes with cli-

Mate and sounds the same, but I

Forbear to pull a wisecrack, not-

withstanding the temptation.

TEN TRIPS ALONE—in my mind, I

Said, But I'm gonna take a real

One some day.

Fort Worth, Texas

Ellsworth

## 15. ANAGRAM

(After "Hiawatha"—a long way after)

ROLLED IN HOT TIME: I PACED IT

Would you know the joy of riding o'er the

rails of modern time,

Where the safety, speed and comfort, are

the things above all others,

Where the diners and the sleepers are best

that can be found,

Then I ask you for this favor; Will you

listen, will you heed me?

From the roundhouse and the car shop

(everything in perfect order),

Comes the engine and the coaches, ready

for your swift conveyance,

Starting out from Union Station, in the

Nation's Capital City,

Speeds this train, so bright, so cheerful,

over mountains, rivers, plains,

Till at last it comes to rest in that great

and "Windy City,"

At the station called "Grand Central,"  
and your journey now is over.

Looking upward toward the tower, you will  
note the time recorded,

Which the clock face shows so plainly, to  
be right, and just "On time."

Baltimore, Md.

The Major

## ANAGRAMS

16. QUEER CUTS MADE, AMOS

Sioux Falls, S. D.

Amor

17. THOSE HATTERS

Bangor, Pa.

Jack O'Lantern

18. STATION END, I

Telford, Pa.

P. A. B.

19. BOOM THE R. I. M. RAILROAD

Albany, N. Y.

Mam

\* \* \* \* \*

The solver sending the first complete list of answers to the puzzles in this issue will be awarded a copy of one of the six best sellers, the selection to be made by the winner from a list that will be submitted.

To receive proper credit all list of solutions must be in my hands by February 5, 1924, the answers and solvers' list will be published in the March 1924 issue.

## Just between You and Me

I don't think a single contributor to "In the Realm of the Riddle" failed to call my attention to the fact that puzzle No. 6 in the October issue was identical with puzzle No. 6 in the September issue. The fact is Spud liked his contribution so well that after mature deliberation he sent me a second copy so that I had two copies of the same puzzle on file without knowing it. Of course, a real good puzzle Editor would have discovered this fact and destroyed one of the copies but your humble servant, when looking for a good rhomboid for the October issue, just naturally plucked Spud's contribution. It certainly was a good puzzle and those who solved it in the September issue did not have any trouble with the October number and those who did not solve it in September had another

chance in October. So everybody ought to be happy.

Good old Martelia is back again as *vide* No. 7. Mart certainly knows how to write a flat.

Miss Elizabeth Smithson makes her bow in this issue with puzzle No. 1. We hope to have more of her work in future issues.

In No. 4, Towhead, in spite of his 86 years, is right in line with the youngest of you. What a wonderful rejuvenator puzzling is!

Somebody is likely to stub a toe over L. M. N. Terry's No. 11. Like all of Terry's work it is high grade.

In No. 14 Ellsworth gives us a sample of blank verse and you want to read it carefully if you hope to find the answer which is an unusual word but has to do with ice, polar bears and the land they come from.

The Major says he patterned his No. 15 after Longfellow's "Hiawatha." I guess we will have to take his word for it although I think it is a good thing for The Major that Longfellow isn't here to protect himself.

Our old friend and staunch supporter P. M. Pennington, Cumberland, Maryland, recently performed a very heroic act that nearly cost him his life. He rescued a little girl from in front of a moving freight engine and, although the child was entirely uninjured, Mr. Pennington was struck and severely cut and bruised. I am thankful to say his injuries are not considered fatal and at this writing the prospects are for a speedy recovery. I am sure his fellow contributors to "In the Realm of the Riddle" will join me in wishing his speedy return, with completely restored health, to his favorite pastime of puzzling.

At this joyous Christmas time I want to thank the many boys and girls, old and young, who have so zealously worked to make "In the Realm of the Riddle" interesting to thousands of employees of the Baltimore and Ohio and their families. I trust every one of you may have a Merry Christmas and a Happy and Prosperous New Year.

## Do the Day's Work

When President Calvin Coolidge was elected President of the Massachusetts Senate, the simplicity and soundness of the speech he made as he took the chair made a lasting impression on his hearers. It was scarcely one hundred words in length, and was as follows:

"Do the day's work. If it be to protect the rights of the weak, whoever objects, do it. If it be to help a powerful corporation better to serve the people, whatever the opposition, do that. Expect to be called a stand-patter, but don't be a standpatter. Expect to be called a demagogue, but don't be a demagogue. Don't hesitate to be as revolutionary as science. Don't hesitate to be as reactionary as the multiplication table. Don't expect to build up the weak by pulling down the strong. Don't hurry to legislate. Give administration a chance to catch up with legislation."



# Magazine Correspondents Enjoy Conference in Baltimore on October 26-27

## Are Guests of Railroad and Go Home with New Enthusiasm for Their Magazine Work

ON October 26 and 27 about one hundred of the correspondents of the MAGAZINE gathered in Baltimore for the first general Conference of MAGAZINE Correspondents ever held by the Baltimore and Ohio, or, so far as we know, by any other railroad. Members of the MAGAZINE staff welcomed the visitors at Camden and Mount Royal Stations on the morning of the 26th, took care of their baggage and directed them either to their rooms reserved at the Hotel Remert, or, if the time for the opening of the first session was near, directly to the meeting room in the General Office Building.

The opening session was purposely set at the late hour of 10:30 to enable the correspondents of the Northwest District to be present without having had to spend two nights in travel, and also to enable the delegates from Philadelphia to come down on the first morning train. As usual all trains were on time and it is believed that every correspondent who attended the conference was present when the first session was begun.

### Magazine History is Railroad History

The editor of the MAGAZINE said that he had had such a conference in mind for several years and that he had expected to call such a meeting during the spring of 1923; that such a meeting had been authorized by the Management, but that circumstances indicated that a postponement until the autumn season would be desirable. He mentioned the whole-hearted cooperation given by the Management in planning the meeting, and also the budget of expenses, which, though not lavish, was ample to cover all reasonable expenditures.

He then reminded his hearers that he had just completed ten years' service as editor of the Baltimore and Ohio MAGAZINE, and stated that during that long period he had never been requested by any officer of the Railroad to make through the pages of the MAGAZINE one single untruthful statement or suggestion, nor had any such statement or suggestion been made; that his reasonably close association with the men who were directing the activities of the Railroad made him anxious to say without equivocation that the Baltimore and Ohio always wished to lay its cards on the table and play fair.

"The first issue of the Baltimore and Ohio MAGAZINE," he said, "was published for the month of October, 1912, my association as editor dating from August, 1913. During the ensuing years the history of the

MAGAZINE and, as I see it for that matter, the history of the Railroad, falls into a few well defined epochs, clearly outlined in as many important announcements made from time to time."

He then mentioned and described briefly these epochs in the following order:

1. The announcement of President Willard in 1912 that he placed "Safety Above Everything Else" in importance in the operation of the Railroad, and the subsequent use of these words "Above Everything Else" in President Willard's writing, regularly in the MAGAZINE thenceforth until this slogan had been given a significance among our employes befitting its importance.

2. The announcement made by President Willard at the Deer Park Operating Convention in 1914, when it appeared that the United States would become seriously involved in difficulty with Mexico, that in the event of such a national emergency every other consideration on the Baltimore and Ohio would be sacrificed to permit an efficient support of the government in the movement of men and material.

3. The statement of President Willard at the Deer Park Operating Convention of 1916 that he wished the attitude of the Baltimore and Ohio toward the communities which it serves, to be that of a Good Neighbor.

4. The further enunciation of what the policy of the Baltimore and Ohio should be in time of national emergency such as that brought about by our entrance into the World War in April, 1917, that concern for the interests of the Railroad should be secondary in importance to unremitting loyalty and support to the government; and, coincident with this, the resolution passed by the Board of Directors of the Baltimore and Ohio to the effect that employes entering the service should upon return to Railroad duty after service, be given the same, or as nearly the same positions on the Railroad as possible, as they had upon resignation for enlistment.

5. The statement made in 1920 to one of our Veterans' organizations to the effect that although the Baltimore and Ohio could probably never become the richest nor the largest Railroad in the world, it could, with the loyal support of all employes, be the best Railroad in point of service.

6. The frank appeal made during 1920 by the Management to our Veterans and other employes that they do all in their power to secure freight and passenger business for the Railroad, and the generous and

helpful response forthcoming as the result of this appeal.

7. The principle, first enunciated on the cover of the June, 1923, MAGAZINE by President Willard, to the effect that although there were many things which the Railroad could accomplish with the hearty support of its employes, he did not wish them to give this support "because they felt obliged to do so, but because they wanted to do so."

In concluding his talk, the editor emphasized the importance of the work of the correspondents. He said that it was his unequivocal belief that more could be accomplished through the constructive and thoughtful preparation of notes for the Among Ourselves Department than in any other single way, because those correspondents who studied their MAGAZINE work carefully could include in their notes a statement of their personal viewpoint on the most important policies and activities of the Railroad, and could interest the employes they represented in the departments and on the divisions in such matters.

"For," he added, "careful observation indicates that most of the readers of the MAGAZINE turn first to the notes covering the interests of those employes associated with them in everyday work, as given in the Among Ourselves Department."

### President Willard

At this point President Willard came into the room. All the correspondents immediately arose and gave him a hearty round of applause. The editor said that although Mr. Willard needed no introduction it was, nevertheless, a great privilege to have him present.

### The "Why" of the Magazine

Mr. Willard discussed first the reason for the publication of the Baltimore and Ohio MAGAZINE. He said that publishing a magazine was not, of course, the primary business of a railroad, that it was not done for monetary profit, but that, as a matter of fact, it cost the Railroad over \$50,000 a year. And he generously added that although this seemed to be a large sum of money for such a purpose, he nevertheless believed that it was money well spent.

"We thought," Mr. Willard continued, "that a Baltimore and Ohio MAGAZINE might help make a better Railroad, it might help us promote our transportation service in a more satisfactory and economical manner, and in that way serve the public better and promote the prosperity of our stockholders and all others connected with the Railroad.



"On a big railroad like ours it is difficult to keep everybody informed of what is going on and we thought we could help this situation by publishing a magazine which would take each month to all connected with

the Railroad brief messages from officers and employes in all ranks and grades of the service.

"It is the desire of the Management to have on the Baltimore and Ohio a relation-

ship of the most intimate and cooperative character between the Management and the men. We believe that our employes are anxious to help us get the best results through cooperative action. The time



1. Mr. George A. S. M. Shaefer, Assistant to the Harbor Engineer, City of Baltimore, who explained the various notable sights on the inspection trip. 2. The Nestor of the Magazine Correspondents, G. W. Haulenbeek, tries to "hog" all the limelight with the ladies, but two other old timers, J. Ross Gould and P. H. Starklauf, were determined to be "in the swim." 3. Captain American of the "Stoney Creek." 4. Listening to H. Irving Martin, newly elected President of the Correspondents' Organization, explain the interesting history of Fort McHenry. 5. West Virginia and Baltimore get together. No wonder the ladies received devoted attention from the male contingent. 6. Learning for the 'steenth time of the wonderful facilities the Baltimore and Ohio has in Baltimore Harbor. 7. Seeing at first hand our record breaking coal loading facilities at Curtis Bay. 8. Kidding the photographer



has gone by, so it seems to me, when we can expect to attain them by so called 'driving' methods; I would much rather that we should develop with efficiency, energy and cooperation great success in our operations because we want to do it than because the officers want to do it, or by driving.

#### Play the Game like a Football Team!

"One of the best examples I know of this relationship in an organization is afforded by a college football team, where the finest teamwork exists, where men work to the point of exhaustion and physical hazard, where they sacrifice leisure and comfort so that they may uphold the reputation of their institution and play commendable and, if possible, a winning game.

"I know how useful the group gathered here this morning can be in helping the Management stimulate among our employees the same kind of loyalty and determination to reach a common goal.

"The Baltimore and Ohio is not now, nor has it been since I have been its chief executive, antagonistic to organized labor as such. I appreciate the reasons why

"The result of this in part," Mr. Willard continued, "was that we have a better relationship on the Railroad today between Management and employees than we have ever had before. This may help everybody to see that misunderstandings like the strike are exceedingly harmful to all interested and involved.

#### Working WITH the Railroad rather than FOR it

"I wish that all men working for the Baltimore and Ohio could feel, not that they are working *for* the Railroad, but that they are a *part* of the Railroad and interested in its success.

"Such an attitude on the part of our employees would mean a large degree of success for the Railroad, and I do not believe that any enterprise can be wholly successful unless the rank and file composing it are contented and interested in furthering its prosperity.

"You could take nothing more important than this thought away from this meeting, and I am sure that you can make excellent use of it in your contact with your fellow employees and in your contributions to the

embarrass or hurt anybody. What we want is a good local record, matters of interest to all members of the Baltimore and Ohio family so that men on different divisions can read and know what is happening on other divisions.

#### Effect of Magazine outside the Railroad

"The MAGAZINE is not published, of course, for general circulation, its readers being principally the employees of the Railroad. But we do place the MAGAZINE in our dining cars and we also send it to quite a number of outsiders who are closely connected with the Railroad business. And I would like to feel that whenever they see the MAGAZINE, they, including our shippers and passengers, will find in it a message indicating the sympathetic spirit of cooperation which exists between the Management and the men.

"In 1916 we had a conference of the operating officers of the Railroad and on that occasion I said that I hoped that the Baltimore and Ohio would be a good neighbor to the almost two thousand communities on our lines, and that in case of fire, flood or



OFFICERS OF CORRESPONDENTS' ASSOCIATION

Left to right: A. E. Erich, Vice-President, representing Southwest District; O. K. Eden, Secretary; Miss Marie Slatterick, Vice-President, West Virginia District; H. Irving Martin, President; Edric C. Greaves, Vice-President, Pittsburgh District; E. E. Alexander, Vice-President, Maryland District

men feel that they should organize, and am not opposed to a labor organization which is law-abiding and responsive to the public welfare.

"The sheperfts strike of 1922 is now happily a thing of the past, but I just want to reiterate here what I have already said on several occasions, namely, that the Baltimore and Ohio obeyed the letter and spirit of the law during all this trouble, and also that at any time during the strike it would have been willing to make the settlement with its men which eventually was made."

#### A New Era in Cooperation

Mr. Willard then said that when the settlement was made the Management determined to make the strike a closed book. He mentioned a visit paid him by certain sheperfts leaders who said that, recognizing the proved fairness of the Baltimore and Ohio in dealing with its men, they desired to offer the Railroad their cooperation to the end that the shop work could be done with greater efficiency and dispatch and with greater interest on the part of their members.

MAGAZINE. I would like to have you understand so clearly the policy of the Baltimore and Ohio in this respect that when you hear somebody say that the Company has done something which is wrong, you will know so well our desire to be fair in all respects and at all times, that you will feel immediately that if what we have done seems to have been unfair, you will be sure that it is a mistake and say so; furthermore, that you will be confident that when such a case has been taken up with the proper officers it will be adjusted properly.

"Such an understanding on your part will not necessarily be reflected in the MAGAZINE, but it will most certainly be reflected in the relationship of the Company toward its employees and toward the public and in that way accomplish much good."

Speaking more particularly of the purpose of the MAGAZINE, Mr. Willard continued:

"I want everyone who gets the MAGAZINE to feel that every statement appearing in it is true. You must be careful when sending in items not to send anything that would

any other serious emergency, they would turn instinctively to us for help because they would feel sure that we would be glad to do all that we could for them. We would not expect, nor ask, a return for assistance rendered under such circumstances. We are a part of all of these communities and we want to be just as good a neighbor to them as possible. Certainly if we are that it will be most natural for them to have confidence in us and to entrust us with their business. We are always ready to take the first step to show this good neighbor spirit."

#### The Usefulness of the Magazine

Referring again to the usefulness of the MAGAZINE, Mr Willard continued:

"We are now coming to the close of one of the most prosperous years in the history of the Baltimore and Ohio, prosperous in part because of the record breaking business which we have handled. Several years ago when business was poor we made an appeal through the MAGAZINE for individual employee solicitation of business, and the help of the MAGAZINE at that time was considerable. Just now we are again beginning



to feel a decline in business and I wish you would remember at all times in your work for the MAGAZINE to stimulate that helpfulness which our employes have already showed, but which I believe they can show to an even greater degree in bringing business to our lines. The return which will come from this will not alone be reflected in the prosperity of the Railroad, but also in our ability to keep normal forces steadily employed.

#### As a Business Getter

"Here, it seems to me, is one of the simplest ways to show how we can help each other. If you get business for the Road it may mean keeping some friend of yours on the payroll whose work is needed to handle that business. And if your securing of the business is multiplied hundreds or thousands of times by other employes doing the same thing, you can easily see how this would contribute toward maintaining steady work in all departments.

"I believe that the MAGAZINE has also made a substantial contribution to greater efficiency in our operations, and this question of efficiency we have with us always.

#### Efficiency is not Working Harder, but Working More Intelligently

"One thing about efficiency is that it is so difficult to make clear to everyone just what we have in mind. A good many think we are trying to make men work harder or longer for the same pay, but this is not the case."

Mr. Willard then gave the example of the bricklayer who, under the old system of having to stoop and pick up from the level of his feet a brick every time he wished to put it into place, laid fewer bricks, and with a great deal more fatigue, than he could lay by using an adjustable platform next to him on which the bricks are placed by the carrier and picked up without stooping. He also gave other telling illustrations of efficiency as illustrated in our Railroad work. He said:

"We now have an Efficiency Bureau of 25 or 30 men, and their job is to find operations carried on in the same inefficient way as the old bricklayer used, to study them

and to bring about common sense improvements in method which will benefit both the worker and the Railroad. Efficiency is simply more intelligently directed effort.

"And when our efficiency men have put into effect some of the improved methods on which they are now working, I want these to be described briefly and clearly in the MAGAZINE so that the reasonableness of this effort on the part of the Management to do our work in a better and more economical way may be made clear to all employes. I hope also that you will follow this work closely and give it all the support you can on the divisions and through your contributions to the MAGAZINE."

In concluding, Mr. Willard expressed his belief that the conference of correspondents would result in a better understanding of what the Management is trying to do and would help substantially in the production of a more interesting and more helpful MAGAZINE.

After the hearty applause which followed his address he stayed to meet the correspondents in person and to have a word with each as they were presented to him.

Following the morning session the correspondents adjourned to the roof of the building where the group photograph accompanying this article was taken by Chief Photographer Luckey. They then returned to the conference room adjoining the building restaurant, where a delicious luncheon was served by John Bopp, restaurateur.

#### Boat Trip as Guests of Baltimore City

Following the luncheon the correspondents boarded street cars and went to the Municipal Pier where they boarded the excursion steamer "Stoney Creek" and were taken as the guests of the City of Baltimore on a most interesting tour about the harbor. Mr. George A. S. M. Schaefer, assistant to Harbor Engineer Bancroft Hill, brought maps and interesting descriptive data concerning the magnificent facilities of the harbor of Baltimore and the comprehensive plans for its development, and also pointed out its more significant features as the party moved from one point to another.

The inner harbor, covering the wholesale

market section of downtown Baltimore, was first visited; then the large expanse of waterfront owned by the Baltimore and Ohio at Locust Point, where our new grain elevator and pier improvements are being built; then the Spring Gardens section, then the Curtis Bay development, including the Baltimore and Ohio's record breaking coal loading pier. A run down into the bay and past the great shipyards and fabricating works of the Bethlehem Steel Company was made, with a quick return past the Canton waterfront development.

The correspondents, some of whom had never been on "salt" water before, thoroughly enjoyed this trip and expressed in rousing cheers as they were disembarking their individual and collective appreciation to Mayor Jackson of Baltimore, his secretary, Mr. Moore, who had planned the trip, and to Mr. Schaefer, who had so ably conducted it.

#### The Banquet

The dinner that night at the Hotel Renert was a feast that would have tempted the jaded appetite of the most confirmed epicure. How those inlanders from Ohio and Indiana did marvel at the wonderful Lynnhaven oysters served on the half shell by the chefs of this famous old hotel! The printed menu was quite an elaborate one, done up handsomely in Royal Blue in the same size as the MAGAZINE, and having for the cover the same cover picture of the Capitol Limited as was used on the July issue of the MAGAZINE.

Grace was said by T. E. Stacy, secretary, Y. M. C. A., Riverside, Baltimore, who also kindly conducted the chorus singing, this being slipped in between courses and accompanied in great style by Mr. Sylvan Levin, accompanist of the Baltimore and Ohio Glee Club.

#### Mr. Haulenbeek

The place of honor on the program was given to George W. Haulenbeek, clerk in the Law Department and Nestor of the MAGAZINE Correspondents, he having but recently celebrated his eightieth birthday. His youthful spirit, which had been much in evidence during his characteristic attentions to the fair sex that afternoon, was again bubbling over, the climax coming when he concluded his talk by singing in an unwavering and clear voice a verse or two of his own composition. He made a big "hit." Lack of space prevents a description of the ensuing events commensurate with the pleasure which the correspondents derived from them.

#### Mr. Scheer

General Manager Scheer told of the early history of the Baltimore and Ohio and disclosed several events in that history which many of the correspondents had never heard of before. We hope to run this history in an early issue of the MAGAZINE. He also expressed his belief in the usefulness of



Photo by J. M. Whealan

The Correspondents enjoyed the hard fought tie football game between the Navy and Princeton on Saturday afternoon



the MAGAZINE toward the making of a better Railroad.

#### Mr. Wood

Chief of Welfare Wood, who was introduced as the "Silver Tongued Orator of the Railroad," enhanced, if possible, his reputation as described in that flowery phrase. He said that this old Railroad of ours was certainly making history and that it is not only an important duty but also a privilege for these preparing the MAGAZINE to chronicle this history in the printed word.

The Manager of our Printing Department, Geo. R. Leilich, expressed his interest in the MAGAZINE and said that his department was giving of its best to produce a creditable publication. He put it up to the editor to get the "copy" to him in time and said he would do the rest. (The editor did not reply.)

The Baltimore and Ohio Glee Club, first heard on this occasion by a number of the correspondents, sang a number of selections. These were heartily received as was Mr. Levin's stirring number on the piano, followed by an encore.

Mr. Hobart Smock, director of the Glee Club during the entire ten years of its existence, told a number of funny stories in his own inimitable way and if any of these were at the time of the telling unknown beyond the confines of Baltimore, it is safe to say that they now have at least a System-wide circulation.

#### The Correspondents Entertain

One of the especially nice things about the entertainment feature was the help given by the correspondents; Miss Vada Pearl Drumm, soprano, of Cumberland, and Charles H. Minnich, baritone, of East Side, Philadelphia, being first heard, and later Elmer Stoltz, tenor, Pittsburgh, and then Mr. Stoltz and Miss Marie Slatterick, contralto, of Wheeling, in a duet.

The entertainment was concluded with the showing of the Baltimore and Ohio's topical motion picture by Dr. George B. Shattuck. This is a wonderfully interesting film and will eventually be seen with the greatest interest by employees all over the System. It includes the more recent outstanding events on the Road, such as the first trip of the Capitol Limited, the christening of the Martha Washington and Mount Vernon, new dining cars, and the record breaking reconstruction work completed after the summer flood on the Old Main Line.

#### Friday Morning Business Session

The Friday morning session, beginning at 9.00 o'clock, was addressed by Miss Stevens, associate editor, Mr. Jones, assistant editor, Mr. Dickson, art editor, and many of the correspondents who had been asked to talk informally on subjects assigned them the day preceeding. We regret again that we cannot print even a part of their remarks, on account of lack of space. Suffice to say

that the message they brought to the MAGAZINE staff was quite as important and encouraging as the message given them. They showed their enthusiasm for the MAGAZINE work and gave every evidence of determination to get back on their jobs as departmental and divisional reporters and to give the best they could.

#### Resolutions

At the request of the correspondents a committee on resolutions was appointed, consisting of E. E. Alexander, J. E. Barnhart, Miss Marie Slatterick, George W. Haulenbeek and H. Irving Martin. They prepared two resolutions. One of them was for the MAGAZINE staff, thanking the Railroad through them for the privilege of attending the conference, and the other was addressed to President Willard as follows:

"Inasmuch as it was the privilege of the correspondents of the Baltimore and Ohio MAGAZINE, in conference assembled in Baltimore, Md., on Friday, October 26, 1923, to be addressed by our Chief Executive, it is our pleasure, unanimously, to express to Mr. Willard our appreciation of the time devoted by him in thus addressing us and for the inspiration contained in his remarks.

"We wish to assure him of our whole-hearted cooperation in endeavoring to interpret, through the MAGAZINE and by personal contact with our fellow employees, the attitude which it is desired be maintained between the Management and the employees, and we will, by our influence, endeavor to promote and emulate that spirit of willing performance of duty which is so desired by the Management—not, however, because we feel obliged to do so, but just because we *want* to do so."

Later Mr. Willard acknowledged this resolution as follows:

"Mr. Van Sant has just brought to my attention a copy of the resolution which was passed by the correspondents of the Baltimore and Ohio MAGAZINE during their recent conference in this city.

"I appreciate very much indeed the expressions with reference to myself, which were contained in the resolution, but even more do I appreciate the assurance of cooperation, through the MAGAZINE and by personal contact, towards making the Baltimore and Ohio everything that it ought to be and can be as a public agency and large employer of labor. I am confident that the Baltimore and Ohio MAGAZINE, and particularly its staff of correspondents, can render very important and valuable service in this connection."

#### Permanent Organization of Correspondents

One of the most interesting events of the morning session was the organization of a permanent association of MAGAZINE correspondents. The following officers were elected: President, H. Irving Martin; Vice-Presidents to represent the districts, as follows: Maryland District, E. E. Alexander; Pennsylvania District, Edrie C. Greaves; West Virginia District, Miss Marie Slatterick; Northwest District, Miss Pearl Schmutz; Southwest District, A. E. Erich; and Secretary, O. K. Eden. The Editors composing the MAGAZINE staff are ex-officio members.



Miss Pearl Schmutz, Vice-President, Correspondents' Association, representing Northwest District

It had been hoped that all the vice-presidents of the Railroad with headquarters in Baltimore would be able to come in for just a minute to meet the correspondents before adjournment, but Mr. Shriver and Mr. Fries both had previous important engagements. Just before concluding the morning session, when Mr. Bopp had already begun to serve a luncheon which included more of those famous Chesapeake Bay oysters, Vice-President Galloway came in the door smiling and was led up to the front of the room by "Aunt Mary."

He spoke very briefly of his pleasure in meeting the correspondents and said that he was sure that the MAGAZINE was doing a useful work on the Railroad and that it could always count on his hearty cooperation.

He expressed his gratification over the splendid showing made by the Baltimore and Ohio during the current year and reiterated what had been said so often during the conference to the effect that this is largely on account of the cooperation so much evidenced in the relationship between the Management and men. He said that it was particularly in this respect, in making clearer the policies of the Company and in explaining to employees what we are trying to do, that everybody can get the intelligent, clear viewpoint which is so essential to uniformity of action and the attainment of the best results.

The correspondents did full justice to the splendid luncheon served by Mr. Bopp and adjourned to make their way in small groups out to Baltimore's new stadium, where they witnessed the exciting tie game of football between the Navy and Princeton University, as guests of the Baltimore and Ohio.

#### Finale

The spirit of the whole conference was one of the utmost sincerity and enthusiasm and



the good results of it are already amply shown in the large number of interesting notes submitted for the Among Ourselves Department in this issue.

Two episodes which illustrate, it seems to the writer, how thoroughly sympathetic this group of men and women are to the ideals of the Baltimore and Ohio, are worth telling.

First, in the call for the meeting it was stated that although the Management wished to make ample financial provision for the meeting, it also knew that due economy would be observed by those attending. That this was done is evidenced by the fact that the cost of the conference was several hundreds of dollars under the estimate, brought about in part by considerate expenditures for traveling expenses by those attending.

The other episode is that of three men leaving Baltimore on No. 3 on Saturday night, who, rather than keep their reservations for berths to the exclusion of pay passengers, stayed up all night and all through the next day to reach their homes in far off Illinois.

It is such spirit as this that wins and it cannot help but make itself felt in the personal examples of such employes and in the material which they prepare each month for publication in the MAGAZINE.

Our correspondents believe enthusiastically that the MAGAZINE can be made a great power for good on the Railroad. They will appreciate support in their efforts to bring that result about, from all officers and employes.

## Trainmen's Gun Club Host to Baltimore Officers at Wild Duck Feast

FOR about 26 or 27 years a Baltimore and Ohio Gun Club of Trainmen of the Philadelphia Division have been going to Mitchell Point, Swan Creek Shore, about two miles south of Aberdeen, Md., where they maintain a shore bungalow for wild duck hunting and fishing. They also visit it with their families in the summer on vacation, having equipped a fine bungalow.

The "shore" is beautiful, overlooking Swan Creek into the bay and across to the Eastern Shore.

Every year the Club holds a wild duck dinner or a shad bake on some Sunday afternoon when their officials are able to attend. This year it came on November 18 with wild ducks, these delicious birds being in season. The dinner was prepared and cooked by "Chef" Conductor Lane assisted by Conductor R. L. Wilson and Engineers W. Lockhart and G. W. Abrams, supervised by John C. Bashford:

The following guests were present:

E. W. Scheer, general manager, Eastern Lines; C. W. Van Horn, general superintendent; A. K. Galloway, district master mechanic; F. G. Hoskins, division superintendent; C. M. Shriver, terminal superintendent; J. P. Dugan, general baggage and milk agent; H. L. Denton, general superintendent police; C. E. Owen, trainmaster; C. B. Harveson, division engineer; Theodore Blocher, assistant division engineer; G. S. Crites, division engineer; H. K. Hartman, division operator; E. E. Hurlock, division operator; D. W. Laubach, official watch inspector; J. W. Sparks, chief clerk, superintendent; W. H. Hollen, night yardmaster; L. B. Robinson, train dispatcher; B. H. Prinn, signal supervisor; J. J. Swartz-

back, dispatcher; J. R. Malone, track supervisor, East End; W. M. Murphy, general yardmaster; O. Loekart, engineer, East Side; Amer Wilson, son of R. L. Wilson; J. M. White, father of general manager, New York Properties.

### Twenty-Five Ducks—Count 'Em

Twenty-five ducks, splendidly cooked and toasted to an Eastern Shore flavor, were served, each guest receiving a whole duck.

While the general manager seemed to think that such sumptuousness was somewhat out of keeping with Baltimore and Ohio economy, it was noticed that after a few mouthfuls he began inquiring as to the reserve supply, and kept a sharp eye on the progress the general superintendent was making in clearing away the debris. The way Superintendent Hoskins got away with his delicious morsel was really quite embarrassing. Real old time corn cakes, the kind grandmother used to make, were served, as well as the usual trimmings that go with such good things.

The absence of General Manager White, New York Lines, was regretted, his absence being unavoidable. He attended the duck dinner last year and was anxious to be with the party this year for reasons only those who were there can well appreciate.

Conductor Lane has been supervising the cooking and serving of these dinners for nearly 27 years, or since the formation of the club, and his culinary ability cannot be equaled. General Baggage and Milk Agent Dugan was so impressed with the way it was done that he remarked to Conductor Lane that it showed true Eastern Shore style. Mr. Dugan's surmise was correct, as Mr. Lane was an Eastern Shoreman,



Miss Jane P. Passmore, Glenwood, Pa.; Miss Mabel L. Menges, Baltimore, Md.; Miss Dorothy Rubenstein, Baltimore, Md.; Mrs. Mary Guthrie, Philadelphia, Pa.; Louisville, Ky.; Miss Norma Applegarthe, Baltimore, Md.; Miss Edith Roach, Columbus, Ohio; Miss Marie Slatterick, Wheeling, W. Va.; M. W. Jones, Assistant I Ohio; E. H. Stoltz, Pittsburgh, Pa.; E. C. Greaves, Glenwood, Pa.; H. R. Lincoln, Baltimore, Md.; T. J. Murphy, Cincinnati, Ohio. Seated: Miss Vada Pearl L Garrett, Ind. At extreme right, seated, Margaret Talbott Stevens, Associate Editor. Back row: J. M. Whealan, Pittsburgh, Pa.; R. S. George, Newark, Ohio; W. L. Cumberland, Md.; W. E. Brugh, Massillon, Ohio; Vernon Lyon, Clarksburg, W. Va.; L. M. Gump, Sabraton, W. Va.; A. E. Erich, Chillicothe, Ohio; S. I. O'Neill, Baltimore, Md.; E. N. Fairgrieve, Pittsburgh, Pa.; A. J. Crampton, Canton, Ohio; W. L. Whiting, Washington, D. C.; A. R. Strome, Chesapeake and Ohio Magazine, Richmond, Va.; H. E. Weifenbach, Baltimore, Md.; H. H. Hartlove, Baltimore, Md.; Earl Shanks, Connellsville, Pa.; Geo. W. Haulenbeek, Baltimore, Md.; H. B. Smith, Cleveland, Ohio; C. E. Thrasher, Dayton, Ohio; John Limpert, Baltimore, Md.; Paul Faustman, Baltimore, Md.; W. H. Tarr, Camden Station, Md.; J. A. Jackson, Newcastle, Pa.; W. H. Bu



being born and reared a few miles from Mr. Dugan's old Eastern Shore home.

Before and after the dinner the guests had a most enjoyable time pitching quoits. In the game between General Superintendent Van Horn and General Baggage and Milk Agent Dugan as one team, and General Superintendent Police Denton and District Master Mechanic Galloway as the other, the work of Messrs. Van Horn and Dugan was so accurate that the opposition of the other team was really pathetic. Notwithstanding the assistance rendered by Score Keeper Crites, Messrs. Denton and Galloway were defeated 4 to 1. However the wonderful curves thrown by Denton would make some of our National baseball pitchers turn green with envy. With his accurate eye he could make them curve up around the tree tops and along the edge of the shore. The one peculiarity about Galloway's playing was that when he played along his score was perfect.

The General Manager was so intrigued with the place that he returned that night to try his hand at ducking, going out with the party at 5 a. m. While there were whispered insinuations as to what he had been promised (Denton even intimating that ducks could be bought cheap on the shore), we can honestly say that he brought back six fine specimens, although we would not like to say who did the actual killing.

It was a jolly, friendly party throughout, the officers still talking about it.

### Foreman Kinsey a Business Getter

**F**REIGHT Warehouse Foreman Daniel Kinsey, Hagerstown, exhibited noteworthy zeal in behalf of the Company when he persuaded three of his friends to use the Baltimore and Ohio from Hagerstown to Chicago on their return trip west. On the trip east they had used a competing

line. After arriving at their western destination they sent Mr. Kinsey a card telling him how pleased they were with the courtesies shown them by the employees of our Road.

### "Naugahyde" Queer Name of New Traveling Bag

**M**ANY railroad men have had their traveling bags ruined by rain or by contact with hot steam pipes and have wondered if the day would ever come when some manufacturer would furnish a bag which would meet a railroader's special needs. Such a bag must have three essentials. It must be able to stand up under rough treatment. It must be able to travel day in and day out in all kinds of weather and keep its good looks. In the engine cab it must be able to risk close contact with hot steam pipes.

Such a bag has recently been placed on the market by the United States Rubber Company. It is known as the "Naugahyde" and is said to meet all of the above requirements.

Naugahyde is a material that is waterproof and wear resisting. It will never chip or crack. Rubber is the basis of the material, which makes it possible to do away with all seams and rivets. When a bag begins to wear out it usually begins to go first at the seams or around the rivets. Naugahyde as a material will outwear leather and a bag made of Naugahyde, having none of the structural weaknesses of ordinary traveling bags, is said to stand rougher treatment and last longer than any bag on the market.

Naugahyde derives its name from the Naugatuck (Conn.) factory of the United States Rubber Company where these bags were originally made. The name has always excited a good deal of curiosity and the Company has received a number of

letters from persons who claimed that a "Nauga" was some sort of a mysterious animal which lived in foreign countries.

### Speaks Volumes for Service

CONTINENTAL LIFE INSURANCE COMPANY

Wilmington, Delaware

November 9, 1923

Mr. John P. Dugan  
General Baggage and Milk Agent  
Baltimore and Ohio Railroad Co.  
Baltimore, Md.

Dear Sir:

I have your letter of November 7 and am pleased to say that the flags have safely arrived and have been unfurled to the pure American air, so far without deleterious effects. I note that it took eight cents to mail them in their careful packing, and I am enclosing an additional two cents to cover this expense.

You certainly have gone to a great deal of trouble about this comparatively unimportant matter and it speaks volumes for the service you give to your patrons. It seems that a man traveling on your Road is almost as well protected as he would be with a Continental Life Insurance policy.

Very truly yours,

(Signed) G. W. GEDDES

### Your Passenger?

Have you gotten **YOUR** passenger, the one who might have used another road?

May as well help somebody start the New Year right!



About one hundred Correspondents of the Baltimore and Ohio MAGAZINE assembled from points all over the

System, in Baltimore on October 26 and 27, for their first conference. Addresses were delivered by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood. There were interesting business sessions and the entertainment included a splendid dinner, a boat trip on Chesapeake Bay as the guests of the City, and the Navy-Princeton football game at Baltimore's New Stadium.

Front row: left to right; J. E. Barnhart, Baltimore, Md.; E. E. Alexander, Green Spring, W. Va.; R. M. Van Sant, Editor; H. C. Weber, Secretary to Editor; R. Kennett, Columbus, Ohio; E. E. Mannix, East Dayton, Ohio; C. H. Dickson, Art Editor; R. Schemenauer, Sandusky, Ohio; J. A. Renehan, Baltimore, Md.; Miss Francis Leeper, Glenwood, Pa.; T. Dosch, Washington, Ind.; Mrs. Olivia Haight, Fairmont, W. Va.; Mrs. Leah McCoy, Cumberland, Md.; Miss Agnes Barnes, New Castle, Pa.; Miss Pearl Schmutz, Youngstown, Ohio; Miss Lillian Schueler, Baltimore, Md.; Miss Gertrude Crow, Md.; H. F. Smith, Washington, Ind.; D. H. Kirkwood, Foxburg, Pa.; G. J. Goolic, St. George, S. I.; L. M. Mason, Wellston, Ohio; G. Watson James, Jr., Editor, W. H. Zell, Mt. Clare, Md.; C. H. Minnich, Philadelphia, Pa.; Ross Gould, Locust Point, Md.; H. V. Oberender, Baltimore, Md.; Charles Warwick, Baltimore, Md.; O. L. Wallburg, Lima, Ohio; E. B. Oliver, Chicago, Ill.; Helen Station, Md.; Harry Kight, Cumberland, Md.; John Rupp, Baltimore, Md.; G. R. Steen, Marietta, Ohio; C. W. Dixon, Weston, W. Va.; F. W. Harmon, Lorain, Ohio.



## Among Ourselves

(Continued from page 51)

### Mr. Feeser's Younger Generation

"Doc" Feeser's little girl recently went to Sunday School for the first time. Hurrah for "Doc."

### Henry Fankhanel's Column

Henry says, regarding "Bill" Fowler's defection from the Athletic Ranks, that "Bill" bowled three games and lost them all. Henry wants a new instructor—applications must be in English.

### Gone to a Warmer Climate

Miss Grace Smith, file clerk in the Rates of Pay Bureau, has gone to Florida on an alligator hunt.

### The Cabbage is Always A-Head

Col. Walter Carl smokes from eight to ten cigars (of unknown brand) per diem. The Wilkins Hair Factory was accused of being the cause of the peculiar aroma around his office—but we know different. Ask "Bill" Kinney.

### Comments by Our Foreign Representative— E. E. Ramey

Dr. H. H. Hartlove is in very bad repute with the members of the Vice-President's Golf Club account of being too lazy to get up early on Sunday morning to keep his honest engagement with his taxi-cab driver. "Al" Hermann ran his machine out to triple H's house at 6.00 a. m. one Sunday morning but could not arouse that lazy golf hound who slept peacefully on during a tremendous tooting of his horn. Naught could be heard but his deep snoring as he took large chunks of imaginary turf and negotiated several large bunkers and sand traps. Application for reinstatement will positively not be considered until 1924.

To which we have affixed our seal.  
Signed: E. E. Ramey and A. O. Hermann.

P. S. It is requested that above named delinquent put his dago shirt and golf clubs away where moth and rust will not corrupt and be compelled to pay storage charge of twenty-five cents per day.

### Echoes from the Fuel Department

Mr. Wilkens is somewhat of a literary genius but his talent seems to be wasted on the desert air. His literary activities began with the flood and end with Sir Isaac Newton..

### Ting-a-ling-a-ling

We expect to lose our genial file clerk—Jean O'Connor. Answer:—Wedding Bells!

### Appreciation—Management, Van and Co.

Your correspondent greatly appreciates the party and courtesies extended by the Management during the recent Correspondents' Convention. We should all feel spurred on to higher endeavor. All together, Correspondents—Three Cheers for Baltimore and Ohio!

Hurrah! Hurrah! Hurrah!  
Here endeth the lesson for 1923.

### Car Service Department

Correspondents, H. V. OBERENDER and  
CHARLES P. BAYN

We extend to all, compliments of the Holiday Season, and to the new arrivals in this office, a hearty welcome.

Also to Mr. and Mrs. Wolf, our congratulations on the arrival of a daughter!

We are glad to report Elsie Slingerland back after a nice long furlough, feeling much

better. Lillian Walker also returned after having been operated on. Now that Lillian has her tonsils and adenoids out, we can expect any day to hear she is singing the leading role in "Tannhauser."

Lillie Turner left November 3 to be married. You can judge a girl's popularity by the parties or "showers" given in her honor. This young lady had four—two miscellaneous, one kitchen and a linen shower.

There are any number of showers being given to our young ladies but the only time the men folk have a shower is when the roof leaks.

Our emotional girl, Marie Brown, is to be married—you never knew when you were speaking to Marie whether she was going to laugh or cry. When you finished you had to be prepared for either, but her smile was effervescent, and we shall miss her greatly.

Rumors are that Doris Ray and Thelma Wilder are soon to be sailing the sea of matrimony. Emma Esslinger caused quite a bit of excitement recently by flashing a new diamond ring. Who'll be the next? Well, here's our best wishes for good luck to all our friends contemplating this journey.

More power to our Ladies' Bowling League. Any girl found powdering her nose before 9.30 a. m. will have to stay after office hours and do penance by writing 5000 times "I have been disobeying orders." This order holds good every day but Christmas Eve, then you can powder your nose 60 times before 9.30 if you want to.

When a certain railroad official comes into our office for records he causes all the girls in a certain department to have palpitation of the heart. We think "Lulu" holds winning cards and we are wondering when she is going to—well! "not far West."

Little Harry Wette, Trace Department, has been saving all year for his wife's Christmas present—what's it going to be, a fur cloak or a Ford?

### The Height of Ambitions

- J. S. To win a prize at a mask ball—Try going unmasked.
- Kirby. To be able to hit the right note (\$).
- W. H. D. To grow hair.
- T. L. To join K. K. K.
- W. L. K. To have his street paved.
- E. V. D. To look like Valentino.
- R. I. B. To play a cornet.
- E. A. D. To win a nomination.
- C. R. B. To be Mayor of Relay.
- N. A. G. To fix R. L. C.'s radio outfit.
- C. F. To carry his ward Republican.
- Wolf. To keep the baby from crying.
- H. B. To buy fish cheap.
- E. M. To be a Charles Street cowboy.



The Maintenance of Way Department is noted for its athletes and fine babies! Left: J. G. Lenhoff, Clerk, Office Engineer M. of W., at his shore. Right: Little Joe, son of Assistant Engineer Dobson

## Office of Chief Engineer Maintenance and Engineer Maintenance of Way

Correspondent, J. E. BARNHART

To the Employees of the Maintenance of Way Department:

A very Merry Christmas and the Best Wishes for a Happy and Prosperous New Year are extended to all our co-workers in the Maintenance of Way Department. Your effective efforts of the past year are appreciated by the Management; and, in return let us give promise to redouble those efforts to increase effectiveness the coming year.

Very sincerely yours

E. STIMSON

Chief Engineer Maintenance

The Conference of Magazine Correspondents, which was held at Baltimore on October 26 and 27, was a distinct success. From the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, inspirations were received which will help considerably in promoting the much desired spirit of cooperation between employees and Management. It shall be our pleasure, through our notes, as well as by personal contact, to assist in furthering this spirit of cooperation among our fellow employees, with the hope that, in time, it may predominate in all relationships throughout the System.

It is with a feeling of deep sorrow that we record the death of George W. Andrews, assistant to chief engineer maintenance, which occurred on November 2, after a useful life of 67 years, 4 months and 11 days, and ending a period of service with the Baltimore and Ohio Railroad of 43 years and three months. Mr. Andrews will be sadly missed by his associates with whom he labored so long and so well. A brief history of his career will be found on another page of this issue.

It requires quite a bit of "nerve," after one has been out sight seeing all day, visiting distant scenes, via the Railroad, to call one's best girl on the phone upon returning to the city at midnight, and tell her what a wonderful time was had.

It might be interesting to note that we are constructing at our Timber Treating Plant at Green Spring, W. Va., a third retort, which, when completed, will increase the capacity of the plant one half of its present capacity, thereby permitting the treating annually at Green Spring of approximately 1,400,000 cross ties, all of our switch ties, bridge ties, piling and much other bridge timber.

W. R. Edwards, Valuation Department, has been appointed successor to the late George W. Andrews, in the capacity of assistant to chief engineer maintenance. Mr. Edwards has had wide and varied experience in bridge and building work and is well fitted to fill the position to which he has been appointed. All hands together, let's help him get acquainted with his new job.

Some time ago an article was published in our MAGAZINE on our Rail Saw at Martinsburg Shop. We saw the battered ends from rails fit for relaying, thereby obtaining thirty feet and six inches of rail, which when relaid in track, will give many more years of service and a good ride with proper maintenance. As a matter of information, during the first 9 months of this year we have sawed 10,948 tons, or 763,477 feet, of various weights of rail, sufficient to lay 72 miles of single track railroad, thereby releasing worn rail to



be relaid in less important branch lines and sidings, or for sale as scrap, according to its condition.

Jim Dyche says "Yes, we have no notes for the MAGAZINE," so we won't print any that he did not give us.

Our co-worker, Dick Talbott, has the sympathy of all in the death of his father, which occurred on November 1, 1923.

J. T. Andrews also has our sympathy in the loss of his father the late George W. Andrews.

The year 1923 has about passed into history and the New Year is rapidly approaching. With its beginning, let us all resolve to put forth every effort to obtain greater efficiency in our work, assist in the promotion of economy and help the Management, through our hearty cooperation, in operating and maintaining the property to the best possible advantage. And, in addition to wishing each other health, happiness and prosperity throughout the New Year, let us extend to the Management our very best wishes for prosperity.

### Engineering Department

Correspondent, O. K. EDEN

"It is the desire of the Management of the Baltimore and Ohio to have a relationship between the Management and the men of the most intimate and co-operative character."

The above words (or some to like effect) were spoken by President Willard before the MAGAZINE Correspondents at a conference held October 26 and 27 in Baltimore, which I attended. They apply not only to our correspondents, but to the army of workers on the System.

During the course of the two day conference it was my great pleasure to hear, besides President Willard, Vice-President C. W. Galloway, General Manager E. W. Scheer, and Chief of Welfare W. W. Wood. And all of them, during their brief speeches, stressed the point advanced by our President.

A clipping in a recent issue of the Baltimore Sun informs us that, among other things, "15,000 persons are burned to death, 75,000 die in avoidable accidents, . . . more structures are burned than are built. . . ." Even though Fire Prevention Week may have come and gone, it behooves us to take that "little extra care" that goes to avoid fires. Let us be careful what we do with lighted matches, cigarettes, etc., not only in our homes, but on the public highways and in parks and woods. Most of the fires started are due to carelessness on someone's part. Make sure that "someone" is not YOU.

Bottom of column 3, page 27, October issue of the MAGAZINE. Not a cryptic message, but to those having to do with fastening papers together "a word to the wise is sufficient."

By the way, after you have finished with your copy of the MAGAZINE, instead of relegating it to the waste basket, take the trouble to send it to the Editor, or send it to your correspondent, who will gladly do the needful. And in this connection our Editor has sent out an S. O. S. call for May, July and October, 1923, issues. If you have any that you don't want, send them along.

Waste Means Want!! Stop That Leak!!! Which applies particularly to stationery. If you need only a few copies of a certain



Inside and Out at the Navy - Princeton Game

form, don't get a pad and then waste the rest. Same way with the various kinds of paper. Remember, Waste Means Want!

What's the matter with a picture of one or two of you now and then, mostly now. Help brighten up the Engineering Department's notes. Your correspondent, not being gifted with the use of the brush, has to rely upon the help of his friends. Come across. But remember this, whenever you send in a picture for publication, if possible send it in with the notation "need not be returned." It saves expense in the MAGAZINE office.

The first time for many months, our department, as a whole, has a one hundred per cent. representation in this issue. Watch our smoke!

Although rather late, mention should be made of the fact that several of my fellow employees are putting some of their spare evenings to good use, furthering their educational interests by taking courses at the various night schools. They are to be congratulated upon this. For what profiteth a man if he has seven evenings a week to himself and maketh no use of some of them? If a person thinks he has had enough schooling, and has nothing to do at night, let him read good books, see good plays, or go to hear good music. But best of all, in more ways than one, read.

Lack of space restrains me from proclaiming the multitudinal qualities of our "shriek" of the file room. I mean none other than my illustrious friend "Freddie" Gemp. What that boy can't do with a saxophone, to mention one of his many qualifications, isn't worth telling. And talk about sling files. Oh boy!

Between bites and sips at the lunch counter an observer would think a large real estate deal was about to be put over. But the proposition is this: Mr. Fogerty is trying to sell Mr. Aronson a beautiful new bungalow in the Howard Street Tunnel, and Mr. Aronson is insisting that Mr. Fogerty buy the lots he recently bought in the immediate vicinity of Fort Carroll. These gentlemen are the recognized real estate and building sharks of our Bridge Department because of Mr. Aronson's success in cornering the market at Forest Park, and Mr. Fogerty's ability at building houses on falsework, thereby eliminating a damp cellar. The remainder of the Bridge Department think that all competition could be eliminated if the two wizards formed a company and used the old slogan "Absolutely, Mr. Fogerty, positively, Mr. Aronson."

I take this opportunity to thank all who have helped me in preparing notes for the MAGAZINE during the past year. Any suggestions or criticisms as to the betterment of our department are earnestly solicited.

To all of you, wherever you may be: Merry Christmas and Happy New Year!

Office of District Engineer, Baltimore, Md.

Correspondent, J. FORD COLLISON

During the past month we had with us W. H. Edwards, who was showing us how to make a Form 930 correctly. Well, to say the least, he may know something about this 930 business, but we hope he learns how to play Five Hundred before he comes back again. Honestly, we do hate to treat him so. You know the guest should win a few games, at least.

Our old friend "Bill" Gwathmey is surely having a hard time thinking what to buy his daughter this Christmas - whether a piano or a machine. He thinks a piano would be the more sensible, since he would be able to keep her home more. You know, his daughter is at least 18 (months) old now.

Office of District Engineer, Pittsburgh, Pa.

Correspondent, J. M. WHELAN

It was your Correspondent's pleasure to attend recently, at Baltimore, a conference of the "Among Ourselves" representatives of the MAGAZINE. I wish that I might adequately convey to you the spirit of good-fellowship and enthusiasm which prevailed during that meeting.

The keynote of sound common sense, of mutual help and improvement was laid down by no less a personage than our president himself. Mr. Willard, in a talk which lasted the greater part of an hour, urged the correspondents to help in cementing the already cordial relations existing between the Railroad and the employees and the Railroad and the public. An inspiring talk indeed, and one that shaped the whole procedure of the conference.

Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood also spoke along the same line, and their talks were no less inspiring. We were all given a new insight into the importance of our duties on the MAGAZINE and the future which lies ahead of us and the important part which the MAGAZINE is destined to play in that future. The message was clean cut from the kick-off and there was no fumbling of any kind through the game.

It seems to us that any correspondent leaving Baltimore after the recent conference without a more encouraging idea of his importance, missed something which should have been apparent to all in attendance there. It seemed to us, also, that most of the correspondents, in their talks, missed the deeper significance contained in their MAGAZINE relations. The correspondent may be, and is in a peculiar sense, the representative of the Railroad, and what a wonderful lot of good he can do for those he represents. The correspondent who does not endeavor to rise beyond the mere submission of notes for the MAGAZINE does not realize to the fullest the advantages which are his.

By the way, a couple of our pleasant young lady correspondents asked us, as a favor, to help them out from about 6 p. m. until train time Saturday night (last day of Correspondents' Conference). Quite naturally, of course, we consented, and arranged to have them meet some pleasant company in the Capitol Saturday evening. It seems, however, that they took advantage of the immemorial right of every lady to change her mind, and we never did meet them. Our compliments also to the party who pre-empted our seat at the game.

From what we saw we can't blame the youngsters for adopting Aunt Mary; we certainly have not enough relatives ourselves.



By the way, did you hear "Van" rooting for Princeton? From what we heard, he was doing most of it himself.

Did you hear about the young men who were left behind in Washington rather scantily attired? It seems that having gotten off for a breath of air they expected the train would wait for them, but unfortunately the train forgot and moving out left them behind.

The first conference of Engineering Department Accountants was held in the office of District Engineer Clark in Pittsburgh, October 29. Present were Messrs. Righter and Young of District Engineer Mather's Office, Baltimore; McKibben and Kolker of District Engineer Griffith's Office, Cincinnati; and Holtzworth, Eberly and Whealan from Pittsburgh. The question of accounting procedure to be followed in the territories of the various district engineers was gone into most exhaustively in an endeavor to adopt a uniform system for use in all District Engineers' Offices. Many interesting facts developed from the discussions and much good was accomplished. The conference broke up after an all day session with each member certain he had learned something of value to himself in the transaction of his work. It is to be hoped that other meetings can be arranged for as questions develop.

We will shortly welcome to our midst most of those members of our organization who have assisted in rebuilding the bridges on the W. P. & B. Branch. We imagine that the boys will not be at all sorry, although there have been certain attractions in the work. Also, we bet the housewives will feel much relieved when the work is formally completed.

It is rumored that one of our most staid respectable members smoked his first cigarette recently, or was it his first? Most anything can happen now, and our friend "Jim" Connolly is hoping for the best while privately looking for the worst.

#### Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. DAUBENMERKLE

I wish everyone in the office a very Merry Christmas and may the New Year bring you continued Health, Happiness and Prosperity.

Transitman Graham is much pleased since the Toledo Division trains enter the Central Union Depot, as his brothers in Cincinnati have not been able to salute him since the change.

Stenographer F. W. Klein is having his troubles these days. Pounds the typewriter during the day and sings Klein, Jr., to sleep at night. Don't worry, "Fred," wait until Numbers 2, 3, etc., appear. You are now getting good practical experience.

Assistant Engineer Callahan entertained his brother "Joe" from Atlanta, Ga., for a day during November.

Transitman H. L. Scribner has been on the east end of the Ohio Division for the past two months, and we miss his smiling countenance around the office. The Plaza Hotel is still doing business at the old stand, "Scrib."

The old saying, "absence makes the heart grow fonder" may be applicable to a certain party in the Engineering Department, Western Lines. Does the shoe fit any of you?

Assistant Engineer Ray attended a bazaar at Lawrenceburg a short time ago and invested 20 cents, for which he won two hams. "James" sure practices economy.

#### Office of General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

*To the Employees of the General Baggage and Milk Department:*

My sincere wish for each and every one is that you may catch a large measure of the real Christmas cheer and spirit. This wish is prompted by appreciation of the willing cooperation of our employees and a feeling of assurance that the same hearty cooperation will continue. May the New Year be numbered as one of your best and the Christmas spirit stay with each of you throughout the year.

JNO. P. DUGAN

General Baggage and Milk Agent

Whoever conceived the idea of the Correspondent's Conference had a happy thought. The whole arrangement, from the choosing of speakers and form of entertainment, to the most minute detail for the comfort and convenience of the visitors, could not have been improved upon. For want of words to express it and in order to be brief, it was done in the usual "Baltimore and Ohio Way."

The keynote of President Willard's message, as well as those of the other officials whom we had the pleasure of listening to, was an appeal for a more friendly and perfect understanding between the Management and the employees, and a desire not only for the cooperation of each and every one, but the cheerful and spontaneous cooperation which cannot help but reflect itself in greater efficiency and greater results. The Management wants us to know that our interests are theirs, as has been indicated in many instances, and that their success is ours.

It is really an inspiration to listen to President Willard. As you listen you begin to feel that it is a privilege to work for a railroad that has for its leader such a big-hearted and sympathetic man.

I feel sure that each correspondent went away from the conference filled with enthusiastic belief that the purpose for which the meeting was held will not have been in vain.

The October, 1923, National Dairy Show has passed into history and has been recorded as the most successful one ever held.

There were two outstanding features of this year's dairy show: first, the World's Dairy Congress, representing many foreign countries, which met for the first time at Washington, D. C., in conjunction with the National Dairy Association. The formation of the World's Dairy Congress is, no doubt,



The late James S. Bucy, Train Baggage man

because of the realization of the potentialities of the milk industry, not only from a commercial point of view, but also that of the importance of milk as a food; second, the representation of the railroads as an organized Railroad Unit. The Railroad Unit was organized at the Minneapolis-St. Paul, 1922, Show, as the result of a resolution submitted by Mr. Dugan. The railroad representation this year was larger and there was more real interest manifested than at any previous meeting.

It is evident that the transportation of milk is becoming a really live subject, and that its revenue possibilities are just beginning to be realized.

Mr. Dugan was called upon to prepare a paper on "Transportation of Milk in Bulk," which he read at the Syracuse Dairy Session.

There is a man on the Philadelphia Division, coming under this Department, about whom we have been receiving some complimentary reports.

It seems to be customary to withhold all the kind remarks until the person has departed, and then relate them to his friends, but in this case we'll pass the "flowers" on.

Patrons have taken the trouble to write about the courteous and obliging man at this particular station, commending him highly. It is quite evident that he is not catering to any special class or group of patrons, because during the Shriners' Convention he was transferred to Washington to assist with the heavy traffic at that point, and the Company received another letter of appreciation for the courteous and valuable assistance received from this same man. We are also informed that his work is not measured by the clock, and that it is entirely due to his untiring efforts and courtesy that he has secured some valuable patronage.

This person is Matthew C. Minker, baggage agent, Wilmington, Delaware, who puts his whole heart into his work, "not because he feels obliged to, but just because he wants to."

The sudden death of James S. Bucy, train baggageman, was a great shock and the cause of much regret in this office. Mr. Bucy, who was about fifty years of age, spent thirty years of his life in the services of the Baltimore and Ohio. He entered the service in 1893, serving as train baggageman since 1907, his last run being on Trains 7 and 4, between Baltimore and Cumberland.

During these sixteen years not a single instance can be recalled of a serious baggage irregularity. In his death the Company has lost an efficient and loyal employee, and the loss will be keenly felt by this department on account of his close association.

Our deepest sympathy goes out to his family.

We were favored by a call from A. C. Hoover, baggage agent, Weston, W. Va. Mr. Hoover had been in Baltimore for nearly a week undergoing medical treatment, from which he has received considerable benefit.

#### Office of General Freight Claim Agent

Correspondent, NORMA H. APLEGARTHE

*To the Employees of the General Freight Claim Agent's Office:*

Another year has sped and Christmas is at hand, bringing festivities and good will. It is with this spirit I desire to thank you for your past cooperation and loyal support during the year, and to Wish you a Merry Christmas and a Happy and Prosperous New Year.

Yours sincerely

C. C. GLESSNER

General Freight Claim Agent



The Conference of MAGAZINE Correspondents, held in Baltimore, October 26 and 27, was a great success. Each of us was benefitted by the wonderful address of President Willard, as well as the interesting ones of Vice President Galloway, General Manager Scheer and Chief of Welfare Wood. Many of our out of town correspondents gave us new ideas as to how we may better the MAGAZINE, and it would be well for us all to keep before us the thought which President Willard expressed on the cover of our June MAGAZINE, asking for our constant cooperation towards improving the operation of our Railroad in such ways as may be possible for each of us, *not* because we feel obliged to do so, but because we *want* to do so. I ask each of you to cooperate with me as your correspondent, so that I may do justice, to our MAGAZINE and help make it the best magazine in print. It can be done only by cooperation.

"Seven come eleven." But the "eleven" did not appear so Carlisle lost his nerve and, alas, the mustache has disappeared, much to the approval of the young ladies. No girl likes a mustache so take a tip from this, young men, and be "clean cut" fellows.

We have always known that some day we would be able to report something great about Roland L. Baldwin, so it is not a surprise that he expects soon to be the World's Golf Champion. With such an efficient instructor as Mr. Koerner, and Mr. Padgett as caddy, how could he help but have the world at his feet? He gave up base ball, because the game was too rough. Is he not too delicate for this wild game of golf? We suggest something lighter, such as Tiddley Winks, Dominoes or even Mah Jong!

"It pays to advertise," is a well known slogan. In many ways this slogan may be applied to the Baltimore and Ohio MAGAZINE. In the past it has been quite a task to induce the girls to have their pictures appear in the A. O. Columns, but I am looking forward to no such trouble again, since Miss Morwood's picture appeared in the September issue. She has been rushed with mail from an employe of the Union Pacific Railroad, Sacramento, California, who was so charmed he just could not help taking the liberty of writing her. One can never tell what might happen if you have a picture in the Baltimore and Ohio MAGAZINE. It has a wide distribution.

M. F. Hamberger, who has been ill for sometime, is improving and we hope he will be with us soon.

#### Perry Calls His Home Telephone Number

Perry—Hello, hon, what are you doing, sitting at the window?

—No answer.

Perry—Dear, did you take my watch to the jeweler?

Then the lady answers, much to Perry's surprise:

"Are you crazy man, I am not your wife."

MORAL.—When telephoning be sure to find out who's wife is at the other end of the line.

#### Freight Traffic Department

Correspondent, DOROTHY RUBENSTEIN

The year about to close has been a notable one in the history of the Baltimore and Ohio from the standpoint of tonnage carried, revenue return and quality of service rendered. These results, when studied as cold figures, are indeed gratifying to those who have the interests of the Road at heart. Even more gratifying are they



Miss Mattie Messick and Mrs. Richardson at the entrance to Estes Park, Col.

when considered as the fruitage of the loyalty and will to serve, of the men and women who make up the Baltimore and Ohio family.

Evidence abounds that behind your loyalty to the Company and your courtesy to the public there lies an appreciation of the true Baltimore and Ohio spirit toward employe and patron. In other words, the Baltimore and Ohio means to you not a living but a life; not a machine, but a vehicle for the best self-expression; not simply a checking account on which to draw for material existence, but a depository for the accumulation of duties well done whose interest yield is self-respect.

Can there be any better greeting to you than to wish that the Christmas Season will bring you full measure of joy in the realization of duty well done and that the New Year will be replete with opportunities to interpret the Baltimore and Ohio spirit of service, which will be availed of "not because you have to but because you want to?"

SAMUEL HOUSE  
General Freight Agent

It was indeed a pleasure and a rare privilege to be present at the Conference of the Baltimore and Ohio MAGAZINE Correspondents, held in Baltimore, Md., October 26 and 27, and to meet the representatives from the various departments and divisions of our System. It was still more wonderful to listen to President Willard make his address, in which he asked that we all cooperate to make this, the Baltimore and Ohio, the best railroad in the world, and through the MAGAZINE, to bring about a more intimate and true understanding between the Management and Employe. On account of pressing business, our Vice-President Fries was unable to speak. Vice-President Galloway and General Manager Scheer also gave short inspiring talks. It is up to us to bend every effort towards the goal that of making the Baltimore and Ohio the "Best and Only," and incidentally to promote that comradeship and spirit of Good Fellowship that means so much to the success of our Road. Let's all pull together, not because we have to, but because we want to, and think of ourselves as being part of the Railroad and not as being forced to work for the Railroad. If we can truthfully strive with this feeling in our hearts, then the success of our Road is assured for all time.

M. H. Llewellyn, formerly stenographer, has been promoted to secretary to O. S. Lewis, freight traffic manager, Baltimore, Md. The V-P's office regrets to lose Herbert, but is glad to see him increase his batting average.

A word of welcome is hereby extended to Ross Hager, who was transferred from the Freight Tariff Bureau at Baltimore to the Office of Vice-President Traffic & Commercial Development as stenographer succeeding Mr. Llewellyn.

Mail Boy! Have you seen the pink envelope this morning, Mr. Spurrier inquiring? *Daily News.*

Sir Walter Raleigh did not have a thing on our friend Brownie. What is spreading a royal cloak in the mud for a queen to walk on, compared with a fellow rushing out into the middle of Redwood Street during rush hour and holding back a fliyer, so that the two Queens with him could pass safely across the street. Was the red hat and brown coat, or black hat and black coat responsible for this gentleman's strange conduct? At any rate, Sir Walter, fade out of the picture.

All those desiring to learn the latest steps of the Tango and Boston waltz should closely observe J. H. D. as he glides around the room, searching for files. With a little more practice, Dipp says he will challenge Valentino in a tango contest and has no doubt as to who will carry off the honors. Neither have we.

It was with deep regret that we learned of the death of W. N. Wilkins' mother on October 3, and the entire office joins us in expressing our sincere sympathy to Mr. Wilkins in his bereavement.

Our sympathy is also extended to Roland E. Hampe, who had the misfortune of losing his beloved father on October 9.

The Welfare Association sent a basket of fruit as an expression of their hopes for a speedy recovery, to T. E. Cross, who recently underwent an operation at the Maryland General Hospital. We are looking forward to his early return.

A word to the wise: The Traffic Class meetings are for your benefit. Show your appreciation by attendance.

Once again—A Merry Christmas, and may the words "Peace on earth, Good Will towards Men," retain their truth the entire year round in our association.

#### Office Mail and Express Traffic

Correspondent, T. E. REESE

In approaching the holiday season it is extremely gratifying to see a continuation of that fine spirit of cooperation we have always enjoyed in the department. The Christmas season offers added pleasures in making ourselves happy in our efforts to contribute in every way possible to the further success of the Baltimore and Ohio.

The season's greetings are extended to all, with best wishes for every success and happiness during the New Year.

J. C. McCABAN  
Manager, Mail and Express  
Traffic Department

Correspondents' Conference in Baltimore, October 26 and 27, was to my mind, "just write."

Certainly no inspiration could have given us more encouragement to write than the appeal that came from our president, Mr. Willard.

I am reminded of a story of a mother endeavoring to write a letter while her little two year old son was playing on the floor around the writing table, when the pen point fell from the holder, and before it could be recovered, the little fellow had picked it up and swallowed it. Naturally some confusion followed until the physician arrived. After the latter had been informed



of what had happened, he prescribed in these words, "give it a little ink and that will make it write."

The moral of that story is, that if every one present at our conference will remember the "pen point dictates" given by those to whom we listened, and apply a little ink, we can "make it write" like never before, and put our MAGAZINE on a still higher plane. By doing this we can show our appreciation to those to whom we are indebted for the privilege of getting together to discuss our problems.

Let's make 1924 a banner year for the Company through the medium of our MAGAZINE!

#### Printing Department

Correspondent, H. TOFT

#### To All Employees:

It gives me great pleasure at this time of the year to extend to you my best wishes for a Merry Christmas and a Happy and Prosperous New Year. May our old friend "Santa" bring you the best of everything.

I will also take this occasion to thank each and every one of you for your loyal and earnest support during the year now closing, and feel sure that with your continued cooperation, we will be able during the coming year to produce more and better work, and at a continuing lower cost.

Again with Best Wishes for a Merry Christmas and a Happy and Prosperous New Year,

GEORGE R. LEILICH  
Manager Printing Plant

Speaking of automobile shows, one has but to visit our Printing Department on any Saturday morning to get an "eyeful." Leading off is our manager, G. R. Leilich, with his fine Marmon. Following him come Composing Room Foreman Frey, with a Willys-Knight, then "Ben" Fauble, King's, followed by Compositor Feusahrens and Caster Room Operator Huckle in Briscoes. Last but not least, Ford has the following representatives: Compositor Schaper, Cost Clerk Lehman, Pressman "Bob" Roth and Cutter Davis.

That ever popular bird, the stork, made its appearance at the home of Compositor Shea and left for the proud parents to love and cherish a fine baby girl, Mary Regina Shea. Congratulations! And may Mary's life be one of sunshine and happiness!

Keyboard Operator Pauline Humrichouse is absent on account of illness. Here's hoping she may have a quick recovery and soon be back punching the keys.

Your correspondent wishes to every reader of the MAGAZINE a Merry Christmas, and may everything you wish for in the line of success and good health for the coming year be yours!

#### Relief Department

Correspondent, H. IRVING MARTIN

To those associated with the Relief Department and to all the employees of The Baltimore and Ohio Railroad Company, in all branches of the service, we extend wishes for a Happy Christmas and abundant prosperity not alone in the Year Nineteen Twenty-Four, but for all the years to come.

W. J. DUDLEY  
Superintendent Relief Department

What impressed me most in the Conference of Correspondents of the MAGAZINE, held in Baltimore, October 26 and 27, was the manifestation of a loyalty that sought



Smith and Buckheimer have become  
"Ichthyologists"

expression in the performance of some act to aid the Railroad in a definite and lasting way.

Doubtless few of the correspondents came to the conference with an adequate realization of the monetary investment represented by the MAGAZINE. After the presentation of the purpose of the MAGAZINE by President Willard, Vice-President Galloway and General Manager Scheer, all the correspondents returned to their homes determined to make that investment go further and mean more than ever before, to devote their talents and the time at their disposal to widespread advertisement of the principles for which the MAGAZINE stands and through its agency endeavor to influence the daily life and daily work of each employe to a degree hitherto unknown, and to use the facilities at their command to extend the scope of the Company's service to the public; in other words, to demonstrate their loyalty to the Company by unselfish and unremitting efforts to promote its ideals of Public Service.

"What did you get last night?" doesn't refer in any way to something to eat, but is the morning salutation of the members of "The Stay-at-Home Club" to each other, as they review the broadcasting of the night before.

The Club is rapidly increasing its membership, Desverreaux, Franz, Stockbridge and Miss Gerhold being the latest additions to the ranks of radio fans.

"Shake," our original radiologist, seems to have his ether currents turned into his new electric lights. At least his voice is heard no more on wireless, but is traveling the groundline of a duckpin alley.

Some of our scientists have swung over into Ichthyology, (What's that, something to scratch?—No.) and can tell you all about the habits of gold fish, from the common garden kind to the variety that land in the mint. Smith and Buckheimer (not a firm name) have dedicated themselves to science through a random visit to a 5-10 cent emporium. Feasting their eyes and spellbound, they stopped at the aquarium counter and stood hypnotized by the antics of the fish. The first conscious moment brought the same thought to the minds of each. Both bought two of the denizens of the deep, together with all accessories needed to make their homes look like Battery Park Aquarium or Rock Creek Zoological Park.

Now they devote all of their spare hours to the study of the fish and to broadcasting to the world the information thus acquired.

Smith, being of a very tender nature, noting the sad expression about the eyes of his monsters, thought he had broken up a happy family. He, therefore, chased back and bought three youngsters of the

finny tribe, to see if happiness could not again be restored to the once happy home. But, alas! the youngsters are gone. Who knows where?

"Nobody loves a fat man." Ask Hachtel, he knows. Curtis is also qualifying for admission to the Fat Men's Club. Stop poking jests at the stout and ask your neighbor if he ever heard that catchy chuckle that Ex-President Taft uses as an ear charmer.

October 25 is the feast day of some half dozen saints and the birth date of many noted people, but it looks bigger to John Meagher because it is the day on which his daughter, Mary Ellen, arrived at his home. It's a happy date for her daddy.

While one of our valued assistant correspondents was strolling through Clifton Park, he saw the burly Desverreaux lined up against the willowy Vernon Miles in a soccer game. Can you imagine it? And Vernon got away with the honors of the game, too.

A few good bowlers are needed to bring our team up to the standard of some of the other departments. While trying out some "would-be's," Guy Riggs, who had learned all he knew about the game by setting up pins, was inveigled into rolling a game. This being Guy's first game, he was nervous at the start, but settled down after the first frame and at the end of the game his score was 135. Now friend Guy has a reputation and nothing can prevail upon him to roll another game.

We add our tribute of love and affection to the memory of George W. Andrews, late assistant to chief engineer of maintenance. As we stood by his coffin, we wished for "the sound of a voice" that was still. A man without an enemy or detractor, a good friend gone forever. May the angels give him the same full-souled welcome he always extended to his fellow workers.

In our own department, Paul Franz mourns the death of his father. To him, also, our condolences are extended.

#### Office of General Storekeeper

Correspondent, M. J. GREBOW

After a lapse of more than two years, the Office of the General Storekeeper is again bursting into print and expects to continue sending in items from time to time.

Three changes in personnel have occurred during the past summer; M. J. Grebow was transferred from Riverside to the position of secretary to general storekeeper, vacated by Miss Minnie Cox, who left the service to be married. L. E. Riggins, a new employe, was appointed mail clerk, which position was vacated by H. Stack, who was transferred to Mt. Clare as clerk. T. R. Reese was transferred from Mt. Clare to fill the position of stenographer vacated by G. B. McAllester, who was transferred to the office of the vice-president.

Mary Peoples, ardent golf enthusiast, worked hard to win the tournament recently held at Clifton Park. Better luck next time, Mary!

The office force celebrated the victory of the Third Corps, Army, over the Virginia Polytechnic Institute by eating candy. Leslie, you ought to pick winners!

Assistant Chief Clerk James E. Waugh, has gained his second son-in-law within the year by the marriage of his daughter, Gladys, to H. H. Rehling, Mt. Clare.

The entire personnel joins in wishing its many friends on line a very Merry Christmas and a Happy New Year.



**Office of Superintendent of Telegraph**

Correspondent, E. M. BRYAN

*When it is necessary to use the telegraph wires be concise and brief, use codes and symbols.*

I wish you all a Merry Christmas and a very Happy New Year. We have been extremely busy during the year now drawing to a close, and that has made us happy. Idleness does not breed happiness. Let us all hope that the New Year will bring continued happiness and prosperity to one and all.

C. A. PLUMLY

Superintendent Telegraph

The Correspondents' Conference held in Baltimore on October 26 and 27 was just another manifestation of the sincerity and high esteem the Management of the Baltimore and Ohio Railroad Company feels towards its great family of employees. The importance of this Conference was emphasized by the fact that President Willard personally addressed the correspondents. Interesting addresses were also made by Vice-President Galloway, General Manager Scheer and others, the general topics being the existing good will and friendliness between the officials and employees and the hope for a continuance of a united spirit in furthering the interests of the Baltimore and Ohio.

With Mr. Adams at the bat and Mr. Donnelly as umpire, we had the World's Series between the Yanks and Giants by telegraph.

Mr. Brown, commercial clerk; was recently retired by the Western Union Telegraph Company after many years of commendable service. We all miss "Uncle Billy." Our congratulations are extended to Miss Claypoole who succeeded him.

How the years roll by! On October 31, the parents of Miss Catherine Owings celebrated their silver wedding and received the best wishes and greetings of their many friends. Not to be out done by any one Carl Ebsworth celebrated his fourteenth anniversary of happy married life on November 3. This was just a quiet affair, but "Ebbie" promises a big turn out next year when he celebrates his fifteenth anniversary.

The "Indian" is none other than Thornton Norris, assistant to general supervisor time service. Thornton has the wildest crush on our file clerk, Miss "Millie" Davies. Look out for the Indian's arrow, "Millie!"

It's easy enough to be pleasant,

When there's nothing to make you blue,  
But those who can grin with the wires  
burning in,

Are telegraph clerks through and  
through.

**Office of General Superintendent Transportation**

Correspondent, P. L. FAUSTMAN

*To Employees of the Transportation Department.*

It is a pleasure to express my sincere appreciation for the efficient service rendered during 1923.

May your Christmas be truly a Merry one, with a Happy and a Prosperous New Year.

W. G. CURREN

General Superintendent Transportation

*To Employees of the Transportation Department:*

With the approach of the Yuletide season, it is a pleasure for me again to extend

to all the folk of the Transportation Department my best wishes for a Merry Christmas and Many Happy and Prosperous New Years.

J. D. CLARKE

Superintendent Transportation

The editor has allotted but a limited space to the MAGAZINE Correspondents' First Conference, which, to say the least, was a great success. I shall, therefore, only touch upon that which to me was the one outstanding feature of the many interesting and educational events that were crowded into the short period.

With sincere thanks and appreciation to Messrs. Galloway, Scheer and Wood, who so kindly and ably gave us their time, the speech of our esteemed president, Mr. Willard, was to me the one high spot of the convention. His talk was largely devoted to the desire for a better understanding between the Management of our great Railroad and its employees, and the sincerity with which he spoke was indeed a revelation. It is a recognized fact that you cannot judge a man by what he says or does in public, but when Mr. Willard said that the management of the Baltimore and Ohio stands for a square deal for its employees and that the only thing the Railroad expects is a square deal in return, there was something in his voice and demeanor that distinguished him from the ordinary speaker, and relieved all doubt as to his sincerity. He was talking from his heart. Every one of his hearers with whom I had an opportunity to speak, agreed that his talk should certainly have a marked influence upon future relations between employer and employee.

If Mr. Willard's speech could have been broadcasted to the fifty or sixty thousand employees of the Company, instead of to the comparatively few present, great strides would have been made toward effecting that better understanding which both sides should most diligently strive to effect for the benefit of the public in general and the Railroad and our families in particular.



Thornton Norris, Telegraph Department, dons the dress of his ancestors

Speaking of courtesy, you seldom pass John Huber, chief elevator dispatcher on the first floor of the Baltimore and Ohio Building, without having him say "Good Morning" to you. A pleasant "Good Morning" is an excellent way to start the day.

At this writing, Hilda Vogt, one of our reliable stenographers, is confined to her bed at Church Home after a somewhat serious operation. We are glad that she is on the mend and hope for her speedy recovery.

The words "Baltimore and Ohio" and "Safety First" have become as closely associated as "Mr. Gallagher and Mr. Shean."

This being Christmas time, it is only fitting that we should give some space to the youngsters. When I asked the members of our Statistical Department to let me have pictures of their babies for the December issue of the MAGAZINE, I was surprised that there were no boys among them. From all appearances, if the present generation follows the footsteps of its predecessors, our Statistical Bureau will be made up of beautiful women instead of men and the names of those that have blazed the trail in the past will be lost to the world forever unless some miracle occurs. But seriously, these little tots must certainly be a source of great pride to their lucky parents.

It was with sincere regret that we heard of the death of the mother of Emma McClayton, secretary to Mr. Kearney. The Grim Reaper reminds us every day that those we love most are only to be with us for a limited period, but there should be consolation in knowing that we have done everything within our power to make them happy and contented during their stay with us.

There is a blind man on a Baltimore street corner who sells almost every kind of magazine and newspaper, who serves you and makes change quicker than the little urchins with two good eyes who scramble to get to you to make a sale and then dig around for the change. It took a great deal of perseverance to accomplish that. If he had given up in despair as some of us are apt to do, he might be asking alms instead of making an independent livelihood.

Ambrose Hardwick has been elected president of the Baltimore and Ohio Glee Club. Congratulations, "Brose." That's quite an honor.

You have often heard it said of some official that Mr. Fitzgerald or Mr. Potter or Mr. Thompson put him where he is, but Mr. Fitzgerald and Mr. Potter and Mr. Thompson are no longer with us, while he is still on the job. He must have made good or he wouldn't be there.

It has been said that the greatest artists of the vaudeville and legitimate stage secure their material from actual occurrences in daily life. While walking up Lexington Street the other day it occurred to me that this must certainly be true. During a stroll of three squares, I overheard the following incoherent snatches of conversation as I passed by. To me they were quite amusing:

"I would have gone around in 85 but"—  
"\$75 a month for three rooms and bath"—  
"Not a bit of static, I had Havana just as clear as a crystal"—  
"\$8 a quart"—  
"So he says to me, how would you like to go to lunch"—  
"Climbed all the hills in high"—  
"I always ship Baltimore and Ohio."





TRANSPORTATION DEPARTMENT BABIES ALL GIRLS!

Above, left to right: Mary and Doris, daughters of Harry L. Hatton; Marjorie Virginia, daughter of Ambrose S. Hardwick. Below: Vivian Edna, daughter of Walter Seibert; Evelyn May, daughter of Jos. F. Volk

#### Valuation Department

Correspondent, J. A. RENEHAN

Christmas greetings to all, and the best of wishes for the New Year! I thank all of you for your earnest, enthusiastic and untiring efforts of the past year to secure a just and equitable valuation for the property of the Baltimore and Ohio. The Company is indeed fortunate to have a department animated by the zeal which is the characteristic of the Valuation Department. May happiness be your lot, and may you ever go onward and upward!

JENKS B. JENKINS

Valuation Engineer

#### KNOW ALL MEN BY THESE PRESENTS:

THAT, for and in consideration of universal love and affection, the trusteeship of which is given to all men, the undersigned hath extended, given, granted, and conveyed and by these presents doth extend, give, grant and convey to you and each of you a bountiful supply of his wishes that the best of the season and each of the seasons may bring forth.

TOGETHER with all and singular the hereditaments and emoluments thereunto belonging or in anywise appertaining, and the reversions, remainders, issues and profits thereof.

TO HAVE AND TO HOLD all and singular the said good wishes and prosperity to and unto you and your heirs forever, reserving therefrom only that which men feel but cannot explain, that which men long for but seldom have, that which has been the quest of men in all ages.

And the undersigned covenants he shall warrant and defend the same against any and all claims and demands of all persons whomsoever.

IN WITNESS WHEREOF, the undersigned has hereunto set his hand and seal this twenty-fifth day of December, nineteen hundred and twenty-three.

(Signed) J. V. Klier (Seal)

The correspondent wishes to express his sincere appreciation to the Railroad for the opportunity afforded and the

innumerable benefits derived in attending the Correspondents' Convention, October 26 and 27.

I believe, as do my fellow correspondents to be sure, that there could be no better way to receive and carry home that inspiring message of President Willard than the conference provided.

The addresses of Vice President Galloway, General Manager Scheer, Chief of Welfare Wood and other officers of the Company, did much to enhance the value of real service given in the right spirit.

And it is my opinion that the direct association and exchange of ideas of the correspondents of the entire Baltimore and Ohio System will prove invaluable in forming an even closer relationship than already exists among our very own Baltimore and Ohio family.

#### Office of Assistant Comptroller Deverell

Correspondent, JOHN A. RUPP

Assistant Comptroller Deverell wishes everyone a Merry Christmas and all Success and Happiness for the New Year.

Anyone who has heard our esteemed President speak knows that it is a treat to listen to him. To be one of his audience is to profit in many ways. This is, I am sure, the sentiment of all correspondents who were addressed by Mr. Willard on the morning of October 26.

In this connection, I cannot refrain from mentioning some of the specially interesting points brought out by our Chief Executive. He said that we are a part of the 1500 or 2000 communities spread out over our System; that this year was one of the most prosperous our Company had ever had, and that he hoped all employees would continue their good work in securing business for our line. Mr. Willard then said "Efficiency is not working harder, but accomplishing more by doing the work in an improved way." Further along in his address Mr. Willard said: "We want them (the employees) to do more work, but not necessarily to work harder. Efficiency means more intelligently directed effort."

The picture presented herewith is that of our worthy stenographer, John Strauch. If "John Henry," as he is popularly known, were standing, he might get some of his anatomy out of the picture!

#### Auditor Coal and Coke Receipts

Correspondent, JOHN LIMPET

To Employees in Office Auditor Coal and Coke Receipts:

Greetings!

Another year has rolled around and we have come again to the season of Christmas, commemorating the glad tidings and promise of "Peace on earth and good will to men."

This is a season not only of joy and gladness, but one for retrospect and careful consideration of what we have done individually during the year just past to promote that spirit of peace and good will, of which the world stands so sorely in need at this time.

We may ask ourselves—have we done all that it was possible to do to help accomplish what is so earnestly desired for the return of peace, happiness and good will to the daily life of the world.

Happily for the affairs of this office, much has been satisfactorily accomplished and an advance made in the spirit of cooperation which is so essential in the work we have jointly to perform, and I gratefully thank all of you for what has been done in this respect.

I will, however, take this opportunity to remind you that we cannot stand still or be neutral in this spirit of cooperation, but must go either forward or backward, and I trust that the coming year will see us making great progress in cooperation and mutual efforts for improvement in our work. I hope that this expectation will be fully realized and that we will together come to another Christmastide with hearts full of joy and gladness in contemplation of good work well and faithfully done.

In this spirit I extend to each and everyone of you my thankful appreciation of what has been accomplished in the past year, and with great hopes in this respect for the year that is now before us, and heartily wishing each of you and your families a Merry Christmas and a Happy and Prosperous New Year, I am,

Sincerely,

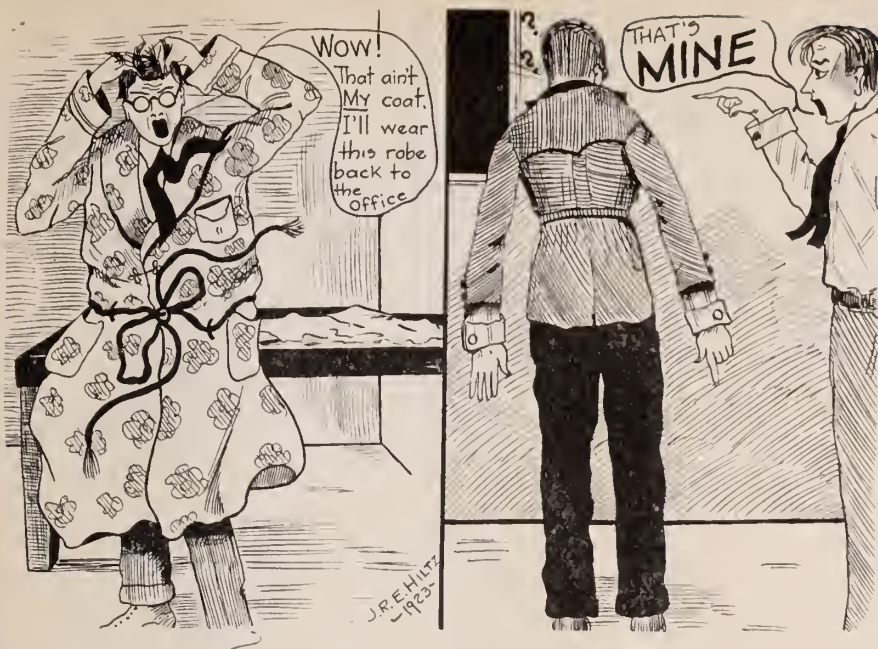
L. A. LAMBERT

Auditor Coal and Coke Receipts



John Strauch, Stenographer, Assistant Comptroller Deverell's Office





"Al" Moore pulled an awful bone recently. He went to a men's store, pulled off his overcoat to try on a dressing gown and then, reaching for the overcoat, declared it was not his—that some one had exchanged when he wasn't looking. Instead he had taken a fellow clerk's overcoat from the wrong locker in the office

As an echo of the Conference of Magazine Correspondents held in Baltimore, October 26 and 27, I merely wish to add my voice in praise of the meetings conducted.

It certainly was a revelation to me to hear the broad views, aims, principles and ambitions of our president, and I trust all employees will read every statement of his affecting the railroads and particularly the Baltimore and Ohio and its employees.

The spirit of the "Good Neighbor" was voiced not alone by our president, but also by C. W. Galloway, Vice-president, E. W. Scheer, general manager, and others.

Having such support, the MAGAZINE should make wonderful progress, and with the help and cooperation of all correspondents, we should have a bigger, brighter, better MAGAZINE in the immediate future.

Sincere greetings for a Merry Christmas and a Happy New Year to the editorial staff, fellow correspondents and all readers of the Best Railroad Magazine in the country.

Last month we gave an account of how "Bob" Burns took a fall out of G. W. Ritterbusch on the bowling alleys and made life miserable for that young man until a return match was arranged. The proverbial worm turned and licked Basso five or six out of eight. He who laughs last laughs best, and Ritterbusch is having his day.

The wedding of Miss Rebecca E. Walter, of this office, and Mr. S. B. Seabreeze was solemnized on October 12. The bride and groom left for a short trip to New York by boat, stopping off at Norfolk. After returning to the city they will occupy an apartment at 712 Gorsuch Avenue, where they will be "At Home" after November 15.

In addition to the hearty good wishes for a long, happy married life, a more substantial gift was made to the newlyweds in the form of a beautiful mahogany clock with candle sticks to match.

The Office Bowling League was off to a flying start at the "Y," night of October 3. Four four man teams are in the field this year, and being evenly matched, should insure a red hot race.

"Quiet" Muth rolled the first spare; "Log Cabin" Reichert crashed into the good for the first strike; Pritchard rolled high for one game with 119, while Lehman was right in back of him with 118, and high

for three with 330. Royal Blues and Capitol Limited each captured two while Head Lights and Pull Men had to be content with one each.

October 10 was just an ordinary night with nothing unusual happening.

October 17. Head Lights by taking three from Capitol Limited while Royal Blues dropped two, went into a three team tie for place.

October 24. The big gun during this evening was Mr. Brauer with his 101, 111 and 116. These scores were instrumental in keeping Pull Men in the lead. It is rumored that "Willie" is taking private instructions, which may account for the improvement.

October 31. W. B. D. gets the first "Brown Derby" of the season. (Three down the gutter). Atwell stepped into the wood for a 124 count, which is high for the season. Pritchard mowed down 343 in three games, which is also the season's record. A difference of 15 pins marked the totals rolled by all four teams, which shows how evenly matched they are.

Standing of teams, including games rolled November 7, follows:

	Won	Lost	
Head Lights.....	12	6	667
Pull Men.....	11	7	614
Royal Blues.....	7	11	389
Capitol Limited.....	6	12	333

#### Auditor Disbursements

Correspondent, LILIAN E. SCHUELER

To the boys and girls of the Auditor Disbursements Office in particular and to every member of the great Baltimore and Ohio family in general, greetings; at this, the happy Yuletide, I take the opportunity to wish you all a very, very Merry Christmas and a very, very Happy and Prosperous New Year.

G. H. PRYOR

Auditor Disbursements

At this time o' year everybody, having more or less of the Christmas spirit, is eager to do favors and acts of kindness for friends and relatives. I am going to ask you to do a big favor for yourself, and that is—to read every word in this MAGAZINE about the Conference of MAGAZINE Correspondents. Maybe you didn't know that there was one. Oh yes, on October 26 and 27, correspondents from all points on the

System met here at Central Building for the first time in the history of the MAGAZINE. At our first session President Willard gave a splendid address, laying emphasis on the spirit of good fellowship and friendliness that exists between the Management and the employees and the part the MAGAZINE plays in furthering this good feeling. In talks from Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood the keynote was helpfulness and cooperation with a view to the goal of making ours the best and safest railroad in the world. But here, I'll stop as you are going to read all about it in other parts of the MAGAZINE.

#### Murder Will Out

Along with some other news the *Morning Sun* of October 18 told a bit that had been secretly guarded for months. Here 'tis:

HUFFINGTON - HOFFERT Robert M., 22, 3811 Chatham Road; Anna C., 22.

When this piece of news became known the greatest amount of excitement prevailed. The Fuel Department looked like Tokio, the rest of the office like Yokohama. It was terrible, um hum. Charles Falter and Kitty Holtz went bawdy. Charles was found yelling "Fire" from the roof while Kitty with a raised umbrella insisted in skipping to and fro the entire length of the office. Mr. Zimmerman exclaimed "Ye Gods." He hasn't spoken since. All the fellow clerks sang "Noble, Noble Creature." Well, we certainly have to admit that you put one over on us, "Huff," but nevertheless we all wish you every happiness and success.

Fred Waltzinger, accountant, Fuel Bureau, has returned to his duties after undergoing an operation for appendicitis. We are glad to see him at his desk again.

We have heard many tales of the Bold Knights of many years ago, but none can equal the adventure of the ancestors of our friend Melvin Ennis. It seems that he has traced back his family tree and found that he is of royal blood (probably the sap); however we should feel proud to have among us such a distinguished personage.

Saturday, October 13 was a gala day for the girls of "our bunch." You see Dorothy Robinson had a birthday so we got our heads together and decided to give her a birthday dinner at Log Inn. Somehow or other the "Baby Lincoln" needed attention



Composite picture of Talbott and Bolsi, Auditor Disbursements' Office, about 3 o'clock every morning



and so the tried and trusty driver had to stop at Glen Burnie, letting the other cars get ahead. So when the delayed car pulled up at the door of the Inn and Dorothy and its other occupants went into the dining room, they found the table spread with a delicious southern chicken dinner with a birthday cake and candles in the center, and there was an old fashioned log fire in the fire place. And then such a good time as was had. Dorothy says she doesn't even mind getting older if all birthdays will be as happy as that one.

Say boys, did any of you hear our Irish friend, John Murphy, vocalize on October 29? You talk about a nightingale, why that poor bird is not in it with him. What funny sounds you hear when you haven't got a gun.

No wonder the Glee Club is such a success! J. A. Nicholson and John Hoffman are in it.

We wonder why Selma is always smiling these days. Christmas is near so it won't be long now.

The latest is the resignation of Miss Marie Hohman, on November 15, as clerk in the Coupon Bureau. She is going the way of so many of our fair co-workers but she tells us that the eventful day is not until some time in January. Well, we have our doubts. Whenever it is, here's our wish for good luck and happiness, Marie.

Have you noticed the new smile in the office? It belongs to Miss Dorothy Remington who has just taken a position in the Coupon Bureau. We wish you success and hope you will be as happy as one of us.

Here's another bit of news. W. L. Baner, assistant maintenance of way accountant, came in late on the morning of November 8 with one of those smiles that reach from ear to ear. He reported the arrival of a son, an eight and a half pounder. All together, yell "Congratulations!" Father had an awful time keeping the young son from the movies last night but he finally succeeded, telling him he will have no "day-old" youngster bossing the house.

Captain H. R. Wilt, Maintenance of Way Bureau, was transferred to our Police Department, filling a vacancy on the Chicago Division. His service record of 18 years in the regular army should help him in his new occupation. The lure of the open has finally overcome his desire for office work.

Another vacancy in the Maintenance of Way Bureau will be caused by the furlough of E. W. Beck, who is going to Phoenix, Ariz., to recuperate after his recent illness. Well, Walter, old top, we hope you locate the pounds you lost but don't get so fat that your friend John won't recognize you.

We wish to express our deep sympathy to E. M. Talbott in the death of his father;

also to Clarence Crosswell in the loss of his father.

Merry Christmas Everybody!

### Auditor Freight Claims Office

Correspondent, GRACE L. STANFORD

One of the most pleasing privileges which the coming holiday season brings to me is the opportunity it affords of expressing to you my feeling of esteem and great personal regard.

There is a tie between employer and employee which time only serves to strengthen, and I think that, at this season, one has a keener sense of the value of friendship and loyalty than at any other time of the year. It is this feeling that causes me to pen these words, conveying my best wishes to you, not only for a happy holiday season, but for the best there is in life for many years to come.

This is also an opportune moment to consider one's duty to his Company, and to the Company's patrons. You have weathered a very strenuous period, with fidelity to your work, and with a fair measure of success. Whilst conserving the Company's funds, at all times, you have also endeavored to treat the Company's patrons with fairness and justice. Let the coming year urge you on to renewed energy, to greater fidelity to your work, and to a continued fair and just treatment of the shipping public.

J. F. SCHUTTE

It is my deep regret that it was through Miss Collison's illness that my visit to the recent Conference of Correspondents was made possible; yet it brings out the truth of the ago-old " 'tis an ill wind that blows nobody good."

I am convinced that each of us derived much benefit from this meeting. It has given me a keener insight into the MAGAZINE work—its aims, hopes and accomplishments; the importance of the MAGAZINE in "carrying on" the good wishes of our road to its employees, and extending good-fellowship from one to another. Again, it gave me the opportunity of becoming acquainted with many of the correspondents, thus inciting greater interest in the news Among Ourseives. Further (and I count this the greatest), it gave me the initial privilege of hearing our President, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood. From their talks, I gained a personal knowledge (which before had been received indirectly), of their sentiments towards the "rank and file." That spirit of friendliness and courtesy which has made itself felt not only among the traveling and shipping public, but extending to the employees as well, predominated throughout their addresses, and in fact pervaded the entire conference. The underlying principle of it all was the

spirit of cooperation for mutual benefit; those little acts of giving aid or extending kindness—of doing anything to promote prosperity and happiness.

In these days, when one considers that the World is seemingly controlled by selfish motives, it is small wonder that the policy of our own Baltimore and Ohio has made it so highly regarded generally. Seeing the result of this policy and knowing the sentiments of our officials, do we, as individuals contribute daily to promote these excellent principles among ourselves? It is not hard to treat our superiors in this manner, nor is there difficulty in extending it to the public, but do we also treat our fellow workers with the same respect and friendliness? Do we extend the helping hand to the less fortunate, or speak an encouraging word to the down-hearted who are associated with us daily? Surely we know "a house divided against itself will fall" and if we do not practice cooperation and courtesy in our own departments, we cannot expect these qualities to stand out unblemished as the Railroad character. If then, we have not done this there is no better time than now, when the Christmas spirit is here, to begin to put these principles into effect, letting them be our guide in our service towards our Company and ourselves.

W. H. Orem, who has been absent for more than a month, because of illness, is back on the job. Welcome back, "Pop."

Favorable reports have been received from Lillian Dittmar, who is ill with pneumonia, and Stanley Weber, now at Mercy Hospital, recuperating from an operation for appendicitis.

Miss Collison, who is convalescing in the mountains of Pennsylvania, writes that her mission is being fulfilled. She has gained ten pounds in weight during the last month. Some one please tell her that Fontaine Fox has copyrighted "Aunt Eppie." Any way, we can see no flattery in even the cleverest imitation.

"The finest boy in the world" was born to Mr. and Mrs. T. C. Potter, on October 23. Congratulations!

Any of the young men of our department desiring to enlist in the "Home Guards," will please interview "Luke," and J. R. B., who will give them every detail regarding drilling.

Radio News—H. E. B. still broad-casting.

The M. I. T. Division wants to know why "Dot," though not a kicker herself, is so enthusiastic over the foot ball games, whenever "Navy" is on the list. You tell 'em "Dot."

Our chief clerk is making extensive preparations for a gunning trip down on the Sinnepatuxent Bay, (Eastern Sho') on the good old house boat, "Fairfield." We wish him much success—good sport and plenty of game. This will not be in keeping with his previous performances, judging from the story as related by one of the party on a similar trip about a year ago. The story goes—"spying in the distance what he supposed to be a number of beautiful black ducks and Mallards, he stealthily crawled about three fourths of a mile across marsh, through mud and water, until he reached the opposite side of the pond. Exhausted, but still game, he took careful (?) aim and blazed away with both barrels. Immediately he heard a howl of rage. Raising himself carefully so as not to disturb the ducks (which were still feeding), he beheld a long, lanky farmer, rubbing his jean-covered thigh. "What's the trouble," asked the C. C.—"did I hit you?" "Did ye," shouted back the irate farmer, "you're d—



AUDITOR FREIGHT CLAIMS OFFICE EMPLOYEES ENJOY GREAT LAKES TRIP

Misses Sara and Ethel Miller and Lillian Prenger went to Chicago and thence east on the Great Lakes, while Hughes Hantske and John Prenger followed the crowd to Atlantic City





# Gifts worthy the Name ~

**M**ODERN time is measured from the first Christmas. How appropriate, then, for a Christmas gift is that modern timekeeper, the Hamilton Watch.

Take advantage of your first Christmas shopping tour and have your jeweler show you the Hamiltons here illustrated.

The "992" is an excellent gift for Dad from the family—or for Dad from himself. The Hamilton wrist watch shown is the choice of women who want both beauty and accuracy in their watches. It can be had in either 14K or filled white or green gold at from \$48.00 to \$62.00. The artistic thin model Hamiltons are exceptionally fine gifts for young men. They can be had at prices ranging from \$43.00 to \$250.00, depending upon movement and case.

No matter what Hamilton model you decide upon as a Christmas gift, you can be confident you have made a wise choice—a choice that admits of no regrets. From the sturdy, dependable, railroad grades to the daintiest of wrist watches for women, all Hamiltons are gifts worthy the name.

HAMILTON WATCH COMPANY

LANCASTER, PENNA., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"



right, ye did." "Well stranger," replied the C. C. "you may know it was an accident, for I never was known to hit anything I shot at."

### Auditor Merchandise Receipts

Correspondent, P. H. STARKLAUF

As the Christmas Season is again approaching, our minds naturally go back to the One Day in the long calendar year when by common consent we lay aside our usual activities and join with hearts and voices in extending good cheer to our fellow men.

And while we are also looking forward to the New Year, it might be well to look in retrospect on "1923," during which it has been a pleasure to recognize the faithful and loyal assistance of the employes in this office. We feel sure of a continued hearty and loyal support during the coming year.

We extend to you the Compliments of the Season and wish you all, individually and collectively, A Merry Christmas and Happy New Year.

W. E. RITTENHOUSE  
N. F. DAVIS  
H. S. MACCUBBIN

The Conference of Magazine Correspondents is now a memory and for the many courtesies and the pleasure of meeting my contemporaries I am truly grateful. Here's hoping to see you all again.

Albert Hoffman is sojourning in Heidelberg, famous in pre-war days for its wonderful school of learning. Heidelberg was a scene of activity in the days of the Romans and some of its streets show evidences of those days, even to the name.

The Traffic Class, conducted weekly by the Baltimore and Ohio, has resumed action for the season. Meetings are held in the Assembly Room, 5th floor, General Office Building. Regardless of your position in the general force, Mr. Railroader, you should take advantage of this excellent opportunity to standardize your theory and become fully acquainted with the doings of this vast organization.

### Weddings

Miss Eleanor Dolores Jeffries, Interline Settlement, to Edwin T. Meigel, on October 17.



### PIER 22, NEW YORK CELEBRITIES

Left: Isabel A., daughter of Captain W. England, tug "Potter," photograph taken in the grounds of Captain England's home, Orange Mountains, N. Y. Right: Miss Hariwig and her fiancé, W. H. Wolfe. The picture seems to indicate that they have left all darkness behind them and are facing a future full of light

Miss Dolores Magdalen Connolly, Interline Settlement Bureau, to Francis Henry Wieman on October 27, by the Rev. Francis Ryan, in St. Mary's Star of the Sea Church, at 9.00 a. m. Fifty young ladies from the school composed the choir. Many folks from the office attended the service, the church being tastefully decorated. The happy couple will reside on Reistertown Road.

Miss Junita Virginia Bundick, Revision Department, to Dr. Robert I. Givens, on October 27, by Rev. C. E. Wise, at North Avenue M. E. Church. Vocal solos were rendered by Miss Mabel Cross, a former employe of this office. Miss Florence Marshall, Agent's Settlement Bureau, played the Wedding March. They will reside in Pocomoke City, Md.

Miss Sarah Gertrude Jackson, Interline Settlement Bureau, to James William Hartley, Jr., Interline Settlement Bureau, on October 31 at 2.30 p. m. by the Rev. Barron, in St. Martin's Church. They journeyed through the South on their honeymoon.

Miss Meta Wahaus, Revision Department, to Harry Lubber, on June 27, at Alexandria, Va.

Congratulations to all the happy couples!

We sympathize with Miss Hilda Erk on the loss of her mother and with Mrs. Bullinger (Miss Marie J. Strasburg) on the loss of her infant child.

### Office of Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

Once more the Christmas Season comes to us with all its joy and good fellowship, so it is with pleasure and kindly interest that I greet you again.

Peace on Earth, Good Will to All Men.

Grateful for the spirit of friendly and kindly feeling that exists in our office, I want to thank you all for the cooperation and effort given in the performance of your work, and for meeting the many difficult problems of the year which is being brought to a successful close.

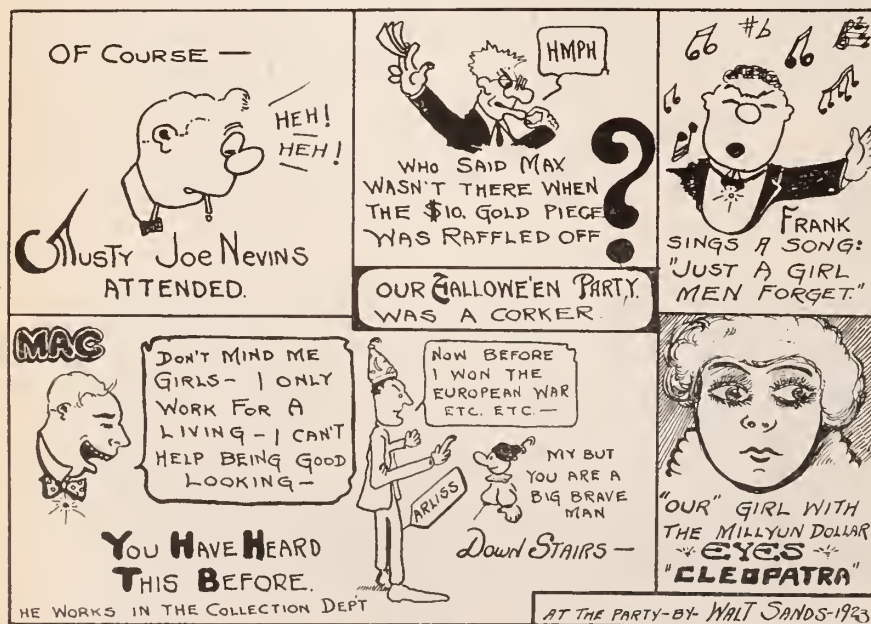
I wish to each one of you a very Merry Christmas, and a joyous holiday season, and that the New Year 1924 will be a most successful one in our office and bring happiness and health to all of you.

C. H. POUMAIRAT  
Auditor Passenger Receipts

Your attention is directed to an article appearing in another part of this issue, covering the Conference of Correspondents of the MAGAZINE. I wish you all could have attended and enjoyed, with me, among other features of the session, the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, outlining the policy of the Company towards its employes and its mission to the public.

Helen Kirkwood resigned her position on November 15, to be married. She was one of our most popular clerks. Every ounce of Helen represents just as much good nature, and she can boast of quite a few ounces. Our most sincere good wishes follow her.

Our friend Milton Ulrich is through with women for life. One evening, not long ago, he was seen gracing a street corner in East Baltimore with his presence, dressed in his "Sunday go to meetings," with a box of candy under his arm and an expression of contentment overspreading his countenance. Presently, however, he displayed unmistakable signs of uneasiness, gazing up and down the street and frequently consulting his



### PEEPING IN AT PIER 22, NEW YORK

Here's our friend "Walt" at it again. The Hallow'een party was a success. Everyone was there and all enjoyed themselves. Cake was furnished for the cake eaters and ice cream for the ladies. Almost every one joined in the dance and the affair would not be complete unless our cartoonist had been there to get the story in pictures



watch. Finally, he wended his way homeward, stifling his disappointment with candy. Cheer up, Milton; there are lots of good fish in the sea.

Our heartfelt sympathy is extended to Miss Blanche Broderick, whose brother died recently, and James McLaughlin, whose father passed away on November 6.

The dance of the Welfare Association, held at Walbrook Hall, November 13, was a most pleasant and successful event, thanks to the Committee, Carl Grund and Willie Thomas.

These affairs remind us of a homecoming celebration. We meet the girls who have deserted our fold to be married, not forgetting the boys whose hearts are still with us, even though their fields of endeavor lie elsewhere.

The music was all that could have been desired, and was especially pleasing, considering that our own Willie Thomas and Nelson Whitecomb performed on the traps and banjo respectively. Later in the evening, augmented by Watts Oldson and Dick Purdy, performing on tin horns, they sounded mighty good.

Then there was confetti; the friendly kind that resembles spaghetti and binds us together so closely.

If you are not attending these affairs, you had better get in line. You don't know what you are missing.

#### Pier 22, New York

Correspondent, JOHN NEWMAN

With pleasure and satisfaction I again extend the Season's Greetings to the officers and employes of the New York Terminal properties.

As this is the most joyous of seasons let us forget the wrongs, real or fancied, suffered during the past year and may the coming year find each of us a little more considerate of the welfare of those around us.

Wishing you all A Merry Christmas and A Happy and Prosperous New Year.

W. B. BIGGS

Terminal Agent

Our "junior" clerk, Johnny Keany, has just graduated from his first year term of service and has been promised the allotted increase in wages, conditionally, with the understanding that as a sophomore he had to discard his knee-breeches (at home) and adopt "long pants." "No increase in trousers, no increase in pay!" Johnny, who has a long head (to match his feet) only grins and says (talsetto); "What ye trying? To kid me?"—Well, we will see!



(Please mention our Magazine when writing advertisers.)



## Carried Nine Years

—2,500 miles a week

That is the record of a Naugahyde Bag recently returned for our inspection.

And it's not a "broken down" bag—there is still solid service in it! Read the following extracts from the letter written by the man who carried it:

"As a Poultry Car Messenger, I have carried this Naugahyde Bag since 1913 for a distance of 1,050,000 miles or about 2,500 miles a week; traveling weekly from New York to Kansas City by way of Chicago and St. Louis.

"It was given some very rough handling during that time but its durability and the service it has given me is remarkable. It was tossed about in trains, freight cars; thrown on station platforms; and mauled about generally.

"In it, besides a week's change of clothing, I have always carried such articles as canned food and hardware."

A bag that can stand up under such hard service is just the thing for the railroad man. Nothing will compare with it in appearance, wear and price. Ask your dealer about Naugahyde Bags. If he can't supply you at once, write direct to us. Made in three sizes—16-inch, 18-inch, and 20-inch.

United States Rubber Company

1790 Broadway, New York City



Trade Mark

# NAUGAHYDE BAGS



The following may not be of general interest to the MAGAZINE readers, but the figures will be of particular interest to "curselves" here in New York. Six months ago I reported in these notes that Pier 22 had broken all previous records by handling 25,000 tons freight during the month of March, current year, and added that Freight Agent J. Bayer boasted that he could handle and would set the new mark at 30,000 tons. He is working towards the new mark and nearing it. Our tonnage figures for October show 28,584 gross tons handled, two and a quarter million pounds per working day—and this in the face of the greatest obstacle imposed by the work of tearing up and regrading the West street frontage, which necessitated the removal of the annex-platform, upon which our eastbound perishable was unloaded from in front of the pier, and caused great hindrance to trucking.

Reminding Mr. Bayer of his half-boast, half-promise and remarking on its near fulfillment, he answered: "Credit belongs to the boys who kept on their toes and by hard work and willing service 'put it over.'" That is characteristic of "Joe" Bayer. I know that he kept on his toes himself quite considerably!

### Staten Island Lines

Correspondent, G. J. GOOLIC

We wish to extend to each and every employe of the Staten Island Lines, who has faithfully cooperated during the past year, and put forth his best efforts to make our work a success, our Heartiest Greetings.

We hope that each and every one will feel the real Christmas spirit and use it to bring to him the peace of mind that one feels, when a year is well spent in doing his or her very best.

With this Christmas spirit, let us hope that a close companionship can be formed between us that will engender a spirit that can be carried into the next year, and make our work together an unprecedented success.

J. L. STESSEROTT

The Fourth Annual Ball of the Employes' Mutual Benefit Association was held recently at the Stapleton Club Rooms, Stapleton. The hall was crowded and a good time was enjoyed by all who were present. Music was furnished by Professor N. P. Vice.

During the dances, song hits were rendered by Dan Carney and R. Monroe, who had to respond to many encores.

The following were in charge: B. F. Kelly, president; E. E. McKinley, vice-president; J. B. Sharp, treasurer; G. J. Goolic, recording secretary; John V. Costello, corresponding secretary; J. F. McGowan, W. M. Slattery, J. J. LeStrange, executive committee.

Miss Mabel Cole, C. T. time clerk, attended the Girls' Friendly Society Conference which was held in Baltimore in November.

Much credit is due Miss Cole for the business which she gave to us, as she was the one who got 42 first class passengers to travel Baltimore and Ohio, instead of a competing line. After the Conference, a good number of the members journeyed to Washington, D. C. to take in the sights, after which they all returned to New York over the Best and Only.

The "Marker Men" will bid in P. M. jobs now as the steam will all be hooked up for them. HOO RAY!!

## CHRISTMAS GREETING—1923

WITH the approach of another holiday season, the exchange of expressions of good will, usual at this time, carry the fulfillment, in large part, of the promises which the future held out a year ago. The fine spirit which has been displayed during the year about to close demonstrated that our confidence in the members of the Baltimore and Ohio Family was not misplaced, and the result of this year's operations attests this more eloquently than words of mine can express.

I look forward to the coming year with renewed confidence, and trust that it will bring to you and yours, much happiness and prosperity.

General Manager, Eastern Lines

### Warning! Car No. 82—Contagious

Contagious of what? Listen, trainmen. "Sam" Trichter worked in it and he's married: Trainman "Morris" Grice worked in it and he's married. We're looking out for the next assigned victim.

How's the book coming, W. E. P.?

Notice the expression on Henry Hegdol's face. Why not? He is now a select member of the Royal Blues Orchestra. Say! Henry is some Drummer at that.

Mysteries are becoming so common these days that even the New York Police force has its troubles. A certain rotund gentleman, with honest demeanor and smiling face, thought he was in Mrs. Murphy's boarding house, where they put overalls in the chowder, but after he partook of a certain dish of chowder he knew it was not overalls but die (dye) and he nearly dyed (died).

Walter Pettigrew, our genial assistant engineer, is in love with fraternalism. Notice the Greek emblem on his watch fob. Ask him what it means: we give up.

Dan Carney is at it again: hates publicity, but somehow we cannot leave him out. Our worthy coach is progressing wonderfully with his talent for the minstrel show.

Garlic may taste good to some people, but will the members of our train crews kindly eat it when going to bed and not in the mornings when going on the job! Please! It's terrible, second hand.

Bowe says: "Eat no red meat, it makes you like an animal. Eat chicken, that's white meat, that's what I eat. Vegetables are all right, eat lots of them." No doubt Bowe lived on the farm before he railroaded and still carries his boyhood lessons with him. Good dope—at that!

### Chance Remarks

Owen Boylan—Want to buy lots today?  
Ryan—How about an engineer?  
Pettigrew—What, again. Good Grief!  
Holy Smokes! Great Scott!  
Leonhardt—As I was saying.  
Mayers—Mr. Gibbs, I was called outside a minute.

Red Dolan—Have a few choice houses for sale.

McVeigh—Have a good car for sale, best on the market.

Yard Clerk Larkin—How yer get that way?  
Joseph Langford—Anything new?

Ticket Collector Pecoraro—Thatsa nice goil. Say she was nice.

Bill Ivers—Hurry up, get that per diem out.  
Mr. Bucks—Yest, the checks will go out today.

Joe Fanella—Good morning, any supplies to give away.

Jimmy Ryan—Were any prepares made to Bethel Ave. within the last five years.

## Eastern Lines

Office of General Manager

Correspondent, H. E. WEIFENBACH

Christmas Greetings are certainly in order, and are heartily extended to all, but just one thing will seem even a little more worthy of mention at this time to each correspondent of the Baltimore and Ohio MAGAZINE, and that is the thoughtfulness of our Management in providing such a wonderful two-day period as was enjoyed by the correspondents of the MAGAZINE on October 26 and 27 in Baltimore. While our conference afforded an abundance of pleasure, including a talk by President Willard, and also addresses by Vice-President Galloway, General Manager Scheer and Mr. Wood, chief of welfare department, there was nevertheless a definite and practical business reason for our getting together. It was to learn better the purpose of the MAGAZINE, and the part that the correspondent, as representative of all other employes, takes in fulfilling this purpose, which, briefly stated, is to bring about a better understanding between Management and employes, and among the employes themselves. The principal subject of President Willard's address, as well as of those of all the other officers, was the spirit of cooperation and friendliness which exists on the Baltimore and Ohio today. This spirit may well be called





## On Being Timely—

WITH Christmas in the offing, thoughts run to gift ideas. You probably know many a "Jim" or "John" among the railroad men. Or maybe you belong to that great fraternity yourself! And who doesn't know how necessary it is that a railroad man's watch be always up-to-the-minute? Surprise your buddy, or treat yourself, to one of our dependable time-pieces. Let it be a famous Waltham, Elgin, Illinois or Hamilton, from S. and N. Katz, and our Liberal Credit Plan makes the paying for it easy.



Green Gold  
ELGIN "DICTATOR" WATCH  
**\$27.50**

*Pay on the Katz Liberal Credit Plan*  
Another 25-year guaranteed case watch with the famed Elgin "Dictator" movement. The dial is of green gold to match the distinctively designed case. Monograms Engraved Free.



HAMILTON No. 992  
21 Jewels, 20-year case  
**\$58.50**

*Pay on the Katz Liberal Credit Plan*  
Who hasn't heard of the famous "Hamilton?" Railroad men have been depending on it for the right time for years and years.

# S. and N. Katz

"Official Railroad Watch Inspectors"

**Jewelers and Silversmiths—105-107 N. Charles Street**

Roland Ave. and 36th St. Eastern Ave. and Third St. Light and Cross Sts.

Baltimore, Md.

Send for our illustrated watch booklet "A Matter of Time"

Please mention our magazine when writing advertisers





#### AT RIVERSIDE SHOPS

Left: The new Elwell-Parker truck used at Riverside for removing air pumps and other heavy material from engines. Before its acquisition several men were required to handle such material. Center: Bennett Horner, known locally as "Bent Leg" or "Jockey," erstwhile star catcher of Riverside Baseball team, now operator of the Elwell-Parker truck. Right: Two Riverside employes with long service records. Machinist W. P. Shrewbridge and Benjamin Smoot, who has charge of scrap dock at Riverside

the "Christmas Spirit," for is it not one of His commandments whose birth we commemorate on Christmas Day, to "Love thy neighbor as thyself?" Therefore, let us all renew once again, our resolutions to show more of this spirit in our business, and in our lives.

#### Office Gossip

We used to wonder why it was the "Major" looked so happy when a trip to Grafton was proposed. Now we know.

It is strange how we become attached to various places, and while the "Major" likes Grafton, it is the City of Clarksburg that appeals to Mrs. Craig. Ask the "Sheik" from across the hall—he knows why.

On October 20 our bowling tournament was continued with the following results:

NAME	TOTAL	AVERAGE
Nova Hamilton.....	269	89.6
J. W. Hamilton.....	282	94.0
Total.....	551	
C. W. Staines.....	250	83.3
George Seeds.....	297	99.0
Total.....	557	

May your Christmas Holiday, and the days and years following it, be filled with joy.

#### Baltimore Terminal Division

Correspondent, H. R. LINCOLN

Another record was "busted" in handling cars in Baltimore Terminal during the month of October by about 500 cars. 86,529 is the record now, perhaps it will be broken again shortly.

Old Man Stork got tired again when he paused in his flight and dropped a new young lady at the home of Crossing Watchman Foreman W. L. Clary.

Miss "Florrie" Goodman at last has decided that "When in Rome, do as the Romans do," and was observed by the office observer with a young man. They all flop sooner or later.

Our esteemed friend "Jack" Tarr of the Baltimore Division arrived late one morning recently with a black sock and a brown one. His alibi was that he dressed in the dark in a hurry. The "bookies" are offering four to one that he had no others.

We extend our sympathy to Upholsterer J. W. Dudley on the loss of his wife, who died recently.

The editor of the MAGAZINE regrets the loss of H. R. Lincoln as correspondent for the Baltimore Terminal Division. "Abe" has become division claim agent at Gratton, W. Va., and his friends are glad to see him get the promotion and wish him success.

#### Camden Station

Correspondent, W. H. BULL

Camden has a super-man in the person of Roland A. Garrett. On October 13, Mr. Garrett was getting ready to move into his new home on Calloway Ave., West Forest Park, when Mrs. Garrett, much to Mr.



Media M., daughter of Motor Conductor J. F. Black and granddaughter of Conductor J. D. Black. Little Media is two and one-half years old

Garrett's surprise presented him with two fine boys weighing seven and six and one-half pounds. The mother and children are doing well and we extend our congratulations! The twins are named Don LeRoy and Gene Howard. Mr. and Mrs. Garrett have one other child, a boy six years old.

Dan Cupid is again busy and is aiming his darts well. We notice Miss Grace Marks and Miss Myrtle Brandau are wearing engagement rings. The names of the gentlemen have not yet been made public; however, we extend heartiest congratulations.

Your Correspondent desires to say that the addresses of Mr. Willard, Mr. Galloway and Mr. Scheer at the Conference of Correspondents on October 26 and 27 were very much enjoyed. The friendly feeling existing between Management and employes was emphasized and shows the true Christmas Spirit.

It is with pleasure that we extend the season's greetings to the employes of Camden Station. We are sure each one of you in the passing year helped to the best of your ability in handling the large volume of business and we thank you for your loyal support and feel confident we can expect the same cooperation for the coming year.

To all A Merry Christmas and A Happy New Year!

W. E. NEILSON

Freight Agent

P. J. TRUESCHLER

Assistant Freight Agent

To all Correspondents the writer wishes A Merry Christmas and A Happy New Year.

#### Mt. Clare Yard

Correspondent, J. F. TEARNEY

Daniel Fealey, Born June 11, 1867. Died October 19, 1923

Mr. Fealey came to this country, landing in New York about the year 1896, and on March 1, 1898, entered the service of the Baltimore and Ohio as a laborer, Car Department, Mt. Clare. In 1912, when the Mt. Clare Shop Tracks and Relief Train were taken over by the Baltimore Terminal Division, Mr. Fealey was serving as cook on the Relief Train, holding a reputation second to none. His skill was known from the humblest laborer to the highest official: they visited the "Riggers" dining car at the scene of many a wreck and tie-up. Always with a cheery word, "Dan," as he was known among many in Transportation, Car and Motive Power Departments, never turned a man away hungry. He still retained that rich brogue that proclaimed him a son of the "Ould Sod."

Mr. Fealey succumbed, after an operation at the University Hospital. He is survived by his widow and one daughter to whom we extend deepest sympathies.

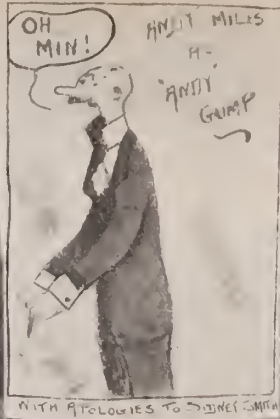
On November 6, Fireman C. I. Duvall arrived home to be greeted with a surprise in the form of a bouncing baby boy. Congratulations, "Puggy," but where are the cigars?



THE BIG FOUR AT CURTIS BAY

Work Checkers W. F. Frei, Jr., J. Knight, E. Spittle and A. L. Huchaner





"ANDY GUMP" AND OTHER INTERESTING FOLKS AT LOCUST POINT

Left: Robert W. Moran, Assistant Magazine Correspondent; Right: Miss Rubina Poe, who contributes very materially toward making Locust Point a fine place to work

### Locust Point

Correspondent, J. ROSS GOULD  
Assistant Correspondent, R. W. MORAN

In extending Christmas and New Year Greetings to the Baltimore and Ohio MAGAZINE, and through it to every officer and employee of the Company, my wish is that New Year 1924 may stand out in bold relief as a period of great prosperity to our Company and ourselves with a continuance of that marked spirit of cooperation and good will that has imbued the entire personnel of our great railroad.

"Sincerely,

J. WHITE, Agent

A Merry Christmas and A Happy New Year to all Baltimore and Ohio Folks!

I would drink to you all, Rip Van Winkle's toast, made immortal by the great Joseph Jefferson:

"Here's to you and all your family—  
May you all live long and prosper."

J. ROSS GOULD

Chief Clerk W. S. Wilson has returned from a visit to his parents, near St. Louis, Mo. Fully armed, with improved health, eager for the fray—which we hope will consist of increased tonnage from the west.

One of our photographs is Miss Rubina Poe, who has been with us filling a temporary vacancy in the Agent's Office, because of the illness of Miss Martha Fox. We regret that Miss Poe has left us. Her bright and sunny disposition many times helped to dispel the clouds. We are, however, compensated somewhat by the knowledge that another local office of the Baltimore and Ohio family has secured her services. We wish her success.

### Boost, Don't Knock

When trouble besets you  
And work seems to go wrong,  
Boost, don't knock.

While clouds seem to gather  
Just keep pushing along,  
Boost, don't knock.

For you will find whilst repining  
The clouds' silver lining  
Shows the sun will be shining,  
Boost, don't knock.

Our cartoon shows "Andy" Miles, alias "Andy Gump," in one of his characteristic

poses. His lack of chin is made up for by his ability to work.

We take pleasure in introducing Robert W. Moran, clerk, Agent's Office, Locust Point. This is the gentleman of whom I wrote in the October MAGAZINE as a victim of Cupid. He has assisted me wonderfully by furnishing cartoons and news items. For fear that some other magazine may profit by his talents I have taken the liberty of appointing him assistant correspondent.

It was my pleasure and privilege to be in conference October 26 and 27 with the correspondents of our MAGAZINE, to meet the large number of sociable co-workers and to listen to the addresses of President Willard and Vice-President Galloway.

Let us all take advantage of the thoughts expressed by these two worthy men and adopt as our motto, "COURTESY AND COOPERATION," courtesy to our fellow employees and the public, cooperation among ourselves, so that the great Baltimore and Ohio Railroad may retain its leadership among railroads. "By working with the Baltimore and Ohio and not for it," we feel that we are partners in its troubles and its triumphs.

The grateful thanks of all are tendered to the Company for the generous manner in which they entertained us. To Messrs. Scheer, Wood, Stacy and Leilech, we are indebted for their interesting talks. Also to Hobart Smock and the Baltimore and Ohio Glee Club, in assisting to round out "One perfect day" which we will always hold in grateful remembrance.

We welcome back to our fold, with congratulations upon her recovery, Miss Martha Fox, who has been absent because of illness.

We are glad to see your smiling face again and admire greatly your bobbed hair.

G. Cann, formerly clerk, Office of Agent, has been transferred to the Agent's Office at Camden Station. Our best wishes are extended.

Talk about your long motor trips and the burning of 90 gallons of "GAS" without moving his car out of the garage. It's a long story. Ask Burke!

Please mention our magazine when writing advertisers

### Mount Clare

Correspondent, WILLIAM H. ZELL

The writer had the pleasure of attending the Conference of Magazine Correspondents held last month, when addresses were made by President Willard, Vice-President Galloway, General Manager Scheer and others.

Mr. Willard in his speech, said he wanted every employee to feel that he or she was one of our family of 80,000. That we should not feel that we are working for the Baltimore and Ohio Railroad, but, that we are



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The late Walter Easton, Boiler Maker,  
Mt. Clare

working with it. One's success in life is the pleasure we derive in doing things of our own free-will; therefore, we should feel the same way while working for the Baltimore and Ohio, as they have always tried to treat their employes fairly in every respect, and we, in turn, should do likewise. He also talked regarding efficiency, stating that efficiency did not mean to work harder and longer, but to do the same amount of work or more in a shorter time, if done in an efficient manner. Here at Mount Clare we have an Efficiency Bureau, which was started to bring about this result.

Mr. Galloway in his speech, said he wished the Correspondents to convey to the employes the feeling that the Company is desirous of bringing the Management and employes closer together. There is every reason to believe, in a family of 80,000 that differences will occur at times. Sometimes in our own families of three or four, differences occur. The Baltimore and Ohio Management has always tried to straighten out these differences to the satisfaction of all concerned. Mr. Galloway further said that no matter how intelligent the officials of a railroad or organization are, unless it has the support of every individual connected with it, it will not function properly or be successful. That is, we must all work together, and we can only make an organization a success by every one putting forth his best efforts.

Mr. Scheer gave a brief history of the

Baltimore and Ohio Railroad, saying that every employe of the Company should feel proud to be connected with such an organization as the Baltimore and Ohio, especially in view of the fact that it has been a pioneer in the railroad field.

General Boiler Foreman A. F. Stiglmeier, has resigned to take a position with the New York Central Railroad at West Albany. He entered the service of the Company in April, 1919, and was popular among his men as well as with the supervising forces. He has their best wishes for future success. He was presented with a handsome gold watch and chain by the men directly under his supervision.

It is with sincere regret that we report the death of Walter Easton, boiler maker, who was connected with the Baltimore and Ohio for twenty-three years. Mr. Easton entered the service in 1901, and remained with the Company until his death. He was forty-five years of age and was one of the most efficient boiler makers in the shop. He had the respect and friendship of his fellow workmen. Mr. Easton was a widower, and leaves one small daughter.

Chief Clerk C. W. Serp was tendered a surprise party on his ..... birthday by the office force. T. R. Stewart acted as speechmaker and wished Mr. Serp many more birthdays, especially if there were "eats" forthcoming.

#### Accounting Department, Mt. Clare

We didn't know that Mr. Childs was fond of cows, but the accompanying snapshot seems to indicate that such is the case. Mrs. Childs also appears in the picture.

Mr. Whelan's hands are getting white and smooth. We don't know whether washing dishes does it, but Mr. and Mrs. Whelan have gone to housekeeping and we understand the Mrs. is breaking hubby in right!

#### Superintendent of Shops Office

Rapid strides are being made in the erection of our new office building. We thought perhaps Santa Claus would be good to us and present it to us by Christmas—but, from the looks of things, think we are going to be disappointed.

We regret to learn of the death of Miss Frances Graf, daughter of Rupert Graf, carman, Freight Track. This is the fourth



Louis Knepper, Pensioned  
Mt. Clareite

member of Mr. Graf's family to pass away in the last year or so. We all extend our heartfelt sympathy to Rupert.

We take pleasure in announcing that our well known assistant foreman, B. W. Bruffey, has accepted a position as shop inspector, Efficiency Bureau. We wish him the best of luck.

On November 5, Moose Hall, was full of fun and mirth, when the Veterans held their monthly meeting. After all business was transacted, they adjourned to the Entertainment Hall, where they were entertained by Mr. and Mrs. J. Jenkins, and their nine children, whose ages range from 5 to 14 years. Mr. Jenkins and his family gave one of the most interesting musical entertainments that has been given for the Veterans for some time, and Mr. Pascal, chairman, Veterans' Association, should be complimented on securing the services of Mr. Jenkins and family. They played some of the old time melodies, and were applauded after each number. Mr. Jenkins is an employe of the Baltimore and Ohio at the Central Building.

T. R. Stewart, superintendent of shops, takes this opportunity of extending to all the employes under his supervision at Mount Clare a very Merry Christmas and a Happy and Prosperous New Year.



MOUNT CLARE—THE CHAMPIONS—SEASON 1923—BALTIMORE AND OHIO WELFARE LEAGUE

Standing, left to right: Treasurer C. W. Serp, Michaelis, Shipley, Hanna, Leatherbury, MacMillen, Moxley, Williams, Keller and President J. E. Tatum. Seated: Anderson, Eisenocker, McCleary, Manager Southcomb, Flanagan, Smith, Boland and Eyerly. In front: Mascot Scharnagle





MOUNT CLARE SHOPS FOLK

Left: Mrs. Guy Childs. Center: Guy Childs. Right: Charles W. Culver

Boys, here's a picture of "Looley," who used to work around the shop. His real name, of course, is Louis Knepper, retired machinist. He was born in Baltimore on March 18, 1857. His father was Henry Knepper, carpenter and builder in Baltimore.

When he was but four years old Mr. Knepper lost his mother, a sister and three brothers, of smallpox and typhoid. His father was both mother and father to the boy for two years, after which he re-married and the family continued to live in Baltimore.

After a grammar school education, Mr. Knepper learned the carpenter's trade from his father, but not being content with this work, decided to become a machinist. He entered the service of the Baltimore and Ohio as machinist, No. 2 Machine Shop, in 1879. Fourteen years later he was furloughed and went to work with the Pennsylvania Railroad as machinist. After working at Mt. Vernon Shops for 15 years, Mr. Knepper came back to the Baltimore and Ohio at Mt. Clare. He worked here until the time of his retirement in October, 1922.

Mr. and Mrs. Knepper now make their home on Chase Street. They have five children, all of whom are married except one.

### Baltimore Division

Correspondent, W. H. TARR

To Employees of The Baltimore Division:

I am glad of this opportunity to extend to my fellow workers and employees on the Baltimore Division my best wishes for a Merry Christmas and a Happy New Year.

The cooperative spirit and assistance which you have given to the division organization during the past year is highly appreciated.

F. G. HOSKINS  
Superintendent

The following letter will be of special interest to all the employees of our division:

#### DEPARTMENT OF COMMERCE

Bureau of Foreign and Domestic Commerce  
Washington, October 24, 1923

Mr. Daniel Willard, President  
Baltimore and Ohio Railroad Co.  
Baltimore, Md.

My Dear Mr. Willard:

Undoubtedly commendation of your road and its employees occurs so frequently as to become a matter of routine. However, I should particularly like to commend Mr. Richard Newman, passenger agent, Chicago; Train Conductor E. B. Huffman, Trainman L. Gray, Washington Station Master Harry Marks, Pullman Conductor R. P. McNicholas, and E. Craig, Pullman porter of Car 63.

On September 15, I brought my mother from Chicago on The Capitol Limited, and as she is an invalid, she had to be carried on and off of the train on a stretcher. The courtesy and interest of the employees of your road enabled her to make the journey entirely free from any unnecessary discomfort and has made me appreciate the fine spirit of service expressed by the Baltimore and Ohio organization.

Sincerely yours,

(Signed) IRVING S. PAULL  
Chief Domestic Commerce Division



The home of Brakeman W. L. Henry, Harrisonburg, Va., purchased through the Relief Department

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accomplished only by a helpfulness which thorough and loyal co-operation brings. It indicates that every man has done his duty not so much because of an obligation, as what seems to me to have been a desire to do it. All are congratulated.

The pleasure and satisfaction which an accomplishment of this kind must give every man, ought to, it seems to me, and I hope will, spur us on to better things during the year to come.

Very sincerely yours,

J. D. GALLARY

Terminal Train Master

Anyone who listened to the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, could not fail to be thoroughly impressed with the real sincerity and friendliness on the part of these executives towards not only the correspondents but towards all the employees all over the System. The very fact that a Correspondents' Conference was held, through the courtesy of the Management, shows that vital interest which the Management takes in the work of their employees. As a correspondent, I feel that I can do no greater work than to interpret, if possible, through the MAGAZINE, that wonderful spirit of friendliness on the part of the Management which exists towards every employe of our great railroad, and urge in return the co-operation on the part of all to make OUR Railroad the greatest in the world, and show by our actions that we are cooperating not because we have to but because we want to.

Raymond B. Phillips, freight engineer is being congratulated on the birth of a new daughter. This no doubt accounts for his hearty laugh which can't be imitated. You have to hear it and then you have to laugh with him.



## OUR CORRESPONDENT AT EAST SIDE, PA., SENDS US:

Left: Thomas, nine year old son of Wreck Inspector J. E. Waters. Right: Engine 5204 at East Side. Above: "Smitty's Dog." Below: Mrs. Charles Butler, Charles Butler, Janitor, East Side Shop Yard; Mrs. Hiram Taylor. Taken at Norwood, Ohio, while Mr. and Mrs. Butler were visiting Mrs. Taylor

It is worthy of mention that no accidents have occurred in the Car Department at East Side in the four months ending October 31.

Conductor Buchanan Hiatt has recently made application to go on the pension list. Mr. Hiatt was just in the service one year and 28 days when he was promoted to conductor. His first employment was for a contractor when he was 18 years of age. His first run was from Baltimore to Martinsburg. His last run before being taken sick was from Brunswick to Philadelphia. Mr. Hiatt has been spending some time at Martinsburg recuperating.

J. A. Lewis, one of our most enterprising men and who has been agent at Garrett Park for several years, has been promoted to agent at Lexington, Va.

We regret to record the accidental death of Iverson Abbott Carter, chairman, Valuation Department, who at the time of the accident was working out of the Division Engineer's Office. Mr. Carter was a vocational student of the United States Government. He was first assigned during 1919 on the Wheeling Division and later to territory embracing the Baltimore Division. He was struck by Train No. 45 at Lansdowne, Md., October 31. The funeral was under the auspices of Military Escort and Masonic Rites. He was buried in the National Cemetery in Baltimore. Floral decorations were contributed by his fellow employes in memory of him and expressing their sympathy. Mr. Carter is survived by his parents, widow and child.

East Side, Philadelphia, Pa.

Correspondent, C. H. MINNICH

Philadelphia, Pa.

November 12, 1923

Mr. Charles H. Minnich  
Magazine Correspondent  
East Side, Philadelphia

Dear Sir:

I extend to the employes at East Side, Philadelphia, through you as correspondent for the MAGAZINE, the season's greetings and best wishes for the coming year.

The business, both through and local, handled through the Philadelphia Terminal this fall, has been the greatest in our history. It has moved with greater dispatch than ever before. This could be



Fireman O. O. Forsythe, Pier 40, Philadelphia



## PIER 22, PHILADELPHIA, INTRODUCES:

Above: left to right; Florence, daughter of Assistant Accountant Mahoney. "Billie" son of Rate Clerk McDevitt. The other two boys and the first three pictures on the bottom row are the "Happy Bradley Family." Last photo, right, bottom row, is our famous golf player, George Rambo, Pier 12

Please mention our magazine when writing advertisers



**Stop That Leak!**

Chief Clerk Connors has re-organized his correspondence files so that now, instead of having to go through over 200 files to find a given subject, he has condensed them into 7 separate files which serve the same purpose. This has not only simplified matters but has resulted in a great saving of time, which is really money saved. Also instead of sending innumerable notes to the various foremen in the shops, he has instituted a book which is kept in Round House office which contains one copy each of all instructions to foremen. They look in it each day and sign up on whichever page concerns them. This saves a great number of sheets of stationery, as formerly they might type from two to twelve copies of instructions on same subject. Now only one sheet of paper is required. This also saves stenographer time.

East Side yard crews working in the Atlantic Refining Company's Yard, are now

at East Side. On behalf of Messrs. Neilsen and Needham, who run this machine, I wish to thank the Management and Mr. Duffey in particular for their kind and successful efforts in securing for us this efficient and most needful part of our office equipment. The result has been a 100% improvement in the Daily Passing Reports both as regards clearness and also time saved in reproducing the original copies.

I wish to express my most sincere thanks and appreciation to the Management for that wonderful Conference of MAGAZINE Correspondents held in Baltimore, October 26 and 27, which I enjoyed more than words can tell.

Pier 40, Philadelphia, Pa.

The accompanying photograph is of Fireman C. C. Forsythe, Pier 40, Philadelphia. His grandmother, Mrs. Mary Hipsley, was born in Baltimore County in 1806. When the Baltimore and Ohio was first



**SOME OF PHILADELPHIA'S BEAUTIFUL CHILDREN**

Left: Marian. Center: Norman. Right: Jack, age 22 months, weight 34 pounds, height 34 inches. These interesting children are the prides of the home of Engineer Raymond Phillips

being furnished with the new style Electric Hand Lantern containing powerful storage battery. "Many are called, but few are chosen." It looks as though the refinery crews were among the "chosen."

Five-hundred feet of new fire hose was installed at the fireplug at the main track bridge at East Side recently.

One of our photographs this month is of Charles Butler, janitor, East Side Car Department, with his wife and cousin, Mrs. Hiram Taylor, Norwood, Cincinnati. The photograph was taken while Mr. and Mrs. Butler were visiting Mrs. Taylor at Norwood.

What's the use of going to Laurel to see the races, when you can see "Al" Barnes and "Bill" Markey, East Side engineers, riding round the Round House every day on their favorite horse "Spark Plug," following up the development and evolution of Engine 5203?

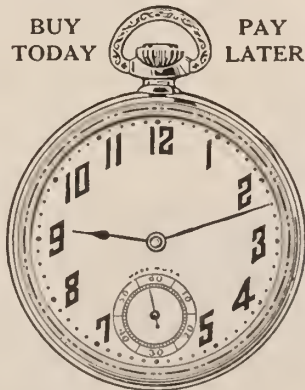
On the morning of October 5, at 1.40 a. m., Extra West, engine 4488, Engineer J. H. Snyder and Brakeman A. S. Myers, noticed a fire at Childs, Md., and stopped train so that rear end was at station. It was seen that the station platform was on fire. Conductor W. E. Lott got several buckets out of the caboose and promptly put the fire out, thus preventing further damage to station. Owing to the time fire occurred, 1.40 a. m., when nobody was around, the prompt action of Conductor Lott in preventing the spread of this fire undoubtedly saved the station from burning down.

A new Ditto Duplicating machine was received here on October 17 for the purpose of reproducing the daily Passing Reports

built, and operated by horse drawn cars Mrs. Hipsley conducted a boarding house at Sykesville for the men. This was in 1832. At that time, Sykesville was the end of the railroad.

Mr. Forsythe is one of the oldest firemen in Baltimore and Ohio service and has been in the employ 36 years.

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MR. H. J. FORCE, Chief Chemist of the Lackawanna Railroad Company, has discovered a wonderful carbon eradicator. This preparation is poured into the tank with the gasoline, the car is then driven, and the carbon is quickly removed from the engine. A large number of cars here at Scranton, Pa., have used this with most wonderful results, many of them using it as long as three or four years, and have found their car to be in perfect condition. This preparation will be sent upon receipt of price, pint cans \$1.00, by parcel post. Liberal discounts to dealers and agents.

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## FORD runs 57 MILES on GALLON of GASOLINE

A new automatic and self-regulating device has been invented by John A. Stransky-2024 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—dv.



## Pier 22, Philadelphia, Pa.

Correspondent, MARY G. GUTHRIE

Next on the list to "Love Honor and Obey" is Charles Witmer, receiving clerk, Pier 12. He thought he would "put one over" on the boys by taking Saturday, October 20, off and getting quietly married to Miss Helen Miller. Congratulations!

"Bill" Smith and Wallace Search, two live wires of the Cashier's Office, Pier 22, continue to hold their popularity with the ladies in the "Single Group."

Miss Edna McFadden, stenographer to terminal agent, has the gift of making others laugh. We look for Keith's to make her an offer to go on the vaudeville stage.

Joseph R. Simmons and George Rambo, clerks, Pier 12, spend their Sundays on the Wilmington Golf Links. From all accounts, they spend more time looking for lost balls than they do in hitting the pill. Last Sunday's Score—18 holes: Simmons 132, Rambo 204.

We extend our sincere sympathy to "Eddie" Duer, claim clerk, in his recent great loss.

Overheard in the office. "Charles Bradley has 'Arithmetic feet,' he puts down one and carries the other." "All right Charles, 'Can a cowhide in a shoe store?' 'No, but a calfskin!'"

"If you bring a smiling visage to the glass you'll meet a smile." Having the day's work meringued with smiles is not only helpful in making extra effort worth while, but sort o' keeps the clouds away. "Work and smile."

On November tenth, sixteen girls from the Cashier's Department, Pier 22, gave a masquerade party and dance at the home of Mae Mooney, assistant delivery clerk. The evening was spent in dancing, singing and all kinds of games, refreshments following.

On September twenty-sixth the assistant business manager of the *New York Times* was all prepared to take a trip to Chicago via a competing line. Somehow, he came in contact with our famous Edward F. Mitchell, from Pier 62, who formerly sold tickets in the Grand Central Station,

New York. Edward gave him a dozen urgent reasons for selecting the Baltimore and Ohio and persuaded him. His trip to Chicago over our lines was thoroughly enjoyed. We are glad to give Mr. Mitchell credit for the good business he has been getting.

During my trip to Baltimore attending the MAGAZINE Conference, I was more than enthused by the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood. In all these addresses was the emphasizing of friendliness and helpfulness between the Management and employees all over the railroad. Co-operation must prevail to make us a better and bigger Baltimore and Ohio family. "Let's all get together and start the New Year with that spirit."

Summer has gone, one by one the leaves are falling. Soon the feathery flakes will begin to fly from the sky. Winter is here, and the rush of Christmas. The clerks of the Cashier's Office wish all A Merry Christmas and A Bright and Happy New Year.

## Washington, D. C. Freight Station

Correspondent, W. L. WHITING

"Christmas Comes But Once A Year, When It Comes It Brings Good Cheer!" "A Merry Christmas and a Happy New Year!" Greetings!

At the close of business on October 31, we show an increase in excess of \$950,000 over the same period of 1922. Present indications are that we will exceed last year by at least a million dollars.

I am taking this opportunity of expressing my appreciation for the loyalty and service rendered by the employees of this station, who have done so much to enable us to handle this business.

I hope that each one will receive all of the joy that should come to them during the Christmastide, and that the New Year will bring them health, happiness and prosperity, and a desire to make it a banner Baltimore and Ohio year.

D. M. FISHER  
Agent

The above combination of sentiments seems to express all that the festive season

stands for—Good Cheer and Happiness—the Good Cheer coming with the heartfelt greetings that come spontaneously from one to another—and the Happiness that all experience in doing something—no matter how small—to make our fellow beings a little happier, putting a little joy into someone's life whose lot, perhaps, has not fallen in such pleasant places as our own.

This is the Christmas Spirit that is so wonderfully portrayed in Dickens' immortal "Christmas Carol," and is, indeed, the same spirit of helpfulness and friendliness that was so splendidly emphasized at our recent Correspondents' Conference.

It was a happy thought of the MAGAZINE Staff when they prevailed upon the Management to sanction the Conference, and to grace it with the presence of so many of the high officials of the Company, just at the time of year when our thoughts were beginning to centre on the coming of the Christmas season. No one who heard the address of President Willard could fail to realize the duty that devolves upon each correspondent to use his or her utmost endeavors to make the Baltimore and Ohio MAGAZINE a medium through which new friendships may be made, and a closer feeling of cooperation and friendship brought about between the Company and the employees. If this should be one of the results of the Conference then it will have proved the successful gathering that its promoters wished for.

Let us all resolve to do our part in this great work and it will not be necessary to wish each other a Merry Christmas and a Happy New Year—they will come without the wishing, in the knowledge of "Something attempted, something done!"

However, the Washington, D. C. Correspondent does indeed wish his fellow scribes, and the readers of the MAGAZINE, all the joys and happiness that the season can bring!

The accompanying photograph of one of the old-time engines of the Baltimore and Ohio Railroad will probably be of interest to some of the Veterans of the road who will remember the time when they were in use, and will also undoubtedly recognize the men standing in front of the engine.



AN OLD TIME LOCOMOTIVE

This photograph was taken at Gaithersburg, Md., in 1880. Engine 635 ran on the Metropolitan Branch to Frederick. In the photo, left to right: Conductor Kline, Brakeman Drury, a newsboy, Baggage man Martin, Engineer P. J. Collins and Fireman W. S. Sartain. Engineer Collins is still running an engine in Washington Yard





At Washington, D. C., 'tis said that Comptometer Clerk T. L. Selke has asked the question, "When shall it be?" and that Miss Mildred Nichols has told him. They look it!

From left to right they are Conductor Kline, Brakeman Drury, a newsboy, Baggage Master Martin, Engineer P. J. Collins, and Fireman W. S. Sartain. Perhaps the one member of the group who is best known to some of us at this station is Engineer "Pat" Collins. "Pat" is still running an engine in our yard and although about thirty-four years have passed since this photograph was taken, he still holds his own with any of the younger men around here.

An interview with "Pat" always discloses some very interesting reminiscences in connection with the New York Avenue Yard and other of the Company's property in and around Washington.

This photograph was taken at Gaithersburg, Md., in 1889, and is therefore quite an interesting relic of the earlier days of railroading on the Metropolitan Branch. Old 635 ran to Frederick, Md.

That our good old friend, Dan Cupid, is again getting his work in among the boys at this station, is clearly shown in the accompanying photograph of our comptometer clerk, Theodore L. Selke, and the "only one girl in this world for him," Miss Mildred Nichols. There is no doubt but that very shortly we shall be hearing the wedding bells ringing for "Teddy" and "Milly," and what a time there will be in Mt. Rainier! "Teddy" is the son of the Baltimore and Ohio agent at Benning, D. C., and naturally has railroading born in him. Good luck to them!

One of our old reliable yard conductors, J. W. Rives, has been granted a furlough, and has gone to Asheville, N. C., to live on a farm for a time, in order to recuperate. Walter has been ailing lately and we all hope that the rest will greatly benefit him, and that he will return prepared to show that there is a lot of life left in the "old boy" yet.

#### Hatches, Matches and Dispatches

This is the headline that used to appear in some of the old fashioned newspapers instead of the more prosaic heading of "Births, Marriages and Deaths," and as all of these conditions have been in evidence here since the last issue of the MAGAZINE we have used the old fashioned style.

In the "Wee sma' hours of the morn" of October 24, the stork hovered over the residence of Yard Conductor L. K. Mentzell, and left a nice little daughter to cheer the hearts of the happy parents. At last reports the mother and child were doing splendidly, and we wish them all happiness in their little family party, and, of course, hope that there will be "more to follow."

As a passing remark let it be known that a loving daughter-in-law has just presented your correspondent with his "fifth" grandchild—a chubby little boy! This makes four boys and only one girl. Shades of Theodore Roosevelt, will it ever stop! But these things always will happen in the best regulated families. We are glad to state that Mother, Baby, Daddy, Grandmom and Grandpop are all "progressing favorably."

So much for the HATCHES.

Another of our yard conductors, F. E. Reckweg, and Miss Virginia May Andrews distinguished themselves by being joined together in Holy Matrimony on September 12. They left for their honeymoon to visit New York City and other points in the East. The best wishes for a long life of happiness and joy followed them from all their fellow employees and friends.

And that covers the MATCHES.

But it was sad news that came to us recently of the death of one of the old stand-bys around these parts, D. E. Waters. "Dennie," as he was known to all, was for many years a conductor in the employ of the Baltimore and Ohio, and although retired, he had not yet been granted a pension. "Dennie" was found dead in his automobile by a passer-by who noticed that his car was stalled by the side of the road. He was on his way to visit friends in the country and an attack of heart trouble came on him and took him before assistance could be rendered. His death came as a shock to his many friends at this station, as he had been in this office only a few days previous to his demise. Our sympathies are extended to his family in their affliction.

Miss Winnie Tyler, O. S. & D. Clerk, has been home sick for several days. We hope to see her back at her accustomed place shortly, completely recovered from her ailment.

#### Brunswick, Md.

Correspondent, MILDRED T. FISHER

The Baltimore and Ohio MAGAZINE Correspondents' Conference is stamped indelibly in the memory of every correspondent who was present. We feel deep gratitude to the Company for the benefits derived from the conference and the instructions received and suggestions offered. The addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood were especially helpful. If the spirit of friendliness and helpfulness, as emphasized by them, is practiced, we will all be better railroaders and our railroad will be truly "The Best and Only."

The regular monthly meeting of the Baltimore and Ohio Veterans' Association was held November 2. After the business was attended to the doors adjoining the Ladies' Auxiliary Room were thrown open and a social time was spent together. There were about 50 members of both organizations present. An interesting address was made by Terminal Trainmaster Davis and light refreshments were served.

Among our veterans at Brunswick is Boyd P. Chambers. Mr. Chambers has been in the service for 42 years, entering at Martinsburg on February 1, 1881, as caller; he was transferred to Brunswick May 18, 1891, at which place he has worked ever since. Mr. Chambers is 71 years old, but regardless of his age, performs his duties with great enthusiasm. If you will refer to the October issue of the MAGAZINE on page 72, you will see a picture of this loyal employee.

Please mention our magazine when writing advertisers

#### Cumberland Division

Correspondents, JOHN J. SELL AND RALPH L. KETZNER

To All Employees, Cumberland Division:

The year 1923 is rapidly passing, together with its burdens and cares, and will be known as one of the most prosperous. It has marked a period of good fellowship among all employees, and I am proud of the

**Let Diamonds say Merry Xmas**

FOR A FEW CENTS A DAY

**NO MONEY DOWN**

18 kt. White Gold, 7 perfect cut, blue-white diamonds set in platinum. Looks like 3 carat solitaire. Special No. 61. Only \$59.50

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THE startling diamond values pictured can be yours without risking a single penny. Each item is ideally suited for a charming Christmas gift. Your selection sent on your simple request without a single penny down. If you don't agree that it is the biggest bargain you ever saw, return at our expense. If you keep it, pay at the rate of only a few cents a day.

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You are guaranteed 8 1/2 Per Cent, yearly increase in value on all diamond exchanges, also, 5 Per Cent. bonus privilege

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The Greatest Bargains in America are pictured in our new **MILLION DOLLAR BARGAIN BOOK**. Send for your copy today to Dept. 4119. See these wonderful bargains for yourself under the Lyon Charge Account Plan.

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In Business Nearly 100 years

Want Distributing Agents everywhere for **HANSLICK** the new original powdered handsoap. Removes grease, grime, ink, paint, and most anything from the hands without injury to the skin. Every mechanic and auto. owner, everybody who gets his hands dirty will be a customer. A great opportunity for a hustler to get in business for himself. Full information free. Send 10 cents, coin or stamps, for liberal sample can.

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**BALTIMORE**

**THE SOUTHERN BALTIMORE'S**  
NEWEST AND MOST MODERN  
**HOTEL**  
**BALTIMORE**



many fine records made on the Cumberland Division during this year. Some of these surpassed any previous years' performance, viz.: the highest average miles per car per day, the greatest average number of loads per day moved from some of the division terminals, etc.

I extend to every employe on the Cumberland Division my sincere wishes for a joyous and Happy Christmas and a Prosperous New Year.

R. W. BROWN  
Superintendent

*To All Employes, Cumberland Division:*

With the Christmas season at hand, I desire to express to my fellow employes and their families, my best wishes for a Merry Christmas and a Happy New Year.

L. CRAMBLITT  
Road Foreman of Engines

*All Employes, Cumberland Yard:*

Best wishes to you and yours for a Merry Christmas and a Happy New Year. May the Yuletide spirit linger!

J. H. READ  
General Yard Master

The correspondents of our various divisions were invited to Baltimore on October, 26 and 27 to attend the first conference of all correspondents. The outstanding features were the addresses of our officials and the interchange of ideas of those attending, as to how to make our railroad a Bigger, Better and, if possible, a Safer railroad.

President Willard said; "We believe in the MAGAZINE principally because it provides an avenue whereby the management may speak to the men and the men may speak to the management. We are always

striving to be going forward and bettering our standards. It is not possible for the officers alone to do this but it is only through the work of the men that we can reach and maintain this high ideal. I would like to have all our men feel that they are not working *for* the Baltimore and Ohio but working *with* the Baltimore and Ohio. They are working to carry out our principles of Safety, Courtesy, and Efficiency, NOT because they have to but because they WANT to."

Our President further said "The Baltimore and Ohio is fair, not because of any law that says we have to be but because we want to be and when we ask our men for loyalty and higher production, it is not for the purpose of speeding up the work so that the force may be reduced, but rather that the Company may so prosper as to be



ON THE CUMBERLAND DIVISION

Upper left oval: Sam, son of E. Tasker. Right oval: Robert M., age two and one-half years, son of Engineer M. E. Stiteler. Upper center: An old photograph taken at Rowlesburg. The men, left to right, are: J. H. Carnes, O. J. Kelly, now General Foreman, Weston, W. Va., and J. S. Coniff. Lower row, left: R. A. Nine and R. D. Nine, the men in center not known. The Messrs. Nine are twin brothers, both engineers in helper service at M. & K. Junction. R. A. was appointed fireman on December 12, 1909 and engineer October 21, 1917. R. D., fireman February 9, 1910 and engineer October 26, 1917. Center: Roy Ravenscraft and B. E. Tasker. Right: Master Mechanic W. J. Dixon and Superintendent Car Shops O. G. Stanley





## ON THE CUMBERLAND DIVISION

Above: Another view of the Cumberland Division Supply Train, see notes. Below: left; Veteran Edward Higgins, Harper's Ferry. Center: Painter Foreman E. D. Colgate. Right: The Cumberland tool cars unloading a boiler in Mill Yard, Cumberland, in 1907

able to keep employed as many as possible at all times. The policy of the Company in creating Efficiency Bureaus is not to show the men how to work harder but rather to show the men how to produce greater results with less effort. The Baltimore and Ohio does not want furloughs any more than the men do. We want every man of our family to have work and just as long as business will permit we intend to keep them working. I hope that by working with the Baltimore and Ohio, our men will appreciate this fact and by keeping in close touch with the management, make this goal possible."

Vice-President Galloway said: "I care not what organization an employe may belong to or what his religion may be, if he is loyal, and a workman of our type because he wants to be and not because he has to be or is paid to be, that man is a Baltimore and Ohio man, of the family of which I am proud to belong. You can pay a man to do anything, but if you want it done right, treat the man so that he will want to do it and it is this action of the men in doing their work right that is making our railroad the Best and Only. We want our men to be satisfied, to belong to our great family, and to use the columns of OUR MAGAZINE to speak to each other, as it is in this way that we hope always to have our men remember that it is not upon the officers, but upon them, that the success of our road depends."

General Manager Scheer, in relating the early history of our Railroad said: "We have always enjoyed that spirit in our men that makes them feel we are Bigger, Broader and Better." He further said if there is a condition on our road that is not right today, we want to make it right. "Use the MAGAZINE, it is yours, it justifies its existence because we want our men to tell us in it how we can be safer, have better facilities, and can better the feeling of friendship which exists among us."

To sum up the conference, Fellow Employes of the Cumberland Division, the dominating note in all these talks was the emphasizing of the spirit of friendliness which obtains between the employes and

the Management. Furthermore, it is the privilege of the MAGAZINE to further this spirit by informing employes of what the railroad is trying to do and how, keeping all of us posted on current events and providing helpful reading for not only we men in the service but also for those at home, in the way of hints to the housewife and stories for the children.

Let us fall in with this spirit more heartily and if there is a condition that could be made better, or a way in which we could secure more business, some plan that would make our work even more attractive, or an idea that could be worked out to the benefit of our great family, remember you have only to command your divisional correspondents who will see that your suggestion receives proper consideration. It is the desire of the Management that every employe receive a copy of the MAGAZINE and if, for any reason, you are not receiving it the correspondent will arrange that sufficient copies are furnished. In return, may we ask that if some distribution point is receiving more Magazines than are actually necessary we be told of this so that a redistribution can be arranged. President Willard said the MAGAZINE is costing the Baltimore and Ohio Railroad \$60,000.00 per year and not one cent was begrudged, but, boys, if we are receiving more copies than we need, let's Stop That Leak!

We are all members of The Baltimore and Ohio Family and proud to be but some of the family don't know what the others are doing. Let's tell them of the records that the Cumberland Division is always breaking, how we get the business, just how it is handled, why we lead in our ear miles. When you know of an item that could be passed on for the general good, let's have it, also the pictures, just a line on the facts and we'll do the rest. We have the best MAGAZINE that is printed, so let's continue to lead the way along with "The Best and Only."

We recently heard a good one on our genial ticket agent at Cumberland, C. H. Taylor. It appears that "Cleve" was all set for a good lunch of custard pie, and after

making the purchase was returning to the office with the pie. Then he came in contact with a door that swings both ways. You know the rest.

We understand that our popular night ticket clerk, H. T. Johnson, has become interested in the laundry business at Oakland. We have not heard the name yet, hope it is not "Hop Lee" or "Ying Sing." Harry, the washboard is harder on the back than passing out tickets, but we wish you success anyway.

One of our contributors dug up an old picture of the Cumberland tool cars and crane unloading a stationary boiler in the Mill Yard at Cumberland, back in 1907. The crane in those days was under the supervision of the late Edward J. Napier, who appears in the picture, as well as several old timers who are still in active service and will be recognized by our employes.

On November 7, the Cumberland Veterans inaugurated their winter meetings with a fine program of singing by the Ladies' Auxiliary. Refreshments were served, and an enthusiastic meeting held. Many more enjoyable seasons are in store for the members and their friends during the winter months.

Over twenty seven hundred cars of apples were shipped from points on the Cumberland Division up to November 10, and it was estimated that the predicted crop of 3000 cars would be reached before the end of the season. Practically all the fruit will have been harvested by the end of November, but there will still be a large number of shipments to be made from sheds and storage during the winter.

Our old friend, P. M. Pennington, crossing watchman, Cumberland, suffered a slight injury recently while patrolling his crossing. His many friends are glad to know that he is well on the road to recovery.

We recently had the pleasure of hearing from an old timer, Edward Higgins, Harper's Ferry, W. Va. Mr. Higgins assisted in laying the first cross ties on our main line between Harper's Ferry and Martinsburg about 71 years ago. Before that time,



wooden stringers with strap iron had been used for tracks. Mr. Higgins is now 89 years old, and has many fond memories of the early days of railroading on the Cumberland Division. We hope to have the pleasure of interviewing him soon and getting some good stories of the early days of railroading for our MAGAZINE.

On November 5, City Patrolman Isaac D. Boyd noted a broken rail on the Westward track along the Queen City Pavement, Cumberland, and promptly called attention of the Superintendent's Office to it, enabling prompt repairs to be made, without interruption of traffic. Mr. Boyd who is a former Baltimore and Ohio patrolman, was thanked for his watchfulness and prompt action.

We are able to present a good picture of Edward D. Colgate, former painter foreman. Mr. Colgate was called back from the pension list early in the summer to assist with the rush work on the division, and was returned to the pension list on November 1. While in active service Mr. Colgate was always an enthusiastic Safety man, and while serving on the Cumberland Division Safety Committee, recommended the discontinuance of the use of tin cups on our trains for drinking purposes, as well as the sale of coffee, etc., at stations, from a sanitary standpoint. These suggestions were adopted, not only on our line but other lines as well.

The pictures of the Cumberland Division Supply Train will be of special interest to our employes because of the excellent performance of this train for the past fifteen years. Cumberland Division was the pioneer in the operation of a supply train. It

is used to distribute material and supplies to agents, operators, trackmen, bridge and buildings and workmen at outlying points on the division.

In connection with the distribution of supplies, on each trip all scrap and material is picked up and brought into the terminal for sorting and reclaiming purposes. Train of engine 4422, operated on October 22, was in charge of Conductor J. H. Hardy and his crew of brakemen, J. P. Adams, L. F. Durst and C. L. Yew, with Engineer J. H. Maine and Fireman E. W. Haller.

The actual work of distribution is in charge of Storekeeper W. H. Shaw and three assistants. They are also accompanied by Signal Supervisor J. G. Lester and Division Operator E. C. Drawbaugh on line and by the Track Supervisors over their territory, so that careful check of actual requirements is always maintained and supplies distributed accordingly.

The thing that makes this train operation especially attractive is the fact that the scrap and usable material reclaimed more than pays for the entire operation. Storekeeper Shaw is shown in company with Track Supervisor of Sub-division Number Three, W. R. House. In the background we see Our Grand Old Man Rizer and his two assistants. Come on, you other divisions, can you give us anything to compare with this example of Cumberland Division efficiency?

This is the season of the year when all our boys are on their toes to handle perishable business and we are proud of the record to date. How is this one? Engine 4417, in charge of Conductor Hipsley and Engineer McNeerney, 6226 tons, dispatched from

Cumberland 4.28 p. m., on October 24 with 106 refrigerator perishable loads, of which 70 cars were loaded with grapes. Train was only on the Cumberland Division 4 hours and 50 minutes. This means that all the boys were hitting the ball. The beauty of it is, that this case is not an exception but rather typical of the general rule of highball moves.

Here is a picture of the 2308 switching engine in Cumberland Yard, in charge of Conductor Johnnie Welsh and Engineer "Doc" Hovatter, one of the most popular crews in Cumberland Yard. Fireman George Fisher is standing by the engine and Brakeman "Bill" Davis is on the footboard with Welsh, who is an enthusiastic Safety man. He explained that the reason that there were two men on the front footboard was that they had stopped long enough to pose. The other brakeman consented to snap the group but we will bet if he thought this would ever appear in the MAGAZINE, someone would have had to do the job so that he could get in.

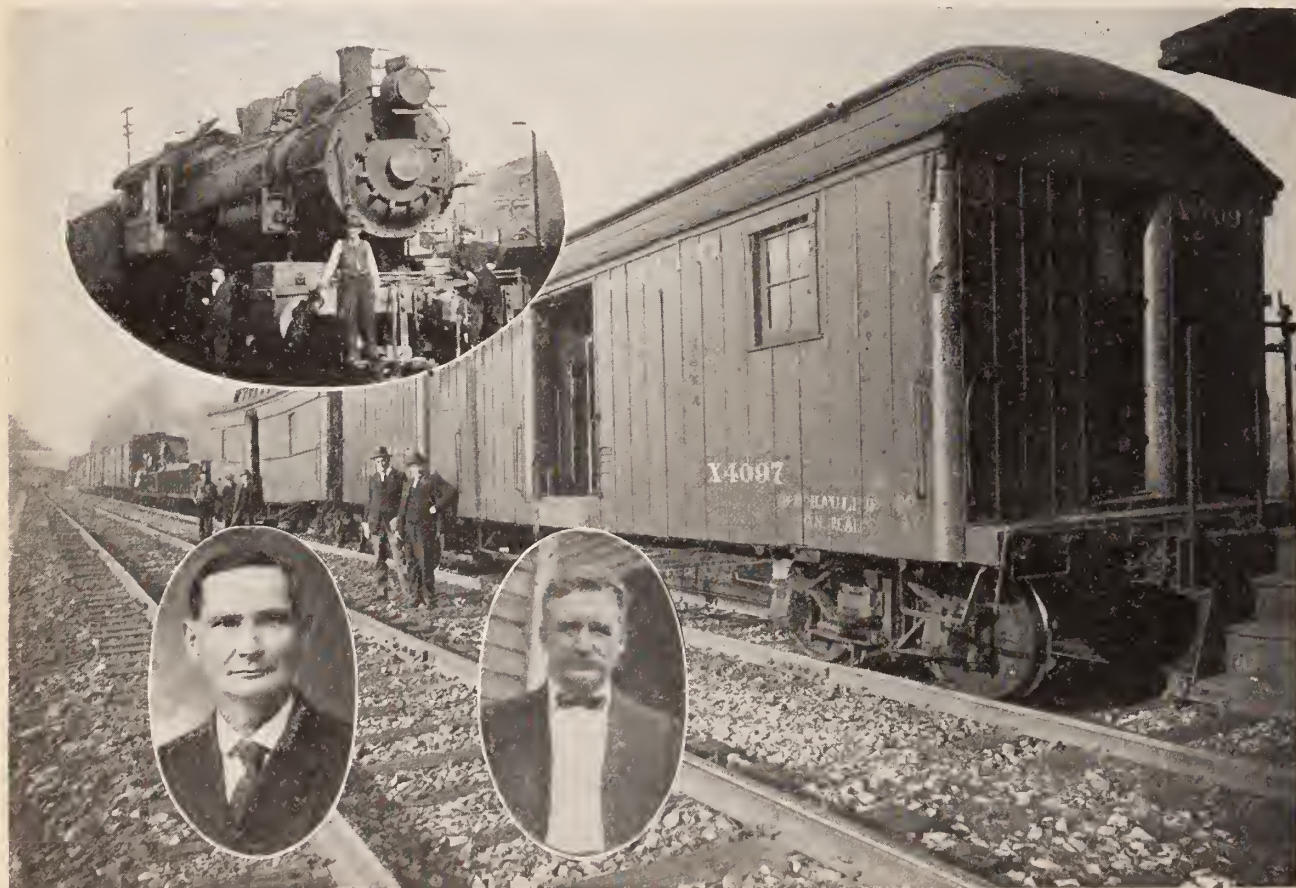
We want to thank all those who have in any way contributed to the success of the MAGAZINE during the current year. Our wish to each member of our great railroad family is that you and yours enjoy a very Merry Christmas and a Happy New Year.

#### Cumberland Shops

Correspondent, VADA PEARL DRUMM

*To the Employes of Cumberland Locomotive Shop:*

At this season of the year especially, the spirit of good-will toward men is prevalent and I take this opportunity to convey to



IN THE LIMELIGHT ON THE CUMBERLAND DIVISION

The Cumberland Division supply train used to distribute material and supplies, see notes. Oval, above: Engine 2308, Cumberland Yard Switcher, in charge of Conductor Johnnie Welsh and Engineer "Doc" Hovatter. Fireman George Fisher is standing alongside the engine and Brakeman "Bill" Davis on footboard with the conductor. Ovals, below, left: Crossing Watchman P. M. Pennington. Right: Conductor W. R. Householder, a story about whom appeared in the November Magazine, Cumberland Division notes



A MERRY CHRISTMAS TO ALL BALTIMORE AND OHIO EMPLOYEES  
from their friends advertising on this page!

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THE OLD BIG-STRONG BANK

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Capital \$1,000,000 Surplus \$5,000.00

Join our 1924 Christmas Savings Club  
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A Merry Christmas

## Why Not Music This Christmas?

**\$5** Will deliver to your home any model VICTROLA in our store. Balance in very easy payments. No charges for interest or extras. Your selection of 12 New Records may be added to contract, if desired.

**\$10** Will deliver the well-known YORK PIANO to your home. Balance in easy payments. No interest; no extras.

**\$25** Will deliver a Genuine PIANOLA to your home. Balance in easy payments. No interest; no extras.

**\$25** Will deliver the Famous PREMIER BABY GRAND PIANO to your home. Balance in easy payments. No interest; no extras.

*A complete stock of Furniture from the cheapest that is good to the best that is made.*

Easy Terms. Discount for Cash.  
Delivery Prepaid Anywhere.

### The Holland Company

Furniture, Rugs, Pianos,  
Victrolas,

145 Baltimore St., Cumberland, Md.

each and every employe of the Cumberland Locomotive Shop my heartfelt appreciation for the cooperation they have so willingly given me during the past year. I hope that the same spirit of friendship and cooperation will continue during the ensuing year.

Wishing all a very Merry Christmas and a Joyous and Happy New Year, I am,  
Yours very truly,

JOHN HOWE  
Superintendent of Shop

The Baltimore and Ohio Social Club, which is composed of clerks and supervisors at Cumberland, gave a Harvest Moon Dance on October 29 in the Offices of the Superintendent of Shops and Storekeeper.

The decorations of true Hallow'een character, with leaves and foliage predominating, transformed the offices into a beauty bower which elicited much praise for the decorating committee.

Invitations were issued to employes at Piedmont, Martinsburg, Keyser and other points, and at nine o'clock an immense crowd of merrymakers filled the spacious offices, to participate in the wonderful dance program which had been especially arranged by "Peck" Mills' famous Orchestra. It was not long until the gay throng was gliding over the floor in a profusion of confetti and serpentine.

Refreshments were served throughout the evening, and our popular storekeeper presided over the punch bowl with skill second to none, while his able assistant W. E. W. served the cakes with efficiency that would make Mr. Baugh's best sit up and take notice.

It was noted that our ever smiling J. C. G. chose for his partner time and again one certain little miss and drifted gracefully through the crowd gazing upon her with a look in his eyes that seemed to say, "Love Me and the World is Mine."

We had as guest of honor, our Congressman, F. N. Zihlman, Washington, D. C., who joined the crowd and seemed at all times to be enjoying himself.

As the last strains of "Home, Sweet Home" died away and the spacious offices lost their gay crowd, our second dance was pronounced a tremendous success. Here, we wish to express our appreciation to J. C. Glenn, to whom the praise goes almost undividedly for the success of this always-to-be-remembered occasion.

A musical and literary program was rendered at the regular meeting of the Baltimore and Ohio Veterans' Association at the Odd Fellows Hall, on November 6. Several vocal solos were rendered by Mrs. T. E. Mewshaw. Miss Elizabeth Hauger acted as accompanist.

We and the Baltimore and Ohio have this in common—we both believe in SERVICE.

## BENEMAN & SON

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"Furniture of the Better Kind"

## FIRLIE & STAKEM

The Savoy Bowling and Billiard Parlors  
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Wishing You a Merry Christmas

Phone 2582

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FROM

## BOPP'S

105 Baltimore Street, Cumberland, Md.  
Better Flowers at Lower Prices

## HAMMERSMITH BROTHERS' RESTAURANT

If It's Good to Eat—WE HAVE IT  
IF WE HAVE IT—It's Good To Eat

14 South Front Street, Cumberland, Md.  
50 Rooms, \$1.00 Up Phone 2662-W

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you will be safe to get them of

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159 Baltimore St. - Cumberland, Md.

## J. E. LAMP

STAPLE AND FANCY GROCERIES

Phone 96

Cor. Maryland Ave. & Williams St.  
CUMBERLAND - MARYLAND

A Merry Christmas

## Mid-Atlantic in a Heavy Swell

First Boy: Gee don't she roll! Ain't it awful?

Second Boy: Aw, t'aint nothin. Jest think what old Jonah had?

Both boys ensemble: Aw Gee!

G. K. Seibert

The Store for Men and Boys

## SCHWARZENBACH & SON

CUMBERLAND, MD.





Charles A., son of Yard Brakeman J. B. Rudy, Martinsburg, W. Va.

The remainder of the program follows: Solo, W. E. Warner; piano solo, Miss Elizabeth Hauger; reading, Mrs. E. T. Prichard; solo dance, Catherine E. Menefee; selection, Baptist Church quartette, C. H. Taylor, Howard Johnson, Joseph Trenton and A. F. Wilson; reading, Mary Nelson Barnett; musical selection, Miss Reobbie Tenny, accompanied by Miss Thelma Hawk at piano; solo, Mrs. A. Compton. Mrs. J. F. Barnett, Ladies' Auxiliary, had charge of the refreshments.

One of the 50 new Santa Fe type locomotives for the Cumberland Division, just delivered from the Baldwin Locomotive Works, Philadelphia, made its first trip from Brunswick to Keyser on November 6 with 95 empties. The locomotives of the 6100 series, costing \$75,000 each, are capable of hauling 12 per cent. more tonnage than the Mikado types.

The engines will be delivered here at the rate of two or three a week, and will give the local division 290 engines.

Fifty Mikados will be transferred to other divisions.

Travel on the motor train between Green Spring and Petersburg, W. Va., was resumed on October 31. This train leaves Petersburg at 7.10 a. m., and returning leaves Green Spring at 1.25 p. m. The new motor is of 75 horsepower and can ascend a three per cent. grade in high gear. The train is equipped with a heating system and contains modern conveniences.

Effective November 1, the Car Department at Cumberland has been separated as between Steel Car Plant and operating forces. C. E. Howdysell has been placed in charge of the Steel Car Plant, and E. A. Connell in charge of the operating forces.

Charles Gunter, Cumberland Division engineer, who a year ago moved his family to Baltimore, Md., has returned to Cumberland. They will occupy their old home on Race Street. All the neighbors are rejoicing over the return of the Gunters, yet no one seems more pleased than "Charlie" himself who says, "There is no place like home."

Patrick Hopkins, assistant shop clerk, Storekeeper's Office, has accepted the position of M. of W. timekeeper in the Office of Division Accountant.

Another ladies' bowling team has sprung up in our midst. This one is composed of clerks from Storekeeper's Office, as follows: Misses Mouse, Burns, Hewitt and Gettle and Mrs. Marie Hopkins. It will be remembered that the girls of the Master Mechanic's Office have for a long time proclaimed themselves champions; however this newly formed team has set out to bring home the bacon and is anxious to meet our present champs. Come on, Blanche, give them a game.

We wish to express our deep sympathy to J. S. Chessirein in the loss of his dear mother.

#### Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

My best wishes for a Merry Christmas and a Happy and Prosperous New Year to all!

F. G. MAXFIELD

General Foreman

It was a great privilege to attend the recent Conference of Magazine Correspondents in Baltimore, to meet the boys and girls from all over the System and to listen to the addresses of our executives.

President Willard spoke principally upon the helpfulness of the MAGAZINE in giving publicity to the aims and purposes of the Management. He laid special stress upon the need of friendship and helpfulness between Management and men. The principal points mentioned by Mr. Willard were the desire of the Baltimore and Ohio to be a Good Neighbor; to pay an adequate wage; the right to organize and the necessity of efficiency. As he explained these things to us in his clear, understandable way, they seemed to us to be the most important things before us.

Helper Dayton Canby and Miss Ada Stumm were married in Hagerstown on October 11. Congratulations!

Carman Stanton R. Daley and Miss Viola Everts were recently married in this city. Congratulations!

President Fauver, Veterans' Association, and Organizer Ray Russler are busy rounding up delinquents and looking for new members. Keep after them, boys, they are loyal and need only a little prodding.

Martinsburg shop employees were shocked to hear of the death of Assistant to Chief Engineer G. W. Andrews. He was here only a few days before his untimely death. He has been intimately connected with our shop for many years and was a familiar figure in Martinsburg, as he visited the shop from time to time looking after the work in which he was interested. The Baltimore and Ohio has lost an efficient and capable officer and we have lost a sincere and kindly friend.

Our sympathy goes out to our fellow worker, Noah H. Walker, in the death of his father, William W., at Huntington, W. Va., on November 3. The remains were brought to Martinsburg for interment.

#### Paw Paw, W. Va.

Correspondent, M. L. SHARON

Am sorry that I was unable to attend the Conference of Correspondents in Baltimore, but Providence ruled otherwise for when we had all of our plans laid and ready for the day we were taken with a severe cold, which unfitted us for the journey.

Our neighbor, Eugene Gross, second trick operator, Okonoko Tower, brought down a fine wild turkey one day last week. He (the turkey) may have been fast in a grape-

vine! The accompanying picture shows Okonoko Tower with Mr. Gross in the window.

Mr. Henry Norton has installed a radio machine at his home on Winchester Street.

Foreman "Daddy" Shipley was on a vacation at Martinsburg and through the Winchester Valley a few Sundays ago to see relatives and friends.

The season for killing deer in West Virginia closed recently. While some of the nimrods were out in full force, for lack of space we are unable to give all names, but we have not heard of any deer being brought in unless they passed through town on foot.

Your correspondent was in Martinsburg recently visiting old friends and acquaintances. Among many we met were Horace Tabb and Harvey Peer, looking fine after their long years of service with the Baltimore and Ohio.

#### Sabraton, W. Va.

Correspondent, L. M. GUMP

We wish to take this opportunity of wishing a Merry Christmas and Happy New Year to all employees and their families. May the coming year be the most prosperous you have known.

G. T. HICE, Master Mechanic

F. R. BROWNING, Assistant Trainmaster

C. L. FRETWELL, Supervisor

On October 26 the MAGAZINE Correspondents convened in Baltimore. The conference continued throughout Friday and adjourned Saturday noon. President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood told the conference the intent of the Management toward the employees, expressing themselves as well pleased with the spirit of friendliness, good will and cooperation that exists and emphasizing the importance of the part the MAGAZINE can play in furthering this condition. Mr. Willard was especially emphatic in this respect, stating that this feeling of good will extended even beyond the confines of the Baltimore and Ohio family to the general public itself. In the furtherance of this condition, there is no more powerful agent than the MAGAZINE itself, *your Magazine*, which combines news, entertainment and instruction for all.

#### Keyser

Correspondent, H. B. KIGHT

Greetings of the Christmas Season to the Track Department and Maintenance of Way Men of the West End and M. & K. Sub-Division!



Okonoko Tower, in charge of Operator Gross



Your efforts of the past season are fully appreciated. The excellent improvements and superior conditions in our territory are the fruits of good work.

JOHN EDWARDS, JR.

#### To all Employees:

We extend the Season's Greetings to all employees in train and engine service on the West End, Cumberland Division. May you all enjoy a Merry Christmas and a Happy and Prosperous New Year.

E. P. WELSHONCE

Trainmaster

M. A. CARNEY

Road Foreman of Engines

#### To All Employees Keyser Terminal:

As the Yuletide season approaches, I desire to extend my heartiest wishes for a Merry Christmas and a Bright and Prosperous New Year for each and every one.

Also wish to thank you all for your hearty cooperation since my coming to Keyser and earnestly solicit a continuation of this.

Sincerely

C. C. PITCHER

Acting Terminal Trainmaster

A Merry Christmas and a Happy New Year to Everybody, from your Correspondent.

I want to thank "Ed" Tasker and Charlie Gosnell for their help in making the Keyser notes interesting. I appreciate the cooperation of those who have assisted me in putting our division on the map.

How I wish that our 80,000 employees might have been present when the correspondents held their first conference at Baltimore on October 26 and 27.

The meeting was an inspiration to everyone present and could each employe have been there and have heard the wonderful address of Mr. Willard and Mr. Galloway and Mr. Scheer, and our Welfare Chief, Mr. Wood, I am sure that they would have been delighted.

And could you, fellows, know the Editorial Staff personally, I feel that from right now on, you would do your part in helping to make the notes of your correspondent more interesting. I shall appreciate any notes you send me. Send me pictures—good ones that will reproduce clearly—they are wanted. Especially pictures of the ladies for there is going to be room for all of them, as Mr. Galloway notified us that he has defied the editor to print his picture (Mr. Galloway's) any more for a while.

SHUT THAT BOX CAR DOOR AND HELP STOP THAT LEAK!

Fireman Knabenshue saves a scoop every TWO miles! That helps!

WASHINGTON TOURS, THE EDUCATIONAL TRIP! BOOST 'EM!

Acting Terminal Trainmaster C. C. Pitcher has moved his family to Keyser. The Baltimore and Ohio family welcome you and your family, Mr. Pitcher.

Miss Mildred Clark, the 13-year-old daughter of Yard Brakeman Homer Clark, died at her home on Main Street, October 27, after a lingering illness. The Railroad boys, ever mindful of the burdens of their fellow workman, contributed a beautiful floral tribute. We extend heartfelt sympathy.

Mrs. L. O. Kesner, wife of Car Repairman Kesner, and Brakeman Trenton, were injured when the automobile in which they were riding, turned over, when returning from the funeral of Miss Clark. We are glad to say that their injuries were not serious.

We extend to Brakeman W. E. Spotts and wife our heartfelt sympathy in the death of Mrs. Spotts' father, Mr. Leake.

Congratulations, Mr. Stanley and Mr. Gillum! Mr. O. G. Stanley, formerly general car foreman, has been promoted to

superintendent of shops, and Mr. Gillum, former car foreman, succeeds Mr. Stanley.

Agent Earl Anderson is struttin' 'round like he was the stationmaster at Mt. Royal Station, since the waiting room at Rowlesburg has been fixed up so nice. Don't blame you, Earl. It was a big improvement.

The prospective business cards you find in the MAGAZINE were put there for a purpose. When you get a line on some passenger business fill in the card and send to me for solicitation. Mr. Beggs will be glad to know of any prospective freight business, too.

The Keyser employes have banded themselves together and have organized a bank to be known as the Union Bank of Keyser. This Bank will be capitalized at \$75,000 and stock is now being sold.

#### A CHRISTMAS GREETING

To W. E. Cumberland Division  
Employees from these  
friends!

### THE ROSEMONT RESTAURANT

ARMSTRONG STREET

KEYSER, W. VA.

Keyser's Leading Restaurant

TABLES FOR LADIES

### SNYDER BROTHERS Contractors and Builders

PLANING MILL

39 N. Mineral Street

KEYSER, W. VA.

### THE WEST END RESTAURANT

KEYSER, W. VA.

Where all the railroad men eat and their  
patronage is appreciated

### STAURING—Your Jeweler

KEYSER, W. VA.

Appreciates your patronage

Watches on Easy Payment Plan

DEPOSITS \$1,055,260.26

The First National Bank  
Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

### The Farmers and Merchants Bank of Keyser

Extends to all Baltimore and Ohio Employees  
the Season's Greetings

"The Bank that Service Built"

### THE AMERICAN THEATRE

ROWLESBURG, W. VA.

Best wishes for a Merry Christmas and a  
Prosperous New Year to our friends  
and patrons, members of the  
Baltimore and Ohio Family

Please mention our magazine when writing advertisers



Children of C. B. Gosnell,  
Assistant Car Foreman, Keyser

It has recently come to my attention that a truck handled by one of our baggage men brushed against the coat of one of our patrons leaving a spot of grease on the coat. This patron appreciates the fact that this was an accident, and perhaps could not be helped, but called my attention to it in order to prevent a like occurrence. Be careful, truck handlers, clothes cost money, and then, too, everyone is not so easy to please as the patron mentioned here.

The Steel Car Plant is moving forward by leap and bounds and "Ted," with a smile, says "Boys, we have to get our output." Needless to say they are doing it, the way the W. I's keep lining up with their new coats of paint, showing their finish and proving that the steel car force is right on the job.

A new electric crane has been added to the Steel Car Plant, with a 3000 pound lifting capacity. This means more efficiency.

A new derrick for the lifting in place of an entire assembled side of a steel hopper or rack, has been built and is in service at the Steel Car Plant.

The supervising forces of the Car Department have organized what is known as an "Efficiency Cooperation Committee." The object is to promote good fellowship and to hold meetings at which the officials are invited to meet and exchange views; also to encourage suggestion from employees.

The committee is as follows: Assistant Foreman A. K. Bazell, Assistant Foreman C. W. Farley, Assistant Foreman E. C. Kight, Assistant Foreman J. H. Shaffer, Assistant Foreman W. D. Wright, Assistant Foreman R. H. Spotts, Assistant Foreman C. B. Gosnell, secretary.

Now that the Back Shop at Keyser has been assured, we are proud to announce that Car Foreman O. G. Stanley has been promoted to superintendent of shops, covering the Box and Steel Car Plants as well as Cumberland's car forces. Mr. Stanley has been an active and untiring worker giving the Company his undivided attention and using every means in his power to give the best possible service. Working in unison with his corps of assistants, weighing every suggestion for its value and for the betterment of working facilities, he has brought the shops up to their present state of efficiency and has added to the output. Mr. Stanley's motto is "COOPERATION" and the motto is



well lived up to by his men and every effort is made to STOP THAT LEAK.

The shop forces congratulate Mr. Stanley on his appointment and promise to him their whole support to make this the most ideal shop on the System.

With sincere regret we have to report the death of Bennie, son of Engineer Blackburn. To the bereaved family we extend our sincere sympathy. Mr. Blackburn has been absent from duty for some time because of serious illness and the death of Bennie was a serious shock to him.

Thank you Mr. Tasker, for your co-operation.

One thing we saw last month was Fireman Knabenshue shoveling his watch into the furnace. What did you see?

Marshall says, "Boiler Clerk Miss Laidlow not only has a 'Boiler Form' but also a 'Cedar Chest.'"

The chestnuts that Car Foreman Keller sent to the clerical force of the Master Mechanic's Office were certainly fine and appreciated, although "Do Do" stated that some of them were "awful meaty."

Roundhouse Foreman Graney has gone over his turkey calls and gotten them in shape for the present hunting season. Miles Heron is trying to learn how to whistle like a turkey and Roundhouse Foreman Horchler has had him practice on the blower line at night.

Uncle "Jack" Griffen and "Bill" Wolfe are getting ready for their annual bear hunt. "Dodger" Murphy, as usual, will go along to carry the game.

Car Apprentice "Chicken" Avers has lost all interest in life, since he has been transferred from the West Side to the loaded track. The "Gravey Traih" now has a new crew.

We have not heard anything lately about our annual minstrel show from Boilermaker Foreman Spicer. What is the trouble, Charlie, did "Kathleen" give the hook to all the home talent?

Shop Clerk Dietz is no longer furnishing us with samples of his talent as cartoonist. What is the matter, Hugh, writers' cramps or "Little Jacks?"

The interior of our Power Plant at Keyser is among the most attractive on the System.

Our Power Plant force is to be congratulated for the interest they take in their work as well as for the neatness of their premises.

A. R. A. Clerk Orndorf is getting his axe sharpened and expects to have the office Christmas tree this year, the best ever. Our last year tree was quite a success and understand that Ethel still has the present she received last year and she has failed during the past year to attain sufficient weight to wear it.

The new pits at Keyser Roundhouse, recently completed, will greatly facilitate the handling of our heavy Mikado type power at this station. These pits, located between the Master Mechanic's Office and Roundhouse, three in number, one a drop pit, are each 200 feet long, and will be used principally for handling East End power. New pen stocks have also been installed and extensive improvements are now being made to the turntable. On the completion of all improvements authorized, the engine handling plant here will be one of the most up-to-date on the System, and the cost of handling brought to a minimum.

The accompanying photograph is of "Sam," youngest son of Assistant Shop Clerk Tasker. "Sam" states that this is

not a case of "When shall we three meet again," as this happens to be a mule.

The third trick roundhouse forces are complaining of shortage of oil and cup grease, since "Spooney" Kidwell started a growth on his upper lip.

Our congratulations are extended to J. B. Gillum on his appointment as car foreman at Keyser.

Mr. Gillum entered the service as car helper, being advanced to assistant car foreman, 1905, which position he has held at Keyser until his present promotion.

During this period he has carefully followed the advancement made in car work, both wood and steel equipment, from the former 40,000 lbs. capacity cars to our present equipment of 120,000 lbs. capacity.

Mr. Gillum is a strong advocate for Safety and many of the safety designs that are in use at Keyser, as well as at other points, are the result of his suggestions. Being a member of the City Council at Keyser, he has also had the City take such precautions for safety about the railroad premises that accidents from this cause have been reduced to a minimum.

We have not been able to secure a photograph of "J. B." but will secure one for the next issue, as we know that it will be appreciated by many of our former employes who are engaged in supervising and other capacities at other points on the System and who served their apprenticeship under him, as well as those under his present supervision.

When our Railroad was younger and our engines had not yet grown up we had among them the old 539 manned by Engineman J. H. Carnes and Fireman J. S. Coniff. One day as they stood at Rowlesburg they had their picture taken as shown here. The man in the center is O. J. Kelly, who is now, I believe, master mechanic at Weston. Mr. Carnes is now one of our pensioners and is hale and hearty. He lives at Rowlesburg. Mr. Coniff pulls the throttle on Express Train 29, between Cumberland and Grafton, and puts her through on time.

In our October notes, we mentioned the fact that Yardmaster W. H. Virts had secured some passenger business for the Baltimore and Ohio. He has just received a letter from his friends reading, in part: "I was given every courtesy. \* \* \* \* \* Since then I have been to Wheeling on the Baltimore and Ohio. One thing distinctive about the Baltimore and Ohio which I notice is the cheaper and better dining car service. I always get better service for less money in your dining cars."

*Motive Power Employes, West End, Cumberland Division:*

Appreciating the cooperation that you have given me the past year and knowing that the same interest will be shown during the coming year, I gladly wish you and yours a very Merry Christmas and a Bright and Prosperous New Year.

W. J. DIXON  
Assistant Master Mechanic

*To the Supervision of the Keyser Shops, the Segregated Forces of the Cumberland Shops, and all Employes under these jurisdictions:*

The year that is fast drawing to a close has been a very busy one and I feel that everyone has made an effort to Stop the Leak. Our work, therefore, has been not only pleasant but profitable and I am glad to WISH YOU AND YOUR FAMILIES A MERRY CHRISTMAS AND A HAPPY AND PROSPEROUS NEW YEAR.

OLIVER G. Stanley  
Superintendent of Shops

## Green Spring Timber Preserving Plant

Correspondent, E. E. ALEXANDER

Baltimore, November 13, 1923

Mr. E. E. Alexander  
Supervisor of Plants

My dear Mr. Alexander:

The year 1923, now nearing its end, has been a record one for the Green Spring Plant. You and your efficient co-workers have established a new high water mark for output and for ties and timbers unloaded and piled for seasoning. During the month of July you exceeded all records for unloading and in this way did your bit in the great common cause, namely—INCREASING THE CAR MILES PER DAY.

To the joy that comes from knowing that you have done your work well will be added the joy of the Christmas Season. That this joy may come to you all in the fullest extent is the sincere wish of the Management of the Baltimore and Ohio Railroad.

On behalf of the Management of the Railroad as well as on my own personal behalf, I extend to you all the best wishes for a Very Merry Christmas and a Happy and Prosperous New Year.

Very sincerely yours

E. STIMSON

Chief Engineer Maintenance

*A Merry Christmas All!*

Once again it is our pleasure to wish every member of the Baltimore and Ohio family, everywhere, from our heart, a Merry Christmas and a Happy New Year.

*Get after business!*

Another year is fast passing. A number of the old friends who gave us a cherry greeting one year ago are silent now forever. Ere another year marks earth's progress some of us will have joined them. We should then realize the importance of living our own lives in a most befitting manner and with as few regrets as possible, ever devoting our best efforts to the task assigned us, that each day may bring the satisfaction that comes from a duty well performed as the result of honest, conscientious effort. We submit one resolution only for the New Year, viz: Resolved, that I will strive diligently to make today better than yesterday.

*Secure one customer!*

It became our privilege as correspondent and representative of the Baltimore and Ohio MAGAZINE in this community to attend the Conference of Correspondents held in Baltimore, "Home of the Baltimore and Ohio," on October 26 and 27. And we could well fill our allotted space with the impression and inspiration received from this Conference. It was a decided success from start to finish. The address of Mr. Willard Friday morning, as he explained the purpose of the MAGAZINE, made a lasting impression upon all.

Under his encouraging explanation the MAGAZINE assumed new proportions and importance and the correspondents present were made to realize their responsibility, one far greater than simply reporters.

Clinched by Mr. Galloway's able address Saturday morning and the addresses of General Manager Scheer and Mr. Wood, welfare superintendent, Friday night, it truly was an occasion of educational lectures. A meeting, we estimate, will pay 100 per cent. plus.

The entertainment provided was worthy a conference of highest type and character: the trip of inspection around the Port of Baltimore, the delicious dinner with singing by our own Glee Club, our own entertainers



and last but not least the thrilling football game between Princeton and Navy, Saturday afternoon, where Mr. Willard's illustration of real enthusiasm was most vividly exemplified. And we are assured results will prove to our Management that it all was justified.

*Get busy—get business!*

It was with deepest sorrow that we learned of the passing of George W. Andrews, assistant to the chief engineer of maintenance, as recounted elsewhere in this issue. We knew him as a "friend" for a number of years, and whose kindly advice and counsel we greatly prized. We admired him not alone for his bigness but for his gentleness as well. Words fail when we try to express our sympathy to his loved ones. We can only commend them to the only comforter mortals have been able to find in such sorrow, for we too loved George Andrews.

*You can help make a better railroad!*

Consistent with its efficient conservation policy our Company has installed thirteen experimental tie test sections in main track covering more than 20,000 ties. Here a most careful record of every tie placed, kind of wood, treatment given, traffic conditions, etc., is made. In addition to these we have fourteen one-mile renewal sections on which the life of ties of various grades, treated and untreated, under all conditions, is carefully studied and compiled. An annual inspection by a representative of the chief engineer of maintenance, assisted by the officers of the Division on which they are located, is made. It is a part of our duty and privilege to assist in the inspection of these ties, the interest increasing as the battle between life and destroying agents goes on from year to year. The oldest of these test sections was installed between Windsor and Blanche in 1911. And we consider it of such great interest to employees that we have requested C. C. Crook, our maintenance engineer, to write a brief illustrated account of it for our MAGAZINE. It should be of especial interest and beneficial to our division engineers, supervisors and track foremen.

*We serve 15,200 communities!*

The record of the Railroad for the current year is certainly one of fulfillment and promise. Increased car miles, increased car loading, increased car handling, absence of congestion, etc., have established a record for private control and ownership.

*Born February 28, 1827.*

The new Santa Fe Type engine of the 6100 series has attracted much attention of employees and the public.

*Today—10,273 miles, 80,000 employees, 13 states.*

Carpenter Foreman G. R. Clark has been placed in charge of the framing of ties and bridge ties of the entire system, the work to be done at the Plant. After framing, these ties are given the preserved life treatment to aid them in their struggle against decay and very materially stop one leak.

While a member primarily of all divisions, we feel rather proud that the Cumberland Division duck pin team defeated the Baltimore Division team recently by a wide margin.

*One hundred years old in 1927.*

Our No. 8 tie storage track has been practically completed and is filled with ties seasoning for treatment. We have in round numbers 1,100,000 ties in storage, 60,000 over previous high record.

We are glad to see the "old" right of way ties come in before it is too late for us to preserve them. We can not make a rotten tie good. We can only make a good tie last longer.

Enlargements of our Plant are being pushed. This includes an additional treating cylinder with necessary appliances for handling increased demands upon the Plant.

We are glad to note that paper of our safety committeeman, E. Allen, was selected for publication in November Safety Flashes. We are still plugging along.

Another industrial leak that we believe will be given closer study in future years is the labor turnover. A leak difficult to stop.

The elimination of two crossings at grade between Green Spring and Springfield by the Baltimore and Ohio and the County, jointly, marks another step forward in a progress that refuses to be checked.

G. C. Conley is having an Arcola hot water heating plant installed in the Company bungalow occupied by him.

*The famous Capitol Limited!*

Operator J. D. Rockwell has joined the automobile crowd, having recently purchased a Ford touring car. We notice some blisters on his "sending" hand.

Operator V. D. Twigg has purchased and moved into the Edgell property.

Agent F. G. Catlette has moved into the Taylor house vacated by Mr. Twigg.

*Best train in the world!*

In the Green Spring crowd, Whitlock keeps the lines open, Saville and Wolford keep the wheels turning,

Vatlette looks after the revenue, Kaylor rushes the telegrams, While the Tie Plant treats the ties.

One result of the Baltimore Conference was the coupling together of the correspondents into one solid train for a united purpose instead of standing singly on various sidings.

We had hoped to write them all but could not so here's our greeting to you: A better employee—a better railroad in 1924—LET'S GO.

**Connellsville Division**

Correspondent, C. E. REYNOLDS

*To All Employees, Connellsville Division:*

The year just passed has been a prosperous one for the Connellsville Division, this having been brought about by the spirit of cooperation existing between Management and employees, and I desire to extend to all officers, employees, their families and friends, my best wishes for a Merry Christmas and a Happy New Year.

Sincerely,

G. W. MARTIN  
Superintendent

Christmas Greetings, and Happy New Year to all!

Supervisor A. E. Dwire, S. & C. Sub-Division, is walking around now-a-days with a broad smile that won't come off. Why? Because of the arrival of his first granddaughter, on September 12, at the home of his son and daughter-in-law, Mr. and Mrs. J. E. Dwire, Somerset, Pa. The little one has been named Betty Leone. Congratulations!

A baby girl arrived recently at the home of Brakeman and Mrs. J. C. Schrader, Somerset, Pa. Congratulations!

We have been informed of the recent wedding of Brakeman O. R. Leer, S. & C. Branch. Heartly congratulations!

The stork recently visited the home of Fireman and Mrs. Fred Damico, and left a fine baby girl. The little one has been named Pauline.

Miss Carrie England, yard clerk, Somerset, Pa., has been confined to her home on account of illness. It is hoped that she may soon be able to resume her duties.

Your correspondent was unable to attend the Conference of MAGAZINE Correspondents held in Baltimore, Md., October 26 and 27, but was represented by E. E. Shank, assistant chief clerk to superintendent, who discoursed at length, upon his return, on the favorable impression he received of Baltimore during his short visit to that city, and more emphatically of Baltimore hospitality.

The inspiring speeches of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, which contained only words of friendliness and helpfulness are an indication that the Baltimore and Ohio Railroad will not only remain in the lead of all other railroads, but will advance to a goal yet unattained. It is gratifying to carry this message to each employee on the Connellsville Division through the MAGAZINE. The knowledge that each individual employee, regardless of department, title or rate, is a cog in the wheel of the Baltimore and Ohio, which revolves smoothly only by co-operation and an energetic application of energy and care, and a determination



CONNELLSVILLE IS PROUD OF HER HANDSOME MEN  
Left: C. R. Radcliffe. Center: C. R. Burns. Right: William Finn





Edward Whipkey, age eight months

that the Company will benefit by our endeavors, should spur us on, and be an incentive to do our bit, willingly and faithfully.

The fact that the Baltimore and Ohio Railroad is in the front is evidenced by the request of the Siamese Minister at Washington, D. C., that two natives acquire practical railroad experience on our road. At the present time, one of these gentlemen, Vara Virakorn, is covering the Connellsville Division with Traveling Car Agent Fisher and is fast learning the intricacies of the railroad game. We consider ourselves honored.

Harry R. Humphrey came into the office and advised that he had just returned from an enjoyable vacation in Baltimore, Philadelphia and New York, visiting some of his old-time friends and relatives. Harry also said he went fishing and made a nice catch—STOP. If we tell any more, it would be a fish story.

The old axiom "The Pen is Mightier than the Sword" might also be applied in a fitting manner "The Ford is Mightier than a Steam Roller," judging from a recent encounter which our genial Agent W. T. Bateson, Leckrone, Pa., experienced.

Mr. Bateson commutes between Uniontown and Leckrone daily, using a Lizzie for that purpose, and until a few days ago he has never had anything dispute his right to eminent domain of one half the road. On this morning, however, it was drizzling rain and it happened that a steam roller had figured that this would be an excellent day for it to slide over the highway unobserved. Just as Mr. Bateson and his Lizzie came over the brow of a steep hill, he observed in the middle of the road what he at first took for a war tank in action. Being in close quarters and running at a speed which only a Ford can make, there was no other alternative left than for him to ditch his machine, or attempt to knock the steam roller off the road. He essayed the latter, and as a result lost two hub caps and part of one fender, while the operator of the steam roller, in a vain effort to clear the highway, landed it in the ditch, congratulating himself that Mr. Bateson was only capable of driving one Lizzie at one time.

The wife of a Methodist minister in West Virginia has been married three times. Her maiden name was Partridge, her first husband was named Robin, her second Sparrow and the present one is Quail. One grandmother was a Swan and a grandfather was a Jay. He's dead now and a bird of Paradise. The family lives

on Hawk Avenue in Eagleville and the fellow who wrote this is a Lyre. (*Some Bird.*)

Your correspondent desires to solicit your assistance in placing the Connellsville Division notes in the "Among Ourselves Column" where they belong—in the forefront: To do this, however, it is requested that each employe on the division consider himself or herself a committee to report interesting and constructive incidents to him so that proper mention can be made in the columns of the MAGAZINE. You appreciate that it is difficult, if not altogether impossible, to cover the entire division as it should be. With your co-operation and assistance a big task can easily be taken care of. Please feel yourself privileged at any time, to drop us a line or more.

The Superintendent's Office is graced with a new face, belonging to Miss Mary Gallagher, who was transferred to this office from the Division Engineer's Office. We were sorry for the division engineer until we learned that the vacancy had been filled by Miss Nell Berlin who, we know, will soon learn to fill Mary's shoes.

Didcha' notice that Assistant Train Master McClelland doesn't laugh much any more? Didcha' wonder why? He's lost his teeth!

Our messenger, Edward, reports that on September 3 he saved some coal for the Baltimore and Ohio by giving the engineer on No. 42 a pair of old shoes to burn up. His efforts have earned him the title "Economizing Ed." For the benefit of those who read this article might state that there appears elsewhere mention of this young railroader. Judging from his youth and the manner he is helping save coal, we can well expect bigger things—later on.

We regret to announce that Thomas McIntyre, first trick operator, "D" office, Connellsville, has been away for sometime because of illness. We know that "Mack's" many friends will be sorry to know this, and hope for his speedy recovery.

Yes, W. C. McClelland, our congenial chief tonnage clerk has taken unto himself a wife—the date, September 17. "Mac" always did say that two could live as cheaply as one. Congratulations!

On the evening of October 31, a farewell dinner was given to Chester R. Burns, road foreman of engines. Covers for sixteen guests, staff officers of the Connellsville Division, were laid at Pleasant Valley Country Club. Following the dinner, talks were given by many of the guests. A handsome traveling bag was presented to Mr. Burns by Trainmaster McElheny on behalf of guests present, as a token of esteem. Mr. Burns and his family left Connellsville on November 3, for Los Angeles, where he has accepted a position with the Southern Pacific Railroad Company just before Mr. Burns left for Los Angeles, he was presented with a fine gold watch and chain by his office force and engineers and firemen of the Connellsville Division. Mr. Burns had a wide circle of friends on this division, and we were sorry to see him go. We know that he will succeed in his new work.

#### But Not Twice

Young Mother: "What in the world makes the baby cry so?"

Ditto Father (wearily): "I suppose he overheard me say that I managed to get a little sleep last night."

—American Legion Weekly

## Pittsburgh Division and Terminals

Correspondent, E. N. FAIRGRIEVE

To My Staff, Junior Officers, and Employees:

Reviewing the year which we have just passed through, I cannot help but be thankful to each and every one of you for the splendid assistance which you have given in bringing success to our Company.

As a whole, the year has been successful, and with the coming year so full of promise for even a greater business—I bespeak that same loyalty and fidelity which you have always shown "OUR RAILROAD."

E. A. PECK

General Superintendent

Your correspondent had the pleasure of attending the conference of MAGAZINE Correspondents held at Baltimore, October 26 and 27, in the interest of the Baltimore and Ohio MAGAZINE.

During this splendid and inspiring conference, unique in its character as being the first ever held in railroad circles, we were given the unusual opportunity of listening to President Willard, who gave us an inspiring talk concerning the policies of the Baltimore and Ohio with reference to the desired relationship among employes and to the public.

President Willard's address was full of helpful thoughts, and contained many suggestions from which could be derived a conception of the mutual relationship, the spirit of friendliness and helpfulness which now prevails among the employes and between the Management and the employes all over this great railroad of ours, a wonderful asset in itself. But when he said, "I wish that every employe, in the performance of his or her daily task would feel that they were doing the things, not because they had to, but because they wanted to," he expressed a sincerity of purpose, a thought uppermost in his mind, which stands out, pre-eminently, as a message of peace and good will, so appropriate for the season about to be ushered in. This was a beautiful wish, so amiably expressed, brimful of meaning to the vast Baltimore and Ohio family, and I am glad of the opportunity to present it to you through the columns of the MAGAZINE, knowing, as I do, that it came right from his heart.



Lloyd Stephens, age four, nephew of Brakeman Ghrist



We had the pleasure also of listening to excellent addresses by Vice-President Galloway, General Manager Schcer and Chief of Welfare Wood, the dominating note of which broadcasted a message in accord with the expressions of President Willard.

It is the privilege of the MAGAZINE to further this spirit by keeping the employees informed of what the Baltimore and Ohio is trying to do and how, by keeping us posted on current events, and providing helpful reading in general. This friendly and helpful spirit is the essence of our Christmas message to you, and in voicing a Yuletide greeting, we could not wish a more wonderful thing than that this spirit may grow and thrive among us as the years come and go in our relationship with the Baltimore and Ohio family.

It is gratifying to be able to inform you through these columns that the Pittsburgh Terminal Division gained in revenue from check weighing the sum of \$354.75 during the month of August, approximately 11% of the total gain of the Eastern Lines. This is fine, and all concerned in making it possible are to be commended for their part in this effort. It is the result of cooperative effort, much appreciated by Superintendent Booth and the Management.

The cute little fellow shown in the accompanying photo is Master Lloyd Stephens, age four years, nephew of Pittsburgh Division Brakeman A. B. Ghrist. His is the smile of contentment, as he sits on his "Choo-Choo" rarin' to go!

Our old, trustworthy, reliable employee John McLain, Traffic Department, whose heart was recently pierced by Cupid's dart, surprised his fellow employees when he took unto himself a wife in the mature years of his life.

The news of John's romance came like a whirlwind to his friends and fellow employees on the Baltimore and Ohio.

Brother John and his bride have just returned from a trip to the Pacific coast. He says he feels as though he had been to the Fountain of Youth. Come on, you fellows who are feeling old and crabby, take an old man's advice and feel young.

We extend to Mr. and Mrs. McLain our heartiest congratulations and best wishes for their future happiness.

Do you know that in the first six months of the present year, there were over a quarter of a million, or, to be exact, 279,628 automobiles observed passing crossings of the Baltimore and Ohio. Think of it, folks, and of this vast number of machines, 212,469 drivers took heed of the ever present "Stop-Look and Listen" warning and passed over the tracks in safety. Twenty four per cent. of the drivers who crossed the tracks took no heed whatever, and some of these are no longer residents of this mundane sphere. The toll of lives taken in crossing accidents yearly is appalling. This does not prove that preaching safety is useless, but that continued safety preaching is imperative and that our efforts should be redoubled in the practice of the great slogan, *Safety First*. Are you an adherent? Think of what it means to yourself and your dear ones at home!

**EDITOR'S NOTE.**—A little bird has brought to our office today the accompanying photograph. Pittsburgh Division people will recognize it as Mrs. J. C. McGregor, many others will recognize it as Miss Mary Breen. They were made one and the same person on November 13.

Miss Mary Breen was for several years an assistant correspondent of the MAGAZINE

and it is with regret that we have been obliged to comply with her request that she "be dropped from the list." She was in the employ of the Baltimore and Ohio about six years, her last service being in the General Superintendent's Office, Pittsburgh. She left the service on November 10, but will still have the interests of our Company at heart, because "her man's an engineer."

Girls in the General Office at Pittsburgh held a shower for Miss Breen on the evening of November 9. There were many beautiful tokens of the high esteem in which she was held. Between laughing and crying, our Mary was—for the first time in her life—absolutely at a loss for words! And she's Irish too. Among the useful gifts were a rolling pin, for use in the management of her husband and a flat iron to iron out any little domestic difficulties.

The members of the MAGAZINE staff have sometimes had occasion to visit the General Offices in Pittsburgh. They were always sure of a cherry smile and a warm greeting from Mary, and while they'll miss her, they join her many friends in wishing Mr. and Mrs. J. C. McGregor every possible joy and happiness in their married life.

#### Master Mechanic's Office, Glenwood, Pa.

Correspondent, JANE P. PASSMORE

The best way I can express my feeling about the Conference of the Magazine Correspondents is to say that I wish I could have taken all our Baltimore and Ohio Family along. At the meeting on October 26, we were fortunate to be addressed by our President, Mr. Willard; and to hear Mr. Willard express his views and wishes for our Railroad was a treat; especially his wish and hope that the feeling of good fellowship and neighborliness among the employees of the Baltimore and Ohio may be the biggest thing among them. We also were addressed by Vice-President Galloway, and again this feeling of trying to "Pull Together" was manifested. On Friday night at the Banquet at the Rennert Hotel, we were addressed by General Manager Scheer, who gave a brief outline of the history of the Railroad, covering the time when the first engine was run, etc., and I can tell you it was the most interesting thing I have ever heard. At the same banquet, Chief of Welfare Wood gave a most interesting talk.

Speaking of good fellowship—I feel that there was nothing but good fellowship among that crowd of correspondents. All I have to do now is glance through my last issue of the MAGAZINE and read the different names of the Correspondents and I can see it all again. So help me to do our bit, and let me have anything "newsy", so that we may all be able to promote that friendliness through the items in our MAGAZINE.

Lots of smiling faces around Glenwood these days—Time Clerk H. J. Ternent can't help smiling—all on account of a little daughter arriving at his home. Also R. A. Merkel, roundhouse clerk, who wears a smile on account of the arrival of a daughter.

Our sincere sympathy is extended to Electrician and Mrs. R. W. Reilly in the sad loss of their little daughter, after a short illness of Scarlet Fever.

Demmler, Pa.

Who can say that there is a more agreeable crew than Engineer Shuster and Fireman Diggan. They don't come any better. Hats off to Mr. Shuster!

Yardmaster Rush has an awful —time claims he would be sitting pretty if it were



Miss Mary Breen, a valued correspondent of the Magazine, who has left us to make somebody else happy

not for ash cars. Cheer up, George, it could be worse.

The other day while glancing through a current magazine, I noted the following, which appealed to me quite a bit; in fact so much that I cannot help but quote it:

#### Do You Do Your Work Only by the Day?

"If you are a child, building a little house of blocks, you don't care much how it turns out. You know you're going to tumble it over in a minute or two. But if you are a grown man, building a house in which you expect to live your whole life—ah! that's different, isn't it? It's the same about work. If you do it only 'by the day,' you don't care much what you make of it. But if you intend to live and die with it, you put your best into it all the time. If that doesn't spur your ambition, nothing will."

These few words hit the right spot, and it is the way we should feel about our work with the Baltimore and Ohio. As President Willard said, "We should not say that we are working for the Baltimore and Ohio, but that we are with the Baltimore and Ohio." Let's all feel this way and I know we cannot help but make it a better Railroad if possible.

To the Employees of the Baltimore and Ohio Railroad Company, Pittsburgh Division:

As we all know, the year 1923 has been a busy one on the Baltimore and Ohio and the results have been gratifying. This has come about through the cooperation of all our men. I wish each and every one of the employees of the Pittsburgh Division, the Merriest Kind of a Christmas for themselves and families, and the Blessings of a Happy New Year, with a wish that we will all be able to wish one another the same greeting next year.

Very truly yours,  
C. E. McGANN  
Division Master Mechanic  
Glenwood Shops

Correspondent, EDRIC C. GREAVES

To my fellow employees of the Pennsylvania District I extend the Season's greetings and trust that our associations during the coming year will be even more pleasant than they have been in the past.

F. P. PFAHLER  
District Master Mechanic

A Merry Christmas from the Correspondent!



Love, peace and good-will are the underlying motives that prompt this salutation. Christmas, the birthday of the Redeemer, typifying the regeneration of man, carries us back to the dawn of the Christian era—yet we can in fervent imagination still hear the song of the angels that announced the good tidings, and see the wonderful Star of Bethlehem that fulfilled the prophecies of old, just as vividly as did the shepherds over nineteen hundred years ago. With this spirit, we rejoice that we can extend this greeting, in its full significance, to all the readers of the MAGAZINE.

It was our good fortune to attend the Conference of the MAGAZINE Correspondents in Baltimore on October 26 and 27.

We would not have missed it for anything in the world. It was a privilege to listen to the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, and to feel the spirit of friendliness and helpfulness which obtains between the employes and the Management all over the railroad. There is no doubt that this esprit du corps will be maintained and encouraged through the columns of the MAGAZINE by acquainting employes with what the Management is trying to accomplish and keeping them informed on current events. In common accord with our associate correspondents, we voice the sentiment that the spirit of friendliness and helpfulness, which obtained throughout the conference and which is the essence of the true Christmas spirit, will wax stronger and stronger as the years come and go.

G. A. Bowers, assistant master mechanic, Baltimore Terminals, has been at Glenwood performing some special work for the Mechanical Department. Mr. Bowers seems to possess the faculty of always being cheerful, which, to a great extent, accounts for his success in obtaining gratifying results.

Four more switching locomotives were built in Glenwood Locomotive Back Shop during the months of October and November, viz., Nos. 1010, 1011, 1013 and 1014.

There are 1041 men employed at present in the Glenwood Locomotive Back Shop. In the Company's program of modernizing its locomotives, this shop is assigned a certain output for each month. This indicates that the Baltimore and Ohio prefers to employ its own forces to maintain engines.

It is better to wash five fingers at the end of the day than to wish you had them. Moral—Don't wear gloves when working around moving machinery.

Aftermath of the MAGAZINE conference: Sunday, October 27, Train No. 9, Pullman passenger—"I've lost my diamond scarf pin." Porter diligently searches without success. A few minutes later: MAGAZINE correspondent—"Here's your pin, sir." (Found in aisle of car.) Passenger stated he frequently went to New York via another road; promised, however, he would use the "Capitol Limited" in the future.

One of our photographs is of A. E. Heinzenberger, who, until recently, has been the official photographer at Glenwood. He has been advised by his oculist to give up studio work and is now employed in the Office of District Master Car Builder. We are indebted to him for the many photographs which have appeared in the MAGAZINE from this and outlying sections, among the most recent being the views of the Galloway-Fries Day at Cincinnati. He has always answered every call cheerfully and his loss in this particular work is deeply regretted. Mr. Heinzenberger

entered the service of the Baltimore and Ohio in September, 1911, being assigned to the Car Department. Photography is a side issue with him.

While it is appreciated that every Baltimore and Ohio agent is a good one, yet we have at Glenwood Station, in the person of J. W. Dashiell, one to whom we cannot accord enough praise. He entered the service at Glenwood on January 15, 1904 as ticket agent and Relief Department depository. His duties are various, many of them being self-imposed. In addition to being ticket agent, he takes care of all the outgoing and incoming mail for the various departments at this point; delivers pay-drafts to the trainmen and maintenance

of way employes; personally attends to the delivery of the MAGAZINE, oftentimes making hand to hand distribution of it to the craftsmen in the different shops, etc.

When Mr. Dashiell first entered the service at this station, the deposits in the Savings Feature, Relief Department, averaged from \$2,000.00 to \$2,500.00 per month; at the present time, the monthly deposits amount to \$15,000.00 or an annual total of \$180,000.00, the increase being largely due to his personal effort and interest and the high regard in which he is held by his fellow employes. He is frequently consulted by members of the Relief Department when they desire to build their homes, or on matters relative



### SAFETY FIRST WAS THIS MAN'S MOTTO



### GLENWOOD, PA.

Upper row, left to right: Shop Order Supervisor W. E. Mohler explaining the schedule to Machinist John Meier. Little Thomas, son of Assistant Chief Clerk to District Master Mechanic. Walter W. McPherson, talking to his pal, Machinist L. Newcomb. Second row: A. E. Heinzenberger to whom the Magazine is indebted for many of the fine photographs from Glenwood. Center: Wear your goggles, there's only one "I" in the alphabet. Practice Safety First. Right: Agent J. W. Dashiell, Glenwood. Third row: Glenwood Back Shop Employment Office. Lower picture: Glenwood Passenger Station



to the investment of funds. A quiet and unostentatious gentleman is our agent, ever courteous and obliging—"not because he has to be, but because he wants to be."

The Power Plant at Glenwood is to be made the best and most modern on the System by a recently authorized \$33,500.00 improvement, which includes a modern fireproof enclosure for the new larger capacity high tension transformers and oil switches in the east end of the building, the removal of the wall between the engine and air compressor rooms and the installation of a 3,750 cubic feet motor driven air compressor. The air compressor will be of the latest improved type. No gears are used, the 500 horse power motor operating the two-stage compressor directly through cranks, one on each side of the motor shaft. In connection with this improvement, the Duquesne Light Company is replacing their present 11,000-volt wooden pole transmission line to the Baltimore and Ohio Glenwood Plant with steel towers, which will support cables seventy feet above the ground, so that they will clear the booms on our locomotive cranes. The new line will be constructed for 22,000 volts, which it is proposed to use at some future time.

Division Storekeeper J. R. Orndorff is a great booster of the Baltimore and Ohio. He recently returned to duty after an absence of two years, having been granted a furlough to accept the position of special inspector, United States Railroad Administration, and from the experience gained in the performance of his duties while with the government, he states that the Baltimore and Ohio, in railroad efficiency, is second to none. In his work of checking the period of government operation and auditing claims of many of the larger roads, he had an opportunity of studying the methods and practices in vogue and of making comparisons. He firmly believes that the Stores Department, as at present organized and operated on the Baltimore and Ohio, like various other departments, gets closer to the real facts regarding the material and supply situation, that the reports rendered give a clearer analysis and that the stock balance is kept under better control, resulting in economy in the amount of capital invested. This was forcibly illustrated recently, when the general storekeeper of one of the largest railroads in the country visited Glenwood personally to investigate how it was possible to turn over a million dollar stock within sixty days. Systematic and intelligent handling, strict economy and loyal service are the contributing factors, and the rank and file of the Stores Department at Glenwood feel proud that they contribute to the success of the BEST and ONLY.

Another photograph shows the Employment Office of Glenwood Back Shop in operation. The office was originally opened on March 1, 1923, previous to which time the employment of various craftsmen was taken care of in the Office of Superintendent of Shops. Because of congested conditions, the need for more adequate facilities was apparent and it was decided to organize a distinct and separate department for this work. The office is manned by craftsmen, one from each of the Locomotive and Car Departments, whose duties are to see that applicants are examined by the Company's physician to determine whether they are physically qualified to perform the work in connection with their trade, to examine and supervise the preparation of application forms, etc., thus relieving the supervisory forces of the shop of questioning the applicants as to their qualifications. During the four-day period, October 29 to Novem-

ber 1, inclusive, a total of eighty-nine men was handled by this office, or an average of twenty-two a day.

W. E. Mohler, shop order supervisor, Glenwood Locomotive Back Shop, is shown in the accompanying photograph explaining in detail to John Meier, machinist, the graphic chart posted in the shop showing engine schedule performance. This chart is designed to show the date each engine is placed in shop and the original date scheduled to be turned out, each day's setback being indicated by a red dash and the number of shop days lost by each setback. It also shows the number and per cent. of engines that were released on the original scheduled date, as well as the number and per cent. of engines that were late on their original scheduled date.

The Efficiency Bureau was established at Glenwood during July of this year with a personnel of five practical shop inspectors. This organization is carrying out the policy of efficiency in its true meaning—to help and to correct—not to criticize. With this thought in mind, the organization has recommended and effected more modern methods of performing certain classes of work, improved facilities and is in general working toward standardization and scientific shop management.

The Bureau has met with the hearty cooperation of the foremen and workmen. All fully understand that the benefits derived from the efforts of the Efficiency Bureau, will be shared by all, thereby securing the maximum of prosperity for all concerned.

#### Glenwood Back Shop

Correspondent, FRANCES E. LEEPER

Greetings. It is my pleasure to extend to my fellow employees at Glenwood Back Shop, a Merry Christmas and Happy New Year. I trust that our relations in the future will be even more pleasant than those of the past.

C. M. NEWMAN

Superintendent of Shops

Merry Christmas from Frances E. Leeper,  
Correspondent

It is hoped that Mother Nature will clothe this dear old World in a blanket of snow to make realistic the Christmas Spirit that is in our hearts, and may Greetings be extended to all our fellow workers, because we want to extend them and not because we feel that we have to.

"There is no city like Baltimore, positively no state like Maryland." You may wonder that I, a true Pittsburgher, say this and you are right when you guess that I have heard it from more than one Baltimorean who has come to Glenwood to work and make his future home.

After hearing this expression, I was more curious than ever to see Baltimore, the birthplace of our wonderful "Baltimore and Ohio." The opportunity for me to visit Baltimore never came until the MAGAZINE correspondents were called there for a conference. Well I went, arrived home safely and had a wonderful time. Besides being entertained by the famous Baltimore and Ohio Glee Club, I had the pleasure of hearing our President, Mr. Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, who all spoke of the work the MAGAZINE is doing and how it is helping to a better understanding between the Management and the Employees. Mr. Willard also said that it is the desire of the Management to be fair and square with everyone and that this can only be obtained by cooperation.

The memory of the first Baltimore and Ohio Magazine Correspondents' Conference will always linger in my mind, because I have seen Baltimore, have met Baltimore people, eaten Baltimore oysters (the first I ever ate).

The buzzer system, Superintendent of Shops' Office, is working again, thanks to R. W. Eves. Oh, yes, Mr. Eves was noted several evenings leaving his office attired in overalls. Take them off, R. W., we know you!

The speedometer on our Neostyle Machine has disappeared, screws and all. Will the Ford owner who has stolen this piece of machinery kindly return it to Frank Rush?

There was quite a commotion among the girls last week, when Carl Knocke, secretary to superintendent of motive power, walked into the office. Watch your step, Carl, the girls have your number.

General Car Foreman Battenhouse has a new member in the family. It's a son-in-law this time. Congratulations!

With pleasure I noted G. W. Haulenbeck's brief and complimentary description of Pittsburgh. Yes, Baltimore, we are sailing, even though it is through clouds of smoke.

Foxburg, Pa.

Correspondent, D. H. KIRKWOOD

Your correspondent had the pleasure of being present at the Conference of MAGAZINE Correspondents held in Baltimore on October 26 and 27. Correspondents from all over the System were present and each one of us had the pleasure of shaking the hand of President Willard and listening to him speak. He emphasized the feeling of friendliness and helpfulness which obtains amongst the employees and between employees and Management. From his address your correspondent takes this as his motto: "Justice and a square deal for all." Vice-President Galloway, General Manager Scheer and Chief of Welfare Department Wood also spoke to us along the same general lines, showing clearly the thought that is uppermost in the minds of all our executives.

Mr. Scheer was to tell us in thirty minutes all there is to know about the Baltimore and Ohio. That thirty minutes went too fast, however. He could have talked for a week and then not be finished telling us all there is of interest about our Railroad.

Mr. Haulenbeck, the youngest old man in the service, (he is over 80 years of age) gave us a brief outline on how to keep young. If he is as popular with the ladies—as we believe he is—in every day life, as he was at the conference, there's a reason. Mr. Scheer said it is easy to see that Mr. Haulenbeck is not a C. T. man since he is young at the age of eighty.

Your correspondent gathered that the executive officers feel that the MAGAZINE has been a useful instrument for good on the road. We all do. Here's to a better and more successful MAGAZINE every issue.

Agent L. T. McDaniels, Sheffield Jet., experienced some thrills and excitement up in his jungles recently. As he was going over the hill for a pail of water, he heard a slight noise. Looking around he saw it was a black bruin feeding on some apples under a tree. When Mr. Bruin saw our congenial agent he evidently wanted to make friends, or perhaps to be a "Good Neighbor." To Mr. McDaniels this was worse than meeting a yeg on the dark streets of Chicago or New York at



night so he decided that this was no place for his daddy's son. We are told that the famous horse "In Memoriam" could not hold a candle to "Mac" as he made for the home stretch, leaving hat and water pail far behind. Through the kindness of an exponent of the Baltimore and Ohio slogan "A Good Neighbor" the missing articles were later recovered.

Friends of the Hon. F. L. Harvey will be glad to know that he has been elected Judge of Clarion County. He was endorsed by the Railroad Brotherhoods of Foxburg and received practically every vote in the district, which is composed almost entirely of railroad workers. At rallies held in Foxburg on November 5 and 7, a number of employees spoke in his behalf. Judging by the speech made by Engineer J. A. Galens, who formerly resided in Scranton, we are led to believe that he must have taken a course in speechmaking at the famous Scranton Schools.

Conductor George D. Wise and Engineer A. C. McVoy will shortly move into their beautiful new homes on the hill.

The stork has been pretty busy here of late. He left a boy at the home of Fireman and Mrs. L. M. Shultz, another boy at the home of Fireman and Mrs. C. C. Edinger, and still another boy at the home of Machinist Helper and Mrs. L. M. Shirley. At the home of Car Repairman and Mrs. C. K. Klinger he left a fine baby girl. Congratulations! The future Baltimore and Ohio boys have the majority three to one.

Boilermaker James O. Dunmire is giving dancing lessons to a class, principally composed of Baltimore and Ohio employees. Machinist P. S. Millet is one of the leading students and we are told he will soon be ready to step out into life as a regular Rudolph Valentino.

Machinist Percy Millett has organized the Foxburg Athletic Club. It is interesting to see the third trick force knocking each other about each morning. This shift is known as the "Cheese Branch" of the Club.

### Monongah Division

Correspondent, ANNA MARY UNKS

As the happy season of Christmas approaches we stop to ponder on the great glory and peace that God sent men on the night His Only Begotten Son came into the world. It is my sincerest wish that this wonderful spirit may be felt by each and every individual on the Monongah Division. May 1924 be a prosperous year and one filled with the realization of goals aimed at, through faithful service with the Baltimore and Ohio.

Sincerely

M. S. KOPP  
Superintendent

One of our photographs this month is of the oldest Monongah Division member of the Baltimore and Ohio Relief Department. He is James Dulin. He was born in Rappahannock County, Virginia, on April 29, 1834. He entered the service of the Baltimore and Ohio as a carpenter, on April 4, 1864, in which capacity he continued until injured in the Wheeling wreck in 1871. After this accident, Mr. Dulin was sent to Newburg, W. Va., where he worked as stationary engineer and pumper, under Foremen William White and Andy Lee. When he retired he was under the supervision of Foreman James Aldridge, the latter being still in Baltimore and Ohio service at Martinsburg, W. Va.

Mr. Dulin was in the service for forty-nine years and will be ninety years old on his next birthday. He reads—without glasses—the *Baltimore Sun*, as he did before the Civil War and today is as spry as many younger men of forty-five. He is an active member of the Baltimore and Ohio Veterans' Association, Grafton Division No. 11.

The monthly meeting of The Baltimore and Ohio Veterans' Association was held on November 5, and a jolly time was had by all. Your correspondent, A. M. Unks, was introduced by F. M. Keane and W. E. Hodel, and delivered an address on the Baltimore and Ohio MAGAZINE and the conference held at Baltimore on October 26 and 27, which we are sure will prove of benefit both to the MAGAZINE and employees.

Miss Ada May Beale and Miss Bollinger sang sentimental and comic songs. Mrs. R. A. Walker and little "Joe" Grinnan gave readings, much to the delight of the Veterans and all who were in attendance.

James McClung, former assistant superintendent of the Baltimore and Ohio at Grafton, has accepted the position of terminal superintendent, Western Maryland Railroad, Baltimore, Md. On his departure from our little city, Mr. McClung was presented by A. H. Freygang, in the name of all the clerks on the division, with a ring bearing the Masonic 32nd degree emblem. He also received the best wishes of everyone on our Division.

Clarksburg, W. Va.

Correspondent, VERNON A. LYON

Your correspondent wishes everyone a Merry Christmas and a Happy New Year. May the same friendly and helpful spirit continue to create good feeling between the Management and employees throughout 1924.

The Conference of Correspondents in Baltimore is but a memory now. Your correspondent appreciated highly the opportunity to hear addresses by President



Doris Lee Stewart and her mother, granddaughter and daughter of Trainmaster Bartlett, Fairmont, W. Va.

Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Department Wood. All of these gentlemen emphasized the spirit of friendliness and co-operation existing on the Baltimore and Ohio.

I desire to say a word of appreciation about our friend D. J. Fury, operator, MD Tower, who has been in the service many years, particularly his careful and close attention to duty in connection with the passenger business. Frequently it is necessary to ask him how a certain train is running. If he knows, he will tell you in his courteous, friendly way; if he does not know, he will find out. His close attention to Pullman space telegrams is helpful to a ticket agent. This is important to us. Passengers waiting to find out if they can secure berths are naturally anxious, and the kindly, helpful cooperation of Mr. Fury has helped us to make many friends for our Company. Mr. Fury is always pleasant and courteous to his coworkers and his disposition is such that we always feel free to call on him for assistance when we need it.

Fairmont, W. Va.

Correspondent, OLIVIA HAIGHT

The Conference of Correspondents held in Baltimore was thoroughly enjoyable, not alone from an entertainment, but from an educational viewpoint. With the warm greeting from President Willard, who is surely a worth while man in every way, one could not do otherwise than his or her best, whether it be at the desk, on line, or getting notes for the MAGAZINE.

Vice-President Galloway and General Manager Scheer also helped us with their talks. Last, and by no means least, is Chief of Welfare Wood, who is the right man to be affiliated with welfare work. He again voiced Mr. Willard's thought that we should do things because we want to and not because we have to.

With such a president and other officers who are likewise "on the square," we should all feel grateful that it is our privilege to work with such men.

Cupid has again visited Fairmont. This time the victim is Miss Edna Rader, formerly chief clerk, Locomotive Shops. Miss Rader became Mrs. G. E. Hayslett on November 2. The happy couple left in the afternoon for Clifton Forge, Va., where they will reside.

Miss Thelma Parker, clerk, Car Shops, Fairmont, was winner of first prize given Hallowe'en night for having the best historical costume. The prize was an attractive mahogany clock.



ON THE MONONGAH DIVISION

Left: Betty, daughter of Caller E. Plum. Center: James Dulin. Right: "Shot" Malone, Grafton Shops



Miss Beula Lowe, only daughter of Mrs. Georgia Lowe, clerk, Fairmont Freight Office, was married to Mr. J. H. Conaway on September 8 at Oakland, Md. The young couple left for Fort Worth, Tex., where they will spend the winter.

The many friends of Hubert Bartlett will be glad to learn of his recent promotion to demurrage clerk, Fairmont Freight Office.

We extend to Engineer J. W. Eidemiller and family our sympathy in the death of his father, Jacob Eidemiller, age 83 years, at Fairmont, on November 2.

Master Carpenter D. B. Taylor is putting in a concrete arch at No. 8 bridge, on the M. R. territory. The arch is almost completed and as soon as the work dries sufficiently to fill in the opening, this will be done and will make a splendid improvement. The old wooden structure will be eliminated.

The accompanying photograph is of Mrs. Blanch Bartlett Stewart and Doris Lee Stewart, daughter and granddaughter of Trainmaster E. Bartlett, Monongah Division.

Doris Lee is the one subject the trainmaster would rather discuss than the Monongah Division.

## West Virginia District

### To the Officers and Employes of the West Virginia District:

I want to say to you in all earnestness (and of course confidentially, because I do not want to hurt the feelings of officers and employes that are located on mileage other than the West Virginia District), that I am positive officers and employes know each other better and for that reason the bond of sympathy and helpfulness is stronger on the West Virginia District than on any other mileage of any railroad any place in the country.

I am very sure that officers and employes are working together as friends with the same thought in mind—that our Railroad shall continue to be the best on earth—and in that way fully demonstrating to the world the correctness of the fair and impartial policy adopted and carried on by our Executive Officers.

Let us as employes, resolve that for 1924 we will, by giving the very best service we are capable of performing, make the New Year the best our Railroad has ever known, fully appreciating that what helps or hurts our Railroad helps or hurts us.

I thank you personally for your loyalty and helpfulness during 1923, and I wish for you in 1924, health, wealth and happiness.

J. M. SCOTT  
General Superintendent

### To the Officers and Employes of the West Virginia District:

I want to thank each and every one of you for your loyal services and earnest and hearty cooperation, which have made it possible for the Baltimore and Ohio Railroad to attain its present high standard and show the results that it has for the past year.

I know that all of us in the West Virginia District have the same end in view, that is, to make our Railroad second to none. Let us keep up the standard, and equal, or if possible, excel our previous records the coming year, 1924.

Wishing you a Very Merry Christmas and a Happy and Prosperous New Year.

H. H. MARSH  
General Freight Agent

## Wheeling Division

Correspondent, MARIE SLATTERICK

### To All Officers and Employes:

As the season of good cheer approaches, I wish to extend to all of you my best wishes for a Merry Christmas and a Happy and Prosperous New Year as well as my sincere thanks for the cooperation and assistance rendered by you all during 1923. This year has proved one of the banner years with our Company, largely attributable to the loyal service of its employes, of whom those on the Wheeling Division are by no means the least.

C. B. GORSUCH  
Superintendent

### To Officers and Men of the Maintenance of Way Department:

With the season's renewal work over we can pause a few moments and consider what has been accomplished. Each and every one of us will recall "aims" which have been accomplished and perhaps some mistakes that have been made. One thing is certain. Much that we accomplished has been due to the better understanding existing between men and officers, generally brought about by more personal contact and a better understanding of each man's problems through frank discussions of them.

With every man working his best and with the present spirit of cooperation existing it is a pleasure to look forward to the New Year with its problems and anticipate the improvements we can make. I extend to you greetings for the New Year.

A. H. WOERNER  
Division Engineer

I wish all the employes of the Accounting Department a Merry Christmas and Happy New Year.

S. T. SIMMONS  
Division Accountant

"Not because we feel obliged to do so, but just because we want to do so," was one of the big thoughts Mr. Willard, our chief executive, put before the Baltimore and Ohio MAGAZINE Correspondents assembled in conference at the Baltimore and Ohio Building in Baltimore, October 26 and 27. As correspondent for the Wheeling Division I think I understand just what he meant. He was trying, more than anything, to put across to each and every one of the eighty-thousand-member Baltimore and Ohio family, what a helpful and friendly spirit exists between the Management and employes all over this Railroad. And because he is one of the busiest men in the whole universe and can't possibly talk to each employe individually he told the correspondents so that they might through the medium of the MAGAZINE

## SILVER FOXES

A desirable, safe and profitable investment for small or large capital

One of my plans will suit you. Correspondence solicited

F. A. Warner, Conover, Wisc.

MAGAZINE further this spirit and keep everyone informed as to what is going on.

The talk which Vice-President Galloway gave us on the second day of the Conference was likewise interesting and inspiring. The keen interest he displays in the work the MAGAZINE is doing surely denotes that he is with us heart and soul. Mr. Scheer, our general manager of Eastern Lines, gave a splendid after-dinner speech at the Hotel Rennert where the correspondents were served a splendid banquet. Our beloved silver tongued orator, W. W. Wood, held us quite enthralled when he said in sum and substance "that after all we leave everything to the future generations, so while we're doing a thing, anything, no matter how small, why not do the very best we can while we're at it?" From the bottom of my heart I thank the Management for making it possible for me to go to Baltimore to attend the conference, meet the rest of the correspondents like one big family and to take part in the wonderful program outlined for us. I consider it a privilege, first to be a Baltimore and Ohio employe and second to be connected with the Baltimore and Ohio MAGAZINE and will be only too glad to do anything and everything I can to further its usefulness. At this particular time of the year when we really live to make others happy, what better Christmas greeting could be voiced through these pages than that the wonderful spirit of friendliness and helpfulness of which Mr. Willard spoke may grow and grow as the years come and go.

"To have and to hold until death do us part" \* \* \*. To those ever inspiring words were united in marriage at St. Joseph's Cathedral in Wheeling, on October 31, Miss Catherine Cartwright and John R. Padden. It is truly a Railroad Romance. Mr. Padden is secretary to the superintendent, and Miss Cartwright is a daughter of Mr. E. Cartwright, yardmaster at Bridgeport, Ohio, and herself at one time held a stenographic position in the Wheeling Offices. The bridal couple was attended by Miss Margaret Cartwright, a sister of the bride and Mr. "Tom" Padden, a brother of the groom. After a wedding breakfast served at the home of the bride the newlyweds left on Train 33 out of Wheeling for a honeymoon to the Florida East Coast and on their return will take up their abode in a "love-nest" on 15th Street. John Padden



ON THE WHEELING DIVISION

In oval: Miss Emma Lambert, Telegraph Operator, Porters Falls, W. Va. Right: New Martinsville, W. Va., Freight House force. Left to right: Agent C. C. Hofner, Howard Hofner, Clarence Yost, C. H. Loy, Forrest Clegg and George Copenhaver

Please mention our magazine when writing advertisers



is one of the best liked and most-looked-up-to young men on the Wheeling Division. His service with the Company extends over a period of seven years. To show their appreciation his fellow employees presented a chest of silver and a dozen silver and cut glass water coasters. Everybody had a great time seeing them off. The grocers in Wheeling and vicinity went out of business as far as rice was concerned and the station platform at Wheeling looked as if it had been "snowed-under." John seemed to be enjoying himself immensely. And who wouldn't? All the girls just went wild and there was a general stampede to kiss the groom. We're just wondering if John realized that it was his last chance to kiss them all!!!

This month we're glad to print a picture of Miss Emma Lambert, telegraph operator at Porters Falls, W. Va. Miss Lambert has been in the service of the Company as telegraph operator for 14 years and has a clear record. Her hobby is fighting "Capital Punishment." She says that Capital Punishment is simply "legalized murder" and that it is only teaching people thou shalt kill instead of "Thou Shalt Not Kill." That no one can be a Christian, be like Christ and believe in Capital Punishment. Miss Lambert says that from the first chapter to the last of the New Testament we cannot find any authority for taking human life, but on the contrary we will find iterated and reiterated that divine commandment "Thou Shalt Not Kill." Miss Lambert advises us she will send free of charge her forty-page booklet against Capital Punishment, which is backed up by the Bible, to any minister of the Gospel, newspaper editor or congressman, if name and address is furnished her.

Track Supervisor W. D. Lucas on the C. L. & W. Sub-Division is a firm believer in Safety. Rather than take chances of being hit he disposed of his Oldsmobile and bought himself a Dusenbergs geared for 85 m. p. h. Looks like it's going to be a case of "Good Morning Judge"!!!!

All Benwood, Bridgeport and Boggs Run yard clerks take notice! Why is it the Division Engineer's Office sometimes gets quick service when trying to get information from the above-mentioned Yard Office and sometimes gets the other kind? Does it make any difference who is on the other end of the 'phone? We wonder!

The Wheeling Division correspondent wants to know who the engineer and fireman were on No. 11's helper up the 17-Mile Grade, Sunday, October 28. This was engine 4403.

Advice recently reached us that about the first of October our correspondent at Wheeling, Miss Marie Slatterick, called on the medical examiner to have her finger dressed. She told the doctor that the laceration was caused by the bite of a "little puppy." May we suggest to our esteemed friend that Blennerhasset Island is noted for alligators—or is it?—Anon.

Merry Christmas!

#### Accounting Department

Correspondent, A. V. Coxon

##### Things We Would Like to See

"Bob" Evans taking a girl out for a good time.

Mabel Kelly getting to work at eight o'clock.

Mary Ullom keeping her income tax up to the scratch.

John Friedel when he is not traveling to Philly.

Tony Michel getting his work out on time.

Charles McConkey sitting quiet for five minutes.

W. R. Schmitz buying a package of Mail Pouch.

W. C. Nolte, Jr., working.

Gertrude Dailer without Frank Boyd.

R. C. Gruver when he is bumming something to eat.

"Peewee" Schafer when he is not using the telephone calling Thelma.

Larry Michel in a hurry.

D. W. Edelen when he is not dreaming of Angela.

R. T. Brooks with some of his fish.

"Jimmie" Michels with a clean straw hat.

"Jimmie" Mitchell without his chewing gum.

Anna Kock doing something unimportant.

A. V. Coxon when he is not hungry.

Bernard Lyons when he is not growling about something.

J. O. McBride when he is not telling about his hard luck in the army.

On a Saturday afternoon recently "Bobbie" Evans (alias Rudolph Valentino), our standard operation clerk, left Wheeling on Train 52 to attend a football game at Moundsville. While enroute he noticed that a young lady on the train was trying to flirt with him. After he had picked up enough courage he made himself acquainted and when the train arrived at Moundsville, "Bobbie" failed to get off, and when he came to himself he noticed that the train was standing in the Fairmont station.



PAST, PRESENT AND FUTURE RAILROADERS AT PARKERSBURG

Left, above: Louis Kuhn, with his grandchildren, Elizabeth and John Louis Ballway. Below: Little Miss Eileen, daughter of Dick Martine, K-1, with her favorite doll and our correspondent's dog, Jack. James M. Morrison. W. R. Duff, Car Demurrage Clerk, as seen by his little daughter Winona. Right: H. P. Ballway and his daughter, Margaret Francis



He escorted the young lady around Fairmont the balance of the day and returned home on No. 51 that night. When he came back to the office on Monday morning he told us all about the game, and we gave him all the rope he could swallow. He has 'fessed up, saying that he was not at the game, but that he had a wonderful time. Watch yourself, "Bobbie," the next time you fall like that you will break something.

Happy New Year!

### Ohio River Sub-Division

Correspondent, CHARLOTTE MARLOWE  
Parkersburg, W. Va.

Cycle Nineteen Twenty-Three for the Baltimore and Ohio Railroad will soon be history. Recorded, success through co-operative and faithful service rendered by the employees.

Never in the history of any corporation have the efforts of employees been more sincere and better rewarded than with the Baltimore and Ohio Railroad in the present year. The cooperation peculiar to Nineteen Twenty-Three is simply the amalgamation of Energy with Contentment. When these two great factors meet business, success is inevitable. Every ounce of energy has been appreciated by this office and we desire to extend kindest memories down the path of Nineteen Twenty-Three and most sincere greetings for Nineteen Twenty-Four.

Sincerely yours,

R. E. BARNHART  
Division Freight Agent

We wish to extend to the Baltimore and Ohio Family generally, and the Parkersburg Freight Station Branch especially, the customary Yule-tide Greetings.

We are just closing a strenuous year, having handled the heaviest business, producing the largest revenue for the Company of any year in the history of this Station, and it has been a pleasure to see the cheerful spirit with which the Freight Station employees have met the emergency, and the efficient manner in which they have performed their duties. We feel that they are entitled to a great deal of credit, and we say to each and every one of them in the words of the immortal Joseph Jefferson, "Here's to you and your family. May you live long and prosper!"

F. A. CARPENTER  
Freight Agent

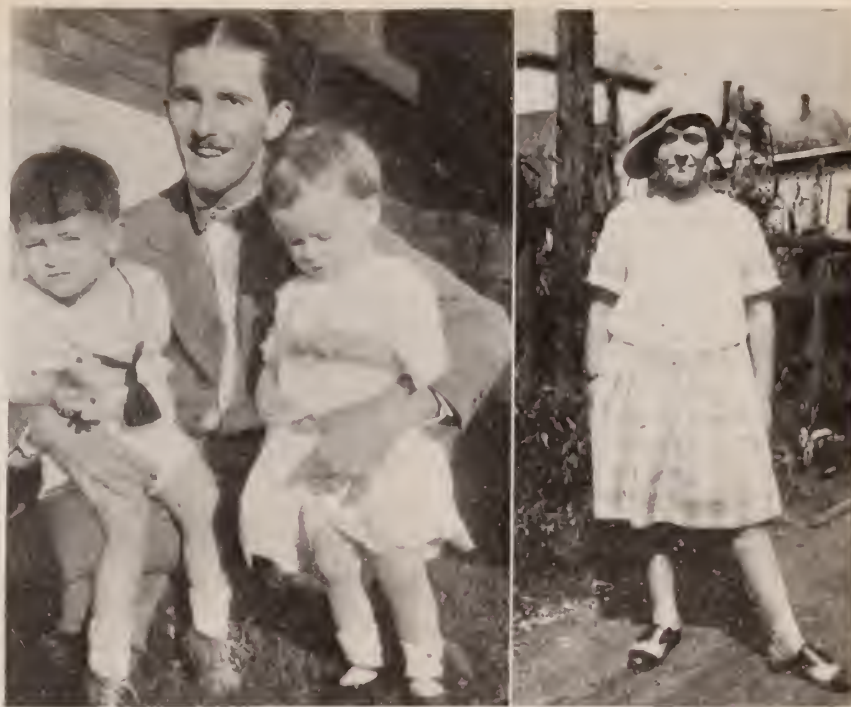
We understand that Ralph Nolen is thinking of running for President next fall, but don't know what ticket to come out on. Folks on the Ohio River Division will not vote for him as they are afraid he would lose the keys for the White House.

Foster Carroll, baggage master at Sistersville, has the auto fever. He will buy either an automobile or a Ford soon.

"Art" Carroll, warehouseman at Sistersville, has painted his house on the inside, also painted his work clothes on the outside. If he covered as much of his house as he did his clothes, he did a pretty good job.

Say, "Moody" Lawrence! How is 78 running?

G. W. Drainer, yardmaster and agent at Bens Run, was off duty thirty days account of sickness. He was relieved by Relief Agent L. D. Barker of Raven Rock, W. Va. Mr. Barker went to Williams-town, Nov. 1, to relieve Mr. Cassidy, account sickness. Looks like Mr. Barker will be a busy "woman" this winter.



PARKERSBURG PRESENTS:

Left: Chief Clerk B. E. Deem, with his treasures, "Ted" and "Pat." Right: Cathryn, age 12, daughter of Boiler Inspector E. E. Gocke

Mrs. Fred Arnold, wife of Machinist Helper Arnold, is wondering what it could be that so interested and attracted her husband's attention as to cause him to walk blindly into a hedge fence, completely demolishing said fence, and leaving behind him portions of his clothing as well as a wrecked dinner pail Better 'fess up, Fred.

Two new faces have appeared in the Low Yards. One of them is owned by H. B. Shears (Girls, you should see him! What? He's a caller!) "Piggy" is already well liked. The other face is owned by W. N. Meeks, employed as yard clerk. (Say, Girls, his first name is "Wendell." Huh? Naw, we don't know his 'phone number.) Both Mr. Shears and Mr. Meeks are the wide-awake type, and will make good, we are sure. Greetings to both.

Here is a photo of James M. Morrison, newly retired employe. Mr. Morrison, born April 20, 1858, entered the service of the Railroad, July 5, 1881. He was employed in the M. of W. Department, serving in different capacities until his retirement, September 17, 1923. During his railroad career Mr. Morrison worked under such men as Jas. Malloy and Robt. Malley. He is the father of the well-known and popular Yard Conductor Harry Morrison.

It is seldom indeed that a whole family can get into print with each member distinguishing himself separately. But such is the case in the following:

First we have the honor of reporting the retirement of Louis Kuhn, machinist, pensioned on July 1, 1923, after serving the Baltimore and Ohio continuously for 35 years. Mr. Kuhn's photo appears in this issue with his two grandchildren Elizabeth and John Louis Ballway, children of Car Inspector J. V. Ballway. Mr. Kuhn takes much pride in his grandchildren, and well he may, for they are certainly a fine pair of youngsters. Their dad, J. V. Ballway, while returning home from work, discovered a broken rail on the main line just ahead of No. 77. He immediately notified Yard Master Ewing, who had the broken rail

replaced by a new one in time to save any delay to the passenger train. This was good work on J. V.'s part, as this occurred after nightfall, which made it difficult to detect the break. But J. V. can't 'hog' all the limelight. His brother, H. P. Ballway, while looking over a train which was lined up in the yard ready for movement, discovered a wheel on Baltimore and Ohio 136027 (under load of coal) with 20 inches of flange missing. Wheel on this car had to be clamped to allow its removal from yards to shops. This close observation possibly prevented serious accident.

The Ballway brothers have each been in the service 17 years. A photo of H. P. with his little daughter, Margaret Frances, is shown in this issue.

They do say that Brakeman Bob Cariens, Trains 65 and 66, is the most fascinating feller! All the girls at Ripley have gone hog wild about him, if reports are true.

Just look who's here—J. A. Ferguson, alias "Slim", none other than our efficient agent at Spencer. Somebody has dared report that "You can't get him up in the morning" and that he just hangs around when he does get up. Just the same he handled 160 cars of stock out of Spencer this season to Pittsburgh, also his comparative statement for October showed \$32,154.41 business done. This looks like he sleeps with one eye open, and that one open for "BIZ." If we get a clue to the anonymous funny one we'll have him boiled in oil.

J. T. Moore, car builder, High Yards, passed away at his home on the Elizabeth Pike, October 28, after an illness of some duration with typhoid pneumonia. Mr. Moore had been in the service off and on for several years. Of a genial disposition he had many close friends among his fellow workers. Interment was made in the burial grounds connected with the Hopewell Christian Church of which the deceased was a member. He is survived by his wife and four sons, to whom we tender our deepest sympathy.



Two weddings of interest to Wheeling and Parkersburg readers, occurred on November 10.

The first is that of Miss Maud Moore, who was united in marriage to Mr. Claude Crawford. The wedding was quietly celebrated at the home of the bride's sister on account of the recent death of her mother. Maud has been a valued employe of the Company for several years, having entered the service in June, 1917. When the Ohio River and Wheeling Divisions were consolidated she went to Wheeling with the Division Accountant's Office, but later returned to Parkersburg, and at the time of her resignation was clerk in the office of General Foreman Smith. Mr. Crawford is associated with his father in the Parkersburg Rig & Reel Company.

The next to take a chance was none other than our Titian-haired beauty, Janice Thorne, the happy party of the other part being Ronald Callander, with the Standard Oil Company, now located at Guayaquil, Ecuador. Janice and Ronald took passage on the Santa Teresa from New York, November 15. They stopped at Havana and Panama on their journey. A little song entitled "The boys I left behind me" would be appropriate in this case, an amusing incident which occurred at the announcement party being father to this thought. When it was found that Janice was to be the bride, speculation was rife as to the identity of the lucky man. We heard someone say "Oh, is it Art?" Another, "Janice, is it Albert?" "Oh, do tell us who it is!" And then she did the unforgivable thing—she sprung a dark horse on us. We will recover in time, but just the same it was a SHOCK.

To Maud and Janice: "Best wishes for the happiness you deserve."

To Claude and Ronald: "Congratulations!"

Well, boys and girls, the impossible has happened! R. C. Garrison, bachelor and so-called confirmed woman hater, fell like a thousand of brick when he beheld Miss Gertrude Smith, who lived next door. After that no grass grew under our little Romeo's feet. He came right out of his shell and became so eloquent of speech that the lady in question permitted herself to be sufficiently urged to become Mrs. Garrison. R. C. declined to be interviewed (he cordially hates publicity) but we are told the lady took up her burden on November 3.

**FOUND!** The office cat's left eyebrow! Right under Bronson Deem's nose! If it wasn't for his two sweet kids, he'd be punished for defacing (or rather de-eye browning) the cat. His photo appears in this issue with "Ted" and "Pat." The adoration of "Daddy" for the kids, and of the kids for "Daddy," is mutual.

**WANTED:** Guardian to accompany me twice a month when I receive my paycheck and see that I don't hide it way down in my pocket and forget where it is. Apply to Engineer W. T. (Billy) Crandall.

This notice is inserted with the hope that it will be seen by the person who monthly mails to J. Maloney, care Agent, Parkersburg, a copy of the MAGAZINE. This man was a retired railroad employe who passed away something over a year ago.

Your correspondent regrets that she was unable to attend the conference of MAGAZINE Correspondents in Baltimore on October 26 and 27. From reports, it must have been a most interesting and helpful meeting.

## Charleston Division

C. W. DIXON, Correspondent

V. B. HICKMAN, Assistant Correspondent

Knowing there will be many that I will not see personally, I take this means of wishing every employe on the Charleston Division a Merry Christmas and a Prosperous and a Happy New Year. Your support during the year almost passed has been very gratifying and I want you to know that it is appreciated.

W. TRAPNELL, Superintendent

To all the employes in the Maintenance of Way Department of the Charleston Division, I wish to extend my best wishes for a happy and enjoyable holiday season and for a prosperous New Year. You have made a creditable showing in your work during the year just closing and your individual efforts, I assure you, are greatly appreciated.

RICHARD BROOKE, Division Engineer

Your correspondent wishes that all on the Charleston Division, who have an interest in the things that contribute to the general good of our Railroad, its officers and its employes, could have attended the two day Conference of Correspondents of YOUR MAGAZINE, which was held in Baltimore, October 26 and 27. Had you heard the most sincere and unusually inspiring talks of President Willard, Vice-President Galloway and General Manager Scheer; yes, and that of Chief of Welfare

Wood, renewed zeal, added efforts and increased confidence on the part of each of us would be the results. Could you know the depth of the feeling manifested by Mr. Willard, particularly with reference to the relationship that should and does exist between the Management and the men, and which the Management is desirous of intensifying, you could have done nothing less than feel that it would only take a complete willingness on your own part to make YOU A PART of the biggest thing that has ever been seen in the way of co-operative effort between Management and men. And the only thing standing in the way is the lack of that "complete willingness." We have that ONE THING; let's supply it.

A "fellow" correspondent from a neighboring division, knowing that I was trying to get some data together for a special article on an important industry in West Virginia, kindly mailed me the October number of *The West Virginia Review* which, by the way, is the first number of a brand new publication that is of vital interest to a West Virginian. Should you feel inclined to read anything other than the Holy Scriptures and OUR MAGAZINE, try a copy of this new publication—if you are a West Virginian. (This is not an advertisement.)

It is noted that during the month of September, 1923, the Charleston Division made a nice showing in the matter of



CHARLESTON DIVISION EMPLOYEES GO HUNTING

Left: The hunting party travels on a log train of one of the lumber roads. Right: top to bottom; left to right; Brakeman F. Reese, young son of Conductor G. B. Green, Fireman J. D. Fury, Bridge Carpenter Blaine Swisher, Conductor G. B. Green, Fireman P. L. Fury, with part of his "kill", Brakemen G. Bennett and F. Reese





CINCINNATI HOME, CHILDREN AND BEAUTY DO HONOR TO OUR COLUMNS

Center: Home of Assistant Chief Clerk W. C. Morrison, Transportation Department, purchased through the Relief Department. Left: Mr. Morrison's daughters. Two good reasons why he bought the attractive home shown. Right: "Fair Alice," one of the prides of the Transportation Department

handling L. C. L. freight, as compared with the same month last year. With an increase in tonnage we were able to make a reduction in the number of cars used. Most of the credit for this belongs to the local freight crews and the station forces. Keep it up, boys!

In the matter of check-weighing of L. C. L. freight during a recent month, a review of the work at thirteen stations shows amounts saved ranging from \$1.08 to \$48.60. That shows we are still stopping leaks. More credit to the station forces.

For several years past the Management has in various ways extended its annual Holiday Greeting to its employees. Your correspondent is taking it upon himself, on behalf of the entire personnel of the Charleston Division, to extend to the Management our greeting for the season and the wish for a prosperous year in 1924.

Well, it finally happened! The long looked for event has "came." John Calvin Carpenter, popular third trick train dispatcher at Weston, and Miss Juanita Hostettler, who was formerly employed in the Division Accountant's Office at Weston, were united in marriage at seven o'clock, Wednesday morning, October 24. The happy couple left Weston at eight o'clock the same morning for a trip to eastern and southern points in the States and Havana, Cuba.

We are glad to have with us our new assistant chief clerk to superintendent, L. K. Forthman, who was formerly connected with the Buffalo Creek & Gauley Railway at Dundon, W. Va. The girls seem especially fond of him.

#### "A Hunting They Did Go"

Just recently a hunting party composed of Conductor G. B. Green and son, Brakenan George Bennet and F. Reese, Bridge Carpenter Blaine Swisher and Monongah Division Fireman J. D. Fury spent a delightful and profitable week in the wilds about ten miles from Camp Run. We are showing some of the pictures that were taken during the week. The spoils consisted of fifty-four squirrels and a coon: the latter being contributed by Brakeman Bennett. Bennett decided to steal an early morning march on the boys one day and ran across the coon, which he thought was a wild cat. Thinking he was fighting for his life, Bennett couldn't help getting the coon. If the stories are true, the reaction was such as to render Bennett unfit except to cook for the next couple of days.

Doubly significant was the gathering of the Weston office forces in the Office of the Superintendent on the afternoon of October 24. First there was a glad welcome that was extended to our superintendent on his return from a forced leave of absence because of ill health. Everyone was glad to welcome Mr. Trapnell back, and he seemed anxious to get going. He exhibited a special interest in a few new faces that had come into the family during his absence. Next there was the farewell greeting to S. W. Pickens, former assistant chief clerk to superintendent, who has accepted position as travelling freight agent. Quite a handsome remembrance was presented to Mr. Pickens, and our newly returned superintendent made the presentation in a very fitting manner.

In our August notes there was an item about "SI" Seymour having lost his canoe. Well, the same jinx seems to still camp on his trail. Recently he was seen at Camden Station, Baltimore just after the arrival of Train No. 4, tearing down the platform at a rate of speed that could hardly have been equalled by Zev or My Own. When stopped by an old friend and asked what was the trouble and why the hurry, he replied "I am trying to find the man that took my grip out of the sleeper and left me his." If he had as much trouble getting his grip as he had getting his canoe, he has our sympathy.

Our sincere sympathy is extended to Captain Tom Smith and family, on the death of their daughter and sister on November 8. Miss Myrtle Smith passed away in a Baltimore Hospital.

Captain "Tom," as he is affectionately known all over the division, is one of our old time, loyal passenger conductors, and we all grieve with him in his irreparable loss.

## Western Lines

### General Office, Cincinnati

Correspondent, T. J. MURPHY

Best wishes for a Happy and Prosperous New Year to all fellow officers and employees.

The year just closing has been a wonderful one for the Baltimore and Ohio. Let us through courteous dealings and superior service make 1924 surpass 1923.

G. D. BROOKE

Superintendent Transportation  
Western Lines

Nothing could more strongly cement friendship between the Management and the employees than personal contact with our chief executive. His words and actions radiate that confidence which has prompted the stockholders year after year to place him in charge of their investment. With the multiple duties attendant upon a railroad president it is difficult to understand how Mr. Willard can devote so much time to keeping in close personal touch with the Baltimore and Ohio family. Yet it is a fact that his ambition appears to be to win employees to the thought that they are component parts of the System, and that the things done in daily routine are done because they are interested in the success of the Baltimore and Ohio and not because they feel it compulsory to do those things.

Inadequately expressed the above represents my impression, gained from the president's address at the Correspondents' Conference held at Baltimore on October 26 and 27. If I can succeed in conveying this impression to some of my fellow workers who have not had the opportunity of hearing the president, I will feel that a good work has been performed and that I have assisted, even though in a small way, in furthering one of the great desires of our president.

Even as we go to press we are still soliciting from the titian haired trace clerk in the Office of Superintendent of Transportation a photograph for publication in the MAGAZINE. On the occasion of the Galloway-Fries picnic at Chester Park, Aunt Mary endeavored to snap the fair Alice but without success. Credit for securing the mermaid pose which appears is withheld.

The editor has been calling for pictures; the correspondent desires to thank the employees of the Transportation Department for giving him a few this month. There are any number of employees in the building who would like to see their pictures in print. "Ain't it the truth?" Come across—we're all in the same family.

The pictured home of W. C. Morrison, assistant chief clerk, Transportation Department, was bought through the Relief Department, which is certainly there in helping us "own our own."

The most recent addition to the office force of the Transportation Department is Marie E. Oliver, a resident of Hyde Park, one of the suburbs of Oakley. Miss Oliver was formerly connected with the Cincinnati





Betty, daughter of A. W. Knapp, Assistant Pass Clerk, Superintendent Transportation's Office, Cincinnati

Agency, thence promoted to the Oakley Agency. Her experience in railroad work is quite an asset in her new position.

Supervisor Transportation Cahill reports the following in support of the Baltimore and Ohio's claim to being a good neighbor: On October 9, account hot box on sleeper on Train 57 leaving Toledo, it was necessary to transfer passengers from one sleeper to another; during the transfer (at least so she thought) a lady passenger lost her pocketbook. Conductor Clifford, in charge of the train, had her ticket to Louisville—her destination was Beaver Dam, Ky. The conductor arranged with General Passenger Agent Squiggins, who was on the train, for a ticket from Louisville to Beaver Dam; he also tendered the lady \$5.00 to tide her over. She accepted \$2.00 and was profuse in her thanks to the Railroad and particularly to the conductor who proved to be such a good neighbor.

Francis Hughes, stenographer in the Maintenance of Way Department, seeks a cozy fireside for the winter months. He claims many qualifications which eminently fit him to hold hands—other than poker—and respectfully appeals to the feminine population to look him over.

We had a good story about Giles F. Kreidler and his baseball prowess which it is intended to hold in reserve for next summer providing Giles does not show more than he did during the past season.

John Sheeran has put his machine in the back shop because he is unable to get enough people in it to carry home the parts after it acts up when he gets out on the road.

Nearly every time we write, Ruth L. Beitzer is doing something—getting promoted—using the message phone without releasing the conversation, and now she comes along with an announcement and the necessary proof to back it up that soon T. E. Donnelly of Pittsburgh will do as much dictating as she intends to listen to. We sincerely extend our best wishes.

After an illness of several weeks Phyllis Meiers has returned to her desk; she looks as if it did her good.

Since our last notes, C. R. Elkins, assistant superintendent transportation, has become the daddy of a wonderful girl. Congratulations!

C. A. Boyd, secretary to superintendent transportation, is in the second year of law course. Whenever complex problems arise we usually secure Charley's opinion and then do otherwise.

A. W. Knapp, recently promoted to assistant passenger clerk, is developing nicely and promises to become a valuable aid in that department.

Our sympathy is extended to Mrs. F. J. Hornbach, wife of our embargo clerk, whose mother departed this life during the past month.

Congratulations from the employes of the Transportation Department to C. A. Hornbach on the arrival of a son!

W. A. Radspinner, General Manager's staff, has resigned to accept service with the C. & O. Best wishes, Asa!

It is with regret that we learn that Clifton C. Wilson, traveling car agent, is on an extended sick leave. We sincerely wish him a speedy recovery.

F. L. Charles, assistant to general freight claim agent, has returned from a tour, covering about 8000 miles. The trip was via Chicago, St. Paul, west to Yellowstone, thence Spokane, Portland, San Francisco, Los Angeles, Albuquerque, Trinidad, Colorado Springs, Kansas City, St. Louis, Indianapolis, Cincinnati. He changed tires eleven times in two days after reaching the hot California paved roads. East from Los Angeles it was over the desert on the "rubber tired pavement," so called because of so many discarded automobile tires strung along the route. During the trip he encountered torrential rains which caused washouts through New Mexico and Colorado—bridges were washed out—at one point tourists borrowed scrapers and rebuilt a bridge. In Missouri he had to use a shovel to dig his car out of the soft road. The party consisted of two couples and Mr. Charles' little nephew.

#### Freight Traffic Department, Cincinnati

Correspondent, C. BRENNER

Employes of the General Freight Office Cincinnati, congratulate Walker Barrick and wish him the best of luck on the high sea of matrimony. Walker is a fine fellow, and his marriage was a source of pleasure to the whole office.

There have been many promotions in the General Freight Office during the past two weeks. Hilton Rardin is now an assistant chief clerk. Hilton is the kind of fellow whose work day contains 12 hours. He is a hard worker and deserved his promotion. Eddy Gardner, Charley Brenner, Loring Haskett, Arthur Reed, Herald Smith, "Ben" Harris and last but not least, our Clarence, also shared in the moves up. "Eddy" Gardner has left us for St. Louis. St. Louis is getting a mighty fine worker and also a fine chap. "Eddy" was the sunshine of the General Freight Office, his smile never wore off. Good luck "Eddy!" As a parting gift of friendship, the General Freight Office employes presented "Eddy" with a dressing case.

When Howard Reed was over in France, he told an English "Tommy" about our shrubbery here in America. "In our yard, we have a lilac bush fifty feet high." Whereupon the "Tommy" said: "Gee, I wish I could lilac that."

When it comes to dividing candy, see Olive and Lucia, expert candy dividers. Their motto "Two pieces for me and one for you."

#### Who—Why Column

Who gets mail from Wilmington?  
Why "Ash" Tullis is always rushing around?  
Why Dunkan gets here at 8 a. m.?  
Why Hilton doesn't quit at 5 p. m.?  
Why Clarence shed his short trousers?  
Why Lloyd likes N. Y.?  
Who kicked Amman's dog around?  
Why "Ben" Harris smokes "Tenferanickel" cigars?  
Why Olive parks her gum under her chair?  
Why Elmer rushes home on Wednesday evenings?  
Why "Charley" Brenner doesn't buy a cot for use on his job?  
Whom Lally was singing with the other night?  
Why "Cliff" had his picture taken?  
Why Lucia is taking gym work?  
Why "Ed" Burke borrows a chew?  
Why Lucia hangs out in the front office since November 1.

*Be careful or the Who—Why Column will get you.*

If anyone who had not been in the General Freight Office for a year should pay us a visit, he would believe that Aladdin had used his wand. New desks, new linoleum and new file cabinets help make our office attractive. Visitors are impressed with the neat business-like appearance the office presents, thus selling the Baltimore and Ohio Railroad to them, through the medium of the eye. Let's remember to keep the place looking nice; it pays to advertise.

#### Don'ts of the office

Don't forget to clear off your desk before leaving.  
Don't forget typewriter covers.  
Don't leave towels out.  
Don't leave desk drawers open.  
Don't throw papers on the floor.  
Don't forget it pays to keep the place looking neat.

#### Santa please bring

Lucia a man.  
Harold Smith a wife.  
Howard Reed an engagement ring.  
Amman another hunting dog.  
Olive more chewing gum.  
Clarence a whistle.



The old and new correspondents of the Freight Traffic Department, E. H. Gardner and C. Brenner





Fireman T. Dineen and Engineer P. Schutz, Cincinnati, who have made good records in saving coal

Dunkan an alarm clock.  
Hilton another boy like the one he now has.  
Lloyd a game of Tiddle Winks.  
Ben Harris more stogies.  
Haskett a badge for the Police Force.  
Charley Brenner a merry-go-round.  
Cliff Brenner a letter from N. Y.  
John Maxwell a hobby horse.  
Lally a new Ford.  
"Ed" Burke some more chewing tobacco.  
"Tom" Baker a book on philosophy.  
Barrick a night off.  
Miss Ruhlman a box of candy.  
Ashur Tullis a week's rest.  
Todd a new baby doll.  
Elmer some dining room furniture.

The personnel of the General Freight Office wish their officers and friends a very Merry and Joyous Christmas for 1923.

## Cincinnati Terminals

Correspondent, J. BEEL

To All Officers and Employees,  
Cincinnati Terminal Divisions:

Knowing full well that Cincinnati Terminal Division contributed largely to the successful operation of the Baltimore and Ohio Railroad during year 1923, and that his was brought about by the hearty cooperation of officers and employees, I take this opportunity of expressing to you my sincerest thanks and appreciation.

May the year 1924 bring forth further accomplishments through your continued cooperation. Wishing you all a Merry Christmas and a Happy New Year, I am  
Very sincerely,

J. H. MEYER

Superintendent of Terminals

We are all glad to know that Mrs. Beel, wife of chief clerk, Superintendent's Office, is convalescing after a serious operation. We wish her a speedy recovery.

## Ivorydale, Ohio

John (Radio) Conrard is busy these evenings getting news from Cumminsville, Leading and Lockland. He claims he could do better were it not for the heat from John Cullen's new furnace causing so much static. If it is in the air, John will get it.

John Jacob Burns, night general foreman, down in the mouth over the poor showing of the N. Y. Nationals in the recent series. Cheer up, John, every team has its day. We hope the Reds will trim them next year.

At this writing Clerk Charles Jenkins is hunting deer in the wilds of Texas. (We don't know if we have the "deer" spelled right or not.)

Fred Nolte, engine inspector, claims the title of being the tallest inspector on the System. His height is 6 ft. 3 in. in his stocking feet. Let's hear from some other long boys through the MAGAZINE.

Master Earl Meehan, third trick machinist, is all smiles over winning a prize in the recent dog parade held during Boy's Week at Cincinnati.

Richard Dick Lyons, the popular second trick engine house clerk, is back on the job after a much needed vacation. He says "Old Broadway is just the same as ever."

The engine house employees are glad to hear that Mrs. George Langland, wife of our popular second trick crew dispatcher, is on the road to recovery after a serious operation.

John (Red) Cullen, second trick boiler inspector, is now classed as a first-class cook. John has charge of the washout plug oven.

Elsworth (Dizzy) Biddleman is out with a challenge to fight any 122 pound man on the System. Send all challenges to Manager "Joe" Sohn, Ivorydale, Ohio.

Back Shop Foreman Charles Woods has moved into his beautiful new home in Edgemont, where he will raise his prize chickens and garden truck.

We extend our sympathy to Marion Dye in the death of his daughter, Dora, who died following an operation.

From the news that has been turned in from the second and third tricks for the MAGAZINE, the correspondent hopes that the first trick will be ashamed to the extent that they will get busy and send us some news.

## Akron Division

Correspondent, A. C. HARRIS

We have completed a year of unprecedented activity in all departments, under traffic conditions beyond any previously known, and a review of our achievements must necessarily bring considerable pride and satisfaction. To the employees on the Akron Division, in every department and in every occupation, credit is due, as only their splendid cooperation can explain our success.

I take this opportunity to extend to you the season's greetings and hope that the New Year will bring to yourself and families the fullest measure of prosperity and happiness.

R. B. MANN, Superintendent

To Akron Division Employees and Co-Workers:

Acknowledging the pleasant relations enjoyed during the past year and the record of work accomplished I extend to all the greetings of the season, and wish you, the employees working with you, your families and their families a Merry Christmas and a Happy New Year.

E. J. CORRELL

Division Engineer







Left: Traveling Car Agent H. B. Sherry. Center, front row: left to right: Chief Clerk C. R. Gordon, Passing Report Clerk F. W. Mattie, Location Clerk J. W. Burnett, Car Tracer J. E. Morrissey, Yardmaster "Mike" Murphy. Back row: Checker G. C. Nolte, Interchange Clerk F. L. Stevenson, T. C. A. Sherry, Yardmaster J. B. Clark. Right: Karl F. Wright

One correspondent on the Akron Division felt that he had the best reasons in the world for staying on the job and not attending the Conference of Correspondents at Baltimore recently. A message of sympathy and regret, and later on, an outline of the splendidly prepared program, was furnished the unfortunate one. As the matter now stands, any catastrophe of less importance than the "Jap quake" will scarcely serve to keep him out of any such future gathering.

Frank Truman, a former carpenter foreman, now on the pension list, was a recent Akron visitor. At one time Frank was so well known around Youngstown that he was pointed out as one of the interesting features of the city. To judge from appearances, Frank should be starting out as an apprentice in some trade, in preparation for the old age that will surely come to him within the next fifty years. Frank is now living in Detroit.

The Train Dispatcher's Office boasts of the possession of one of the musical stars of Akron. Train Dispatcher J. A. Phelps is in constant demand and his tenor voice fits in nicely with the various theatrical productions of the Burns Club, as soloist with various church choirs and with the Goodrich Male Chorus. If our Baltimore Glee Club ever visits Akron, or if Phelps ever gets to Baltimore, someone had better arrange a conference.

Mark H. Beard has returned to the Akron Division as assistant division engineer after a brief visit in the Transportation Department. Mr. Beard will be located at Akron.

Death has reached out and claimed Cecilia Abt, former employe of the Division Engineer's Office. While Miss Abt had been with us only one year, we had learned to appreciate her kindly disposition, her unlimited patience in endeavoring to comply with all requests and the sense of responsibility that urged her to struggle along when her strength was hardly equal to the task. We know that we will miss her.

J. E. Feathers, assistant engineer, is one of the efficient horn blowers in the Cleveland Shrine Band. New music holds no terrors for Feathers, as he is familiar with all well known airs, not excluding the ever popular "hot air."

T. D. Morrison, former assistant division engineer, will take over the duties of supervisor at Massillon, in place of E. Landis assigned to other duties.

Assistant Engineer Benson is again suffering from an attack of poison ivy. At the time of the original attack he painted himself with some preparation that made him a real "Yellow Kid." In fact, he was so brilliantly yellow (no figurative speech intended) that it hurt the eyes to look at him. He is now using a white preparation guaranteed to wash off in any weather.

## New Castle, Pa.

Correspondent, AGNES L. BARNES

### To the Employees of the Northwest District:

The year 1923 has been a memorable one in many ways on the Baltimore & Ohio. It has seen the largest movement in the history of the Railroad; it has seen the railroad resume the dividend on its common stock, this being necessary in order for us to have a healthy standing in the financial world; it has seen a year with practically no strife of any kind between employe and employer, which, to my mind, is the outstanding feature of the year. The relationship between officers and employes has been one of satisfaction to both and this feature has tended to so strengthen and improve the morale as to produce the first

two results mentioned and without which no Company can operate satisfactorily.

For the loyal assistance given me by the employes of the Northwest District, I desire at this time to thank them and to wish them all the good things of the Holiday Season and a Happy New Year.

D. F. STEVENS  
General Superintendent

The Conference of Baltimore and Ohio Magazine Correspondents, at Baltimore, Md., on October 26 and 27, was greatly enjoyed, and many benefits were derived from the addresses made by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood. We are all willing to do our share towards making the Baltimore and Ohio MAGAZINE a success, as well as to become more efficient in our work.

The aim of the MAGAZINE is to further the spirit of sympathetic interest between management and employes by informing them of the work the Baltimore and Ohio is doing, keeping all posted on current events, and providing helpful reading matter.

Cupid has again hit Central Yard Office, this time our first trick westbound yardmaster, James Kane, whose marriage to Miss Elizabeth Chambers took place in Erie, Pa., on October 22. Good luck, "Jimmie!"

Little Irene Frazier, eight year old daughter of Assistant Car Foreman Roy Frazier, is recovering from a recent operation. The



### NEW CASTLE BEAUTIES

Above, left to right: One of our girls who is thinking of joining Mack Sennett's Bathing Beauties, at Lake O'Springs. Francis will be glad to see this photograph. Demurrage Clerk Powell, Car Clerk Swanson and Claim Clerk Maisch, with the Misses Forester and Siffrin, Bill Clerk and Stenographer. Two new Baltimore and Ohio "Break-men," Irene Siffrin and Julia Forester, taking their first lesson in climbing cars. Below: the family of Chief Clerk and Mrs. K. C. Row Lee, value "Seven million dollars each." Twin boys in arms, Clifford Albert and Milton Paul born April 3, 1923





IN THE STEEL DISTRICT, NEWCASTLE, PA.

Left to right: E. Mangold, Pittsburgh, Pa.; Chief Clerk C. R. Gordon, Magazine Correspondent Agnes Barnes; H. A. Huckaba, Agent, American Railway Association. Terminal Trainmaster W. H. Yeager, Passing Report Clerk Fred Mattle, E. Mangold of Pittsburgh, Chief Clerk C. R. Gordon, H. B. Sherry of Baltimore, H. A. Huckaba and Messenger Leroy Walters

child was stricken with infantile paralysis when three years of age, and is now doing nicely. Our best wishes to her.

During the latter part of August, Mary Louise Murphy, three year old daughter of Yardmaster "Mike" Murphy had the misfortune, while playing, to fall off the back porch, breaking her right arm just above the wrist. The break was just about set when the child again fell, breaking the bone in the same place. "Mike" reports the break on the mend, and that he is now watching Mary Louise closely.

"Bill" Childress, who recently went to Lowellville as extra gang foreman, has again returned to the Junction. Glad to see your smiling countenance again, "Bill."

It doesn't look as though the Baltimore and Ohio Basketball team, winners of the City Championship, would be in existence this year. The team is intact, but has received little encouragement. The boys won the Championship last year and by continually being in the eye of the public, furnished the greatest kind of advertisement for the Baltimore and Ohio Railroad.

#### It Pays to Advertise

The following item is taken from *The Guest*, a Mill Run, Pa., paper, published in November, 1886, which was found in a box car while being switched in New Castle Junction yards:

"At the monthly meeting of the Baltimore and Ohio Railroad directors recently, President Garrett stated that the road showed an increase in earnings for the past six months of \$1,304,182 over the corresponding period of last year."

There were 51,709 new cars handled through New Castle and New Castle Junction during the month of October, which is an increase of 4741 cars over the month of September.

We are sorry to report the death of Mrs. Charles McGowan, wife of wreck train clerk, on November 1, 1923. Mrs. McGowan was 38 years of age, and had been in ill health for over a year. We all extend our deepest sympathy to Mr. McGowan in his bereavement.

Mae Jenkins, former M. C. B. clerk, Master Mechanic's Office, has been transferred to the Stores Department, vice Harry Crichlow, transferred to the Yard Office.

One of the accompanying photographs is of Karl F. Wright, lieutenant of police, New Castle Junction, Pa., his hours are from 8 to 4, but invariably you will find him on duty five nights out of the week. On October 13, while on duty, he received a call from Pittsburgh and Lake Erie Conductor Smith, about 10:00 p. m. to the

effect that a negro had committed a crime in Beaver Falls, Pa., and that he was headed towards New Castle on a fast freight train.

Lieutenant Wright arrested Henry Johnson as he alighted from the train, and found in his possession a 38 calibre revolver fully loaded and four extra cartridges.

#### New Castle Junction

Correspondent, J. A. JACKSON

At this season of the Happy Christmas-tide, I wish to express my sincere appreciation to the employees of the Motive Power Department, for the splendid cooperation given me during the year just drawing to a close. It is my sincere wish that you may enjoy to the fullest extent the choicest blessings and gifts of this Great Holiday, and it gives me immeasurable pleasure at this time to extend to you my best wishes for a Merry Christmas and a Happy New Year.

J. A. TSCHUOR

Master Mechanic

Our sympathy goes out to Labor Foreman E. J. Scanlon, in the death of his sister, which occurred at New Castle on Monday, November 12. The funeral was held on November 15 from the family residence and was attended by a large number of friends of the deceased.

W. E. Winebrenner, formerly passenger agent at New Castle, has been promoted to travelling passenger agent with headquarters at Cincinnati. "Winey," as he is best known by his legion of friends, first entered the service of the Baltimore and

Ohio as clerk, and by faithful and diligent work, progressed step by step up through the various branches of the Passenger Department. During his three years' service at New Castle he made a host of friends among the travelling public, and by his courteous treatment and pleasing disposition was enabled to increase the passenger business to a considerable extent. The well wishes of his many friends go with him in his new field of labor.

The Conference of Magazine Correspondents, which was held at Baltimore on October 26 and 27, was attended by the New Castle Correspondents, and the wonderful time shown them is beyond description. The program provided for the visitors would have done justice to a gathering much more notable. The old Baltimore and Ohio spirit prompted the staff to arrange a program fit for a king. We enjoyed every minute of our stay in Baltimore, but most significant were the beautiful sentiments expressed in the addresses delivered by our President, Mr. Willard, Vice-President Galloway and General Manager Scheer. We hope that much good will be accomplished as a result of the Conference, and we wish to express our deep appreciation to all for the splendid program which it was our privilege to enjoy.

"Bob" McClain, car clerk, took a day off and went hunting through the wilds of Mercer County, and brought home a nice bunch of rabbits. We hope "Bob" takes another trip soon, as we had a nice feed after the last trip.

Master Mechanic J. A. Tschuor, is the proud possessor of a brand new Big Six S. debaker Coupe. The boss says she steams good, and no failures are going to go on the sheet for this "Studee."

The Shops at New Castle Junction are a bee-hive of activity these days, and the power is being handled through this terminal in quick time, and business dispatched with little delay. The supervisory forces are to be commended for this good showing, and the hearty cooperation of the shop forces is responsible for this good work. Keep the good work up, boys!

C. A. Gill, superintendent motive power, was a welcome visitor at this station during November, for four days. The boys here are always glad to see "Charlie" as his jovial manner and pleasing disposition have made for him a host of friends. We hope to see him soon again.



Engineer K. Smith and Fireman Steese, running test train, loaded with eggs and stock. Photograph taken by D. D. Ballard of Baltimore, at Sterling, on August 3, 1916. Mr. Smith is still running stock train



### Youngstown, Ohio

Correspondent, PEARL SCHMUTZ

The trip to Baltimore for the Conference of Correspondents, was not only delightful and entertaining, but enlightening and educational. All the correspondents who attended should have a better idea of the intent and purpose of our MAGAZINE. The getting together of officials of our railroad and representatives of the employes and getting first hand the expressions of friendliness and cooperation, will promote a greater interest and spirit of friendliness between the management and the employes. The influence the MAGAZINE can exert in this direction, by creating a closer relationship between the Management and employes and among the employes all over the entire System, is invaluable, in building and maintaining an organization whose motto is "Courtesy at all times."

#### To All Employes:

I wish to extend to you and your families my sincere best wish for a Happy Christmas and a Joyous and Prosperous New Year. I thank you for your cooperation and feel confident of your support for the coming year.

(Signed) JAMES AIKEN, Agent

#### To Every Employe:

We wish to extend to our forces our hearty good wishes for a Merry Christmas and a Prosperous New Year.

J. K. JOLLY, Cashier  
FRANK J. OGDEN, Chief Clerk

The following letter was received by J. K. Jolly, treasurer Baltimore and Ohio Veterans' Association, Akron Division, from W. D. Reed, president, Veterans' Association, Akron Division. "Have just returned from the Galloway-Fries day held at Chester Park, Cincinnati, Ohio. The day was perfect, the people fine and the meeting was a

record breaker, it being estimated there were between twenty and twenty-five thousand to witness and share the happiness of two of President Willard's boys, who received diamond studded forty year buttons, for their long years of loyal and brain work, in boosting the Baltimore and Ohio into first place. They deserve all they got and my wish is that they live to enjoy and wear this recognition for many years to come. I met many old time friends as well as new ones, many of whom I did not think of ever seeing. Men and women of all positions and classes. It was a rich experience to me, and while on the trip I did not forget to boost the Veterans' Association, Akron Division. I was chaperoned on the trip by James Aiken and A. Wilson, therefore I was well taken care of."

Mr. Reed is 77 years of age and a wonderful penman. His letter would have to be seen to be fully appreciated.

Margaret Hodge Kohl, stenographer, recently married, has resigned. Mrs. Kohl



### YOUNGSTOWN, OHIO

Above: Youngstown, Ohio, passenger station, 1923. Below: Youngstown passenger station in 1903, showing Freight and Ticket Agent James Aiken. Oval, left: Marjorie and Bob, children of Cashier J. K. Jolly. Right: Mr. and Mrs. E. E. Hart at Denver, Col. Right bottom picture: Agent James Aiken, Youngstown, Ohio, and Assistant Terminal Agent J. T. Campbell, Pittsburgh, Pa., taken in Allegheny City Ticket Office in 1888





HASELTON, OHIO, SECOND TRICK ENGINE HOUSE FORCE

Top row, left to right: Stationary Engineer E. H. O'Hara, Machinist S. J. Benedict, Pipe Fitter L. W. Hasely, Boilermaker B. H. Wyer, Helper J. H. Moss, Helper D. Jones, Machinist Mike Baker, Welder A. H. Short, Watchman Eli Maras. Center row: Helper Don Jordan, Helper R. J. Kennedy, Boiler Washer John Sam Paxton, Boiler Washer Marko Milic, Tender Repairman P. Tkurik, Boiler Foreman C. A. Stephenson, Boilermaker J. Duffey. Bottom row: Tender Repairman Joe Gilk, Laborers John Hassay, Mike Hamrock, John Kollar, Helper M. J. Miller. In right oval: Norman Robert, son of Crew Dispatcher R. H. Jones

has gone to Pittsburgh to reside. Mr. Kohl is secretary to A. L. Doggett.

Viola Walker Olson, a recent bride, entertained the girls of the Local Freight Office at her new home. Mrs. Olson was the recipient of many beautiful gifts. A delicious lunch was served and the evening was a most enjoyable one.

As a courtesy to Anna Fitch, general clerk, Local Freight Office, who has gone to Los Angeles to make her home, the girls entertained at her home. Miss Fitch was presented with a traveling bag.

Mr. and Mrs. H. C. Strohm, Minneapolis, Minn., announce the birth of a son on October 17. Mr. Strohm was city ticket clerk, Youngstown, for a number of years.

Frances Seaglione, one of the most popular girls in our office, has at last succumbed to the wiles of Dan Cupid. Her marriage to Frank Colao took place on October 11. Following the ceremony at St. Vitus Church a breakfast was served to the bridal party and 50 guests. The reception in the evening was attended by 300, among whom were office associates from Youngstown. Following a honeymoon trip to Washington and New York, the couple are now at home to their friends at East Long Ave., New Castle, Pa.

Elizabeth McDonough, car record clerk, Haselton Yard, has been transferred to the Freight Office as general clerk.

We are glad to welcome in our midst F. W. Ringger of Baltimore, Md.

The girls of the Local Freight Office were entertained at the home of Peggy Uhl, New Castle, Pa., Saturday evening, November 3. The affair was given in honor of Mrs. Frances Colao a recent bride. The honor guest was presented with a beautiful floor lamp, the gift of employees of the Local Freight Office. Music and dancing wiled away the evening, after which a dainty lunch was served. Josephine Griffin and Margaret Griffin, from Haselton Yard Office and Agnes Barnes, from Train Master's Office, New Castle Jet. were guests.

The Akron Division, Ladies Auxiliary of the Baltimore and Ohio Veterans' Association, entertained the Veterans with a card party, on November 6. A delightful lunch was served and an enjoyable time reported.

#### Massillon, Ohio

Correspondent, W. E. BRUGH

I wish each and every member of the Baltimore and Ohio Family, a Merry Christmas and a Happy and Prosperous New Year.

On October 26 and 27, a Conference of MAGAZINE Correspondents was held at Baltimore, Md. Everyone had a fine time, and words cannot express our appreciation. We were addressed by our President, Daniel Willard; C. W. Galloway, vice-president; E. W. Scheer, general manager, Eastern Lines and other officials. They spoke about the Good Neighbor spirit of the Baltimore and Ohio, and the friendly feeling between the management and the employees.

On November 6, Conductor H. P. Ryan, Willard, and Brakeman D. W. Saam, Dover, had an automobile accident at Willard, in which Mr. Ryan lost his life, Mr. Saam being seriously injured. Our sympathy is extended to Mrs. Ryan, and we hope Mr. Saam will recover.

#### Dover, Ohio

Engineer and Mrs. F. P. Arnold are the proud parents of a baby boy born on October 25. Frank wants to make an engineer of him. Congratulations!

The stork has been busy in Dover. On October 26, it left a little girl at the home of Engineer and Mrs. V. W. Kuhn. Congratulations!

Brakeman Edward Crouch, who has been working out of Massillon, came back to Dover in November. "Ed" thinks there is no place like home.

Mike Reidy, yard brakeman, has returned to work, after being away for some time. "Mike" was struck on the leg by a lump of coal which fell off a car.

#### Haselton, Ohio

Correspondent, LEE RICHARDS

##### To Motive Power Employees:

At this joyous season, it is fitting that we extend to you our greetings and sincere wishes for a Merry Christmas and Happy New Year.

We wish to express our appreciation to all for the hearty cooperation given us in 1923. Your performance has been gratifying and we sincerely trust that the

coming year will be one of happiness and prosperity for you all.

D. A. CASSIDY

I wish to thank all employees of Youngstown Terminal for their splendid cooperation since I have been in charge, and I sincerely wish you one and all, a Merry Christmas, and Happy and Prosperous New Year.

J. C. KLINE

Terminal Trainmaster

The first noise I heard when I got home was "what was doing in Baltimore?" First of all we extend thanks for the way we were entertained, and also to Baltimore City for the interest taken in our conference and their wonderful hospitality.

There are just a few incidents in connection with our trip I will mention, the MAGAZINE covering the rest.

1—Mr Willard's speech—"Safety Above All Things!"

2—To co-operate with our neighbors along the road. In case of epidemic or fire, notify the Company and co-operate with our neighbors at all times.

3—To work for the Company not because you have to but because you want to.

Sympathy is extended to J. C. Ritty, round house clerk, on the death of his infant son.

It has been impressed upon me that Terminal Train Master, J. C. Kline is a firm believer in "Safety First." My advice to the boys is "Watch your foot."

Brakeman Joe Vince was in the limelight at Youngstown this week. Auto—lots of gas—city cop—\$25.00 and costs. Not so bad!

Mary Welsh is again with us. She has found that there is only one real place to work and that is for the Baltimore and Ohio.

Conductor Boomhower reports the arrival of a new son. Sorry that we can't report the arrival of some new smokes!

Brakeman Conley was seriously injured in a street car collision, while on his way to work. He is now in St. Elizabeth's Hospital. Friends are invited to call, as he will not be able to get around for some time to come.

The sympathy of the entire force is extended to Conductor and Mrs. D. A. Flynn because of the death of their young daughter.



## CHRISTMAS GREETINGS FROM ADVERTISER FRIENDS!

## THE MAHONING NATIONAL BANK and THE MAHONING SAVINGS & TRUST COMPANY YOUNGSTOWN, OHIO

We Welcome the Railroad Employees at this Bank and We Offer You: A Banking Service You Will Surely Like.

### Hotel Ohio—Tod House

FIREPROOF

#### RATES:

THE OHIO.....\$2.50 up  
TOD HOUSE.....\$2.00 up

Cafeteria and Dairy Lunch in Connection

### The Ohio Hotel Operating Co.

M. C. HARMAN, Pres.

Compliments of

### THE CENTRAL SAVINGS & LOAN COMPANY

Federal Street and Central Square  
YOUNGSTOWN, OHIO

Make your Savings Bank home with an institution that pays two kinds of interest one—personal, the other

5%

Bell Phone 922

### MOSE J. ROSENBAUM & SON

412-414 East Federal Street  
OUTFITTERS FOR MEN AND BOYS  
YOUNGSTOWN, OHIO

Rochester Fashion Park Clothes, Stetson Hats,  
Manhattan Shirts, Signal Shirts, Sweet Orr  
Pants and Overalls

### HIPPODROME

CONTINUOUS

NOW 11 a. m. to 11 p. m. Daily  
12.30 to 11 p. m. Sunday

High-Class Vaudeville and  
Super Photo Plays

POPULAR PRICES

A good way to check your time is to get the old time piece out when the "Capitol Limited" comes rolling in at 11.07 p. m. Never late!

General Yard Master Updegraph recently passed around the cigars. No explanation could be secured. Someone must have done something or else Updegraph did.

The office force enjoyed the candy sent to them by Mr. Tokohu, Japanese Government Railways, who was in Haselton recently in connection with his study of the America railroads.

#### Painesville, Ohio

Correspondent, C. C. CLEVENGER

We want to become better acquainted with our fellow employees. We are located on the banks of Lake Erie, in a town of nine thousand population, in one of the most beautiful locations on the Baltimore and Ohio.

We expect to send items each month, hoping others may enjoy them as much as we enjoy reading their items. We feel we get a great deal of benefit as well as pleasure from the MAGAZINE.

We miss F. P. Ryan's familiar face on Painesville streets. Evidently F. P. is staying close home. Congratulations, Francis and Irene. Wish you a prosperous and a happy life.

The Car Shop employees wish to extend their sympathy to N. Allport and family in the loss of Mr. Allport's mother and daughter.

While we regret the loss of Shop Clerk R. G. Goff, we are glad to announce his appointment as postmaster at Painesville. Mr. Goff was in the employ of the Baltimore and Ohio for more than twenty years at Painesville.

#### Lorain, Ohio

Correspondent, F. W. HARMON

My visit to Baltimore on October 26 and 27 to attend the Conference of MAGAZINE Correspondents was most pleasant. The addresses of President Willard, Vice-



#### AT PAINESVILLE, OHIO

Above: Car Shop Supervising Force at Painesville, twenty years ago. Standing, left to right: Storekeeper Arthur Kaufman, Assistant Storekeeper Harry Flannigan, Assistant Timekeeper Arthur (Monk) King, Timekeeper Joseph King. Seated: Assistant Foreman Andrew Patton, General Car Foreman T. J. Raftery, Piece Work Inspector Carl Perry. The office shown is now used by Storekeeper. Center: the Plant at Fairport where we will handle three million tons of ore this season. Below: Coal Dock, Fairport, Ohio, where we will handle one million tons coal this season

Please mention our magazine when writing advertisers





Correspondent F. W. Harmon, Lorain, Ohio, sends us this photograph of wild ducks on the lake in front of his house, which faces Lake Erie. The ducks are blue bills. Because of ice in the river and lake the ducks were hungry, but managed to get food at times by diving to the bottom of the lake, 16 feet. Food was scattered on the lake by Mr. Harmon to coax them nearer to the shore

President Galloway, General Manager Scheer and Chief of Welfare Wood were very much appreciated. The friendly spirit existing between the Management and the employes was much in evidence. We are glad that we have the MAGAZINE to further this spirit, which is the essence of Christmas, which will soon be here with its blessings.

The Lorain Docks report a good season in 1923, and are now about to close on account of the cold weather and frozen lakes.

Zack Robinson, general dock carpenter, has left for Florida.

Conductors Sullivan and Mock will soon start for Florida for their health. We will miss them both but hope to see them back again in the spring.

#### Cleveland Terminal

Correspondent, H. B. SMITH

#### To Co-workers, Employes and Friends:

The spirit of cooperation that has prevailed during the past year in the Cleveland Terminal has resulted in a performance that has never before been equalled. Much new business has been attracted by our service and our old patrons are still with us. Just so long as this spirit continues we can look forward to good business on our Railroad, and from our hearts we can really celebrate a Happy New Year.

To yourselves and families, we extend best wishes for a Merry Christmas and a happy and successful New Year.

G. R. LITTELL  
A. H. GENSLEY  
C. A. BURDGE  
H. E. KIRKWOOD  
J. I. MALONE  
J. H. GRAFTON  
T. L. ROWE  
GEO. MAISCH  
DR. A. A. CHURCH

Among those present at the recent Conference of Magazine Correspondents in Baltimore, was the writer. Employes are not fair to their families when they don't take their MAGAZINES home so that the Women's and Children's pages will reach those for whom they are intended. The writer was much impressed by the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood.

Our officers are certainly trying to make railroad work more attractive by showing their appreciation and giving us all a square deal. It is through the MAGAZINE that the messages of our officers are passed along to our employes so that they may know what the Railroad is trying to do and how. You can't afford to miss any of the future numbers. See that you get your copy from foreman or superior officer.

At Columbus Street Freight House, cheek weighing of freight is getting contagious, Tallymen Wolff, Lipa and Reese all running close for first place, with Lipa in the lead for October. The total for this month amounted to \$533.65.

The "Holeproof" girl is not worrying much about style. But Louise is making good as secretary of the Welfare Association.

W. C. Thompson is the new foreman at the Lake Warehouse, and it goes without saying, courtesy and service will predominate.

Thomas Brennan has taken charge of the Fruit Yard and has shown that he can fill his predecessor's shoes.

The Annual Thanksgiving Dinner was a huge success at the Columbus Street Freight Station, much credit being due to the cheerful way our girls responded to the call

for food, and the way several of the boys insisted on more than their share. Somebody suggested, for the benefit of the young married folks employed at the station, that such a feast should be held at least once each week. Why not consult the Women's Department of our MAGAZINE when "she" just don't like to cook?

To Louis Kuntz, our junior mailing clerk, we extend our heart felt sympathy in the recent loss of his mother.

Thomas Redding is showing the ability to qualify since accepting a position in the Cashier's Office.

Marie Shirley says that reverses mean nothing in her life. Leap year will soon be here.

Sarah Connelly admits her popularity has increased since it became known that she is driving her Hupp—but the boys haven't yet relieved her of buying gas.

John Disler has recently purchased a cozy home. Don't be surprised to hear of John feathering his nest.

#### Cleveland Traffic Department

Correspondent, A. R. STROME

#### Fellow Employes:

Of my 17 years of service in the Traffic Department, the year 1923 has been the happiest and the most prosperous of all.

Business secured for our Company has exceeded our fondest hopes and our service has been improved to such an extent that it has won the praise of our patrons and the attention of our competitors. These accomplishments were the result of the combined efforts of all departments and of all employes.

The Baltimore and Ohio is the oldest railroad in the United States, and a continuance of the spirit of 1923 will soon establish it as "The Most Dependable Railroad" in the United States.

I wish you Christmas Joy and Happiness.

J. C. KIMES

Assistant General Freight Agent

#### Greetings, Fellow Workers of Cleveland:

It has been a pleasure to be among you and to find the splendid spirit of cooperation which makes hard work a real pleasure.

May the coming year bring you health and a joint prosperity with our "Best and Only Railroad."

C. W. SHINNAMON

Coal Freight Agent

#### Employes of the Akron Division:

The cooperation and assistance you have given the Passenger Department for the



CLEVELAND TERMINAL

Left: And they said Fred was bashful! Evidently Akron has changed him. Right: Sarah Connelly at the age of two. Her smile still remains





Freight Representatives Roller and Smith, with Magazine Correspondent A. R. Strome, Cleveland, on the roof of the new Union Trust Building

past year has been exceptionally gratifying and I wish to thank you one and all for your services in assisting us to increase the passenger revenue on the Division.

I trust we will have the same kindly relations during the coming year.

J. G. STRICKENBURG  
Division Passenger Agent

The Traffic Department employes held their first "real" party in their new quarters in the Union Trust Building on October 30.

Decorations, in the nature of black cats, witches and concealed lights, gave the daytime workshop a weird and spooky appearance. Pumpkin pies, doughnuts and cider, together with ghost stories, etc, lent a real Hallowe'en spirit to the occasion.

Music was furnished by "The Roller—One-piece Victor—Orchestra," the transportation of which to the scene of festivities was the cause of no little anxiety to those in charge of the arrangements.

Our new coal freight agent, C. W. Shinnamon, contributed to the enjoyment of the evening, this being his first appearance at any of our social affairs.

Now that vacations are over, everybody has settled down to the job of getting more business for "The Most Dependable Railroad."

From the accompanying photo of Freight Representatives Roller and Smith and Assistant Chief Clerk Strome—taken on the roof of the 22 story Union Trust Building—you can see that at least some of us are getting up in the world.



"Grandfather" Paden, North Baltimore

#### Things That Never Happen

Ed. Burke late for work.  
"Pat" Glancy moving faster than a walk.  
Roller leading Cleveland's "Sympathy" Orchestra.  
"Jim" White not talking about something to eat.  
Tessie without her "gum."  
"Jake" Leingang with nothing to do.  
Richmond without a flat tire.  
Frank Dunkle without a "chaw."  
"Mac" not betting on the horse.  
Cap't Dano was without a smile.

#### Aultman, Ohio

Our photo is of Agent J. J. Marlow, Aultman, Ohio. Mr. Marlow commenced work on the C. T. & V. Branch on April 1, 1887, as brakeman. In October of the same year, he had the misfortune to lose a leg while coupling cars equipped with the old link and pin. On February 16, 1889 he was checked in as agent and operator at Aultman, where he has remained ever since. At the time of Mr. Marlow's employment, the branch was known as the Cleveland Terminal and Valley, and his station by the name of Greentown.

The little girl in the photograph is Gladia May, daughter of Mr. Marlow's son Harry, who was formerly a train dispatcher on the Cleveland Division.



J. J. Marlow, Agent, Aultman, Ohio, with his grand-daughter, Gladia

#### Chicago Terminal

Correspondent, E. B. OLIVER

The Baltimore and Ohio Chicago Terminal Railroad at present is dispatching 50 engines every day in switching service, manned by the same number of engine and train crews. An average of nine transfer crews are handling our road work, making a round trip daily. We are operating over 85 miles of double track and 16 miles of single track. We also handle 53 passenger trains daily for the Pere Marquette, Chicago Great Western, Soo Line and Baltimore and Ohio proper, not mentioning the freight trains. Our train dispatchers are handling this large volume of business over an improved telephone system, installed about one year ago. There are 400 to 450 train movements registered every twenty-four hours. The largest volume of business ever handled in one month was in October just past, when 54,270 cars were interchanged with connecting lines, 33,653 being loads. The preceding month, 52,944 cars were inter-



Crossing Watchman C. Ramsey, North Baltimore, Ohio

changed, of which 32,854 were loads. This reflects the co-operation existing between Management and employes.

Mrs. John Latshaw recently returned from Pasadena, California, with the good news that her daughter, Carrie Latshaw McCarthy, had presented her hubby with a fine baby boy. Carrie, we all know, was employed before her marriage in Mr. Moses' Office, and "Hubby Joe" as a machinist in Robey St. Shops. Carrie and "Joe" will not be outdone by the Rosenbergs and Cloughs. Grandpa and Grandma Latshaw are wearing smiles that won't come off.

Hallowe'en night, Mr. West, sheik of the General Office and private secretary to Mr. DeVeny, was out riding with a bunch of his shebas in a Lizzie Sedan. He had the misfortune to meet a sister Lizzie in collision. Shiek West was painfully cut with broken glass and says it is very uncomfortable for him to sit down. He is now taking dictation standing up.

#### Notice to Employes

Any employe who has some news that he or she thinks will interest employes in general, will please send it to correspondent or get in touch with him over telephone. Assistance along this line is earnestly solicited and will be appreciated by me. Telephone Austin 7783.

On December 12 there will be a dance and card party for employes and their friends at Midway Masonic Temple Association Building, 64th and Cottage Grove



And here's the Daddy of that fine looking North Baltimore, Ohio, family which appears in these columns. Agent F. W. Paden





AGENT F. W. PADEN, NORTH BALTIMORE, OHIO, IS PROUD OF HIS FAMILY. HERE ARE THE REASONS:  
Left to right: Mildred, Mary, Frank Junior and two playmates, Dorothy, Mother and Betty

Avenues. The dancing will begin at eight o'clock, the grand march to take place at 9.30. There will be 25 tables for playing Five Hundred and 25 tables for Bunco. One of Chicago's finest 10-piece orchestras will furnish the music.

### Chicago Division

Correspondent, GERTRUDE G. CROW

#### To Employees of the Chicago Division:

The past year has been, in some respects, an eminently successful one for the Chicago Division. We have broken quite a number of records and have manifested our ability to contribute our proportion in achieving for the Baltimore and Ohio Railroad that reputation for service which we know is possible and which we all so strenuously desire. The results accomplished in the past have been solely due to the marked spirit of cooperation which exists and which

I know it is the aim of every one on the Division not only to continue, but to strengthen.

We still have some problems before us which need solution, and I not only thank you for what has been accomplished in the past, but solicit your further cooperation in working out the objects which we desire to accomplish.

Very truly yours,

S. U. HOOPER

Superintendent

Garrett, Ind.

Christmas Greetings to all the Baltimore and Ohio Family.

The Joyous Christmas Season is at hand. The Spirit of Christmas pervades everywhere, and rightly so, for have we not numerous reasons to be joyful?

May the spirit of happiness and contentment so conspicuous during the year 1923,

continue, and be intensified during the years to come.

The spirit of co-operation, friendliness and harmony so apparent on the Baltimore and Ohio today exemplifies the Master's wish for "Peace on Earth, Good Will toward Men."

Wishing all a Merry Christmas.

D. E. SULLIVAN

Division Freight Agent

The Correspondents' Conference at Baltimore, October 26 and 27, was one that will not soon be forgotten by those who had the pleasure of attending. The MAGAZINE staff left nothing undone to make the occasion an enjoyable one, this being typical of the feeling of friendliness which exists between the management and the employees, and which was further emphasized in the talks by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood.



THIS PHOTOGRAPH, LOANED BY BLACKSMITH FOREMAN J. T. McSWEENEY, IS OF THE BLACKSMITH FORCE, GARRETT, IND., IN 1907  
First row, seated: left to right: C. Stahl, F. Grischke, W. McKee, J. T. McSweeney, Daniel Woodward, Michael McChristal, W. Harris, Aaron Ober, M. Krus.  
Second row: A. Rhodes, H. Lumm, Gottlieb Maurer, Jay Snyder, Dave Mortie, C. Lumm, F. Stahl, John Zmyslony. Third row: C. Pausel, J. Stefanski, Henry Geiser, Seward Freest. Fourth row: L. McCorty, V. Maloetspy, V. Zumbunner, V. Paluszak, F. Johnson, F. Galloway, M. Goddowski, C. Bohles



It is the purpose of the MAGAZINE to keep this fact before the employees at all times by publishing articles that will be helpful and interesting, and we hope as the years pass by, that this spirit of friendliness may continue to flourish.

#### Garrett, Indiana

On the evening of October 29, Floyd Sparks, rural mail carrier, residing about three miles east of Willard, Ohio, discovered eight inches of broken rail on westbound track, Akron Division. He immediately called roundhouse foreman, Willard, by phone, notified him of the condition, and remained there to flag any trains that might be coming, until men arrived to make the necessary repairs.

F. F. Karns, chief clerk to Division Freight Agent Sullivan, has been appointed traveling freight agent, Garrett. The vacancy caused by Mr. Karns' promotion has been filled by F. L. Schlotter, rate clerk.

C. L. Woodcox, night yardmaster, has been granted an indefinite leave of absence to go into business for himself. He has taken over the Auto. Repair Department in McLaughlin's Garage, and has promised to keep all our cars in first-class condition, free of charge.

Freight Claim Prevention meetings are again in vogue on the Chicago Division, the first one being held on October 25, W. A. Clifford, agent, was appointed chairman.

The accompanying photograph shows a number of bones which were found in the Kankakee River, five miles west of Walkerton, Indiana. The river is being dredged at this point, and the bones were discovered at a depth of from 8 to 12 feet beneath the surface. They were sent to Smithsonian Institute, Washington, D. C., and they report that as near as can be determined, the bones were those of a Mammoth, which animal has been extinct for nearly ten thousand years. The large tooth in the fore part of the picture weighs nine pounds.

A unique Hallowe'en party was given at the home of Miss Meta Grischke, on October 30. The rooms were decorated in colors appropriate to the occasion, while the guests arrived in masks. Santa Claus was there, bringing with him clowns, pirates and ghosts of all descriptions. The evening was spent with music and games, prizes having been awarded to E. A. Crow, H. Watkins, Dorothy Brinkman and Vesta Marvin.

Miss Vesta Marvin, stenographer to yardmaster, entertained the following guests at a four course dinner at her home on

November 7. Misses Margaret Hammers, Theresa Schunk, Meta Grischke, Clarice Horn, Alma Grischke and Messrs. "Coe" VanLear, L. E. Grove, H. L. Haffner, F. F. Karns, E. A. Crow and G. R. Dean. The evening was spent in dancing and playing progressive Bunco.

A machine long needed at Garrett has been supplied. An Elwell-Parker 3000 pounds capacity portable crane truck, electrically driven, has just been received and is now being installed. With this crane, movement of material will be greatly facilitated about the shops, and will do away with much of the heavy trucking and lifting formerly done by hand. This being the first machine of its kind ever operated here, it is attracting considerable attention.

The photograph of Clarice Horn, secretary to division engineer, and her "official escort," was taken on Mt. Tamalpais, Cal., during the American Legion Convention at San Francisco. Miss Horn was elected delegate from the Twelfth District of Indiana to represent the Ladies' Auxiliary, and from all reports the convention was successful in more ways than one. Miss Horn says that while she has nothing uncomplimentary to say regarding the several western railroads over which she traveled, none of them was up to the maintenance standard of the Baltimore and Ohio, and a noticeable feature was that our dining car service could not be beaten.

#### North Baltimore, Ohio

The photograph on second preceding page is Crossing Watchman Ramsey, an important figure in the life of our town. Day in and day out, rain or shine, he stands at our main crossing and watches over the safety of our citizens, their families and friends. A short time ago he wanted to leave the service, but North Baltimoreans are warm hearted folk. Such a protest was made that he finally agreed to remain, and there he stands. Always a smile for you, always a hearty handshake for his friends and the pleasant word that makes life worth while.

And his little crossing shanty? It's a picture of neatness, inside and out. During the recent Golden Anniversary celebration, Mr. Ramsey personally decorated it, and it was well worth seeing.

Talking with many of North Baltimore's prominent citizens we heard nothing but praise for our friend, the crossing watchman, and it gives us pleasure to tell the other folk on the System about it and to show them, in a picture, just how Mr. Ramsey looks when he's on the job.

#### South Chicago

Correspondent, ESTHER J. MOBERG

At the Correspondents' Conference held in Baltimore on October 26 and 27, needless to say, we all had a wonderful time. I sincerely appreciated President Willard's talk and the opportunity to again shake hands with him (he visited us here several years ago); likewise Vice-President Gallo-way's talk. It is an indication of the friendliness and the spirit of cooperation which exists between the management and the employees all over the railroad. Mr. Scheer's talk on the history of the Baltimore and Ohio Railroad was most interesting, and I thoroughly appreciated Mr. Wood's remarks also.

M. Altherr has again taken up his duties as assistant agent, Mr. Maginn returning to Chicago proper.

The stork has stopped again at John Wolinski's home—a son. That makes nine now, doesn't it, John? Also, a son has made his headquarters at the home of James Polcaster. Where are all the girls?



#### GARRETT FOLK DIG UP RELICS 10,000 YEARS OLD!

Top row, left: Mrs. "Division Accountant" W. S. Hopkins and C. T. Time Clerk Miss Berenice Grosscup, with Mr. Hopkins' brand new Maxwell sedan. Center: "Sunnybrook," record high jump 7 feet 9 inches, owned by Supervising Agent W. J. Mulvihill and Veteran Steeplechaser P. Callahan, the latter for ten years was trainer for the Governor of South Africa. Right: Miss Clarice Horn, Secretary to Division Engineer and her "Official" escort, on Mt. Tamalpais, Cal. Second row, left to right: General Foreman H. Rees, Master Mechanic E. J. McSweeney, Inspector Harris and Engineer S. T. Leek. Below: Bones found in the Kankakee River, near Walkerton, see notes



Mae McNicholas, our genial telephone operator, became the bride of Ray Miller at a pretty wedding at St. Dorothy's Church on October 10. Congratulations!

We hear that Homer Renick and "Ed" Meyzidlo have also taken the "fatal" step but we haven't been able to secure the names of the "lucky" girls. Last, but not least, Ray O'Brien, yard clerk, has taken unto himself a wife. Why not tell us more about it, boys? Heartiest congratulations!

Mary Ryan has taken up her work on the Reclaims, LaVerne Thompson succeeding her, Frank Stack and Veronica Pluard moving up one notch on the Records. The top of the ladder is not far away. Congratulations!

Terminal Trainmaster R. R. Huggins, M. Altherr, assistant agent, C. H. McCrary, storekeeper, J. E. Quigley, general foreman and R. A. Kleist, car foreman extend their sincere good wishes for a Merry Christmas and a Happy and Prosperous New Year. In my own little way, I want to say to all—"Ditto." With the New Year, help the writer by sending to her good pictures, and notes galore. South Chicago is on the map—help to keep it there. As President Willard says "Not because we have to, but because we want to."

## Newark Division

Correspondent, B. A. OATMAN

To All Employees, Newark Division:

We are approaching the close of the heaviest year's business ever handled by American railroads. Of this business the good old Baltimore and Ohio has handled successfully a large part. This has been made possible by the hearty cooperation and willing effort of every employe from the lowest to the highest, and to those of you on the Newark Division I want to express my sincere thanks and appreciation for your splendid support. May you and yours enjoy a Merry Christmas and an even more Prosperous and Happy New Year.

H. G. KRUSE, Superintendent

Employees, Motive Power Department, Newark Division:

We are nearing the end of another year, one which I am sure was enjoyed by all employes because of the feeling of contentment prevailing among us. Cooperation has been the means of making 1923 one of the most successful in the history of the Baltimore and Ohio. I take this means of extending to you and yours a Very Merry Christmas and a Happy New Year.

F. E. COOPER, Master Mechanic

Maintenance of Way Men, Newark Division:

Greetings and salutations!

During the past year the railroads of the country have broken every record in their history. They have obtained more miles per car, more train tonnage per mile, and added more engines and cars to the rolling stock than ever before.

On our own Newark Division we have received more ballast, more material, more rail than ever before. Water lines have been put in good shape, bridges strengthened and improvements made in signals. We have good reasons to be pleased because these improvements and records were made through the splendid cooperation and work of every man on the Newark Division, and want to congratulate the Maintenance of Way employes for the splendid showing that they have made.

Let next year be a bigger and better year! wish you all a Merry Christmas and Happy New Year.

A. R. CARVER, Division Engineer

Everyone seems to have taken a great interest in saving, especially employes in the shops. You see hardly any material lying around, the scrap bins are in use always, scrap is sorted and storekeeper has sales certificate for most any kind of scrap. No wonder we are getting along so well—we are saving the waste which comes back to us in cash.

Hot boxes! Yes, we have heard of them before but just stop and think how many cars are set off on a division in one day. The loss of the use of the equipment cuts down our showing in car miles. Let's make a reduction in the number of hot boxes during the coming year a good New Year's resolution.

Charles G. Miller, supervisor of shop schedules, is a married man. He slipped one over on us but we enjoyed the good cigars and sweetmeats just the same. Congratulations, "Charlie!"

After a lingering illness, Machinist William F. Floyd passed from our midst. Mr. Floyd was assistant foreman in Round house at Newark for a number of years. We extend to those who mourn, our heartfelt sympathy.

The sympathy of the Newark Shop employes was extended generously to the widow of Machinist William F. Floyd, who died, October 10 after a lingering illness. The boys presented Mrs. Floyd with a purse containing \$315.

We are looking for photographs of employes of the Baltimore and Ohio where a goodly number of the members of the family are employed at various occupations. We have been advised that there are several families on the Newark Division, where five or six members are employed by the Baltimore and Ohio. Will you please mail photos with names, occupations and where employed to Division Correspondent Oatman, Newark, Ohio. Thank you!

If it is a HOME that you are looking for, you could not be in a better position to own one than you are by being employed by the Baltimore and Ohio. You certainly have heard of the furnishing of money by the Relief Department to be used in building a home for you and your family, a place that you can call YOUR OWN. If you have been in the habit of paying rent year after year, listen to this: In seven years you can have your home paid for completely by making regular monthly payments, these deducted from your pay check. How many homes have you paid for since you started to pay rent and what have you to show for all that good money the landlord placed in the bank at interest. Make up your mind that Christmas, 1924 will find you in a home that will in a few years be your own.

The automobile seems to have a good many employes hypnotized, to wit: automobile first, home last!

Our pictures this month include one of Yard Conductor Robert W. Lytle who entered service of the Baltimore and Ohio on September 28, 1901, made an excellent record as clerk and was made yard brakeman, September 7, 1909.

On March 23, 1913 he was made assistant yardmaster at Newark and held this position until August 3, 1913 when he was made yard conductor. "Bob," as everyone knows him, likes handling a train better than supervising and is one of the best yard men we have at Newark.

"Bob" likes his garden and handles it a la Burbank. He has posed for the MAGAZINE while engaged in his favorite pastime.

The Division Engineer's Office has a bowling team, a good one, too, and would like to arrange match games with any good Baltimore and Ohio teams in Newark or vicinity. As a special favor would ask that only good teams reply as we do not care to waste our time on "has been" or "will be" teams.

## Accounting Department

Correspondent, R. T. GEORGE

I extend Christmas Greetings and Best Wishes to all employes of the Accounting Department, and I wish to thank all for the hearty cooperation and good fellowship which have been especially noticeable during the past year. I also desire to extend Christmas Greetings and best wishes to the officials and employes of the Operating Department and thank them for the friendly spirit of helpfulness and cooperation which we have received from all. With sincerest regards

JAMES JOHNSTON  
Division Accountant

Owing to the illness of Mr. Oatman, I was the only representative from Newark station at the Conference of Correspondents in Baltimore, October 26, 27, and I can personally say that my hat is off to the Company for the splendid entertainment provided. Mr. Willard talked to us in an informal and friendly way and I am proud that I am an employe of a Company having him at its head.

General Manager Scherer and W. W. Wood, chief of the Welfare Department, talked to us at the informal dinner on October 26 and Vice-President Galloway spoke at the meeting held the next day. These gentlemen, and other officials of the Company expressed to us their sincere appreciation of the cooperation of all employes, with wishes that this friendliness may continue to grow.

The MAGAZINE itself is not a business venture of the Company, but is maintained at great expense to further this spirit of good feeling between the Management and the employes, and it is hoped that the employes will use these columns to cooperate with the correspondents by furnishing news of interest to all the other employes over the whole System.

To the Management of the Baltimore and Ohio Railroad, the employes of the Newark Division extend their sincere wishes for a Merry Christmas and a Prosperous and Successful Year 1924.

"Orrie" Reel, transportation timekeeper, is spending his spare time supervising the building of a new \$8,000.00 home on Summit Street.

"Tom" Snyder, delegate to the National Convention of the American Legion held in San Francisco recently, has returned home.

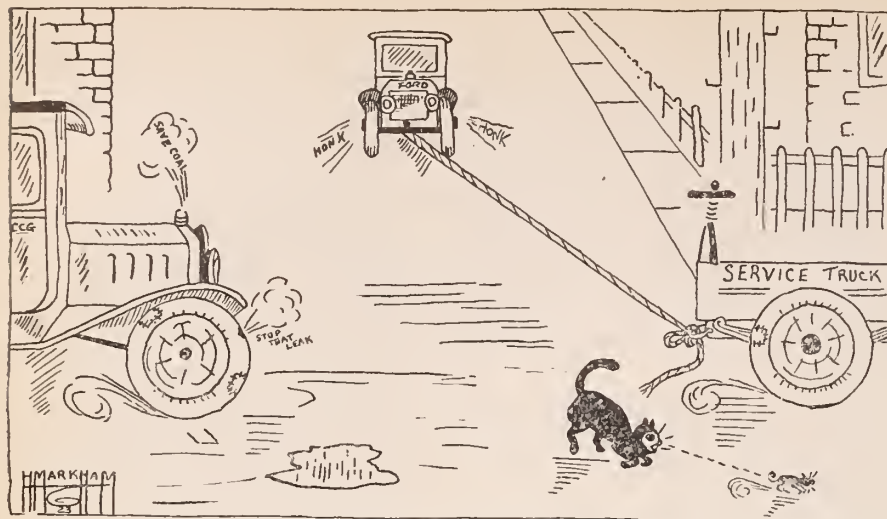
Miss Stevens, the "Aunt Mary" of the MAGAZINE staff, appreciates any communications from the ladies. If you have any new recipes or some idea of doing some of your household duties with less effort than formerly, let "Aunt Mary" know about it, and she will inform others on the System, thereby making things easier for them also.

Christmas Greetings!

The season of gladness, joyous homecomings and reunited loved ones, the Christmastide—when the greetings of man to man and the true fellowship of all God's children, bespeak that great and everlasting faith in one Creator and in one Lord Jesus Christ!

This should be the thoughts of each and every one, not only during the Christmas time, but during the New Year to come and each succeeding year thereafter. True





C. C. Grimm: I saw the Ford coming and the truck going, and being in a hurry I thought I'd just ooze in between and get ahead of the Ford

fellowship of all God's children. That is what this world of ours was built on, love of man for man, and with this practiced by each of us to make the lives of others more happy, our own lives will be much happier on this earth, and our rewards much greater in the hereafter.

#### Newark, Ohio, Station

The removal of the month of December, 1923 from your calendar will mark the passing of one of the most successful years in the history of the Baltimore and Ohio and your genuine helpfulness has contributed to this success.

It has been a year of happiness in homes of the majority of the employees because of the steady increase in business which necessitated the employment of an increased number of men and good pay checks every pay day. Steady employment is sure to promote thrift and home conditions become improved when the head of the home is constantly engaged. There is a steady increase in the applications for loans from the Relief Department, hardly a day going by that some one does not inquire in regard to the loans handled through the Relief Department.

The future looks bright indeed for members of the Baltimore and Ohio family and we should start the new year with a feeling of satisfaction that we have helped as best we could to bring about this good result. Your help in making 1924 a better year will no doubt result in an even better ending. May your Christmas be Merry and your New Year Happy.

#### Mansfield

Correspondent, C. R. STONE

Fred Hannaman, acting agent at Mansfield following Mr. Stockwell's promotion to yardmaster, has now left us and gone back to Shelby. Fred is a nice fellow and we enjoyed his brief visit with us.

Our new agent, R. R. Perry, coming to us from Frederickstown, is a fine fellow and a hustler. Good luck to you, Mr. Perry!

W. O. Stockwell, yardmaster, is having his hands full with the number of cars he has to handle and is working long and hard to keep the business moving and rushing all empties where they are most needed.

The new team tracks south of the Freight House are kept busy right along and we hope that we will have to have more to accommodate the patrons of the Baltimore and Ohio.

The Baltimore and Ohio Savings feature is a great thing and many homes have been bought through careful saving and sacrifice and we will do well to patronize this institution whenever possible to do so. A Penny seems small, but with its brothers, Common Cents, it can work Wonders. It may mean College for the children, a home and business, or many other things that require capital. Take Care Of Your Money and It Will Take Care Of You.

The time is drawing near when Santa Claus is to be the honored guest. What man, woman or child does not think of him at this hour? Father and mother are busy planning, the children are writing to Santa Claus and visioning the little pine tree in the corner beautifully decorated by loving hands. The Christmas spirit is a beautiful one.

#### Marietta

Correspondent, G. R. STEEN

It was the great privilege of this correspondent to attend the Conference of Magazine Correspondents at Baltimore on October 26 and 27. It gave us an unusual opportunity to see how Baltimore was served by our Company, to meet with others interested, as we are, in Baltimore and Ohio affairs, and to see a wonderful football game. Better, yet, we were enabled to get first hand information as to the way our leaders feel toward us of the rank and file. While listening to addresses by President Willard, who is a man of a very democratic spirit and makes one feel that you had known him for a long time, Vice-President Galloway, General Manager Scheer and Chief of Welfare, Wood, we were struck time and again by their very evident sincere friendship for all of us and their desire to help and foster a friendly spirit among ourselves. It is this spirit of good will that overflows and reaches the people we serve and helps us deserve the name, "The Friendly Railroad." I am glad to say that this spirit has been developed to an unusual extent at this station.

Mr. Willard impressed upon us time and again his desire for a closer relationship between employees and Management and he wants us all to say that we are not working for the Baltimore and Ohio, but that we are working with the Baltimore and Ohio. We can all be proud to work for a Company with such a man at its head.

We have had with us for a week, J. A. Byrne, gardner, from Relay, Md., who has been fixing up "Beauty Spots" on our

property in line with plans made in early summer. This work was undertaken in cooperation with the officials of the city with the end in view of making "The Pioneer City" the most beautiful on the Baltimore and Ohio. What has been done already will make some of our other stations look like back numbers. We at Marietta appreciate the personal interest taken in this work by Superintendent Kruse, Division Engineer Carver and others.

Mr. A. J. Snodgrass, non-employee, while crossing over our yards the other day, found a broken rail on one of the switches. He immediately notified Section Foreman Daily who repaired it and thereby prevented possible accident.

It so happened that Miss Reynolds, utility clerk, and Joe Kerwin, demurrage clerk, were occupying the same seat going to Circleville the other day. Joe decided he wanted a smoke, so went forward. In the meantime a young gentleman seated across the aisle from Miss Reynolds, after noting that Joe didn't return, said to her, "I see your grandfather is not coming back." Get that, fellows?

We speak for all the employees at Marietta when we extend our best wishes for a very Merry Christmas and Happy New Year and say with Rip Van Winkle, "May you live long and prosper."

I wish all the boys in the Maintenance of Way Department a very Merry Christmas and Happy New Year

A. LEMASTER, Road Supervisor  
Marietta

Our chief clerk and correspondent, G. R. Steen, had the pleasure of attending the recent gathering of correspondents at Baltimore and reports a wonderful time. When he was telling us about the fine banquet all the boys in the office got so hungry that they simply could not work the rest of the morning. This was particularly true of Cashier Schantz, who surely does enjoy a good full meal. Mr. Steen's only disappointment was that he was not able to get acquainted with as many young ladies as he had anticipated. We are sorry, Raymond, but rather imagine you were a little too bashful. How about sending Rate Clerk Mellor over to Baltimore with his new Dodge and inviting some of these young ladies over to see us? Can't you just picture him returning with his ear loaded to full capacity?

C. M. REYNOLDS, Clerk

#### Sandusky

Correspondent, R. SCHEMNAUER

In the Conference of Correspondents held in Baltimore, October 26, 27, the point which was brought out in all the splendid talks of President Willard, Vice-President Galloway and General Manager Scheer, was that officers and employees alike were doing their best work because of a personal desire to make our Railroad the best in the country. I believe that this spirit is in everybody who serves this Company, for if they did not feel so it would be impossible to make our present fine showing.

The loading of fresh fish at Sandusky, Ohio, is now on in full swing. There is loaded an average of 300 boxes a day for the season which lasts for several months. As the fish go to all points in the United States; to Wheeling, Columbus, Philadelphia and New York, there is good revenue in this business and it is not uncommon to have two or more extra cars to take care of it.

Rolland Bauman and Pearl Lublow of Sandusky have moved to Hazelton, Pa.,



where Mr. Bauman is employed as a car foreman.

Miss Lublow has annexed the title of Mrs. and they served notice on Messrs. Miles, Fisher and Cheshire that they had a fine time looking over the sights at Washington, D. C. Mr. Bauman was formerly at the Sandusky Shops and moved to the Hazelton Shops early this year.

Fred Walsh, the regular operator at Sandusky who took a six months furlough in May, was expected to return to his duties on November 15. C. H. Spaine was here during leave of Mr. Walsh.

Otto Reid has returned to us as a trucker after a two year absence. Reid was formerly a caller at this station when it was operated as a transfer station in 1920. He was married in September.

Wilbur Hartman, Newark, and of the Car Foreman's Office there, is now the night clerk at this station and is progressing well with the work.

John Seitz, who has worked for the Railroad for 25 years, has been assigned to the Market Street Crossing formerly taken care of by the late Ed. Tracey.

The water trains are still being run from Sandusky to Willard. There are three a day, consisting of 30 tank cars each. This requires three train crews and several men to run the pump, which fills a car of 8000 gallons in less than two minutes. In connection with the above we may mention that one of the water trains is under the direction and guidance of none other than John Mitchell the First, the conductor who says himself that he is the best conductor on the Road.

# Sandusky Car Department

## To Employees, Sandusky Car Shop:

As the year draws to a close it is pleasant to review our work for the past ten months. Through our combined effort our Shop now ranks with the older and larger shops on the System. Because of this we may all look forward to the New Year as offering opportunity for still greater achievement. This year has been the best for Sandusky Shop in the past several years and together we may feel that this year there has been something accomplished, something done. It is with sincere pleasure that I wish you and your families a Merry Christmas and a Happy and Prosperous New Year.

FRANK E. CHESHIRE  
Foreman

The Shop bowling team, after getting off to a bad start, is now gaining on the Home League leaders. Miles is leading the scoring, with Wobser second, Hirt third, Gast fourth and Hankey fifth. Although both contests with outside teams were lost, return contests have been scheduled.

The Local Lodge of Carmen presented the Shop with a large flag and it was displayed for the first time on October 12.

A number of men who came to us from the L. & N. and the S. L. & S. F., have decided to make Sandusky their permanent home. They have long ago been accepted as competent workmen and valuable employees and we are glad that they have decided to stay with us.

# Columbus

Correspondents, R. KENNETT, EDITH ROACH  
Employees, Newark Division:

Christmas is the season of good will. Good will has developed among men because they have come to appreciate that when they cooperate they are all better off than

when they are antagonistic in their relations toward one another.

That this spirit of good will be manifest at this Christmas season and throughout the New Year is my wish to all the members of our Baltimore and Ohio family.

M. H. BROUGHTON

Trainmaster and Chief Train Dispatcher,  
Columbus, Ohio

After a pleasant trip to Baltimore on October 26 and 27, I cannot help but feel all the more that spirit of friendliness and helpfulness between Management and employees, as outlined at our meetings by our officers, President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood in their addresses to us.

That this spirit of friendliness and helpfulness may be with us for years to come, is my Christmas wish to all the readers of our MAGAZINE.

Operator O. A. Rusler, Summit, had the misfortune to fall out of a tree recently, breaking a rib and receiving other slight injuries, causing him to be absent from duty several days.

It is reported around Black Lick that Operator S. G. Gaines is going to move to a farm in the near future, having received the following farm implements on October 31 (Halloween): a two horse wagon, spring wagon, mowing machine, two wheel barrows (one for his wife), a jersey cow, chicken coops and many other small articles. "Shorty" says he may change his mind and have a public sale.

With regret we announce the death of Operator A. E. Wagner's father at his home at Wellston, on October 24. Our sympathy is extended to the bereaved relatives.

The wives of Operators N. McClerg and D. Letherman, Cleveland Avenue, are reported slowly improving after several weeks' illness.

While working on Broad Street, Helper Brakeman H. F. Davis had an accident resulting in the amputation of his right arm. It is reported from the hospital that he is getting along nicely.

# Columbus Freight House

Correspondent, EDITH ROACH

## Employees, Freight House:

We are closing a most prosperous year for our Company and for our station and one that has shown the good will of our employees.

Let us go through next year with the same cooperation and friendship and make it a still more prosperous year for the Company and the same pleasant kind of a year for ourselves.

E. D. BALDWIN, Agent

As a correspondent, I was invited to Baltimore to attend a Conference of the Correspondents from all over the System.

The addresses by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood made us proud to know that we are part of the Baltimore and Ohio family. The spirit of friendliness and helpfulness which exists between the Management and employees, and among the employees themselves, was the thought most emphasized.

It is the purpose of our MAGAZINE to promote the spirit of friendliness and helpfulness.

It is up to each of us, individually, to do our part in not only reading the MAGAZINE, but contributing to it.

Friendliness and helpfulness are foremost in our hearts at this time. Christmas and New Year's greetings to all! May the spirit of friendliness and helpfulness grow each year!

"Just to tell you how much I appreciated all the flowers, letters and telephone messages I received during my recent illness. And am so glad to be back with you again, co-workers!"—Edith.

We regret to report the death of David Sites, on October 11, with pneumonia. Sympathy is extended to his daughters, Lillie and Bess, of the Local Office.

Glad to report Mrs. R. E. McCuen, wife of claim clerk, is improving from a recent operation.



ON THE NEWARK DIVISION

Above, left to right: Yard Clerk Harry Rhonehouse. Lytle. Car Inspector Louis Traut. Fireman Charles Porter. Below: Veteran Engineer Charles Glen, Conductor Nick Savy, Fireman Charles Porter, Car Inspector Traut. Deer killed by George Souders (right) in the Mountains of Idaho. Mr. Souders is employed at Columbus





OFFICE FORCE OF MASTER MECHANIC AND STOREKEEPER, CHILLICOTHE, OHIO  
Standing, left to right: E. Snyder, Miss K. T. Sheehan, G. H. Flagg, O. Hathorne, L. Rahrle, L. Miller, V. Maull. Seated: W. McCarthy, F. Darding, J. E. Wilhelm, O. Leatherwood, C. Botkins. In front, with Wilhelm's arms round him John Fletcher, Jr. Right: G. Donald Vittoe, a new yard clerk, son of Engineer and Mrs. W. E. Vittoe, who recently moved to Chillicothe. Welcome!

Yes, we have some clean office;  
We have some clean office today.  
Our walls look bright  
With the fine sunlight  
They look much better this way.  
And if you give us some new lights,  
We'll tell you you are alright.  
But, Yes! We have some clean office;  
We have some clean office today.

Mrs. C. L. Johnson entertained Sewing Club on November 1. Radio concert was enjoyed by all.

Our district freight agent has increased his force. Mr. Kuppenger, former chief clerk, is city solicitor; D. H. Reese, Division Freight Office, Newark is chief clerk. Up until a year ago Mr. Reese was with Local Freight Office.

Claim Agent A. G. Burgett has a new flivver.

### Chillicothe Advertisers CHRISTMAS GREETINGS

## LEVY CLOTHING CO.

70 N. PAINT STREET  
Chillicothe - - Ohio

"The Best Place To Shop After All."

### HOLIDAY GREETINGS

from

Wiedler & Houser

FOULKE BLOCK - CHILLICOTHE, OHIO

## EBENHACK & SON

SELECT YOUR

Furniture and Rug Gifts

HERE

We know that we can Save You Money

105 E. Main St., Chillicothe, Ohio

## Ohio Division

Correspondent, A. E. ERICH

To all Employees of the Ohio Division:

At the approach of the holiday season and at the close of another year, I wish to extend to you and yours my heart-felt desire that you may spend a Merry Christmas and a Happy New Year.

We will shortly enter a new year, and the time will come when, in 1925, we will ask ourselves, what we did in 1924. Let our aims for this coming year be Safety First, Increased Train Loads and Decreased Fuel Consumption. Let President Willard's words prevail throughout every day of the new year of 1924. "Not however, because they feel obliged to do so, but just because they want to do so."

J. B. CAROTHERS

Superintendent

Well! fellow workers, when on October 15, "Ye Scribe" received a notice of a "get together" meeting of all correspondents of the MAGAZINE to be held in Baltimore, on October 26 and 27, little did he think he would have the privilege of hearing addresses from President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, but such was the case.

First of all of course, on arrival at the Baltimore and Ohio Building, there were introductions to the MAGAZINE Staff and then "Among Ourselves."

Briefly, the addresses of President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood emphasized the spirit of friendliness and helpfulness which should and does exist between Management and employees and among the employees in general over the entire System; the desire of the Baltimore and Ohio to be a "Good Neighbor" to all, lend a helping hand and do everything possible in cases of disasters that might occur along Railroad, summing up by pointing out that the MAGAZINE promotes this spirit by informing the employees what the Railroad is trying to do and how it is done, keeping them posted on current events and providing helpful reading in general for themselves as well as their families. None of this could be accomplished, however, without the proper spirit of cooperation and energy put forth by every employe who WORKS WITH, NOT FOR, THE RAILROAD.

On October 12, the Freight Claim Prevention Committee on the Ohio Division was organized, after several years of in-

activity. The first meeting was held in the Chamber of Commerce rooms, Chillicothe. E. E. Johnson, agent at Washington C. H. was elected chairman. Personnel of the committee is: J. B. Carothers, superintendent; F. T. Sturtevant, division freight agent; T. E. Banks and R. Mallen, trainmasters; W. Graf and J. M. Mendell, road foremen of engines; J. E. Freshwater, relief agent; E. S. Russell, captain police; S. S. Winters, G. E. Wharff, H. M. Morgan, W. R. Moore, A. L. Townsend, J. W. Townsend, A. Bazler, S. Griffin, H. G. Leever, C. Brown and J. Vance, agents.

Stopping a leak does not necessitate being stingy but simply being thrifty and economical. SAVE and STOP THAT LEAK.

Former City Speed "Cop" H. Bartlett, who for the last five months has been keeping some of the Ohio Division locomotives hot on the various freight trains, has a new arrival at his home. He is undecided whether to make a "speed cop" out of him, or a fireman. One would be good for the City, the other for the Railroad. Which will it be?

R. T. Watkins, first trick operator, Portsmouth, has been transferred to first trick at Dundas. R. Spangler to first trick at Portsmouth and G. F. Nutter to second trick at Portsmouth.

The sympathy of the fellow workers of Carman Helper Elmer Detty is extended to him and his family in the death of his daughter, Virginia Edith, following a four weeks' illness.

Sympathy is also extended to "Ed" Scheer, machinist helper, in the death of his wife.

J. E. Templeton, gang foreman, is wearing a pleased look. He says "it's a boy." Also a Buick. Between the two he is kept busy.

Harry Strausbaugh, assistant gang foreman, has been undergoing treatment at the City Hospital during the last two months. We are glad to announce he is again able to be with us.

W. C. Jones, carman helper, is receiving congratulations of his fellow workers on his recent marriage.

A penny saved is a penny gained. In fuel economy it means—a pound of coal saved is a pound of coal gained. SAVE COAL!

We are sorry to hear that J. E. Freshwater, relief agent, Ohio Division, was compelled to lay off on account of illness. We hope for his speedy recovery.

W. L. Atwood, fireman, took the fatal step and was married on November 1. Good luck!

A. B. Long, track foreman, Washington C. H., is all smiles again. It's a girl this time. This makes "Fred's" sixth. We congratulate him on his fine family.

The many friends of George Burke, engineer, were surprised to learn of his marriage on October 17. Congratulations!

It was with regret that we heard of the death of Mrs. Mary Sunafrank, who passed away at her residence, Chillicothe, following an illness of 18 months. She was the widow of the late Jacob E. Sunafrank, wreck master for a number of years on this division, and mother of C. Sunafrank, machinist, who has our sympathy.

A. M. Davidson, who has been with us for some time as assistant division engineer and later assistant trainmaster, resigned, effective November 1, to accept a position with the Chesapeake & Ohio as assistant superintendent maintenance of way. We wish him success in his new position.



**Train Dispatcher Mont a "Business Getter"**

Train Dispatcher Oscar Mont, while figuring out an eastern trip recently, learned that some of his neighbors also desired to make practically the same trip, but intended traveling over another road. He prevailed upon them to go via Baltimore and Ohio, which they finally did. Of course after making this trip once over OUR Railroad, they will never use any other route if they contemplate future trips, and will thank Mr. Mont for persuading them to take this route.

On October 29, the members of Division No. 65, Brotherhood of Locomotive Engineers and Ladies' Auxiliary No. 12, were entertained with a most enjoyable party at the home of Engineer and Mrs. C. H. Rodehaver. The occasion was in honor of A. Baker, veteran engineer, who is now retired, in commemoration of his 40 years of continuous membership in the Brotherhood of Locomotive Engineers. He was presented with a gold badge, the emblem of honorary membership in the Grand Lodge. Mr. Baker entered the service as fireman August 25, 1871, promoted to engineer in 1876, and to passenger engineer in 1909, in which capacity he served until pensioned a few years ago. May he enjoy many more anniversaries.

**Sayings of the Safety Secretary:**

Falls, the cause of many accidents, can be prevented by a little care.

Removing or reporting dangerous conditions will help to eliminate them.

The failure of car repairers to use blue flags is about the same as hunting a gas leak with a lighted match.

Did you see what the "SAFETY FLASHES" for October said about the Ohio Division? For the benefit of those that did not get an opportunity to see this, will quote the paragraph:

"Just because traffic is heavy is no reason for assuming that accidents are a necessity. This is a false conclusion. There is one division on our System that has gone through this whole year without a fatal accident to an employee. It is the Ohio Division. Employees are just as busy there as anywhere else on the Baltimore and Ohio, but they seem to have a regard for their own safety and that of their fellows."

**PRACTICE SAFETY FIRST ALWAYS.** Let that be our motto.

As you know, Christmas is coming and turkeys are fat,

Everybody please, drop a few notes in the correspondent's hat.

But, if you do, or don't, never fear,  
He wishes you a Merry Christmas and a  
Happy New Year.

**Toledo Division**

Correspondent, C. E. THRASHER

Dayton, Ohio

December 1, 1923

**To all Employees:**

We wish you and your families a Merry Christmas and a Happy New Year, and wish to say that the faithful service that you have rendered us is heartily appreciated.

A. A. IAMS, Superintendent

W. B. KILGORE, Train Master

I. E. CLAYTON, Division Operator

The writer can hardly find words to express his appreciation to the Management for the pleasure of attending the Conference of Magazine Correspondents held at Baltimore October 26 and 27. There was not a stone unturned to make this meeting one long to be remembered. I was much impressed with the speech made by President Willard, Vice-President Galloway and General Manager Sheer. After hearing the talks of these three men one feels prouder than ever to be a member of our ever increasing family.

One of the largest patterns ever produced in Dayton was recently completed by The Julien Pattern Mfg. Co. for the Baltimore and Ohio, to be used in casting ash pans for our locomotives. Some of the force of the Julien Pattern Mfg. Co. have been employed on this piece of work continually during the past three months. To give one an idea of how huge this pattern was, 10,000 feet of lumber were used in its construction and it required two box cars to transport it to destination.

It is with regret that we report the death of Stanford P. Post, at Mercy Hospital, Hamilton, Ohio, October 11. At the time of his death Mr. Post was night yard master at Hamilton. He entered the service of the Baltimore and Ohio as a switchman, Oct. 1, 1912 and was promoted to night yard master 1922. He was known and respected by a large circle of friends and fellow employees, who will mourn his loss.

On January 1, 1924, our division expects to have in service 25 new Santa Fe

type class S. Engines being built by The Lima Locomotive Works at Lima. These engines will weigh approximately 436,000 pounds, length 101 feet 5 inches, height 15 feet 5 and  $\frac{3}{4}$  inches from rail to stack. Fire box dimensions will be 132 $\frac{1}{4}$  by 96 inches, equipped with duplex stokers and two compound air pumps. These engines will be in service between Ivorydale and Lima and will be of great service in moving the enormous traffic on the Toledo Division.

It is now approaching the time of the year that business usually falls off to some extent, and it behooves you and me to do our part to secure more business in order to avoid the usual lay off of men and women in dull times. Every employee can and should be a freight and passenger solicitor, whether on or off duty. When you hear of people going to some point on our line, endeavor to prevail upon them to travel over "our" road. If you cannot reach them, use the Prospective Business card and forward to the proper traffic representative. This means more work for the freight or passenger agent, more business for the Company, and more prosperity and work for all.

**East Dayton, Ohio**

Correspondent, EDWARD M. MANNIX

A Merry Christmas and Happy New Year to all.

At this glad season, I embrace the opportunity of expressing to the employees of the Toledo Division my appreciation of their efforts during the past year, and I extend to all my most sincere wishes for a Merry Christmas and a Happy and Prosperous New Year.

T. C. O'BRIEN

Master Mechanic

General Foreman W. A. Gilmore joins our master mechanic in his good wishes. This is reciprocated by the employees, who assure him of their good will, their confidence and cooperation during the coming year.

Pretty hard to get a line on our friend Robert O'Neil, but things along the repair track show up nicely under his watchful eye. "Bob," like all our officials, is extending his glad wishes for the Yuletide and wishing all a Merry Christmas and a Happy New Year.



LIMA, OHIO, IS PROUD OF HER BALTIMORE AND OHIO FAMILIES

Left: Elizabeth, fifteen year old daughter of Engineer Paul Bogart. She is a sophomore at Central High School and is a talented musician. Center: Leonard and Bernard, sons of Telephone Maintainer Omer Freeman. Right: Telephone Maintainers Omer Freeman, Lima, and H. L. Bates, Hamilton, Ohio. Mr. Freeman entered service in 1905, as trackman and was transferred to Telegraph Department in 1908. He has been on the Toledo Division since 1913. His record as a Safety First man is excellent



During the past month Miss Luella Balcom, clerk, Master Mechanic's Office, quietly slipped away with Michael Goodburn, assistant foreman, Car Department, and "did it." After a honeymoon of two weeks they settled in their beautiful new home on Fairview Ave. Congratulations!

### A MERRY CHRISTMAS to Employees from Dayton and East Dayton Business Friends

We Wish to All Our Friends a  
Merry Christmas and a  
Happy New Year

**D. A. SAVINO COMPANY**  
Fancy Groceries  
SECOND AND TERRY STREETS

### ALHAMBRA THEATRE

We Are Pleased With The Baltimore  
and Ohio Railroad Patronage and  
Wish all a Merry Christmas and  
a Happy New Year

BERT FIALA

I Wish All Employees of the  
Baltimore and Ohio Railroad a Merry  
Christmas and a Happy New Year

### LIPPINCOTT'S PASTEURIZED MILK

That Before-Breakfast Service

J. H. LIPPINCOTT, 65 Brenner Avenue

RAILROAD YOUR WAY TO

### J. E. SUTTON'S GROCERY

(Successors To Ballman Bros.)

I WISH ALL A MERRY XMAS AND  
A HAPPY NEW YEAR

Third and Findlay Sts.

When in Need of PAINT, HARDWARE and  
HOUSEHOLD SUPPLIES See

### HALL HARDWARE CO.

Third St., near Linden Ave.,  
SAVE TIME AND MONEY

A Merry Christmas To All

### The General Jackson Fuel Co.

1331 EAST FIRST STREET

Wholesale and Retail

WISHES ALL BALTIMORE AND OHIO  
EMPLOYEES A MERRY CHRISTMAS  
AND A HAPPY NEW YEAR

### That Dependable Grocery

### THE WAGNER GROCERY

Staple and Fancy Groceries

Third and Springfield Streets

DAYTON, OHIO

We thank all, and wish them  
A Merry Christmas and A Happy  
New Year

### Echos of the Correspondents' Convention

I cannot refrain from quoting a few high spots in the address of President Daniel Willard to the MAGAZINE correspondents.

"Nothing pleases me better than to have all satisfied."

"I believe that labor has the same right to organize as other interests, and the management has never been opposed to this."

"To work intelligently consumes less effort; a wasted hour can never be regained when lost with intent."

"I want every employe to be a business-getter for our Railroad and I look forward to his or her efforts along this line."

"The Baltimore and Ohio Railroad has on its payroll at present 80,000 employes."

"It costs \$350,000.00 per day to meet our payroll. You make this possible only by your united efforts, and remember—to work intelligently consumes less effort."

Vice-President Galloway said: "No matter what position you hold with our Company, your position as MAGAZINE correspondent is a most important one."

"Our MAGAZINE has done much to bring about the good will, mutual understanding and cooperation it was intended for."

"If all the brains of the universe were poured into one man's head, he could accomplish nothing without cooperation."

"A factory superintendent can reach all of his employes under one roof but, the MAGAZINE reaches out and imparts to all our employes things that we want them to know."

General Manager Scheer said: "To know that you are a part of the great Baltimore and Ohio Railroad is itself a cherished possession, and your work as correspondents is appreciated by all."

The writer desires to extend his thanks to all employes, especially to the correspondents, for their cooperation. To my superior officers and my buddies of the shops I wish all the good things the season means, and I hope that sunshine and happiness may be theirs for years to come.

### Division Freight Office Dayton, Ohio

Correspondent, G. M. McBRIDE

Geo. F. Aring, formerly chief clerk, Office of Division Freight Agent, Dayton, Ohio, has been promoted to freight representative. Mr. Aring has proven himself efficient as chief clerk and we wish him continued success.

Howard E. Martin, assistant chief clerk, Revision Bureau, Cincinnati, has been promoted to the position of chief clerk to division freight agent, Dayton, Ohio, made vacant by the promotion of Mr. Aring. We welcome him to our midst.

Lima, Ohio

Correspondent, O. L. WALLBURG

Your correspondent expresses his appreciation of the splendid hospitality extended by the Management of the Baltimore and Ohio while he was attending the Correspondents' Conference on October 26 and 27.

The entertainment furnished left nothing to be desired; in addition the correspondents living in Baltimore outdid themselves in their efforts to make the stay of the out-of-town folks enjoyable.

The "Girls" had a wonderful opportunity and enjoyed themselves immensely as they were in the minority. I know one pretty girl who had four "young" men in tow coming back from the football game and they imagined they were taking her home!

Now that we are back on the job, it is up to us to carry out the resolution each of us made in his heart, which was to push forward by word and deed the banner of the Baltimore and Ohio, "Courtesy and Service" throughout the territory covered by our great Railroad.

Yard Conductor "Joe" Shelly is in a serious condition. Hope to see him out again soon. We miss him.

Switchman A. F. Price is back on the job at North Lima after an absence of some months because of an injury. Everybody is glad to see him.

Elmer "Dusty" Rhodes is the proud father of a young yard clerk, who took his first gaze at this old world of ours a short time ago. Congratulations!

"Ted" Newland got himself a new Chevrolet the other day and says it can pass anything on the road. Had a race with a Lima Ice & Coal Company wagon the other day and came in second, which wasn't so bad, considering that Arza Green was cycling on Marion Road the other day and had to use his bell on "Tod" to give him the road.

John Suydam, section foreman, and his men are doing a fine job on the street crossings through Lima, making them smooth with crushed stone and tarvia. Good job, John! Motorists will have a better opinion of the Baltimore and Ohio than ever.

Simple, but fine little act of Baltimore and Ohio Good Neighbors! Drayman was passing freight station on North Street, when a bolt slipped and the bed of the wagon dropped to the street. Freight House Force, just going to lunch, stopped long enough to lift up the wagon bed and set it back on the wheels in response to Agent Colbert's request that they should. Fine!

The interior of the passenger station at Lima is being cleaned and redecorated and presents an attractive appearance. Pleasant surroundings contribute in a large measure to making the beginning of a journey less tiresome, and also help a great deal when folks are waiting for connecting trains. Adding to this, Courtesy and Service, it increases the feeling of comfort and also increases our patronage.

Florence Slygh and Harry Kaufman, two new members of the Baltimore and Ohio family at Lima, would make a wonderful picture holding hands, if your correspondent could ever find them idle long enough to snap them.

We wish all our folks at Lima, on the Toledo Division and everywhere on the System a Merry Christmas and a Prosperous New Year.

Wellston

Correspondent, L. M. MASON

My visit to Baltimore, as correspondent for the MAGAZINE, was a visit that will never be forgotten. Although a business meeting, nothing was left undone to show us a good time. The trip over the water front given to us by the City of Baltimore was a pleasure as well as an education. The football game between the Navy and Princeton University was an enjoyable affair and many other places of interest were visited all over the city. The addresses made by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood emphasized the spirit of friendliness and helpfulness which obtains between the Management and employes all over the system.

Please mention our magazine when writing advertisers





Unloading limestone on right of way between Breese and Beckemeyer, Illinois, to save long haul for farmers

It is the privilege of the MAGAZINE to further this spirit by informing employes of what the Railroad is trying to do and how, keeping them posted on current events and providing helpful reading in general for them. This spirit is the essence of the Christmas spirit and in voicing a Christmas greeting we could not wish a more wonderful thing than that the spirit may grow as the years come and go.

The banquet held at the Rennert Hotel for the correspondents was attended by General Manager Scheer and Chief of Welfare Wood. The addresses made by these gentlemen were pleasing. Mr. Wood, being introduced as our silver tongued orator, showed that his introduction was no mistake. Mr. Scheer gave us a good talk on the early history of the Baltimore and Ohio, which is the only railroad in the country that operates under its original charter. He said that he was from the Western Lines but didn't say anything about his home town, Zaleski, Ohio, which is only a stone's throw from Wellston.

On behalf of the Wellston sub-division we wish all employes and officers of the Baltimore and Ohio a Merry Christmas and a Happy New Year, and that the coming year may be the best we have ever had.

J. F. Toumine, freight agent, made a flying trip to Washington, D. C., to attend the laying of the corner stone of the Masonic Temple at Alexandria, Va.

It would be a wonderful thing if automobilists knew that railroad trains only stop at crossings to pick up the dead.

If a man wants his dream to come true he must wake up.

Many a good foot has been lost by a brakeman kicking a coupler between the cars.

Handle with care, cars or tanks which contain acid, or other inflammable substances.

Sometimes in railroad affairs in order to maintain proper discipline and attention to business it is necessary to administer caution and reproof. Likewise, there occur numerous instances of meritorious service deserving of recognition, which are not always so well remembered. This is regrettable, because the desire to please, and to know that we have been successful in the attempt, is an inherent trait in human nature. Too often those who are steadfastly engaged day by day in the faithful performance of duty, regardless of the cost in personal sacrifice, are allowed to think that their efforts are unappreciated. Wherever is found an appreciative foreman, department

head, or official, there also will be found a group who always have a good word for "the boss." The "thank you" spirit provides a real actuating motive for unselfish service and is the source of the real pleasure to be found in honest labor.

The spirit that is shown by most of our passenger conductors is the reason for the big travel via the Baltimore and Ohio. A few weeks ago a lady got on No. 68 at Dayton, going to Washington Court House, Ohio. Conductor "Pat" Sweeney asked for her ticket. She replied that she had no ticket, that her daughter had purchased a ticket in Dayton for her, but had forgotten to give it to her. Conductor Sweeney said he would have to collect the fare in cash and that she could turn the ticket in and get a refund for her money. The lady said that she had no money and couldn't pay the fare. After a talk with the lady, Conductor Sweeney decided that she was in earnest and deserved help. He took money from his own pocket and paid the lady's fare from Dayton, Ohio, to Washington Court House. On arrival at destination, another daughter met the old lady at the station, and it so happened that this daughter had not thought to bring any money with her. Conductor Sweeney's name and address were taken and later he was reimbursed.

Do you know that to do anything right, you have to "think;" that the little word "think" is the most important word in the railroad business. I am going to have to "think" to write this article. Just "think"

what you could save the Railroad if you would "think" just before you start to do a thing. "Think" how many cars do you bill in a month that are not billed right. A car billed wrong makes more work for you. "Think" and save the work! "Think" and save your Company money. In lots of cases a car billed to the wrong destination is a good cause for a claim against the Company. "Think" to prevent this. We heard of a case where a car came into a station billed to a point in France, and another car came into the same station billed to some other foreign point. The car going to the other foreign country was substituted and billed to France, because it was thought to be the same grade but it happened that a law was in force in France that so much cereals should be used in flour and these cars both contained flour. The France shipment was turned down and a claim presented the Company for \$400. If the agent or bill clerk had used the little word "think," the Company would be Four Hundred dollars richer than it is now. This little word "think" will fit in, in any department. Try it in your department and see. Next to "thinking," smiling's best.

I. E. Clayton, division operator, recently wrote your correspondent a holiday thought and good wish as follows:

The strength of a structure depends solely on the strength of the foundation on which it is built. Likewise the strength and future of the Baltimore and Ohio Railroad, or any other successful venture, is built from the bottom, and the wonderful team work and co-operation that is noticeable on the Baltimore and Ohio Railroad today is responsible for the perfection of the solid foundation and understanding that now exists. It is my hope that nothing in the future will loom up to destroy the present good fellowship that we all enjoy.

### St. Louis Division

Correspondent, ALTO SMITH

I take this opportunity to extend to all St. Louis Division employes my best wishes for a Merry Christmas and a Happy New Year. The year just drawing to a close has been a most successful one with us, due to the wonderful spirit of cooperation, helpfulness and friendliness which exists on the Baltimore and Ohio today and which is manifest especially on our division. May this same spirit pervade throughout the coming year.

C. G. STEVENS  
Superintendent



### IN FAR AWAY FLORA

Left: Fireman O. D. Brissenden, who is making special study of fuel conservation. Center, left to right: Fireman R. Gibson, J. P. Berry and F. Englemeier. "Blondy" Williams in cab. Right: Fireman J. P. Berry and his bride



May the Christmas spirit prevail and the New Year give each a full measure of success, prosperity and happiness.

K. S. PRITCHETT, Trainmaster

I wish to extend to the employes of The Baltimore and Ohio my best wishes for 1924. Also wish to thank you for the hearty cooperation and interest you have shown in making The Baltimore and Ohio the best road in the land. I hope that the success that has attended our work in 1923 will be continued during 1924, and that you may have A Merry Christmas and Happy New Year.

E. M. WINKS  
Agent, Flora, Ill.

*To Motive Power Department Employes,  
St. Louis Division:*

Christmas greetings and best wishes to all. It is my sincere wish that your faithful cooperation with the Management of the Baltimore and Ohio will bring continued years of success and happiness to you and yours.

J. J. HERLIHY  
Division Master Mechanic

Having experienced a very happy and prosperous year in 1923, it is my hope that we may all enjoy a very Happy, Joyous Yuletide Season.

H. H. SUMMERS  
Division Accountant

A renewed spirit of activity will be in evidence as the result of the Conference of Correspondents of the MAGAZINE held in Baltimore last month. The trip was delightful in all respects, especially to the correspondents on the St. Louis Division who are on the far end of the road and whose visits to the eastern section, or "Headquarters," are, of necessity, rare. The courtesy extended to every one and the business transacted are worthy of more than passing mention.

It is regrettable that we cannot publish verbatim, addresses made by President Willard, Vice-President Galloway, General Manager Scheer and Chief of Welfare Wood, but suffice to say that the high points in all these talks was the emphasis placed on the spirit of friendliness and helpfulness which exists between the Management and employes, and that the chief aim of the MAGAZINE is to further this spirit by setting forth the position and policy of the Railroad; that the interests of the employe and employer are common and all should work accordingly, knowing that employers and employes are essential to each others' success. With the advent of the New Year, let us all wish that this spirit may grow until it reaches the fullest extent.

ALTO SMITH  
F. H. WRIGHT  
LOTTIE DOSCH  
H. F. SMITH  
L. McCoy

Correspondents

The Freight Claim Prevention Committee meetings have been resumed with two organizations on the St. Louis Division. One will meet at Louisville, Ky. monthly, Agent Chamberlin, Louisville, being chairman and Agent O. B. Conkey, Mitchell, secretary. The other organization meets at St. Louis with Agent Singer of East St. Louis presiding and Agent Kelley as secretary. All staff officers, one conductor and engineer and several station agents form the personnel. The amount of money expended in settling freight claims is appalling, the damage to L. C. L. shipments on the Western Lines for the first nine months of 1923 amounting to over \$150,000,

due chiefly to rough handling of cars, use of defective equipment, improper refrigeration and other like causes. It can be seen that all classes of employes are more or less involved in damage claims and if everyone will perform efficient service claims can be reduced.

The St. Louis Division now has fourteen of the new type E-27 engines, known as the E-27-CA, E-27-D, and E-27-DA class. These engines are handling thirty-one hundred tons on the St. Louis Division. On account of their cab arrangement they have been nicknamed by the men "Sport Models." With a few more of these engines, the St. Louis Division expects to break all previous records on train loads.

The old Association of Superintendents at Springfield has been revived recently, with a view of improving operations there, especially the interchanging of cars between the railroads. Trainmaster Pritchett, Baltimore and Ohio, in conjunction with several trainmasters of other railroads, drew up the by-laws and constitution of the association, which is known as the Railroad Officer's Association. The Association put into effect certain rules to be observed by the different railroads with respect to the handling of business.

The duck hunting and fishing season is in full swing now and St. Louis Division employes are taking full advantage of it.

Farmers in the vicinity of Omaha, in attempting to get better drainage, employed a dredge boat to enlarge ditches. It was necessary to take bridge out just west of Omaha station to let boat through. By the quick work of Master Carpenter Young and his men, bridge was replaced and it was only necessary to transfer passengers and baggage from two trains.

General Foreman D. L. Booth, Flora, has been transferred to Shops, Ind., as general locomotive foreman, his place at Flora being filled by H. M. Gray. Mr. Booth is not a stranger at Washington Shops, having served his time as apprentice and machinist there.

Norbert Boyd has taken position as yard clerk, Springfield.

Sometime ago in the MAGAZINE, there was a story about the location of the International Shoe Factory at Flora, which was brought to that city largely through the efforts of Trainmaster Pritchett and Industrial Agent Hamme. This shoe factory has now been built and is ready for operation. It should furnish our Company with considerable revenue.

#### Superintendent's Office

Dispatcher B. B. Pritchett has returned to duty after being ill for some time. "Boots" Booth put them in the hole during his absence.

Road Foreman of Engines Creager and his assistants have been kept busy the past month riding the new modernized engines. Mr. Creager promised a regular graduation day story on these engines that are being assigned to the St. Louis Division, but owing to press of work was unable to get it in for this issue.

Superintendent Stevens and Division Freight Agent Lindsay were in Baltimore early in November, attending staff meetings.

#### Washington Shops

A. W. Miller, general locomotive foreman, Washington Shops, for the past six years, has been transferred to Lima, Ohio, as general foreman. Before his departure the "locomotive boys" presented him with a

fine watch and chain. "Al" appreciated it too, and while he isn't a grand speech-maker, they all realize his appreciation of the gift and givers.

John William Booth made his appearance in the family circle of D. L. Booth, locomotive foreman, on November 1. Mrs. Booth was formerly employed in the office of the General Foreman at East St. Louis, Illinois.

#### Dear Santa:

Please bring Dorothy Fitts a "Bob" sled,

Blanche Wise a vacation,  
Alice Fox an unlimited interest in a candy and cigar store,

Bertha Feagans a Packard chauffeur,  
Pearl Kaufman three hundred and sixty-five postage stamps,

Martha Burgess a permanent wave,  
Russell Isenogle a "Nash" that will go 90 miles per,

The messenger a pair of roller skates,  
The correspondent some "news" notes, for each issue, 1924.

M. T. Sergesketter, accountant, Louisville Freight Office, spent a few days in Baltimore recently visiting the General Offices, particularly the Accounting Department, returning to work reporting his trip interesting and instructive and with nothing but praise for the courtesy shown him by those he met while there.

Miss Marie Blandford, utility clerk, Agent's Office, Louisville, Ky., was away in October, her position being filled by Jange Briggs, New Albany.

A feminine scream will sometimes do more to rout a burglar than a vicious looking automatic. At any rate that is what caused a prowler, who entered the apartment occupied by Stella Allen, Edna Humes and Josephine Fettig, clerks, Superintendent's Office, Washington, hastily to make his exit. The burglar was ransacking the place when Miss Humes woke up. Being cautioned to keep quiet, she obeyed by screaming, awakening the rest of the trio, Josephine proving the heroine and chasing the invader from the premises.

Our recent rush of business has caused Trainmasters Smith and Pritchett to promote a number of brakemen to the rank of conductor. Some of the new "captains" have made their first trips.

Retired Passenger Conductor Frank Frey, residing at Flora, has become interested in poultry raising and spent some time recently at poultry shows near Carlyle, picking up pointers.

An example of the spirit of neighborliness and willingness to cooperate was shown by the Railroad during the month of October, when farmers living between Breese and Beckemeyer, Ill., wanted limestone for use as fertilizer. On account of construction of hard road they would have had to make a long haul if cars were unloaded at Breese and Beckemeyer. To save them this haul the Baltimore and Ohio unloaded the limestone on the right of way near the farmers' homes, it being unloaded from self-clearing cars so that it could be done quickly and without delay to trains.

This ends the work of the MAGAZINE for 1923, spent most happily by the Editorial staff among the employes of the "Friendly Road." May 1924 be a better year for the MAGAZINE, a more prosperous one for the Baltimore and Ohio, and an even happier one for all employes!





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**NAPOLEON'S** name fills more pages in the world's solemn history than that of any other mortal.

The advance of his Grand Army into Russia is the turning point of his career and marks the beginning of his downfall. During the World War mighty armies marched over the battlefields where Napoleon fought over a century ago. All the causes of this mighty struggle may be learned from the pages of history. The one complete, accurate, authoritative and reliable history, depicting the rise and fall of every empire, kingdom, principality and power, is the world-famed publication,

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ADDRESS .....



## A Christmas Message from the Traffic Department

THE Christmas issue of the MAGAZINE, suggesting the exchange of greetings among the members of our big Railroad family, affords us a most appropriate opportunity for extending our thanks and appreciation to many employes not directly engaged in traffic solicitation, who have, nevertheless, been of substantial help to us during 1923 in securing a record breaking volume of business for our Railroad.

Scarcely a day has gone by that we have not heard of some employe outside of the Traffic Department who has persuaded a passenger or a shipper to try our service. This helpful interest is manifest everywhere one goes on the Railroad and comes from employes engaged in so many different kinds of work that it is doubtful if a single classification has failed to do its part. In train service, in shop, on the track and in the office are men and women who believe in the Company they work for and who want to do all in their power to increase its business.

These employes have been splendid exponents all during the year of the spirit of unselfishness which, at the approach of the Christmastide, touches us in a magical way and makes friendships dearer, work happier and life brighter than at any other time. Yet we believe that this unselfishness has in it more of the quality of thoughtfulness than of sacrifice, for surely if we believe in the ideals of the Company for which we work, and if we are proud of its record and its service, it should be a real pleasure for us to have uppermost in our minds at all times the thought that we can be very powerful agencies for bringing more business to our lines.

We can always speak well of our Company. We can rightfully boast of its splendid reputation for square dealing and for dependable and courteous service. We can tell our friends and acquaintances of its excellent record for "On Time" trains. We can distribute its advertising literature. We can be living examples of the spirit of friendliness and mutual helpfulness which obtains in our family between Management and employes, and also between the Railroad and the people we serve.

As the Baltimore and Ohio has been a pioneer in so many respects, we believe that it is also leading the way in showing how much can be accomplished by a Railroad which has the unified support of its employes in all its activities. Perhaps, strictly speaking, the Traffic Department has only heard from a small number of pioneer business getters in the other departments as compared with the total number of over 70,000 in our entire organization. In emphasizing, therefore, our appreciation of the splendid help that these ardent Baltimore and Ohio supporters have given us in the past few years, may we not express the reasonable wish that their number may so increase during 1924 that the New Year will be the most prosperous in Baltimore and Ohio history for all Departments.

THE TRAFFIC DEPARTMENT





Travel



Education



The Home



Good Reading



Vacations



Recreation



Music

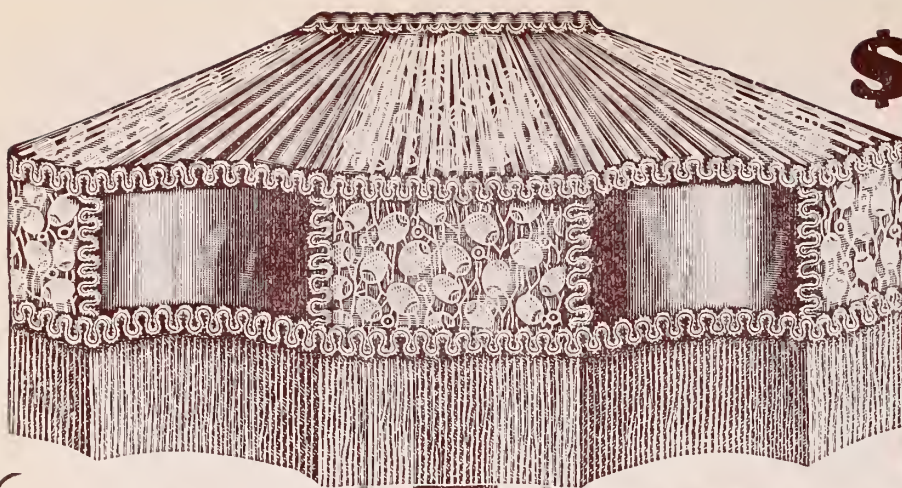
# Baltimore *and* Ohio Magazine

January  
1924



*The First Lesson  
in Success*





**\$100**  
**Down**  
**Brings This**

## Gas or Electric The Lamp—

Comes equipped for choice of gas or electricity. Has 2-light Benjamin socket for electricity only, with 8-foot silk cord ready for use; or comes with 6-foot rubber hose, burner, mantle and chimney for gas.

### Mahogany Finish

Standard is 60 in. high, 3 in. in diameter. Highly polished French mahogany finish.

## The Shade—

Made in Fifth Avenue design, 24 in. in diameter, of delft blue silk, shirred top, alternating plain and fancy art silk panels. Twelve panels in all, tinsel braid border, with four inch Chenille fringe. American beauty shirred lining. The harmonious color scheme gives effect of red light shining through a blue haze—a rich warm light. Shipping weight, 27 pounds.

### Marshall Silky Fringe Pull-Cords

Also pair of Marshall silky fringe cords with 3½ in. silky fringed tassels, giving an added luxurious effect.

For gas use, order by No. G6332NA.

For electricity, order by No. G6333NA.

Send only \$1 with the coupon, \$2 monthly. Total Bargain Price for lamp and shade, \$19.85.

## Free Bargain Catalog

Shows thousands of bargains in home furnishings: furniture, jewelry, rugs, curtains, phonographs, stoves, dishes, aluminum ware, etc. All sold on easy terms. Catalog sent free, with or without order. See the coupon.

# Floor Lamp With 5th Ave. Silk Shade

Here is something you have always wanted—a beautiful floor lamp with handsome and elegant Fifth Avenue silk shade—to add an extra tone of elegance and luxury to your home. On this generous offer you can see just how this floor lamp and silk shade will look in your home, without risking anything. Send only \$1.00 with the coupon below, and we will send it complete to your home on approval, equipped for use with either gas or electricity. We take all the risk.

## 30 Days Trial

When the lamp outfit comes, use it freely for 30 days. See how beautifully the colorings of the handsome silk shade blend and harmonize with everything in the home. How useful it is, too—so handy for reading, can be moved around with ease to furnish a beautiful light and rich warmth and coziness to any room in the house. If after 30 days trial you decide not to keep the lamp, just return it at our expense and we will refund your \$1.00 deposit, plus any freight or express you paid. You cannot lose a single penny.

## \$2.00 a Month

If you discover that this lamp is a tremendous bargain at the price we ask and you decide to keep it, send only \$2.00 a month until you have paid the total bargain price of \$19.85. Yes, only \$19.85 for this luxurious lamp and silk shade complete. Compare this value with anything you could buy locally at anywhere near the same price—even for spot cash! Straus & Schram gives you this bargain price and almost a year to pay. We trust honest people anywhere in U. S. No discount for cash; nothing extra for credit. No C. O. D.

# Price Slashed!

Decide now to see this beautiful floor lamp and silk shade in your home on approval on this price smashing offer. Think how the nickels and dimes slip away for useless things; save them for something worth while that will give satisfaction for years. Send coupon with only \$1.00 now! Satisfaction guaranteed.

**STRAUS & SCHRAM, Dept. 4011 Chicago, Ill.**

## MAIL THIS COUPON NOW! STRAUS & SCHRAM Dept. 4011 CHICAGO

Enclosed find \$1.00. Ship special advertised Floor Lamp and Silk Shade as checked below. I am to have 30 days free trial. If I keep the lamp, I will send \$2.00 a month. If not satisfied, I am to return the lamp and shade within 30 days and you are to refund my \$1.00 plus any transportation charges I paid.

- ☐ Gas Floor Lamp No. G 6332NA, \$19.85.  
☐ Electric Floor Lamp No. G 6333NA, \$19.85

Name .....

Street, R. F. D.  
or Box No. ....

Shipping  
Point .....

Post Office ..... State .....

If you want ONLY our free catalog of home furnishings, mark X here ☐



**BOTH PREMIUMS  
FREE**

**50 inch Table Cloth and  
6 Napkins. 6 Silver-Plated  
Knives and 6 Forks**



This superb 110-piece set, with initial in 2 places on every piece, decorated in blue and gold, with gold covered handles, consists of:

- |                            |  |
|----------------------------|--|
| 12 Dinner Plates, 9 in.    | 12 Cups  |
| 12 Breakfast Plates, 7 in. | 12 Saucers                                       |
| 12 Soup Plates, 7 1/2 in.  | 12 Individual Bread and Butter Plates, 6 1/4 in. |
| 12 Cereal Dishes, 6 in.    | 1 Platter, 13 1/2 in.                            |
| 12 Fruit Dishes, 6 1/2 in. |  |

**This Design and Your Initial**

**in Two Places on Every Piece**

- 1 Platter, 11 1/2 in.  
1 Celery Dish, 8 1/2 in.  
1 Sauce Boat Tray, 7 1/2 inches.  
1 Butter Plate, 6 in.  
1 Vegetable Dish, 10 1/2 in., with lid (2 pieces)

- 1 Deep Bowl, 8 1/2 in.  
1 Oval Baker, 9 in.  
1 Small Deep Bowl, 5 inches.  
1 Gravy Boat, 7 1/4 in.  
1 Creamer  
1 Sugar Bowl with cover (2 pieces)

# No Money Down!

## No C. O. D. Nothing to Pay for Dishes on Arrival

Not a penny now. Just mail the coupon, and Hartman, the Largest Home Furnishing Concern in the World, will send you this complete 110-Piece Dinner Set and with it absolutely FREE the Beautiful 7-Piece, genuine "Indian Head" Linene Set and also the 6 silver-plated Knives and 6 Forks, (pictured above.) Nothing to pay for goods on arrival.

No C. O. D. Use all 3 sets 30 days on Free Trial and if not satisfied send them back and we will pay transportation charges both ways. If you keep them, pay only for the Dinner Set—a little every month. Keep Table Cloth and Napkins and the Knives and Forks as gifts from Hartman. They are FREE. Nothing to pay for them at any time.

### Your Initial in Gold, Surrounded by Gold Wreath, in 2 Places on Every Piece (Gold Covered Handles)

You'll be proud to use this beautiful Colonial Martha Washington Set on every occasion—proud of its clear, white, lustrous body and unique decoration. Like the costliest chinaware, every piece is decorated with a rich gold band edge, a mazarine blue follow band and

2 pure gold initials in Old English design, surrounded by gold wreaths. Handles are of solid design, entirely gold covered. Guaranteed all firsts; no "seconds." An amazing value which you must not pass up. And if you act quickly, you also get—

### IMPORTANT!

Hartman guarantees that every piece in this set is absolutely first quality—no "seconds." This is a standard "open" pattern. Replacement pieces may be had of us for 3 years. Each piece wrapped in tissue paper. Excellent packing to prevent breakage. Shipped at once

### FREE No Money Down Bargain Catalog

Over 300 pages (of which 68 are in actual colors) of the world's greatest bargains in furniture, rugs, carpets, sewing machines, silverware, also farm implements and accessories, etc. No money down. 30 days' free trial. Easy monthly terms on everything you buy. Opening an account with us is like opening a charge account at your local store, but you have nearly a year to pay at Hartman's.

Ask for Catalog No. E 6023

#### FREE GIFTS

Book explains Hartman's gift plan which brings you, FREE with purchases, articles such as glassware, dishes, silverware, toilet sets, jewelry, table linens, etc. Send a postal for the big free catalog today. "Let Hartman Feather YOUR Nest!"

### FREE "Indian Head" Linene Finish 50-in. Round Table Cloth and 6 Napkins to Match—also 6 Silver-Plated Knives and 6 Forks.

With every Dinner Set we send you Free the Handsome Linene Set and 6 heavy, richly patterned knives and forks. This includes a handsome 50-inch round table cloth and 6 pretty 17-inch napkins to match—all of the famous "Indian Head" linene; finished with attractive scalloped embroidered edges. Knives and forks of fine, extra heavy silver-plate in fleur-de-lis pattern. Send at once. Offer is limited.

Order by No. 320FMA23.

Bargain Price, \$33.85.

No Money Down. \$4 monthly.

7-Piece Linene Set, 6 Knives and 6 Forks are FREE.

### Nearly a Year to Pay!

**HARTMAN Furniture & Carpet Co.**  
Dept. 6023 Chicago, Ill.

Send the 110-Piece Dinner Set, No. 320FMA23, Price \$33.85, as described, and with it the 7-Piece Linene Set and 6 Knives and 6 Forks, absolutely FREE. I am to pay nothing for the goods on arrival—only the small freight charges. I am to have 30 days' free trial. If satisfied, I will send you \$4 monthly until full price of Dinner Set, \$33.85, is paid. Will pay nothing at any time for Linene Set, Knives and Forks. Title remains with you until paid in full. If not satisfied, after 30 days' free trial, I will ship all goods back and you will pay transportation charges both ways.

Name.....

R. F. D., Box No. ....  
or Street and No. ....

Town..... State.....

Occupation.....

Head of Household?.....



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Volume XI

Baltimore, January, 1924

Number 9

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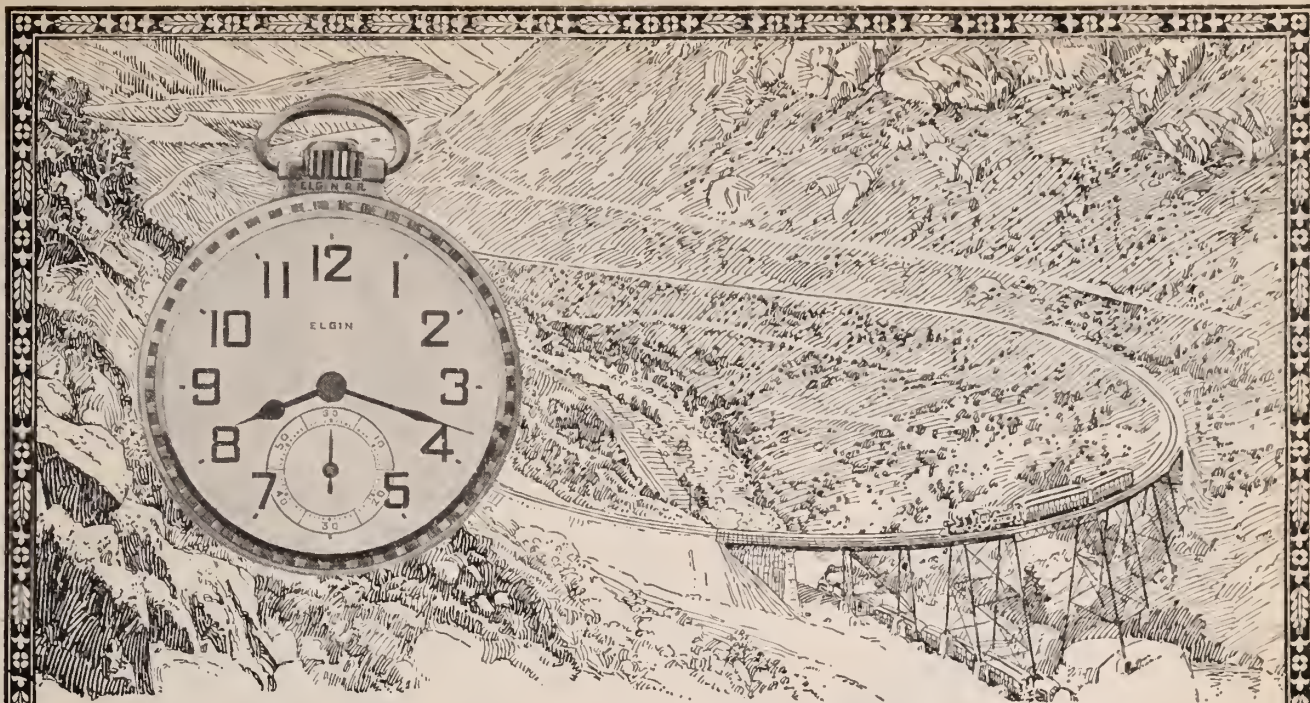
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Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.





## The New "B.W. Raymond"—21 Jewel —the Professional Timekeeper for Railroad Men

PERHAPS no one realizes better than official railroad Time Inspectors, the full extent of the Elgin achievement in producing the new "B. W. Raymond" (21 jewel) Railroad Model.

Knowing all they do about railroad watches, Time Inspectors have no hesitancy in saying that this is the most *highly specialized time-keeping instrument* ever

produced for the railroadman.

*Balance Wheel*—either The Elgin high-tempered Compensating Balance or the new design Invar Balance which gives the closest possible rating over the entire temperature range.

*Main Spring*—extra long, giving a safety margin of many hours' excess running power.

*Regulator*—positive in action, giving very close pocket regulation.

*Eight adjustments*—five of them to positions.

*Dial*—fine enamel. Large, clear figures. Wide reflector. Correct time visible at a glance in any light.

*Case*—expressly designed for the railroad man. Safety bow. Dust-proof pendant. Gold filled only. Extra heavy stock, to resist wear.

*Each "B. W. Raymond"* cased by the Elgin Watch-makers—special close regulation of each watch in its own case.

Let your jeweler show you the new "B.W. Raymond." Check it up detail for detail against your own experienced judgment of what a railroad watch ought to be.

# ELGIN

## The Professional Timekeeper

ELGIN NATIONAL WATCH COMPANY, ELGIN, U. S. A.



# Prides of The Baltimore and Ohio—No. 12



## The Thrifty Employee



Turner Penny  
Gives Burner  
Dollar Some  
Timely Tips  
on Saving

### BURNER DOLLAR:

What! Going to the bank again? Where DO you get the dough?  
You, with a wife and seven kids! Say, Pen, I want to know.

### TURNER PENNY:

It isn't that I save so much, but I've just learned the way  
To save with regularity, a bit from every "pay."  
Save while the sun is shining so that when it rains, you see,  
I never have to "scratch" for it; I've made it "scratch" for me.  
My family has the habit, too; acquired it long ago,  
A little skimping here and there will save a pile of dough.

### BURNER DOLLAR:

Say, Pen, you've set me thinking that I'm missing quite a lot.  
I'll open an account today and strike while the iron's hot.  
And I've been thinking... Sally Jones would make a thrifty wife—  
Gee, Pen, you've opened up the way; I'll be your friend for life!





## Is Your House in Order for 1924?

### Some Suggestions Resulting from the Efforts of an Officer to Obtain Office Efficiency

THERE is a section of our Railroad off the main line which is important enough to have a "big, little" Railroad family of its own. The several departments (and they are rather more varied than usual on account of the peculiar situation of the place), including operating, traffic and accounting, are under the jurisdiction of two officers. Quite recently new and enlarged offices were obtained in an up-to-date and well located building, and the several branches of the jurisdiction which had been housed in separate buildings were brought together in the new quarters. The situation offered an ideal opportunity to set the "big, little" family of officers and clerks in good order, and considerably before the move to the new quarters was made the supervising officers, whom, for convenience, we will call Mr. B, got busy.

Preparing blue prints of the floor space, entrances, corridors, light exposures, etc., of the new quarters, he called a meeting of his staff officers and the chief clerks, gave each a copy and told them that he wanted to work out with them the most efficient arrangement possible of office, desks, etc. Shortly thereafter the final plan of arrangement was ready, new blue prints were prepared and the installation in the new quarters was made accordingly.

#### Getting Advice of Clerks

Several months working under these conditions showed that the arrangement was practicable and efficient, but Mr. B wanted to make doubly sure, so he prepared a questionnaire, gave every clerk in the office a copy of it, and asked that the data requested on it be ready for him within a week.

The form had the name, date of entering service and present position of each clerk at the top. Under this

on the left hand margin were questions similar to these:

1. What, if anything, interferes with your work?
2. What would make your work more efficient?
3. Are your chair and desk comfortable and satisfactory?
4. Is the light O. K?
5. If you use a typewriter, is it in good condition?
6. How do you get your stationery supplies?
7. How is your work given you each day?
8. Is your location in the office of convenient access to the other clerks whose work is most closely related to your own?

Etc.

After getting replies he studied them carefully and then sent one by one for each of the clerks who had filled in the questionnaire.

#### Improvements Developed

Among many results disclosed were these:

Two young ladies facing each other at a single desk complained, the one that she had to stare at the light coming through a big window opposite her, the other that her back was turned to the window and caused a shadow on her work. A slight rearrangement of the desk and of the desks adjacent was made so that the light now floods their desk in the proper manner.

Two men were found sitting opposite each other at a single desk, and the work of one had no relation whatsoever to the work of the other. Both were moved so that when they completed their part of the work they had only to pass what they had done across the desk where the persons opposite had the next step to handle.

There were several instances somewhat like the last and where a re-

arrangement of desks meant that instead of the clerks being obliged to get up and walk around the office they were able to keep their seats and merely pass their work to the next desk.

Another young lady complained that she had certain forms to work with which were thirteen inches long, that she had never had carbon paper of that length and that as a result when she had completed the top of the form she had to take the original and carbon out of the typewriter, move the carbon down and reinsert the form to finish it. A supply of the long carbon sheets was immediately purchased, thereby saving the unnecessary removal and reinsertion of the form. Incidentally a study is now being made to reduce the form to the standard 8 x 10½ size and it is expected that this will be worked out with no sacrifice of essential information and with some saving in stationery and further standardizing of sizes.

All these improvements were worked out without one cent additional expenditure, except that for the slightly longer sheet of carbon paper; even this, however, unquestionably resulted in a net economy.

Larger results were brought about in this way: It developed that there wasn't nearly as great systematizing of work as was possible. Auditors were doing the work of file clerks and statisticians spent some of their time doing jobs which should have been done by the office boy, etc.

Now every desk is cleared at the close of business each day. Three clerks report an hour earlier than opening time in the morning, two of them opening the morning mail and placing it on the proper desks and also getting out the unfinished work of the day before and placing it on the proper desks. The other employee sees that ink wells are filled and that



blotters and other necessary stationery supplies are ready at hand on each desk where they should be.

The result of this is that when the "whistle blows" in the morning each clerk is busily engaged in the work in which he or she is supposed to specialize and is most proficient. Incidentally tardiness is not permitted in the morning nor quitting work before the close of business each day.

#### Not Oversystematizing

Now it may appear from the above that Mr. B is a hard taskmaster, a martinet, who does not take the human element into consideration to a sufficient extent: but such is far from being the case. For, in addition to the things outlined above and

done in the interest of system and economy, he has made a rearrangement of working and lunch hours which has been a distinct advantage to all the clerks employed under his jurisdiction.

Mr. B made it a special point to put all clerks at their entire ease when the individual investigations were being conducted in his office. Starting with the premise which everybody who has had experience in office work knows to be true, namely, that clerks who are reasonably and systematically busy amid congenial surroundings are much happier than are those who have a chance to loaf and wonder where the next job is coming from, and making it clear to them that this was his standard

for the office, he said that he wanted to know each one personally and to have everybody feel that his office door was always open and he always receptive to suggestions for the betterment of service. He urged them to talk with him with the same frankness that they would with one of their fellow clerks, emphasizing that unless there was a thorough understanding on both sides concerning the ideas of office procedure, there never could be complete satisfaction; and that with a thorough understanding of these ideas, he believed it possible to build up an efficient and contented force.

#### Knows His People

One of the most important things accomplished by this whole investigation was in the personal reaction of Mr. B to the various clerks who came in to see him. He made a pencil note of this reaction on each questionnaire, describing the various clerks with such phrases as: steady, fair, bright but listless, bright but poorly educated, etc. He will keep these questionnaires and his evaluation of personalities, adding to them from time to time as experience permits. And when time for promotions comes these reactions will undoubtedly be of considerable value.

#### Contact with Public

Another interesting thing which Mr. B has done is to develop a fine *esprit de corps* in the office in the matter of handling the public. Letters are uniformly answered on the day they are received, if it is in any way possible. Where it isn't possible and the writer can be conveniently reached by phone, he is advised by phone that the information requested will be sent to him just as soon as it can be obtained.

Mr. B frequently makes it his business to telephone his own office from the outside, asking for certain officers who, he knows, are not in. If a clerk answers him over the phone, "Mr. Jones is not in," and hangs up the receiver, he gets a message to report to Mr. B immediately and is advised that the proper thing for him to do under such circumstances is to inform the inquiring party when Mr. Jones will be in and to see if, in the absence of Mr. Jones, he cannot supply whatever information is requested.

Furthermore the antiquated manner of answering the phone with the word "hello" has given place to the up-to-date standard Baltimore and Ohio way of replying: "Baltimore and Ohio, Blank Department, Blank speaking."

(Continued on page 11)

## Our President's New Year's Greeting

### To All Officers and Employees of the Baltimore and Ohio Company:

A year ago I said in a message addressed to all Baltimore and Ohio officers and employees:

"I earnestly request the co-operation of all in the service, from the lowest in rank to the highest, in an effort to make the New Year a prosperous one for the Baltimore and Ohio Company."

The response to my request has been most gratifying, and I wish all to know that I deeply appreciate their sincere and helpful co-operation towards making the year 1923 a prosperous one for our Company.

Encouraged by the results obtained in 1923, I venture once more to request the continued co-operation of all my associates in the Baltimore and Ohio service. By earnest and sympathetic co-operation we will be able to still further improve the standard of our service to the Public, which should bring to us a larger volume of business as well as steady employment for a larger number of men.

To those who have suffered personal loss or affliction in any way during the year, I extend my sincere sympathy.

The year of 1923 has definitely marked the beginning of an era of good feeling and sympathetic understanding on the Baltimore and Ohio, which I hope will continue and grow stronger with the passage of years.

My best wishes for a Happy New Year for all!

*Samuel B. Brice*

January 1, 1924



# Prize Winning Article in Traffic Solicitation Contest

By J. L. HAYES, *Division Freight Agent, Baltimore, Md.*

## Results of the Prize Contest

The judges in the competition for the best paper submitted on Traffic Solicitation, as announced in the November issue, consisting of Vice-President Fries, General Manager Scheer and Comptroller Ekin, announce that J. L. Hayes, Division Freight Agent, Baltimore Division, submitted the prize winning entry.

Four other competitors submitted very strong papers, final decision as to merit being made in the following order: George S. Harlan, Assistant General Freight Agent, Baltimore; D. E. Sullivan, Division Freight Agent, Chicago, Ill.; C. S. Hendrickson, Traveling Freight Agent, Baltimore Division; C. H. Pumphrey, Division Freight Agent, New York.

Mr. Hayes' paper appears on this page and the papers of the other four competitors mentioned will be published in the next several issues.

THE trite saying that the "Traffic Department is the Sales Department of the Railroad" is true, as its solicitors bear the same relation to the public as do salesmen of industrial concerns. The question involved is "selling" and the solicitor of the railroad is selling transportation.

The man assigned to this work must have the necessary address, courteous manner, experience in dealing with the public, knowledge of the railroad he represents, and, in these days, knowledge of rates and routes which will enable him to answer questions intelligently. All these are essential to success. If the solicitor is so equipped, he should find the following suggestions helpful to successful solicitation.

### Analyze Your Territory

In the territory assigned to a solicitor there are certain principal lines of trade moving in both directions, and controlled by either shipper or consignee. These should be analyzed carefully from the standpoint of the railroad by which the solicitor is employed.

Is it receiving its full share of the business moving, and if not, why? Is it a question of service, rates, terminal delivery, preference of shipper or consignee, or any reason which may be taken up through the proper channel and the difficulty overcome? Does shipper sell in markets reached by your railroad, which would give you the maximum haul? If not, endeavor to create such a market by systematic effort on your part with the representative of your railroad at the other end of the line. If your line is being shorthauled for any reason, ascertain why, and act accordingly, either through the shipper or consignee.

Do not forget that the railroad has

placed a man at the other end to help you as well as himself, and if you cannot secure the business from the shipper, perhaps the man at the other end can do so from the consignee. Give your full cooperation to the other fellow and get the same from him. Know your territory thoroughly, how the traffic moves, and why.

## Interchange Information

If you have local points in your territory do not get the idea that because an industry is local to your line it should be left to work out its own salvation. You can aid it to develop its business by giving it, when possible, advance information covering prospective contracts for construction work, road building, supplies and many other things concerning which it may not have received information as promptly as you, and you may thus insure movement from a plant local to your line, which would otherwise be open to competition, and which you might be unable to secure. Many new markets have been developed in this way, and any development of a local industry means permanent business for the railroad.

## Cooperation with Your Own People

The solicitor must of necessity come into contact with the local operating and transportation people, and to secure the best results this should be done as far as possible

(Continued on page 10)



Center: J. L. Hayes, Division Freight Agent, Baltimore Division, whose article won prize of \$100.00 in "Traffic Solicitation Contest." Upper left: G. S. Harlan, Assistant General Freight Agent, Baltimore. Upper right: D. E. Sullivan, Division Freight Agent, Chicago Division. Lower left: C. S. Hendrickson, Traveling Freight Agent, Baltimore Division. Lower right: C. H. Pumphrey, Division Freight Agent, New York



# Traffic Tips Received on Cards Inserted in MAGAZINE

SEPTEMBER, 1923—FREIGHT

INFORMANT	SHIPPER, CONSIGNEE OR INDUSTRY INVOLVED	BUSINESS REPORTED	ACTION TAKEN AND RESULT
E. E. Baker, Agent, Strasburg, Jct., W. Va.....	Strasburg Orchard & Produce Co., Strasburg, Va.....	25 cars apples.....	Matter handled with Division Freight Agent Phenix, New York. Shipper prefers other railroad delivery

## PASSENGER

Ticket Agent Johnson, Philadelphia, Pa.....	Miss G. Wolff, 1150 Broadway, New York, N. Y.....	Trip to Los Angeles, California.	Interviewed by passenger representative, Miss Wolff will give us preference
Miss M. T. Stevens, Associate Editor, MAGAZINE, Baltimore, Md.....	Mr. W. R. Coleman, Southern Electric Co., Baltimore, Md..	Trip to Cleveland, Ohio.....	Interviewed by passenger representative. Being followed
Anonymous.....	Mr. W. C. Wheeler, 1114 Brentwood Ave., Baltimore, Md....	Trip to Honolulu.....	Interviewed by passenger representative. Being followed
R. L. Ketzner, C. T. Department, Cumberland.....	Mr. Frank Barley, Representing Holy Name Society.....	Movement 180 members Holy Name Society, Cumberland to Baltimore, Md.....	Interviewed by passenger representative. Secured party of 180 persons for movement via Baltimore and Ohio
R. L. Ketzner, C. T. Department, Cumberland.....	San Carlos Theatrical Co.....	Movement Cumberland to Grafton and points beyond...	Interviewed by passenger representative. Secured movement via Baltimore and Ohio
G. P. Gulick, M. P. Department.	Mr. Harry Irvine and Family....	Trip to California.....	Interviewed by passenger representative. Mr. Irvine has not decided definitely. Being followed

## OCTOBER, 1923—FREIGHT

C. O. Abele, Rate Clerk, Sandusky.....		30 cars building stone to Jackson, Mich.....	Being followed by Division Freight Agent Kendall
F. B. Ayres, Louisville Industrial Foundation.....		2 cars machinery Akron to Louisville, Ky.....	Being followed by Assistant General Freight Agent Marney. Business secured
F. G. Gasperich, Machinist Helper, Mt. Clare.....	Advance Rumley Thresher Co., Laporte, Ind.....	Implements.....	General Freight Agent Carroll followed up with Division Freight Agent Sullivan, Garrett, Ind., who is soliciting shippers
I. C. White, Relief Department, Baltimore, Md.....	Hecht's Furniture Store, S. Broadway, Baltimore, Md...	4000 pounds furniture to Texas..	Routed via New York and Morgan Line
O. K. Quivey, General Agricultural Agent, Baltimore, Md..	Not given.....	2 cars sauer kraut, Chicago to Baltimore.....	Secured for Baltimore and Ohio movement

## PASSENGER

W. R. Strickland, Legal Dept., Newark, N. J.....	Miss Ellen Crandell, Durham, N. Y.....	Trip—New York to California.	Trip made via Baltimore and Ohio, ticket having been delivered reading New York to Seattle
Miss M. T. Stevens, MAGAZINE, Baltimore, Md.....	Mrs. Francis Gettinger, Bainbridge Building, N. Y.....	Advice that considerable traveling is done by this individual.	Our representative will solicit future trips via Baltimore and Ohio
E. T. Mitchell (Title, etc., not given).....		Two trips—Philadelphia to Baltimore.....	Business secured for Baltimore and Ohio
E. T. Mitchell (Title, etc., not given).....		Trip—Philadelphia to Chicago.	Being followed. Baltimore and Ohio will be used in December
E. T. Mitchell (Title, etc., not given).....		Trip—Philadelphia to Fresno..	Being followed. Baltimore and Ohio will be used in July, 1924
Mr. McDevitt (Title, etc., not given).....		Trip—Philadelphia to Los Angeles.....	Being followed. Baltimore and Ohio will be used when trip is made
Tip received unsigned.....		Two Trips—Philadelphia to French Lick.....	Baltimore and Ohio used
P. L. Ellis, Car Inspector, North Vernon, Ind.....	Mr. A. A. Tripp, North Vernon, Ind.....	Trip—North Vernon to St. Louis.....	Baltimore and Ohio used
C. W. Berry, Conductor, Gassaway, W. Va.....	Mr. G. A. Youell, Chillicothe, Ohio.....	Inquiry regarding fare—Charleston to Chillicothe, Ohio....	Being followed
C. H. Bonneson, Train Dispatcher, Wheeling, W. Va....	Mr. Nelson McNash, Wheeling, W. Va.....	Inquiry as to details trip Wheeling to Los Angeles.....	Being followed
C. R. Bishop, Agent, Cottageville, W. Va.....	Mr. L. B. Patterson, Cottageville, W. Va.....	Inquiry regarding tourist passenger fare to Jacksonville, Fla.....	Being followed



# Traffic Tips Received on Cards Inserted in MAGAZINE

NOVEMBER, 1923—FREIGHT

INFORMANT	SHIPPER, CONSIGNEE OR INDUSTRY INVOLVED	BUSINESS REPORTED	ACTION TAKEN AND RESULT
Wm. D. Risch, Auditor's Office, S. I. R. T. R'y, New York, N. Y.....	Washburn-Crosby Co., Minneapolis, Minn.....	Eight Cars Flour to Long Island.	Secured for movement via Baltimore and Ohio—Approximate revenue \$828.00
J. W. Thomas, Office Auditor Merchandise Receipts, Baltimore, Md.....	E. J. Thomas, Baltimore, Md.....	Carload H. H. Goods to Saginaw Mich.....	Matter followed by District Freight Agent King. Movement secured
M. Stanley, Engineer, Fairmont, W. Va.....	R. Shuttleworth, Alpine, Ind.....	Lumber.....	Matter referred by Division Freight Agent Hayes to Assistant General Freight Agent Gallaher, Cincinnati, Ohio. Being followed
C. Becker, Office Assistant Auditor Disbursements, Baltimore, Md.....	Williams S. S. Co., Baltimore, Md.....		Matter referred by Division Freight Agent Hayes to Assistant Foreign Freight Agent Wight. Being followed
H. Irving Martin, Relief Department, Baltimore, Md.....	National Coconut Co., Baltimore, Md.....	Carloads and less.....	Interviewed by District Freight Agent King. All traffic routed Baltimore and Ohio

## PASSENGER

J. W. Burnett, Clerk, New Castle, Pa.....	L. W. Slater.....	Makes trips between Philadelphia and New Castle, Pa....	Being followed by passenger representative, Philadelphia, Pa.
J. R. Morrison, Agent, Philadelphia, Pa.....	Mr. & Mrs. T. R. Beck.....	Two-round-trip tickets Philadelphia to Washington.....	Used Baltimore and Ohio service
E. T. Mitchell, Clerk, Philadelphia, Pa.....	Prospective passenger.....	Round trip Philadelphia to Chicago.....	Made trip via Baltimore and Ohio
Miss L. E. Scheuler, Office Assistant Auditor Disbursements, Baltimore, Md.....	Mrs. Harry Hicks, Allegheny Ave., Towson, Md.....	One ticket to California.....	Ticket purchased by Mrs. Hicks
C. V. Smith, Accounting Department, Baltimore, Md.....	G. C. Knipp & Sons, 218 Clay St., Baltimore, Md.....		Interviewed by passenger representative. Being followed.
R. V. Montgomery, Clerk, Freight Agent's Office, Washington, D. C.....	Prospective Passenger.....	Washington, D. C. to Dubuque, Iowa.....	Ticket sold to passenger—Rate \$34.31
C. B. Pierce, Telegraph Office, Baltimore, Md.....	Dr. Zaida Brown Kates.....	Has been commuting between Washington and Baltimore via competing line.....	Promises to purchase Baltimore and Ohio ticket when new one is needed
R. L. Ketzner, Assistant Chief Clerk to Superintendent, Cumberland, Md.....		Special train Morgantown to M. & K. Jct.....	Arrangements handled by Passenger Department
H. R. Helvey, Friedens, Pa....	Prospective Passenger.....	Cumberland to California.....	Interviewed by passenger representative. Being followed
T. G. McMahon, Passenger Conductor.....	Three Prospective Passengers..	Trip—Pittsburgh to Los Angeles, Cal.....	Used Baltimore and Ohio Train No. 5, December 18
H. G. Allen, Secretary, Coal Freight Agent, Pittsburgh, Pa.....		Two tickets Pittsburgh to New York.....	Purchased tickets November 28
C. J. Austin, Round House, Washington, Ind.....	Mrs. Fred Bartech.....	Prospective Passenger.....	Interviewed by passenger representative. Being followed
Office of District Freight Agent Markley, Pittsburgh, Pa.....	Prospective Passengers.....	Five and one-half tickets Pittsburgh to Clearwater, Fla....	Baltimore and Ohio tickets purchased
Elmer Becker, General Superintendent's Office, Cincinnati..	Mr. C. T. Hirschfield, 1036 Straight St., Cincinnati, Ohio.	Two tickets Cincinnati to Detroit.....	Mr. Becker solicited Mr. Hirschfield, the former securing tickets and making necessary reservations
Ralph J. Ingraham, Cincinnati, Ohio.....	Mr. J. W. Hendrixson, 3840 Marburg St., Cincinnati, Ohio.	Proposed trip.....	Interviewed by passenger representative, trip postponed



## Prize Winning Article in Traffic Solicitation Contest

(Continued from page 7)

through personal conferences rather than through the medium of correspondence. Do not let your local operating man get the idea that you are a constant complainer and rush to put your complaints on paper. Rather, confer with him frequently, lay your problems before him, and as he realizes as well as you the necessity of keeping revenues to a maximum, he will cooperate with you fully so that the railroad may receive the greatest possible benefit through increased traffic, the securing of which may be dependent upon your joint efforts.

As other departments of the railroad have a bearing on your work, keep in touch with them also, as far as you can, particularly the Accounting, Claim and Car Service, enlisting their aid, and learning their regulations and practices, in order that you may be in a position to give intelligent and satisfactory replies to inquiries made by your patrons.

### Get Outside Help!

Do not depend upon your efforts alone to obtain information concerning prospective movement of traffic when there are so many other sources available. The daily newspapers are a fertile field, reporters frequently having methods of securing information possibly not open to you. Keep in close touch with Chambers of Commerce, trades bodies and civic and fraternal organizations, all these having local information at times of great value in securing additional traffic. Trade information with representatives of connecting lines with whom you come in contact, and use all these outside agencies to the fullest extent in building up your own knowledge of the situation and opportunities for increased traffic. You cannot be everywhere at one time, but you can strengthen your position by cooperation.

### Be Dependable!

Be known as a dependable man representing a dependable railroad. Never make a promise to a patron of the road unless you are sure you can carry it out. If in doubt, tell him so, but make it your business to ascertain whether what he desires can be accomplished and give him the information promptly. One of the greatest assets a solicitor can have is dependability, and by creating in the minds of your patrons a feeling of absolute confidence in you and your services, you can do more toward

cementing friendship toward the railroad than in any other way.

Finally the solicitor must be loyal, energetic, unafraid of hard work and rebuffs. He must have a keen scent for traffic possibilities which the ordinary man might overlook, have an abiding faith that his railroad is the best in the world, and be willing at

all times to sacrifice self and his own pleasures in the interests of the company he represents. These attributes, together with the ability and desire for absorbing railroad and general knowledge, will win, not only for the man himself, but for the railroad as well, in increased traffic brought about through successful solicitation.

## J. E. McKibbin, a Live Wire, Secures 250 Car Loads of Business for Baltimore and Ohio

RECENTLY the MAGAZINE made an appeal to all employees to assist in securing business for our Company. That the opportunities for such missionary work are not confined to the Traffic Department and agency forces has been proven on many occasions.

Recently, J. E. McKibbin, chief clerk to district engineer, Cincinnati, Ohio, was talking to a friend, who is the head of a large builders' exchange. This gentleman was preparing to ship 250 carloads of building material to various points in competitive territory and asked Mr.

McKibbin for information with reference to rates, car supply, etc. Mr. McKibbin immediately got in touch with our Traffic and Transportation Departments and secured the necessary information, and used his influence with his friend to such good extent that shipments were made via Baltimore and Ohio.

This is but one instance of many and goes to show that our employees are doing their full share in securing business for the Baltimore and Ohio. The MAGAZINE is pleased to record the appreciation of the Company for the good work done by our employees in these cases.

## The Trace Clerk is a Potent Factor in Getting and Holding Business

By A. NORMAN FONDA, Assistant Chief Clerk to Freight Traffic Manager, New York

EVERYONE dealing directly or indirectly with freight transportation recognizes the supreme importance of carload and less carload tracing.

In the pre-war period, this function was merely a cog of little significance in the great wheel of routine. During that time freight traffic solicitation was not conducted along scientific lines as it is now; the improvement comes from reorganization and new methods perfected since the return of the carriers to corporate control.

Competition today is keen, and as service is practically the only commodity the railroads have to offer the shipping public, much thought and consideration must be given towards improvement in that direction, and tracing is, of course, a dominant factor under the heading of Service.

The trace clerk should possess initiative, tact and diplomacy. Courtesy should be his never failing asset. To attain the desired results, there must also necessarily exist real cooperation between the various departments of the System.

All these factors are essential because the trace clerk, as a Baltimore and Ohio representative, wields great influence—either beneficial or detrimental to the Company's interest—in his dealings with the shipping public.

In a word, the Tracing Department is a splendid medium through which to demonstrate one form of service so much in demand by Baltimore and Ohio patrons, and it is a foregone conclusion that if its representatives give satisfaction, it will redound to our benefit in many ways.

### "Velvet"

Whether a train has 50 or 300 people aboard, it has to run because it is scheduled. Furthermore, it costs relatively only a little more to transport the 300 than it does the 50.

When you get just one additional passenger for your road, therefore, you can safely figure that you have added nearly the entire amount of that passenger's fare to the net revenue.

Let's get some of this "velvet!"





William D. Risch

## William D. Risch—a Big Business Getter

**W**. F. RICHARDSON, general freight agent in New York, reports that William D. Risch, Auditor's Office, Staten Island Rapid Transit Railway, recently secured a heavy tonnage movement from the west resulting in revenue of \$828. The shipper is an old friend of the Baltimore and Ohio but the business in this case was highly competitive and if it had not been for the personal effort of Mr. Risch to secure it for our line, it might have gone to another road. Thank you, Mr. Risch, and may your tribe increase to legion during 1924!

## President Willard's Boyhood Ambition

**I**N a recent informal address to the Baltimore and Ohio Association of Railway Surgeons, President Willard told a good story on himself. He stated to the doctors that he was particularly interested in their profession because as a boy it was his ambition to become a doctor. "I had no longing to be a railroad man," he said, "although the railroad ran through my father's farm in Vermont, and of course I saw the engines and cars daily. But the public highway also ran by the farm.

"The duties of a boy on the farm in those days seemed to be innumerable. I never had a chance to sit down. There seemed to be no limit to what a farm boy must do, and, funny as it may now seem to you, my keenest desire was to sit down and rest. So when I used to see the old family doctor riding along with his horse and shay, and the doctor sitting comfortably on the seat, probably asleep, while I was mowing hay or doing one of the hundred-and-one other jobs I had,

I used to think what a nice easy job the doctor had, and that my ambition would be realized if I could only be a doctor and sit down."

## Conductor O. A. Best, Newark Division, Stops a Leak

**C**ONDUCTOR O. A. Best observed a car of salt cake consigned to Marietta, billed at tare weight of 40,000 pounds, whereas the marked light weight of the car was 35,400 pounds. Notation was made on way bill with result that agent made correction on

be encouraged to give us his business. If you were going to place an important commission with some concern, would you not much rather place it in an office which is orderly, systematic-looking and business-like than you would in a place which bore all the earmarks of being slovenly?

"If a person calls on the telephone and gets the short shift implied in the response 'hello! No, Mr. Jones isn't in!' and then has the receiver hung up on him, he is sure to think that we don't know much about accepted business standards, that we are trailing the procession instead of being up among the leaders—and he will direct his inquiries elsewhere.

"Too few of us, remember that successful railroading is an unrelenting struggle to give service in all its forms, that competition is extremely keen and that the business goes to the railroad which gives the best service. In this service there is no more important factor than prompt and courteous handling of inquiries, notices, bills, etc., by the Railroad office force.

"We do not want to make a machine out of any person in this office but we do want to make a good machine out of the entire personnel from the office boy all along the line to myself."

And the two officers represented in our "Mr. B" are such fine examples of ideal office deportment—neat in appearance, quiet, orderly, friendly to clerks and courteous to the public—that it is no wonder they are the most important cogs in this well assembled and smooth running machine!

## That Appetizing Cover!

Ever since the publication of our November issue the editorial staff has heard many interesting comments concerning the cover thereof, all of which were complimentary to George Nelson, the chef who smiled the smile that made him famous as he carved the Thanksgiving turkey. However, there was one criticism that is especially worthy of mention. Among our many sins of omission, we are reminded that we neglected to give that cover a title. We apologize.

The most constructive piece of criticism in this connection, is the one given us by our general inspector of transportation, Charles Selden, who not only told us that we ought to have given the picture a title, but suggested a title that would have been most unique and fitting, to wit:

**THE CONQUEST OF TURKEY  
HANDSOME GEORGE BEHIND  
THE BREASTWORKS**

billing which increased our revenue on the car \$6.67. Thank you, Conductor Best!

## Is Your House in Order for 1924?

(Continued from page 6)  
What It All Means

The point made by Mr. B in these respects is well taken. He explains it to clerks who haven't quite gotten the idea in this way:

"We want to run an up-to-date, business-like place here. If a customer comes in and finds the office full of tobacco smoke, clerks standing in groups idly chatting and talking, and an air of slipshodness about the whole place, he will think we are a bunch of dead ones and he won't



Record from first trip, May 13, to  
January 1, 1924



MY pockets were stuffed out with shirts and stockings, and I knew no soul nor where to look for lodging. I was fatigued with travelling, rowing and want of rest, I was very hungry; and my whole stock of cash consisted of a Dutch dollar and about a shilling in copper. The latter I gave to the people of the boat for my passage.... Then I walked up the street, gazing about till near the market-house I met a boy with bread. I had made many a meal on bread, and, inquiring where he got it, I went immediately to the baker's he directed me to.... I bade him give me three penny worth of any sort. He gave me accordingly, three great puffy rolls. I was surprised at the quantity, but took it, and having no room in my pockets, walked off with a roll under each arm and eating the other. Thus I went up Market Street ..... and being filled with one of the rolls, gave the other two to a woman and her child....."

The foregoing paragraph is from Benjamin Franklin's own autobiography.

On that memorable Sunday morning in Philadelphia, Benjamin Franklin practised economy, chiefly because it was necessary, but he spent wisely; when he decided on how much money he should spend, that amount would have bought him either a mug of beer or three rolls; he knew that there was more nourishment in the rolls, and nourishment was what his body needed, not stimulant. He paid cash for what he bought; it is possible that Franklin might have borrowed enough or even begged for his breakfast, but he did not ask for credit. He did not go beyond his means; he might easily have spent his whole shilling—not much, it is true, but it would have afforded him a better breakfast; since, however, he had no employment he intended to make that shilling stretch as far as possible. And yet he shared what he had with others.

Thrift, as Benjamin Franklin saw it, consisted not only in saving wherever and whenever possible, in business, in foods, in pleasure, in clothes, but in spending wisely both time and money, and in being charitable where charity is required. His principles of thrift have been at work in the minds and hearts of diligent people ever since.

# Thrift Week

## A National Event for Individual Happiness

This month the National Thrift Committee, which is an organization fostered by the Y. M. C. A. and co-operating with forty-eight national, civic, commercial, educational and religious organizations, will celebrate National Thrift Week. The object of the movement is simply to encourage right living through systematic saving and wise spending.

### This Engineer Has \$20,000 in the Bank

This issue of the MAGAZINE contains several articles which have been selected from many submitted because of the helpful thrift suggestions, especially prepared for Baltimore and Ohio employees, which they contain.

The splendid opportunities offered through the Savings and Loan features of the Relief Department are emphasized, but there are other articles covering saving banks, home budgets and other things.

Several days before Christmas I met one of our best passenger engineers—a comparatively young fellow, too—who told me he was off for a week's holiday. No wonder he could take this time off—**HE HIMSELF TOLD ME** that he now has on deposit in the Relief Department over \$20,000, representing his savings for about twenty years. And he is no miser at that, but one of the heartiest looking and best dressed men I know.

If you want to be happier, start saving—**NOW**. And a good way to start is to order a budget book for savings. This you can get by sending to the MAGAZINE Office 10 cents, the price charged us.

The week beginning January 17, Franklin's birthday, has been set aside as National Thrift Week. Thursday, January 17 is Thrift Day, the day on which we are to complete our plans for systematic saving; Friday is Budget Day, or the time to make sure that you are using a budget in connection with your household and other expenditures. To meet this need, the National Committee has planned a little booklet, known as "THE BUDGET BOOK WITH A CONSCIENCE." This booklet may be had at cost (10 cents per copy) by writing to the Baltimore and Ohio MAGAZINE, Mt. Royal Station, Baltimore, Md., enclosing ten cents with your letter. This booklet provides for accounts

that will fit the needs of every household as well as those of the person who boards, or for anyone who needs to spend money for food, clothing, insurance, savings, etc. There is a place for the records for each day in the year, and the book would be well worth the money to any Baltimore and Ohio employee.

Saturday, January 19 is Pay Bills Day; Sunday, January 20 is Share with Others Day; Monday, January 21 is Life Insurance Day; Tuesday, January 22 is Own Your Home Day—an opportune time to begin thinking about buying a home through the Relief Department; and Wednesday, January 23 is Make a Will Day.

Benjamin Franklin is called the Father of Thrift. To emulate his example does not mean that we shall eat only a boiled potato or a handful of raisins for lunch, as he often did; nor does it mean that we are to walk down the streets of Philadelphia with two rolls under our arms and with the third beating a hasty retreat into our empty stomachs. It simply means that we should use every possible means to spend our money wisely, even down to the little pennies, which are by no means to be despised. It means that to be thrifty employees we must save wherever possible; that each of us should carry a reasonable amount of life insurance; that our recreation hours should be spent in profitable pleasure; that vacations shall be so used as to mean renewed mental and physical energy; that education is a thing worth spending money for, and that money put into

a home of our own is money well saved.

There are several stories on Thrift in this issue, prepared to interest especially our own employees in helping themselves. It will pay us all to read them.

### Operators!

It costs about \$2.30 on an average, to stop a tonnage train. You can often save a considerable part of this amount, when you have "19" orders, by being on the alert and delivering before train has stopped.

With hundreds of tonnage trains all the time moving on different parts of the system, cooperation of operators generally will result in the saving of a large sum during the course of a year.



# Thrift is Common Sense—a Science of Living in Which You Can Share if You Will

By JOHN A. RUPP, *Magazine Correspondent, Office of Assistant Comptroller Deverell*

**W**HAT constitutes thrift? It means not only saving money but economical management of all one's property. Not storing every penny like a miser but spending wisely and saving all you can. It is a wrong plan to store money in your home where it is not safe. In a bank the funds are properly taken care of and your money works for you. The Savings Banks follow safe policies in investing funds in their keeping, being governed by laws which cover various forms of securities, loans and holdings.

There is thrift of time and energy also. "Making good use of time" and "doing something worth while" come under this heading. It is not right to be unwilling to share funds with a poor family or a hospital that needs aid.

To be thrifty is to be patriotic. During the World War hardly a month passed without a drive being conducted. The people of this country willingly gave their all and we well remember the wheatless, meatless and sugarless days that taught us self-denial.

The importance of knowing how to spend is becoming a practical science under expert study. Much stress has been laid on budget plans. Thus, in business, a budget is to secure profit; in government, to reduce taxes; and in the home, to promote saving. To succeed a man must have a plan and stick to it. At times, circumstances will turn him aside but ever his plan must be in view. Every dollar saved is a soldier of defense. No plan can be well conceived or offer any hope of success which does not have thrift as its basis. Back your plan by will-power and determination.

All through life we look for thrills. When we read a book or if we go to a movie show, we want a thrill every minute. Try building up a savings account and you'll get the biggest thrill of all.

While you are practicing economy you not only are accumulating money, but acquiring the best asset of all—strength of character. Looking at a bank book with a good sum to your credit is like looking at a log-fire; you can see all kinds of pictures in it and can visualize whatever you desire; a new wardrobe, a vacation

trip, anything—because you have money in the bank to realize your ambitions. Note the cover on this issue of the MAGAZINE.

Few people get rich quickly. There is no royal road to independence and happiness. The goal can be reached only by continued effort. It is best to start in life as early as possible for when your chance is gone by, like the rushing express train, it doesn't turn around and come back to please you. While you are young the chance is there—before you know it, it is gone and gone for good.

The spirit of thrift is not dormant among Baltimore and Ohio folks, for friendliness and helpfulness obtain between Management and employees all over the Railroad and that is what encourages and nurtures good habits. But it is a privilege for the MAGAZINE

to further economy by this Thrift Number and to suggest so many ways in which individual thrift—hence happiness—can be promoted.

This spirit of thrift is the essence of the New Year spirit and in voicing a New Year resolution we could not resolve a better purpose than to save.

May the spirit grow as the years come and go!

## American Peace Award

Edward W. Bok, former editor of the Ladies' Home Journal, offered \$100,000.00 as an award for the Best Practical Plan by which the United States May Co-operate with Other Nations, looking toward the Prevention of War.

It was the unanimous opinion of the jury of eminent Americans making the award that of the 22,165 plans submitted, Plan Number 1469 was the most practicable. It is desired, however, that an expression of opinion be obtained from the American people concerning this plan and to this end newspapers and magazines are publishing a digest of the plan with a coupon which may be filled in and forwarded to the committee.

Citizens who are interested in any step made toward the prevention of war here have an excellent opportunity of registering their conviction in this respect. Read the digest in your daily paper and if you believe that it offers a practicable plan to minimize the danger of war, send in the coupon.

## A-B-Cs of the Relief Department Savings and Loan Feature That Every Employee Should Know

### Organized

August 1, 1882.

### Purpose

The Savings Feature combines the advantages of a savings and loan association, through which employees and their immediate dependents may accumulate their savings, and from which they may obtain funds to purchase homes to be repaid through reasonable monthly instalments.

The Baltimore and Ohio guarantees four per cent. on all deposits. For a number of years, this Feature has earned and paid not less than five per cent. on deposits and has accumulated a reasonable surplus fund. This Feature loans money to employees on first mortgages on real estate only, at reasonable rates and liberal terms of repayment.

### Deposits Made

The total deposits made in the Savings Department from August 1, 1882, to October 31, 1923, have been \$36,801,560.11.

### Interest Paid Out

The total interest paid on savings during the same period has been \$8,343,211.11.

### Average Rate of Interest

The average rate of interest paid per annum is 5%.

### Loans Granted

From August 1, 1882, to October 31, 1923, there have been 25,050 loans granted to build, purchase and improve homes and to release liens.

### Value of Homes Built

The approximate gross value of homes purchased or built through the Relief Department is \$40,000,000.00.

### Further Information

May be obtained by writing Relief Department, Baltimore and Ohio R. R., Baltimore, Md., or visiting the office in Baltimore.





## BALTIMORE AND OHIO MAGAZINE

OFFICE: Mt. Royal Station, Baltimore, Md.

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### Christmas on the Railroad

Christmas never comes but that it brings to the receptive soul new beauties which make the picture of this unfolded day by day more attractive and helpful.

This year it was my good fortune to attend two Christmas "get-togethers" held in Baltimore, one in the Office of the General Freight Claim Agent and the other in the Office of the Auditor of Freight Claims, and I could not help but think during these experiences, of the influence such occasions must have in the everyday work of the employees of these and the other departments which enjoy the same fraternal and friendly spirit. Getting together and singing such impressive and beautiful songs as "Holy Night," "Adeste Fidelis" and the other hymns and carols which so joyfully proclaim the Christmas festival, inevitably makes those participating think, if only for a moment, of the message of peace and good will. This is the essence of the true Christmas spirit and must have a powerful effect during the days of the coming year, in making for greater forbearance, the desire for a clearer understanding of the other fellow's problem, and a determination to pull together for the best interests of the organization we are members of.

And then, as I stood in our Baltimore stations on occasion during the several days before Christmas and witnessed the many home comings—with open arms extended to clasp the loved one long absent from the home fireside and tears of sheer joy coursing down the cheeks of reunited relatives—I could not help but be thankful that I have a small part in this great business of transportation, which, though it takes us at times away from our loved ones, is always ready to bring us back home.

I recall particularly a scene in Camden Station occurring several nights before Christmas. Dozens of immigrants arrived on Number 17 from New York, most of them, I think, from Germany. Here was an

uncle still speaking with a broken accent and welcoming his nephew, a clean cut fellow of about 25, with his wife and three children. The uncle told me that he had not seen the boy since he was a baby in his cradle in the homeland and that he was throwing open his home, won in America through industry and hard work, to these relatives of his from the stricken land. And this made me wish, oh, so hard, that the real spirit of the Christmas season could make itself felt in the councils of the world to such an extent that the sorrow and suffering and death which is now being visited upon so many lands through misunderstanding, suspicion and hatred, could be forever banished.

A big problem, you say. Yes, but there is no problem too big for solution if we all try hard enough. Taking a leaf, therefore, from the glad book of Christmas experiences, may we not each resolve for the New Year that it shall not be a selfish season for us, but that every day we will give a thought of good will and personal interest to those less fortunate than ourselves, at home and abroad.

As for the Company and the true spirit of Good Will which is the foundation of the happiness of our great Railroad family, let me commend to all the family the wholesome and beneficial effect of the little pre-Christmas gatherings described above. I hope that 1924 may be such a year with us as to make all department heads all over the Railroad want, when the next Christmas comes, to get together with those under their jurisdiction and to memorialize, as it were, the spirit of good will among us by the singing of Christmas carols, the providing of appropriate entertainment and the exchange of fraternal greetings.

### How Do They Do It?

That is a question you often hear on the street today when one of the neighbors drives by in a new car. But believing in the salutary admonition "M. Y. O. B." we won't try to answer it. We prefer to talk about the other fellow who could buy a car but who feels that he can't afford it.

The one we have in mind recently got a new job on the road involving a transfer to a new location. His salary went up twenty dollars a month (he had earned it in keen competition). What is he doing with this twenty?

Did he "blow" it on an assortment of new clothes? Did he encourage his wife to greater expenditures for food? Did he enlarge his entertainment program? Did he spend it on any one of the many unnecessary things that are so alluring when one gets "on velvet?"

No, if these ways to spend unprofitably tempted him, he was strong enough to say "no." His only increased expenditure was \$5.00 a month, invested wisely in a higher house rental, and which brought greater comfort and more healthful and attractive surroundings to him and his family of wife and child. The balance of \$15.00 a month is being added to the \$20.00 he had already been saving, and each month now sees \$35.00 go to the Relief Department, to draw interest in his favor at 4½ to 5% on monthly balances.

Not all of us can save \$35.00 a month but there are few of us who cannot save something. Why not start now?



# Homilies of the Hudson

## Rhyme and Reason

This homily is both brief and concise—much in little. Something to think about:

*Shiftless* rhymes with *thrifless*,—*thrift* with *lift*. See the connections? Many thousand words could be used in elaboration of this, but the space is limited, and it is better that everybody should draw the inferences and work up the proofs for himself. The task is easy because the deductions are obvious.

It is said: "take care of the pennies, the dollars will take care of themselves," and a witty cynic has said "take care of your nickels, somebody else will take care of your dollars." Better than either is "take care of your small change; it grows; and when it is big it will take care of you when you need it, which is about a thousand to one that you do, sooner or later."

Thrift is the opposite of waste. If in personal and household economies the same principles were applied as are applied in manufacturing, there would be no waste, or very little. They say that in the stockyards nothing is wasted except the squeals. Thrift is acquired by practice and becomes a habit. Start the practice early and "get the habit."

"See a pin and pick it up," may or may not "bring good luck," but the stooping is good exercise and the picking is entirely in line with the practice of thrift. The earlier you start practicing—the sooner you get the habit. If "eventually," why not "now"—January, 1924!

## Musically Speaking, This is Not Harmony

(See leading paragraph, this page, October issue)

Now that the editor has had his little fun at my expense, with my musical taste, I admit, sorrowfully, that what I don't know about the science of phonics and harmonics is a lot. Furthermore I admit that rugged music, whether in Asa's shroud or in the Italian brass band interpreting Chopin, does not appeal to me—as music.

Music is a succession or combination of sounds that *please the ear*. There are many combinations of sounds that produce emotional effects without being pleasing to the ear: e. g.—a cat chorus. However there are minds or souls so fortunately endowed that they can hear music in any kind of noise.

Mark Twain tells the world that he composed a song from words he found on his railroad ticket and the clang of a flat wheel pounding the rails. The words were: "Punch, conductor, punch with care—punch in the presence of the passengair," and repeat. The musical score he did not publish. Professor Garrett P. Serviss, in an article dealing with acoustics and phonics, makes the claim that he can hear any melody that he is familiar with and with full orchestration, in the sounds accompanying the train on which he travels. (He should pay extra for that, or the railroad should advertise "free music.")

I knew a fellow once, on board a ship, who heard the tune of "Nearer, My God, to Thee" in the ungodly din made by a hurricane in the fullrigger's top-hamper. Otherwise musical taste undoubtedly is a matter of "cultivation." Savage peoples' ears are pleased with



the sounds produced by rattles and tom-toms. The musically highly cultured find music in the Pagliacci prologue. Both are about the same to me.

Taste in music is like the taste in food. The Eskimo likes his whale blubber and "ripe" eidergoose eggs. The epicure wants his venison "high." The Hamburger loves his limburger "as is." And so on. The first raw oyster that I was persuaded to try got no chance to contribute to my nourishment, but later while I was living by the Chesapeake Bay, the oyster, like the sin that we first abhor, later tolerate and finally embrace, became my good friend and favorite.

Returning to music: the spiritual noise in Asa's shroud is as far beyond my range as is Tetrizzini's high E, and if it ever was in my rugged Scandinavian blood it is now out of it (I was subject to nosebleed when a boy.) The songs of the folk among whom I was brought up were simple and mostly plaintive, but they pleased my ear then, and still do, because of my lack of musical culture.

I can hear no music in the breaking of a plate-glass window, though taken separately each piece would give a sound pleasing to the ear; neither do I hear it in thunder or the roar of an angry ocean. Some people, I presume, do. Apollo's lyre only had nine strings stretched across a tortoise shell, but from all accounts there was some "music" in it.

## By the Way

Come to think of it, the old copy book text, "Honesty is the best policy," is badly worded because it does not say what it means, if we reflect that "policy" means prudence and calculation, a taking account of risks. A crook with an opportunity spoiled by seeing coming events cast their shadows before in the shape of a cop at the corner, stays honest for the time being—from policy. The Scot who admonished his son to be honest by saying: "Make money, laddie, make money honestly, *if you can*, but make money," suggested a certain discretion to be good policy in the making of money. Honesty from policy again!

A cynic has said that "every man has his price." He probably knew himself and measured all men with his millimeter rule. Don't believe it. Trust your neighbor. And if it chanced that you found your trust misplaced, accept the circumstance as a casual and extraordinary deviation from the general rule, as the exception that proves the rule. There is more comfort and satisfaction in believing everybody honest until proven guilty than in nursing a suspicion that we are all crooks.



# Agent J. W. Dashiell—the Man Who Put Glenwood on the Savings Feature Records—and How He Keeps It There

GOOD morning, Mr. Dashiell. Have you got my pay check?" The speaker is a young yard brakeman who is hard on the heels of the ghost who walks every two weeks.

"Sure, Charlie. Here you are. Run along and cash it—then come back. I want to see you."

Charlie, curious to know what the agent wants with him, hurries back to the ticket window.

"What do you want, Mr. Dashiell?"

"Say, Charlie, did you ever think of opening an account with the Savings Feature?"

"Yes, er, well, you know I have thought a whole lot about it, but it seems like I can't get much together, that is, not enough to start an account. I reckon maybe I could save a dollar or two a month, but that wouldn't amount to so much."

"No? Well, partner, it's just this: How would you like to own about \$60 just now? Come in right handy for Christmas, wouldn't it?"

"You're right it would. But I haven't got it, so it's no use to cry over spilled milk."

"No, but money and milk are different. One improves with age, the other doesn't. Do you realize that if you had saved up a little more than a dollar a week since last Christmas you'd have had your \$60 now?"

"That's so, I reckon, Mr. Dashiell. Let's see—a dollar and a quarter a week, five dollars a month, five times 12—yes, that's right, all right. Er—a—say, Mr.

Dashiell, how about my starting an account now. Wonder how much I could save by next year. I bet I could do that all right. I'll tell you what, can I start with five dollars?"

"You bet. And more than that, you won't have to bother about depositing it yourself if you don't want to; if you'd rather, we can have it taken right off your pay each month, so you'll be sure of saving it."

"I could do that, Mr. Dashiell, but somehow I'd like to get the money and do the depositing myself. You know how it is; you kinder like to see it, and feel it, and pass it through the window and see it go down in your book to your credit."

"Surely, any way you like it, it's all right. Shall I put you down for an application for a pass book?"

"Yes, suppose you do, Mr. Dashiell, and I'll sure get busy next year and see what I can do to save up a bit. I'll get my wife busy on the job, too. First thing you know we'll be living in a house of our own."

"That's possible, too. Don't you know you can purchase a home through the Relief Department, too?"

"That's right, you can, can't you? But pshaw, I'm dreaming. I've got to go to work. So long, Mr. Dashiell."

"So long, Charlie. Don't forget about the house proposition."

"Watch my smoke!" calls Charlie, laughingly, as he makes a bee line for the roundhouse.

## He "Takes His Own Medicine!"

This is the kind of conversation that a "listener in" may hear almost any morning that he happens to drop into the station at Glenwood, Pa. For this is where Agent J. W. Dashiell, the man who has put Glenwood on the Relief Department's map and keeps her there, with his 500 or more depositors, works at his big job.

Mr. Dashiell has only one explanation of how he gets his depositors interested.

"I am so interested in the Savings Feature myself that I just can't help telling other people about it," he says. "I always give this my careful attention. I never delay the handling of accounts. Prompt handling always creates good feeling. Many of the people who have left the service here still keep up their deposits. I make it a point never to be too busy, even on payday, to take on new depositors or to fill in application blanks for a loan. I always encourage young depositors to take out loans for housebuilding."

Mr. Dashiell is a true exponent of thrift. In the 20 years that he has been with the Baltimore and Ohio as agent at Glenwood he has become a well known authority on the handling of money. Even outsiders—those not in the service of the Company—come to him with their problems of investments. Why? Because he always has a supply of information on tap, ready to give it out to those who need it; because he is always willing to be of service; because he is courteous to everybody—he has no "company manners"—and because he is interested not only in making a success



LOIS DEPOSITS HER DADDY'S SAVINGS

Machinist Frederick T. Ward and his family making their regular "pay day" deposit at Glenwood Station. Mr. Ward stands at the right. At the left of the window is Mrs. Ward, followed by Mr. Ward's sister, Electrician Frazee, and other employees awaiting their turn. Agent Dashiell, who has gotten many Glenwood employees to start saving, may be seen through the window



of his own job as agent, but in helping his fellow workers along by getting them interested in their jobs.

"And there is nothing that will make a man interested in his job like showing him how he can save money while working at it," says Mr. Dashiell.

When he began his activities in connection with solicitation for Savings Feature depositors, the deposits from Glenwood averaged \$3,000 per year; now, however, through the untiring efforts of Mr. Dashiell, the Glenwood deposits average \$18,000 per year, or \$5 per month for every depositor.

The accompanying picture shows a typical pay day at Glenwood. Machinist Frederick T. Ward, who has 18 years of Baltimore and Ohio service to his credit, is making his regular deposit. Mrs. Ward, not to be outdone by her husband, is seen at the left, ready to make a like deposit. The kiddies, Lois and Katherine, are much interested in seeing what becomes of Daddy's money. Standing in line behind Mrs. Ward is Mr. Ward's sister, followed by Electrician A. R. Frazee and some more of the boys around the shops, all in line awaiting their turn at the window. Mr. Dashiell stands behind the window. His cup of joy is full this morning; he has just filled out the application blanks of two new depositors. When "the boys" take their respective places at the window, the agent will interest them with some of his well chosen words of wisdom about providing for the future by buying homes. Rumor has it that one of the quartette will soon follow Mr. Dashiell's advice.

What would it mean to our employes if every station on the System boasted a booster like Mr. Dashiell?

## If You Think "Thrift" a "Dry" Subject, Try This Pre-Volstedian Flavor!

By P. L. FAUSTMAN, Car Distributor, Office of General Superintendent Transportation

JANUARY is being celebrated all over the country as National Thrift Month.

Whenever such a subject is announced the reader automatically sits back and prepares for a long, dry sermon, but let's see if we can't make this a little interesting.

An abridged copy of Funk & Wagnalls New Standard Dictionary says, "Thrift is care and wisdom in the management of one's resources." Realizing my inability to write an article on such a matter, I have endeavored to get some first-hand information from the president of one of Baltimore's leading banks and also from the head of an insurance company in New York, generally recognized as the leading institution of its kind in America.

Let's start on insurance. No doubt, everyone, some time or another, has been visited by an insurance solicitor. When you tell him that you have insurance in the Baltimore and Ohio Relief Department, he tells you very frankly that it is the best to be had, but that next to ours, of course, he has the best on the market. There is an unusual situation; a solicitor actually admitting that another proposition is better than his own. And don't forget that he wouldn't say it unless facts forced him to do so. How foolish, therefore, when we fail to take advantage of the inducements offered by our own Relief Department. The only regret, as I see it, is that \$1250 is the limit.

Now what do the big men say?

"Whether you are thrifty as regards money, time, health, strength—any of your resources—you must have a plan for conservation and you must carry it out. If we are short of thrift today, it is because too many of us are prone not to plan and too many more of us who do plan fail to carry out our intentions. There is the advantage—the certainty—of insurance. The man who undertakes the purchase of a policy is always sure of attaining his end no matter if death interposes. It is this assurance that impels continued saving.

"The man who has a little money in bank has a feeling of self-respect and satisfaction, and a safeguard against the inevitable rainy day. In a sense the population is made up of two classes—those who have and those who have not. The 'have-nots' are generally the careless, thoughtless and shiftless element who live from day to day without thought of tomorrow and who become in their old age charges upon their families or their communities. It is from this element that comes most of the radicalism which is such a menace to the stability of the Government and institutions of this country.

"The best thing a boy or young man, or even an old man, can do, is to cultivate this habit of self-denial through the practice of economy and saving. *This does not mean niggardliness or stinginess, but the proper appreciation of the necessity of laying aside something regularly in the bank for the purpose of assuring a self-respecting and respected old age.*"

From personal experience, I find that pay-day is the best day to save.

A little private investigation would indicate that the racetrack and the desire to "keep up with the Joneses" are two of the greatest enemies of Thrift among the younger generation. I know a fellow who would walk ten squares to get an article five cents cheaper than he could purchase it in his immediate neighborhood and then goes out to Pimlico and lose fifteen or twenty dollars at a crack. That's not Thrift. It is also very foolish to try to keep step with the fellow whose salary or income is five or six times that of your own.

You will probably wonder why nothing has been said about the necessity of practicing thrift on the Railroad. If, however, the principle can be properly instilled in men and women in the management of homes, it logically follows that the same practice will be employed in the performance of daily duties in their places of employment, the success of which, after all, means their prosperity.

(Continued on page 40)

## An Earned Vacation

Here is a poem that that wise lecturer and poet, Strickland Gillilan, wrote for the *Fort Dearborn Magazine*:

I set a dollar working, and it didn't feel the strain—  
It hasn't any nerves, you know; it hasn't any brain.

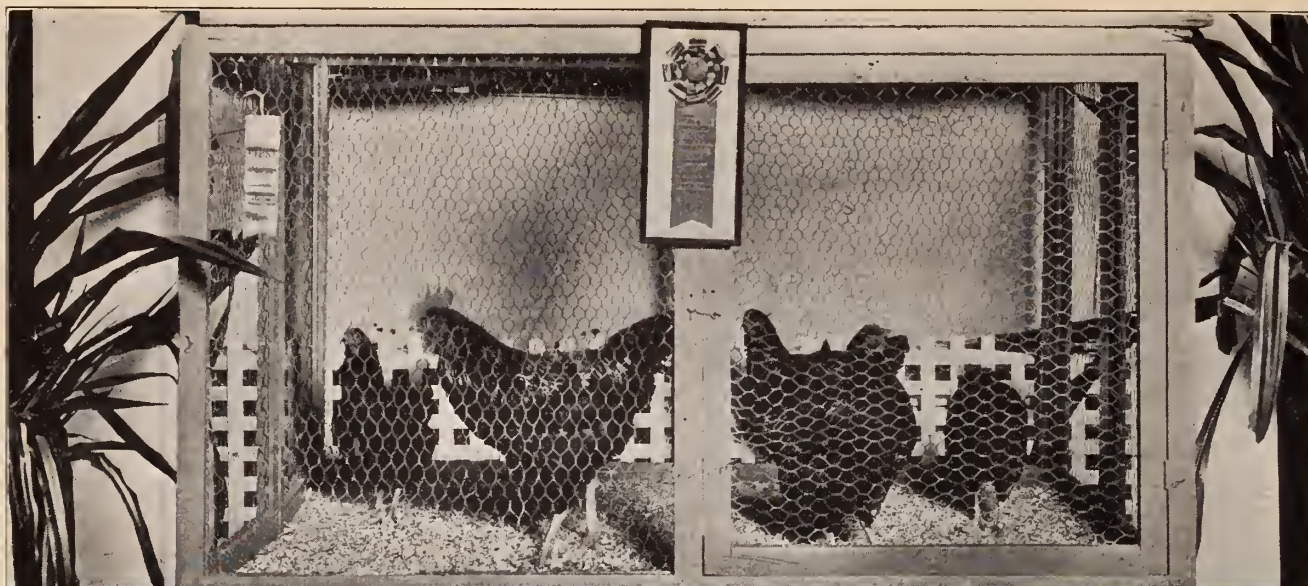
For years I gave my strength to toil and necessary play;  
I said: "The night comes all too soon—I've got to use my day."  
I struggled with the problems that harass all human kind;  
Enjoyed it, too, but felt the strain on heart and hand and mind.  
I saw the time was coming when I'd have to quit the fight;  
I longed to pause and breathe awhile before the fall of night.

Then lo! The fruits of early toil rose up and said to me:  
"We'll do your earning now for you; henceforward you are free.  
Go, do the things you've always yearned in other years to do.  
You've piled a few stray dollars up—we'll now take care of you.  
By serving other people who will pay you for our use,  
We'll bring enough to justify your war-for-living truce."

Then all the little bonds I'd bought as years had hurtled past  
Began to serve their purpose, and I ceased from toil at last.  
I said: "I've made a living, through those years of work and strife,  
So now, with what I gathered then, I've but to make a life."  
Then, too, I thanked the Lord because, back in my giddy youth,  
I'd had the sort of guidance that had shown to me the truth.

Just set your dollars working and relieve yourself of strain—  
They haven't any nerves, you know, they haven't any brain.





### Exhibitors of Baltimore and Ohio Poultry Club

NAME	COUNTY	BREED
William Harmeyer....	Harford.....	Rhode Island Reds
Leroy Kroh.....	Harford.....	Rhode Island Reds
John Anderson.....	Harford.....	Rhode Island Reds
Wesolowski Brothers..	Harford.....	Rhode Island Reds
Margaret Pool.....	Carroll.....	White Rocks
Lucinda Logue.....	Carroll.....	White Rocks
Agnes Emmerick.....	Anne Arundel....	White Rocks
Priscilla Emmerick...	Anne Arundel....	White Rocks
Monterey Jones.....	Anne Arundel....	White Rocks
Gale Mullendore.....	Washington.....	Rhode Island Reds
Donald Haynes.....	Washington.....	Rhode Island Reds
Helen Reese.....	Washington.....	Rhode Island Reds
Graydon Albin.....	Washington.....	Rhode Island Reds
Myrtle Whalen.....	Montgomery.....	Rhode Island Reds
Edith Hobbs.....	Montgomery.....	Rhode Island Reds
James Anderson.....	Montgomery.....	Rhode Island Reds
Donald Hobbs.....	Montgomery.....	Rhode Island Reds
Glady's Graham.....	Prince Georges...	Rhode Island Reds
Earl Tipton.....	Prince Georges...	Rhode Island Reds
Eugene Miller.....	Prince Georges...	Rhode Island Reds
Harry Cord, Jr.....	Prince Georges...	Rhode Island Reds
Betty Engle.....	Garrett.....	White Rocks
Melvin Liller.....	Alleghany.....	Rhode Island Reds
Ralph Kiser.....	Alleghany.....	Rhode Island Reds
Paul Emmert.....	Alleghany.....	Rhode Island Reds
Walter Yoder.....	Alleghany.....	Rhode Island Reds
Hollis Zepp.....	Howard.....	White Rocks
Elwood Anderson.....	Howard.....	White Rocks
Rachel E. Gaver.....	Howard.....	White Rocks
James Jenness.....	Cecil.....	Rhode Island Reds
Virginia Stephens....	Cecil.....	Rhode Island Reds

Above: Pen of Rhode Island Reds exhibited by Miss Edith Hobbs, which won Sweepstakes Ribbon. Center: the well arranged exhibit of the Baltimore and Ohio faced the entrance of the Army. Lower, left: Baltimore and Ohio Poultry Club Premium Ribbons



# Baltimore and Ohio Poultry Clubs' Exhibit Was the Outstanding Feature of Baltimore Poultry Show

By O. K. QUIVEY, General Agricultural Agent, Commercial Development Department

DIRECTLY opposite the main entrance, and occupying the most conspicuous space in the great Fifth Regiment Armory, the Baltimore and Ohio Poultry Clubs' Exhibit proved to be the outstanding feature of the great Baltimore Poultry Show, December 4-8, 1923.

It was impossible for a visitor to have gone away from the Baltimore Poultry Show without knowing what the Baltimore and Ohio Railroad is doing to improve the Poultry Industry within the state of Maryland, and words of praise were heaped upon the Baltimore and Ohio, the University of Maryland, and the Maryland Boy and Girl Club members for their respective parts in such a successful undertaking.

This project had its beginning a year ago, when the Baltimore and Ohio offered to supply high grade egg settings to a total of 110 Maryland farm boys and girls in those counties traversed by the Railroad. Subsequently a total of 50 setting eggs was shipped last March to each of 110 boys and girls enrolled, and instructions relative to the method of setting and caring for the young chicks were furnished them by the University of Maryland, the County Agricultural Agents, the Home Demonstration Agents, County Club Leaders, etc.

Beginning in August, a series of county poultry shows was held, thus permitting the Baltimore and Ohio Poultry Club members to show their best birds in friendly competition with each other. A total of \$20.00 was offered in prizes at each of the county shows and the winners in the county shows were required to enter their best pen of five, consisting of four pullets and one cockerel, at the Baltimore and Ohio Poultry Clubs' Exhibit, which, as stated, was held in connection with the Baltimore Poultry Show.

A total of 31 pens of five birds each was exhibited at Baltimore, by the Baltimore and Ohio Poultry Club members listed on the opposite page.

The Baltimore and Ohio offered a total of eight prizes, which were won by those shown in accompanying table.

In addition to the beautiful premium ribbons which were hung on the winning pens, a very beautiful Sweepstakes Ribbon was also awarded Miss Edith Hobbs, whose pen won over all others in the exhibit, regardless of breed.

While there were failures in every county, and while the project was discouraging to a great many persons connected with it, yet as a whole and taking the exhibit at the Fifth Regiment Armory as the evidence,

genuine satisfaction should be felt by all connected with the project, and this should apply to even those club members who failed to win prizes.

Quality was indicated throughout the 31 pens exhibited, and no better proof of this fact can be had than in the statement of Mr. John Kriner, one of the three judges of the exhibit and one of the best known judges of poultry in the United States. Mr. Kriner stated after handling every bird in the Baltimore and Ohio Poultry Clubs' Exhibit and judging them carefully, that he could select one bird from each of five pens, thus making up a special pen of five, with which he could sweep the show and win over all breeds. This statement, coming from a man of Mr. Kriner's recognized ability, should be regarded as a genuine compliment to the Poultry Club members who exhibited at Baltimore.

Of the 31 pens exhibited, 9 were of the White Plymouth Rock breed and 22 were of the Rhode Island Red breed. The White Plymouth Rock egg settings were purchased by the Baltimore and Ohio Railroad from Mr. W. H. Cowles, Beltsville, Md., and the Rhode Island Red settings from Mr. Aaron Fell, Bethesda, Md.

The Baltimore and Ohio Poultry Clubs' Exhibit was judged by Mr. John Kriner of Stettlersville, Pa., Judge Geo. O. Brown, Baltimore, Md., and Mr. A. Mowll, Hartford, Conn., Judge Brown being generally known as the dean of poultry judges, and widely known for his genuine interest in Boys' and Girls' Club work.

The University of Maryland was represented in this project both throughout the year and at the Baltimore Show by Mr. C. G. Jenkins, State Club Leader, Mr. Peter

Chichester, Assistant State Club Leader, and Mr. Wade R. Rice, Extension Poultry Specialist. The Baltimore and Ohio Railroad was represented by General Agricultural Agent O. K. Quivey and Agricultural Agent E. B. Baugh.

Whatever success may have been attained in this project is due entirely to the cooperation given by all the agencies engaged in it, and it would be a case of the grossest neglect were we to fail to give recognition and thanks to the Baltimore Poultry Show management, Mr. Clinton L. Riggs, President; Mr. Howard S. Thompson, Secretary; Mr. Arthur C. Levering, Treasurer and Mr. Frank Riggs, all of whom gave the most careful consideration to every detail concerned in the planning and execution of those factors entering into the successful staging of the Baltimore and Ohio Poultry Clubs' Exhibit.

## What the Magazine Saw Last Month

### What Have You Seen?

The B. R. & P. Shop Quartette, DuBois, Pa., riding on Baltimore and Ohio No. 1, en route to International Conference, Y. M. C. A., St. Louis, entertaining the passengers by singing all afternoon. And it was real singing, too!

Trainmaster Garey, Boston and Maine Railway, Concord, N. H., en route to the same conference, on same train, accompanied by his wife and Mr. and Mrs. Brunel, also of the Boston and Maine, praising our service. Mr. Garey will be glad to tell any visitors to Concord his inimitable story about seeing rainbows at midnight near the Canadian Line!

## Winners of Baltimore and Ohio Prizes

PRIZE	WINNER	COUNTY	BREED	PRIZE
1	Edith Hobbs.....	Montgomery..	Rhode Island Reds	Trip to Madison Square Garden Poultry Show, N. Y. City
2	Margaret Pool....	Carroll.....	White Rocks.....	Trip to Madison Square Garden Poultry Show, N. Y. City
3	Hollis Zepp.....	Howard.....	White Rocks....	Trip to Madison Square Garden Poultry Show, N. Y. City
4	Leroy Kroh.....	Harford.....	Rhode Island Reds	\$15.00—cash
5	Elwood Anderson..	Howard.....	White Rocks....	\$12.00—cash
6	James Jenness....	Cecil.....	Rhode Island Reds	\$10.00—cash
7	Eugene Miller....	Prince Georges.	Rhode Island Reds	\$6.00—cash
8	Lucinda Logue....	Carroll.....	White Rocks....	\$4.00—cash



## Messrs. Sell, Kight and Eden Win Handsome Prizes for Year's Work as Correspondents of the Magazine

**D**URING recent years the MAGAZINE has been fortunate to secure in exchange for advertising, different sets of books. These have been sent to those correspondents who have done the best all-around work for the MAGAZINE for the year in question. For 1923 the prizes are three sets of Ridpath's History of the World, recognized not only as an interesting but also as an authoritative work. It is freely illustrated and is a good general reference history.

The prize winners are John J. Sell, Office of General Yardmaster, Cumberland; Harry B. Kight, traveling passenger agent, Cumberland, and Oswald K. Eden, Office of Chief Engineer, Baltimore. Correspondents were not considered unless they had contributed items for each issue of the MAGAZINE during 1923, to and including November.

Those, other than the prize winners, who also contributed to all these issues are: Norma H. Applegarthe, Office of General Freight Claim Agent, Baltimore; A. E. Erich, secretary to superintendent, Chilli-cothe; Earl N. Fairgrieve, car distributor, Pittsburgh; G. J. Goolic, Office of Division Engineer, St. George; George W. Haulen-beek, Law Department, Baltimore; R. Kennett, telegraph operator, Columbus; John Newman, terminal timekeeper, Pier 22, New York; B. A. Oatman, Office of Master Mechanic, Newark, Ohio; Edith Roach, billing clerk, Columbus; C. R. Stone, Mansfield; W. H. Tarr, Office of Superintendent, Baltimore Division; J. M. Whealan, Office of District Engineer, Pittsburgh.

Messrs. Oatman and Erich could not be considered because they were prize winners during previous years. All the other correspondents mentioned not only contributed each month, but contributed especially good material. In addition to

these there are also quite a number of correspondents who have contributed to every issue since they took up their MAGAZINE work. These will be more in the running during 1924, if it is then possible for us to award prizes.

In the opinion of the writer, Mr. Sell's work during 1923 has been the most outstanding, although he has been hard pushed by Mr. Kight. He has made it a point to see all supervising officers of the Railroad each month to get last minute information from them concerning activities on the Cumberland Division. In addition he seems to have won to an unusual degree the cooperation of his associates. He tells us that Ralph Ketzner, assistant chief clerk to the superintendent at Cumberland, is quite as responsible for the fine quality of the Cumberland Division notes as he has been, but, as we have not been carrying Mr. Ketzner's name as a regular correspondent during all of 1923, we could not consider him for the prize and, unfortunately, it is a prize which cannot well be divided.

Mr. Kight is one of the old standbys of the MAGAZINE and has long evidenced the most intense interest not only in its progress, but also in the general affairs of the Railroad. Having for years been ticket agent at Keyser and for several years agent during the summer months at Deer Park, he was honored during 1923 by promotion to the position of traveling passenger agent. He, too, has won the cooperation of the various departments at Keyser and since his promotion has gotten that larger viewpoint on Railroad work which has been especially helpful to him in preparing his notes for the MAGAZINE. He has frequently contributed special articles, one of his latest contributions being under the title "Eyes to the Blind," a most appealing narrative of his trip with 300 deaf and blind

children on a special movement in West Virginia. Mr. Kight is a great lover of books and we are especially glad to name him as a prize winner this year.

Mr. Eden has given us splendid representation in the Engineering Department, and is named for one of the prizes not only because of the quality of his individual work but also because he, too, has been able to get each month a comprehensive survey of the engineering "personals" from the district offices throughout the System. At the Conference of Correspondents he was elected secretary of the permanent Correspondents Association.

We congratulate the prize winners most heartily and also thank the many other correspondents whose work has been so nearly on a par with that sent in by Messrs. Sell, Kight and Eden.

### This Waiter an Information Bureau

**R**. H. BUCY, report clerk, Car Foreman's Office, Mt. Clare, says: "When a person rides the Baltimore and Ohio he can always hear a good word from other passengers about our 'Best and Only.'"

Recently Mr. Bucy was returning to his home in Cumberland on No. 1. The waiter from the diner came through with coffee and sandwiches. Mr. Bucy bought a cup, as did an elderly woman who sat in the seat ahead. He was surprised when he heard the woman ask the waiter about a berth that she was to occupy when she reached Cumberland, but he was still more surprised when the waiter promptly gave her all the information desired. "A bureau of information could not have told her more," declared Mr. Bucy.

"After the waiter had gone the woman turned to me and said, 'I have ridden on many a railroad, but I don't believe that any of them ever showed me more courtesy.' Of course, I assured her that Baltimore and Ohio employes are always glad to give whatever help and courtesy they can at all times."



Left: John J. Sell, Office of General Yardmaster, Cumberland, Md. Center: Oswald K. Eden, Engineering Department, Baltimore, Md. Right: Harry B. Kight, Traveling Passenger Agent, Cumberland, Md.



## Fire Marshals Meet and Discuss Methods of Improving Fire Prevention Work on Railroad

ON December 3 the first meeting of the fire marshals on the Eastern Lines was held at Cumberland, Md. Here the men got together with B. S. Mace, superintendent of insurance, and discussed the possibilities of improving fire prevention standards and activities on the Baltimore and Ohio.

Those present were: Superintendent of Insurance B. S. Mace, E. E. Alexander, supervisor, Timber Preservation, Green Spring, W. Va.; Chief Inspector R. R. Hackett, Baltimore, Md., and Insurance Inspectors S. W. Bell and P. J. Reed, Baltimore, Md.; Fire Marshals H. Malloy, Locust Point, Md.; G. A. Torney, Mt. Clare, Md.; W. H. Gardner, Curtis Bay, Md.; J. N. Thinnies, East Side Shops, Philadelphia; G. L. Hennick, Wilmere, Del.; G. J. Lake, Brunswick, Md.; F. O. Smith, Riverdale, Md.; J. P. Roberts, Fairmont, W. Va.; Frank Martin, Clarksburg, W. Va.; W. E. Hodel, Grafton, W. Va.; F. M. Hardy, Martinsburg, W. Va.; F. E. Shelley, Keyser, W. Va.; H. W. Bloss, Cumberland, Md.; C. B. Dailey, Benwood, W. Va.; E. S. Williams, Holloway, Ohio; E. W. Graham, Monongah Shops, Parkersburg; C. McMann, Somerset, Pa.; M. A. Rottler, Connellsville, Pa.; R. J. Millet, Foxburg, Pa.; George C. Williams, Glenwood, Pa.; R. W. Jankey, Gassaway, W. Va.

The meeting was called to order by B. S. Mace, who, in his opening address called the attention of the marshals to the great annual waste caused by fires along the railroads. In 1922 the fire waste in the United States amounted to over \$510,000,000, and for the Class 1 railroads of the country, \$10,000,000. He further said that, through the cooperation of the fire marshals, by frequent inspections and by carrying out the recommendations made by the various officers, the Baltimore and Ohio is able to keep its fire losses at a comparatively low mark, and that we possibly hold the record for the Class 1 railroads in the United States and Canada. He also touched upon the importance of full cooperation between master mechanics and general foremen and those in charge of the properties, with the fire marshals, without which the last named are unable to accomplish results.

The marshals were impressed with the fact that they are not marshals in name only; that a responsibility is given them to test the various systems and apparatus, to make regular inspections, to take up recommendations and to make corrections immediately; to drill fire brigades at least once in 10 days, to test fire doors, fire pumps, water supply, etc.

Following Mr. Mace's address, a full discussion was held by the men of all problems pertaining to fire prevention, of fire hazards, methods of handling fires, fuel oil installations, safety automatic shut-off valves, and location of storage tanks; fire alarm systems, fire brigades, and the use of fire apparatus for other purposes than for fire. Some of the conclusions were as follows:

That the Mahr valve should be gradually substituted for the Lalor automatic valve, the latter being difficult to keep in operative condition; that new men, without knowledge of or experience in fire prevention methods, in the positions of engineer and fireman, were oftentimes responsible for fires, and that here lay a chance for the fire marshals to do some instruction work; that the fire alarm system must be tested daily; that

the master mechanic and general foreman could and should lend more weight to the importance of more general response to fire drills; that it is against the rules to use fire apparatus for any other purpose than for fire protection, and that strict observance of this rule be insisted upon.

Other subjects discussed were: Smoking, Equipment of Yard Engines for Fire Fighting, Handling Explosive, such as gasoline, etc., Open Flame Carbide Inspectors' Lamps, Fire Pumps and Testing.

Much interest was shown in the discussion. At 12.30 p. m. the meeting adjourned and the members enjoyed a delightful luncheon at the Y. M. C. A., specially arranged for by Secretary McDaniels, who received the compliments of "the boys" for the excellent meal. Votes of thanks were extended to Secretary McDaniels, and also to the operating officials for the privilege of the meeting.

The afternoon was spent in visiting and inspecting the Cumberland terminals and shops.

## The "Sally Lunn" That Made President Willard Smile

THE age-old saying, "The way to a man's heart is through his stomach," is one which our dining car chefs constantly keep in mind when preparing the delectable dainties which are set before our passengers. Whether William Chew, relief chef on the Martha Washington, was thinking of this or not when he baked some delicious Sally Lunn's one evening in November, we do not know. However, we are certain that he did not know that any of them would be eaten by President Willard. But strange things do happen.

While riding on No. 9 one day in November, President Willard decided to inspect the Martha Washington and her kitchen. E. V. Baugh, manager of dining cars and commissary, proudly escorted him through this, one of our finest diners, and into the kitchen. Here Chef Chew had just finished baking a panful of Sally Lunn's which would tempt the eye of the most discriminating connoisseur. And President

Willard was no exception. He picked up one of the Sally Lunn's and tasted it. Chew will tell you what the president said.

"Yes, Ma'am, President Willard done say dat dese was de bestest Sally Lunn's he ever done taste in his life. 'Deed he did!'"

"Are you sure that he really liked them?" we asked.

"Aint nothin' diff'rent," declared Chew, picking up two plates of Sally Lunn's from the table and raising them to show us just how he looked when the president remarked that the muffins were delicious. And Mr. Baugh himself testifies that the chef's smile at that particular moment was nothing short of being celestial.

Chef Chew bakes two kinds of Sally Lunn's. The kind that President Willard liked Chew holds high in the picture. These are made as follows:

One egg, 1 small cup of sugar. Cream well together. Stir well with a lump of butter of the size of an egg. Beat well.

Add one cup of sweet milk and beat well again. Add three and a half cups of flour that has been sifted three times, and into which has been sifted two teaspoonfuls of baking powder. Add a pinch of salt. Fill in muffin rings and bake.

The second kind of Sally Lunn, which is more like a sweet rusk, is baked as follows:

Four eggs. Beat whites and yolks separately. One large spoonful of butter rubbed into one quart of flour. Half a yeast cake. 1 cup of warm milk. Set to rise the same as rolls, then put in deep muffin rings to bake.



Chef Chew and his appetizing "Sally Lunn's"



# A Tribute to John Bradshaw

First Master of Road of The Baltimore and Ohio

By A. FAURE

THE sight of an occasional Baltimore and Ohio freight car always sends a thrill through my old bones. Whenever the papers mention the Baltimore and Ohio Railroad I take it as a personal affair, and am not satisfied until I've read and reread every word to the end. And, by the way, the Baltimore and Ohio MAGAZINE for February contains a photograph of the Parkersburg bridge which brings to mind something I was reading recently in the autobiography of Andrew Carnegie. He was describing his dealings with John W. Garrett,<sup>1</sup> who made him put up a bond for \$50,000 before he would give him the contract to build the Parkersburg bridge. Carnegie also wanted to build the approaches to the bridge. Mr. Garrett told him his own forces were quite capable of taking care of that work. Carnegie expressed his doubts about it. Then the great Baltimore and Ohio president said he knew his men, he had faith in them and trusted them to have the approaches ready by the time the bridge was completed. And so they were. And the job was handled by John Bradshaw,<sup>2</sup> master of construction, of whom Mr. Garrett said years after that in the building of the Parkersburg bridge alone, John Bradshaw had saved his company \$50,000.<sup>3</sup>

John Bradshaw was one of the first and very best friends I made on the Baltimore and Ohio. The way our friendship started was this:

Mr. Samuel Spencer<sup>4</sup> had sent me to Philippi, W. Va., with the Baltimore and Ohio proxy to vote the stock of the Grafton and Green Briar R. R. which he had accepted in settlement of moneys advanced for construction, operation, etc. Opposition to this settlement had developed among some of the townships along the line and they objected to this stock being voted

by the Baltimore and Ohio representative. Mr. Spencer had asked John Bradshaw to attend that meeting and to act as my guide and counselor in case of trouble, and well it was that I had such a mentor, for the opposition was strong and the meeting stormy, with plenty of open threats of arrest and imprisonment for any one who attempted to vote that stock.

It took all Mr. Bradshaw's influence and diplomacy to make the opposition consent to an adjournment without bringing the matter to a final issue. What with adjournments, postponements, injunctions and all sorts of legal obstructions, it took the best part of a year and required many trips between Baltimore and Philippi before that stock could be voted. It was finally done

*Note: The author of this story, himself a loyal employee of the Baltimore and Ohio for 34 years, is now enjoying life under the sunny skies of California, in the town of Sunland. The letter from which the following tribute to Mr. Bradshaw was extracted, was addressed to Mr. George F. Randolph, formerly our first vice-president.*

In 1886 Mr. Faure was appointed chief clerk to the first vice-president; in 1887 he became chief clerk to the president; in 1893, secretary of the Valley Railroad of Virginia, subsequently filling the following positions: secretary of the Greenbrier and Belington Railway, of the Point Pleasant and Tygart's Valley Railway, and of the Washington County Railway—all of which were merged into the Baltimore and Ohio in 1901. In 1899 he was appointed fifth vice-president, in order to execute some Baltimore and Ohio securities, and in 1903, chief of Pass Bureau. In 1915 he was made special agent, which position he held at the time of his retirement.

on the very day that Mr. Spencer was elected president of the Baltimore and Ohio. The Grafton and Greenbrier was subsequently sold and reorganized under the name of the Grafton and Belington Railroad.

Mr. Bradshaw attended every one of those trips. To him more than anyone else belonged the credit for the successful termination of the unpleasantness. On those trips we were almost constantly together on the train and during the long waits at Grafton, Philippi and other places. The conversation ran at haphazard, anything to fill in the time. It was thus that I learned much of the history of the Baltimore and Ohio that I could never have learned any other way. Mr. Bradshaw was a delightful conversationalist, quiet, modest, unassuming and well informed on a variety of subjects. He had devoted his life to the service of the Company, had enjoyed to a remarkable degree the confidence and esteem of the Garrett family, and had been

an eye-witness and often an actor in the development of the property. Thus, while the remarks that fell from his lips casually seemed insignificant enough, to me they were flashlights thrown on the unwritten history of the road.

Mr. Bradshaw's gentle and retiring disposition appealed strangely to my admiration, and before I had known him very long, I had learned to respect him and to love him almost as a father. After the death of Mr. Robert Garrett, he retained the esteem of Miss Mary Garrett, for whom he often performed missions of trust and confidence.

When he retired from the service at an advanced age, President John K. Cowen wrote him a beautiful letter in which he recited Mr. Bradshaw's long and faithful service, and he closed with the statement above quoted in which Mr. John W. Garrett, speaking of the help he had received from his assistants, said that, in the building of the Parkersburg bridge alone, John Bradshaw had saved his company \$50,000.

I saw Mr. Bradshaw several times after that, usually at the annual meeting of the Grafton and Belington R. R. of which he remained a director to the end of his life. He was always quiet, cheerful and happy. He always carried Mr. Cowen's letter in his inside pocket, next to his heart, and said it would accompany him to his grave. Such was John Bradshaw, loyal all through life and even unto death.

Pray pardon this long digression, but could not resist the opportunity and the pleasure to pay a modest tribute to the memory of a long departed friend and loyal employee of the Baltimore and Ohio.

## You Have Helped Produce This!

MR. WILLIAM A. BABBITT, Chairman of the Standardization Committee of the Association of Wood Using Industries, has recently said:

"The drives for quick turnover, liquid capital and high-speed production not only have been made possible, but have been more than matched by the nation-wide drive of the railways for quick transit. High-speed production so far this year had produced 23.7 per cent. more carloads of freight. High-speed transit has taken this freight and hustled it to its destination at an increased rate of 27 per cent. more car miles per diem, and a further increase of 12.5 per cent. more ton miles per car.

"In the opinion of the Department of Commerce, the efficiency of the railways has increased one-third during the current year. In other words, the time-in-transit was 50 per cent. longer in 1922 than in 1923."

<sup>1</sup> John W. Garrett was president of the Baltimore and Ohio Railroad from November 17, 1868 to November 20, 1884.

<sup>2</sup> John Bradshaw was made master of road of the lines west of Cumberland on October 1, 1876, the first man to serve in this position, newly created at that time. He was made master of road of the entire Main Line and branches on November 13, 1878. President John W. Garrett stating, in announcing this appointment, that Bradshaw had then been in the service over 20 years.

On January 12, 1881 he resigned as master of road, presumably on account of ill health. On October 1, 1881 he was appointed superintendent of construction and repairs. President Garrett then stating that Mr. Bradshaw had fully recovered his health.

<sup>3</sup> The officer in general charge of the building of this bridge was, so Baltimore and Ohio history states, James L. Randolph, chief engineer from 1863 to 1883.

<sup>4</sup> Samuel Spencer was second vice-president from December 13, 1882 to November 20, 1884, first vice-president from November 20, 1884 to December 10, 1887 and president from December 10, 1887 to December 19, 1888.

<sup>5</sup> Robert Garrett was first vice-president from August 11, 1881 to November 20, 1884, and president from November 20, 1884 to October 12, 1887.



# The Boy on the Bulletin-Board



AT about 2.30 p. m. on November 13, a lady was anxiously scanning the bulletin board showing train arrivals, in the Baltimore and Ohio Union Station, Washington, D. C. Her attention was centered on the arrival of No. 2 from St. Louis and the west. The board showed that it would arrive on Baltimore and Ohio standard, "On Time," at 2.45 p. m.

Fifteen minutes still to wait! The minutes pass like hours. Some one near and dear is coming on the train, whom she has not seen for a long time. Then, three minutes ahead of the advertised time, No. 2 pulls into the station and the passengers get off. Who is this being led along the platform by Passenger Representative Herbert? A boy? Yes, just a little fellow, not quite six years old—her boy—who has traveled all the way from Oklahoma City, Okla., by himself, the latter part of the journey being under the watchful care of the Baltimore and Ohio "Good Neighbors," the train conductors, the dining car stewards, the Pullman conductors and porters, and in fact every member of the Baltimore and Ohio family on the train.

We ask the lady if we may speak to the little fellow a moment and take his photo. Courteously she agrees. We wanted also to get a picture of the members of the crew bringing him safely into Washington but there wasn't enough time. Porter C. G. Walker, an old time Pullman man, was in charge of Car 22, and other passengers told us that he did everything possible for little Barrington. They were also enthusiastic

in their praise of Steward Langhorst, the Pullman conductor and every member of the crew. The boy carried with him a letter reading as follows:

"My name is Barrington Douglas. I am going to my mother at 2701 Connecticut Avenue, Washington, D. C., Apartment 606. I have \$5.00 in my pocket with which to buy my meals. Will you please assist

me in obtaining them. I only want to spend fifty cents for my breakfast and fifty or seventy-five cents for my lunch and dinner. Kindly take my purse and pay for my meals. I must not eat much candy. Mother does not allow me to. I am to change cars in St. Louis to the Baltimore and Ohio. Please see that I am properly transferred and on the right train to my mother. Mr. Pullman Conductor, your kindness to this little man will be appreciated, and please pass the instructions on to the Baltimore and Ohio men."

"Did you have a good trip?" we asked Barrington. "I sure did," he replied, "everybody was so kind to me. Will you be sure to send me my picture?" Assuring him that we would, we turned to bid good bye to his mother, who said: "Good bye. I am unable properly to express my feelings. The kindness and care given this little boy by your Company is remarkable. I can't understand it. Won't you, through your MAGAZINE, assure everyone who helped to make his trip safe and pleasant, how deeply I appreciate it?" We said we would, and so—that's the end of the story. Mother had her boy in her arms again, and the "Good Neighbor" Road had made another lifelong friend.

## Vice-President Batchelder Honored by Friends on Completion of Fifty Years Railroading

ON December 3 a goodly number of railroad and personal friends of F. C. Batchelder, vice-president and executive representative in Chicago, met at the South Shore Country Club to greet him at a dinner arranged in his honor. Fifty years previously Mr. Batchelder had begun his service as a telegraph operator with the C. M. & St. P. Railway.

The celebration was an entire surprise to the guest. President Willard had invited him, presumably to dine with him alone, but when Mr. Batchelder arrived with Mr. Willard at the South Shore Country Club, he found about sixty of his friends there to greet him.

The dinner was started after a conductor in uniform had come into the assemblage with a yellow lantern and called out "All Aboard!", naming as the destinations for the train on which the party was about

to start the stations on the old Soo Line where Mr. Batchelder worked at the same time President Willard was employed by that Road.

The accompanying picture shows the attractive railroad setting provided for the dinner, with the stations of the old Soo Line on the bulletin board on the left and those on the Baltimore and Ohio on the right, the realistic station scene spreading across one entire side of the room, and showing a train about ready to depart.

Just as the whistle for the start was sounded and the diners were seated, four men, a conductor and brakeman in uniform, and engineer and fireman in overalls, came into the room and sang some verses especially written for the occasion, and during the dinner the same quartet sang some of the songs which were popular during Mr. Batchelder's early railroad days.





Realistic Railroad Setting at Dinner Celebrating Fifty Years' Service of Vice-President Batchelder. Mr. Batchelder is seated in the right foreground of the picture, on President Willard's right. Other familiar faces will be readily recognized.

Mr. Willard told of some of the interesting and amusing experiences he had had with Mr. Batchelder on the Soo Line when he was an engineer and when Mr. Batchelder was chief dispatcher, these being heartily enjoyed, especially by the several old friends of both officers who were present and who had known them in early railroad days.

During the course of the evening Mr. Batchelder was presented with a handsome gold watch and chain, knife, cigar cutter and pencil, as a mark of esteem on the part of those attending the dinner, the presentation being made by Division Counsel J. M. Sheean.

The menu was attractive, showing on the title page the various points at which Mr. Batchelder has been stationed during his long railroad career, and on the two facing centre pages pictures of him as he appeared when he entered the service in 1873 and as he is today. An insert gave the names of the more than one hundred guests invited.

Those present at the dinner included:

B. N. Austin, western passenger representative, Chicago; S. A. Allen, freight traffic manager, Chicago; Frank J. Batchelder, consulting engineer, Chicago; R. N. Begien, vice-president, Chesapeake & Ohio Railway, Richmond, Va.; H. A. Brassert, engineer, Kenilworth, Ill.; Geo. H. Campbell, assistant to president, Baltimore; Jas. Connor, salesman, Chicago; A. H. Curtis, physician, Chicago; L. G. Curtis, chief engineer, Adjustment Division, Baltimore; F. S. DeVeny, superintendent, Baltimore and Ohio Chicago Terminal Railroad, Chicago; S. O. Dunn, editor, Railway Age, Chicago; F. J. Eddy, depot ticket agent, Grand Central Station, Chicago; Wm. Egan, locomotive engineer, Garrett, Ind.; Geo. H. Emerson, chief of motive power and equipment, Baltimore; C. W. Galloway, vice-president, Baltimore; Jas. E. Gorman, president, Chicago, Rock Island and Pacific Railway, Chicago; H. H. Hall, assistant secretary and assistant treasurer, Baltimore and Ohio Chicago Terminal Railroad, Chicago; M. J. Hallinan, conductor, Chicago; Irving T. Hartz, president, Morden Frog & Crossing Works, Chicago; Jos. E. Hitt, president, Southwest State Bank, Chicago; Wm. L. Hodgkins, president, Brownell Improvement Co., Chicago; S. U. Hooper, superintendent, Chicago Division, Garrett, Ind.; F. B. Huntington, general auditor, Baltimore and Ohio Chicago Terminal Railroad, Chicago; Geo. E. Hutchison, public accountant, Chicago; E. L. Ives, engineer, Chicago; W. J. Jackson, president, Chicago & Eastern Illinois R. R., Chicago; H. M. Jouver, general freight and passenger agent, Baltimore and Ohio Chicago Terminal Railroad, Chicago; J. R. Kearney, assistant to vice-president, Baltimore; Geo. M. Kridler, assistant freight traffic manager, Chicago; H. A. Lane, chief engineer, Baltimore; E. H. Lee, vice-president and chief engineer, C. & W. I. R. R., Chicago; R. E. Lidster, insurance agent, Chicago; C. Martin, engineer, Garrett, Ind.; Philip Meminger, farmer, Loveland, O.; John Angus Morrison, insurance agent, Chicago; G. P. Palmer, engineer maintenance and construction, Baltimore and Ohio Chicago Terminal Railroad, Chicago; H. C. Pearce, director of purchases & stores, C. & O. Railway, Richmond, Va.; Guy M. Peters, lawyer, Chicago; F. G. Robbins, vice-president, Erie R. R., Chicago; Scott M. Rogers, vice-president, E. J. & E. R. R., Chicago; E. W. Scheer, general manager, Eastern Lines, Baltimore; John F. Schurch,



vice-president, Manning, Maxwell & Moore, Inc., Chicago; E. H. Sencff, general solicitor, Pennsylvania R. R. Co., Philadelphia; C. Selden, general inspector of transportation, Baltimore; H. D. Sheean, general solicitor, Baltimore and Ohio Chicago Terminal Railroad, Chicago; J. M. Sheean, division counsel, Chicago; Earl Stinson, chief engineer

maintenance, Baltimore; D. F. Stevens, general superintendent, Cleveland, O.; J. J. Tatum, superintendent car department, Baltimore; H. B. Voorhees, general manager Western Lines, Cincinnati; W. T. Watkins, Joyce-Watkins Co., Chicago; H. White, chief clerk to vice-president, Chicago; Daniel Willard, president, Baltimore.

## Arthur D. Gans a Regular "Demon" on Advertising

Thurston, the Magician, Finds Baltimore and Ohio Silverware in Pockets of Mayor Jackson, of Baltimore

"THE Man Who Knows Everything" once said that every man has a sneaking desire to be called a "regular devil" at least once during his life. However true this may be, we know that when it comes to advertising the Baltimore and Ohio, many of our men employes will have to doff their caps and horns to Safety Moving Picture Exhibitor Arthur D. Gans.

On December 13—mark the date—members of the Demons' Club of Baltimore tendered a dinner to the world renowned

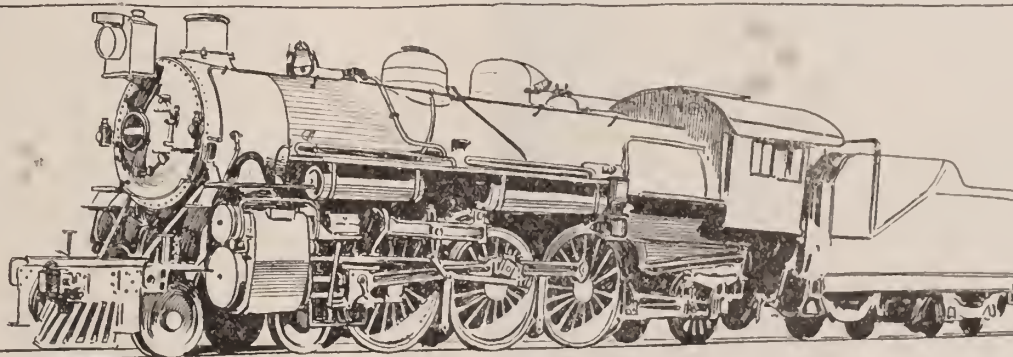
magician, Howard Thurston, and Mrs. Thurston. Now it so happens that Arthur Gans is one of the Demons, and a regular one at that, holding the title of Vice Arch Demon in the club, which consists of a number of well known business men of Baltimore who are interested in magic. And Arthur made good use of his demonship by arranging for a novel idea, a banquet to be held at Mt. Royal Station, in one of our handsomest dining cars, the Martha Washington.

First of all, there was the box party at Ford's Theatre, in Baltimore, where Thurston turned out his sackful of magic, much to the delight of the demons and a full house. There were a number of invited guests, including Baltimore's mayor, Howard Jackson; Col. Austin E. Baughman, commissioner of motor vehicles; Mr. and Mrs. Earl Davis, Attorney; J. F. Muller, Clerk of the Circuit Court; Charles Whiteford; Mr. Daniel E. Derr, of the B. F. Bond Paper Co.; Miss Mabel Gessner, the first woman passenger agent; D. Herbert Schoenrich, Mr. V. J. Albert, Mr. Philip B. Pearlman; General Passenger Agent W. E. Lowes; the editor and the associate editor of the MAGAZINE. Governor Ritchie was also invited, but because of the pressure of business, was unable to attend.

After the delightful entertainment at the theater, the party proceeded to Mt. Royal Station, where the Demons, in their red velvet caps with black velvet horns—you can't do much damage with velvet horns—formed a jolly reception committee.

When Mr. and Mrs. Thurston arrived they were escorted to the ticket window by

## The Coal Bill and the Cinder Pile



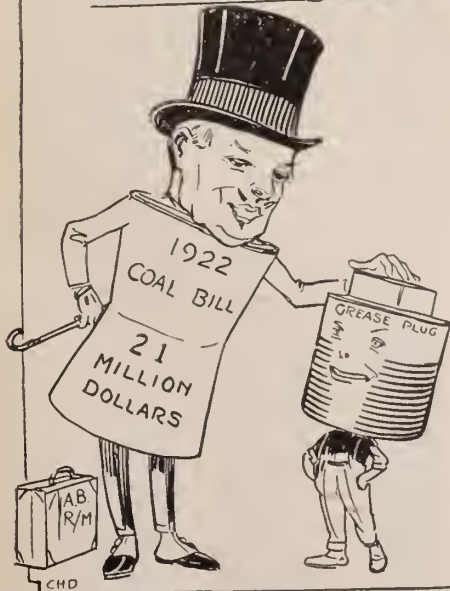
### Archie and Greasy at the Ash Pit

ARCHIE: I understand that the engine crews are instructed to leave their engines with ample steam, water and fire to allow handling over the ash pit and into the house without waste of coal, due to pressure too low or too high.

GREASY: Take a look at our record of Mechanical delay, Archie. That shows that the road supervision is doing its bit to help us get them across the pit in proper shape.

ARCHIE: Greasy, if you find lumps of good coke or unburned coal in the Cinder Pit, I hope you make quick time to the boss fire knocker and find out who is responsible for the waste, then get busy to Stop That Leak.

"GREASY: Look at our cinders, Archie, we haven't any smoke to watch! All cinders, no coke! Our firemen bring them in with the fires burned down just right to clean. They don't shovel it in just for us to dump it into the pit. We keep after the grates, no holes in them, and the fire knockers save the coke and dump the clinkers.



ARCHIE: Good. With a grate area of 70 square feet, a bank of unburned coal that will cover the grate four inches deep, contains half a ton of coal. You can waste it if you don't watch out. I'm glad to see you Stop That Leak.





BALTIMORE AND OHIO STANDARD DINING CAR LETTERING HAS NOT BEEN CHANGED TO WHITE, NOR ARE WE USING RADIUM PAINT—WE'LL HAVE TO BLAME IT ON THE SPIRIT OF THE DEMONS  
 1. W. E. Lowes, General Passenger Agent. 2. Miss Stevens, Associate Editor of Magazine. 3. Robert Test, Treasurer of the Demons. 4. Arthur D. Gans, our Safety Motion Picture Operator, who arranged the dinner. 5. Mr. Howard Thurston, Magician Extraordinary and Arch Demon Supreme, in whose honor the dinner was held. 6. Mrs. Thurston. 7. Mr. Daniel Derr, Deputy Automobile Commissioner of Maryland. 8. Mayor Jackson of Baltimore. 9. Mrs. Earl Davis, Wife of Mr. Thurston's Manager. 10. Miss Mabel Gessner, Passenger Representative. 11. Mr. Howard Cone. 12. Demon Jerome Fleishman. 13. Mr. Austin Baughman, Commissioner of Motor Vehicles of Maryland

the entire party, where they "purchased" the ticket that was to carry them on the "journey" to Magic Land, via the Martha Washington. In the train shed the party paused for a photograph by our Mr. Luckey:

Six-foot demons, of stage scenery atmosphere, pointed the way to the club car, the Demons and their friends entered and the entertainment began.

Mr. Gans took turns as newsboy, presenting to each member of the party a copy of "The Billboard" and "The Sphinx," and as interlocutor in presenting the entertainers.

"Where are we going?" asked Mr. Thurston, "we do not seem to be moving."

"That's because you're on a Baltimore and Ohio train," declared Mr. Gans, "we always move so smoothly that you never notice it."

The conductor called a station stop, and in trooped a half-dozen or more members of the Dixie Jubilee Singers, who had asked for the privilege of singing for Mr. Thurston. The old southern melodies were rendered as only the southern darkey can, and the performance was thoroughly enjoyed. In appreciation of their singing, Mr. Thurston delighted the artists by presenting them with passes to his next performance.

Dining Car Steward Holzhouser announced: "Dinner is now being served; dining car forward!" Once more Mr. Gans stepped forth with a little bag from which he invited each guest to draw a card, to be matched by the placecards at the tables. The Martha Washington looked most inviting. Midnight seemed to enhance her charms, and as the demons and their friends seated themselves they found dainty little crossing signals at each place, each crossing being guarded by a miniature witch or devil.

The appetizing menu, which included roast turkey and everything that would tempt the most fastidious Demon, is a story in itself. Mayor Jackson and Mr. Thurston found themselves in the center of a merry group of Demons and Demonesses, and each tried to outdo the other in funmaking. Telegrams, fake and otherwise, began pouring in, each of which was read, much to the amusement of the listeners. The climax of the evening came when a wire from Mr. Baugh ordered the doors to be closed and the guests searched for dining car silverware that was missing. The great magician undertook to search Mayor Jackson's pockets. Spoons and butter-knives and salad forks were found in the pockets of Baltimore's chief executive, and Thurston also found the tables turned on him. His booty was equally as valuable as that of Mayor Jackson.

At ———sh-h-h-h! o'clock the party ended. The demons and their guests emerged from the brilliant lights of the Martha Washington and made their way through the lightly falling snow to their respective firesides in the warmer regions, and Mr. Gans, "not least but honored of them all," snoozed away the rest of the night, just like a regular—Demon!



It might be added right here that the members of the Demons' Club of Baltimore are all boosters for the Baltimore and Ohio. They travel and ship via the Best and Only, so it was not so strange, after all, that they hailed with delight the idea of a

banquet to Thurston in a Baltimore and Ohio diner. And just to show his good will, one of the members, through the solicitation of Mr. Gans, purchased a ticket to Los Angeles, via the Baltimore and Ohio, to be used on the day following the Thurston banquet.

## Material and Supplies for General Railroad Operations Cost \$1,668,000,000 in 1922

A STUDY undertaken by the Bureau of Railway Economics, and its findings, just made public, show the extent to which the railroads are among the largest purchasers of raw materials in the country's basic industries.

They buy annually 27.8 per cent. of the bituminous coal output and about 6 per cent. of the anthracite production. Directly they consume between 12 and 15 per cent. of the annual iron and steel output, and, indirectly, about 30 per cent. through their orders for all kinds of equipment to equipment manufacturing concerns. In the lumber industry they purchase directly 17.5 per cent. of the total cut, and indirectly, through equipment orders, about 25 per cent. of the total output.

In the copper industry the railroads consume annually about 10 per cent. of the copper and brass produced. In addition, they also buy large amounts of tin, lead and zinc, and considerable cotton in the form of cotton waste. Figures indicating their use of cement are not complete, but a few years ago they were using more than 5 per cent. of the output and, at the present time, are using a larger proportion.

The report of the Bureau shows that in 1922 the Class I railroads used materials

and supplies costing \$1,668,000,000. This amount and the percentages enumerated above do not include the capital expenditures of the railroads, with the exception of equipment, such as in new construction, the improvement of lines and tracks, new buildings, new shops and other structures. They include only the amounts expended in process of current operations. The purchases of the railroads for capital account, however, sometimes amount to a sum probably almost as great as that from current operations. In 1922, for example, the railroads spent more than \$400,000,000 for capital purchases, and for 1923 the amount authorized was in excess of \$1,200,000,000. The amounts purchased for capital account are largely determined by the condition of railroad finances generally.

### Learn with the Traffic Class

#### No Dues and All Invited

THE opportunity for self education provided by the Management has brought together again the Traffic Class for the third season. The guiding motive of the first year was to answer the question, "What to Do," the second year,



Assistant Chief Clerk Walter Wilmer, a good business getter

"What We Have," and for this year, "How to Go about It."

The Class gathers Thursday evenings at 8.00 o'clock in the Assembly Room on the fifth floor of the Baltimore and Ohio Building. The name, which might seem to infer eligibility to Traffic Department employees only, is intended to attract every employee of the Company, regardless of the department, and no fees of any nature are charged.

G. F. Owens, chief, Demurrage Bureau, Car Service Department, opened the sessions November 9 with a discussion of Demurrage. Samuel House, general freight agent, subsequently discussed the corporate organization of the Baltimore and Ohio System. W. E. Neilson gave the operation of Camden Station and its subordinate agencies on November 22. Logically following this, C. M. Shriver, superintendent, Baltimore Terminal District, discussed the train operation of the Baltimore Terminals.

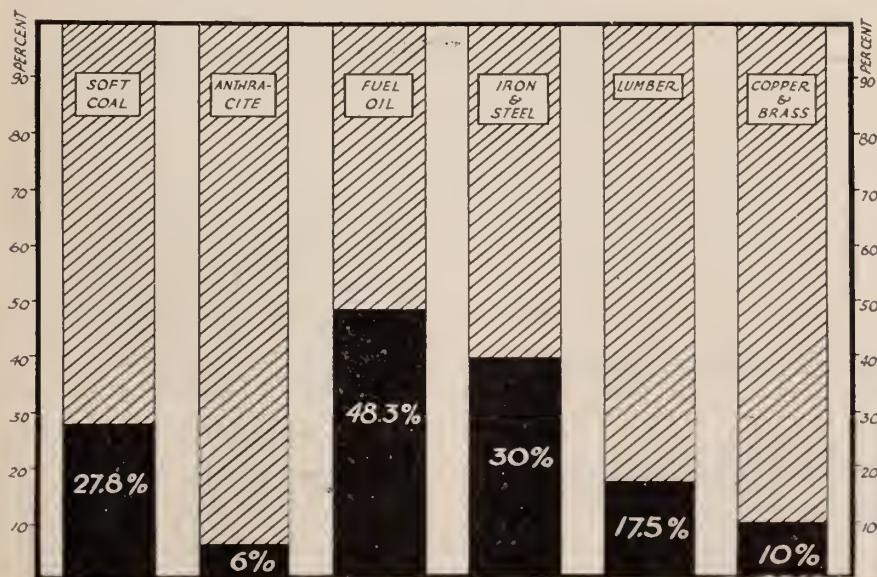
Samuel House, general freight agent at Baltimore, is the president of the class. H. D. Stange, chief clerk of the Traffic Department, is chairman. P. H. Starklauff, clerk, Auditor of Merchandise Receipts Office, is secretary. There is an advisory committee headed by G. M. Campbell, freight representative, District Freight Office, assisted by T. E. Hentz, rate clerk, Freight Traffic Department, and S. S. Thompson, rate clerk, Coal Traffic Department.

### Assistant Chief Clerk Walter Wilmer Secures Valuable Business

THE members of the Collington Pleasure Club, Inc., C. Frank Markland, President, 1936 N. Gay Street, Baltimore, Md., were guests of the Autumn Pleasure Club of Manayunk, Pa., on Sunday September 2, 1923, using a special train over

(Continued on page 50)

### Railroads Are Largest Purchasers of Raw Materials and Products of Basic Industries



Cut by courtesy of Erie R. R. Magazine

The black portions in the above chart show the percentage of the total output of raw materials and the products of basic industries consumed by the railroads annually. The figures are based on the reports of a study made by the Bureau of Railway Economics for 1922





I AM the Joyman. I am a Sunshiner. I am the Conductor on the Sunshine Special.

We run up the Sunny side of the valley of life. We will stop anywhere for anyone. If you are tired and broken and discouraged, don't give up the ship. Just look up the track for the Sunshine Special, and when you see us coming, raise your hand and we will stop. I will help you on and find you a seat where you may sit down, lay back your head and rest. After you are refreshed a bit, look out again at a brighter and a better looking world; pick out a fine tempting station by the way-side, and try it again. If still you fail and fall behind in this mad race of life, don't be downhearted and quit. Just watch for us on the next round trip.

Our schedule is regular and our equipment is dependable. Faith is the track. Hope is the headlight and Love is the engineer. You may ride with us on the Sunshine Special and pay your fare with a smile. Or, if you want to change across-town to the old road of greed and grab, you can buy a transfer with a frown or an ugly word or an unkind deed. But if you do, you will have to take with you all your petty

jealousy, hate, suspicion and selfishness, because we need all the room in our baggage car for a full cargo of Sunshine, Hope and Helpfulness for the hungry hearts of men.

We always slow down at Despair Junction; run slower still through the Valley of Sorrow; and stop, whistle and wait at Suicide Cliff. All aboard, Brother or Sister with a broken heart, ride with us. You can buy a round-trip ticket with a smile and we will start when you are ready.

I am the Joyman. I am a Sunshiner. I am the Conductor on the Sunshine Special. I love my job and I am the richest man in the world. I know that any man's rarest possession is that tiny streak of real Soul Sunshine which lights up his world within himself, and teaches him the Divine Truth that the Kingdom of Heaven is within the sacred sanctuary of his own consciousness. For me there is no fear. To me there is naught but Truth, and it shall ever be so with me until my still searching soul comes to the gate at the end of the road and slips unafraid, over the crest of God's great tomorrow—*Marietta Times*.





### Motive Power

ONE of the most effective means that I know of to stabilize employment in the Motive Power Department is for all concerned to demonstrate that we are capable of maintaining equipment at a lower cost in our own shops, with our own men, than it can be maintained in outside shops.

GEORGE H. EMERSON

Chief of Motive Power

### Engineering Department

ONE hundred and eighty-seven bridges, including timber trestles, were reconstructed or reinforced on the Baltimore and Ohio System during 1923, requiring the use of 12,200,000 pounds of steel, 1,000,000 feet of timber, and 28,000 cubic yards of masonry. This work was incident to the Company's general policy of providing modern and adequate facilities to meet the public need for transportation.

H. A. LANE

Chief Engineer

### Office of General Superintendent Transportation

"A SUCCESSFUL organization is something more than the total ability of the individual members thereof; it contains a 'plus' quantity."

"It is not what a car weighs but the ways in which it can be used that counts."

"It is only when wheels are turning that cars are earning."

"Good ear miles make smiles."

"It is the repeat and satisfied shipper that counts."

"Criticism should be constructive, not destructive."

W. G. CURREN

General Superintendent Transportation

### West Virginia District

IN discussing with an engineer yesterday the new department in the MAGAZINE, "Hot off the Wire," which has reference to important, up-to-date news on divisions, districts, etc., he said:

"Well, you certainly have a good squib to start off with."

I replied that I had been thinking of several things that we might send in but would like to know what particular matter he had reference to, and he said, "Well, the Wheeling Division in the month of November made the best showing from a fuel performance standpoint in freight

service, and the West Virginia District ran first in the month of November in fuel performance. Certainly that is 'Hot off the Wire.'" The engineer further said, "You might add in making your report to the editor that the Wheeling Division and the West Virginia District expect to continue occupying first place."

The extension of double track, Brydon to Flemington, Monongah Division, a distance of four miles, is about completed and ready to be put into service.

This completes the double track of ten miles between Grafton and Flemington, and means much in the handling of business in that very busy territory.

J. M. SCOTT

General Superintendent

### Northwest District

FROM General Superintendent D. F. Stevens' address to the North Baltimore, Ohio, citizens, at their Golden Anniversary.

"The Baltimore and Ohio wants to be a good neighbor. The best description of a good neighbor I have heard was given me by my wife. She said that a good neighbor is one who will loan you a cup of sugar when you need it."

### Office of Superintendent Transportation, Eastern Lines

SHOW your faith in Your Railroad. Buy and hold its securities, thereby increasing your interest in its future.

J. D. CLARKE

Superintendent Transportation

### Cleveland Traffic Office

J. C. KIMES, assistant general freight agent, Cleveland, sends in a newspaper clipping showing the pictures of four cars loaded with La Palina cigars, which the George B. Scrambling Company had used in one of its advertisements. Mr. Kimes says:

"Kindly note from the attached clipping that there were 3,000,000 La Palinas handled in four Baltimore and Ohio box cars over our line from Philadelphia to Cleveland, Toledo, Columbus and Akron, traffic being secured by this office."

### What Railroads Cost Each Person

THE Railway Age has assembled figures showing in cents the difference in cost per person for railroad service in 1923 as compared with 1916.

In the first six months of 1923 the total earnings from all business averaged seventeen million dollars a day, but the payment of it was divided among 110,000,000 people; therefore the average amount collected from each inhabitant was 15.4 cents. Railway rates were the lowest in 1916 that they have ever been. The average cost per person in that year was nine cents. Total freight earnings in 1916 were about seven cents per inhabitant; for the first six months of 1923 they were eleven cents per inhabitant. The increase in the average cost of freight transportation to each person was therefore four cents as compared with 1916.

Directly or indirectly every person pays freight rates on every conceivable class of commodity; food, clothing, fuel, building material, etc.

The earnings of the railways from their passenger business in 1916 averaged 1.9 cents daily for each person—less than the cost of first class postage on a letter—and for this they rendered a service equivalent to carrying each inhabitant a little more than nine-tenths of a mile. In the first half of 1923 their passenger earnings were three cents for each inhabitant of the country. For this charge they rendered a service equivalent to hauling each person a little less than nine-tenths of a mile.

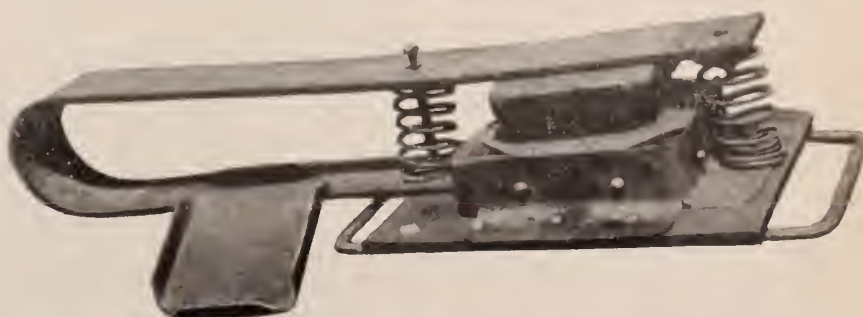
The net operating income available for dividends and interest on debts of the railways in the year 1916 averaged 2.8 cents daily for each inhabitant.

In the first half of 1923 their net operating income averaged only two cents daily for each inhabitant. In other words, the profit the railways made from all the service rendered by them amounted daily for each inhabitant of the country to enough to buy one postage stamp or two sticks of chewing gum.

Since the railways have been earning this year 15.4 cents per day per capita, and have been able to keep only 2 cents of this for their security owners, the question naturally

(Continued on page 37)

### Labor Saver Invented by Foreman G. A. Wagner



Spring cap machine, manufactured by Blacksmith Foreman G. A. Wagner, Painesville, Ohio. It is a labor saver and is used under the steam hammer. It makes spring caps as fast as the sheet steel can be placed in position.





## Cumberland Shop Band Plays at Charles W. Galloway Auxiliary Memorial Service

ON Sunday evening, November 25, a Sacred Concert and Memorial Service was held at Moose Hall, Baltimore, under the auspices of Charles W. Galloway Ladies' Auxiliary No. 1. The services were in memory of Sisters Jones, Miller, Freitag and Blakeley, who passed to the Great Beyond during 1923. The program was as follows:

### PART 1

Hymn—Nearer My God to Thee  
Prayer—Rev. B. B. Lovett, D. D., Assistant Pastor, Emmanuel Church, Baltimore  
Solo—Face to Face. Miss Edna Wells, daughter of Engineer, Train No. 5, accompanied on the piano by Mrs. Charles W. Lewis  
Memorial Service—Rev. Father Bernard J. McNamara, Sykesville, Md.  
Solo—Lead Kindly Light. Miss Clyde Berger  
Benediction—Rev. B. B. Lovett, D. D.

### PART 2

Sextette from Lucia di Lammermour—The Cumberland Shop Band  
Tenor Solo—The World is Waiting for The Sunrise, J. W. Troxell, Cumberland, Md.  
Laurel Wreath—The Cumberland Shop Band  
Bass Solo—Paradise. Ed. F. Warner, Cumberland, Md.  
Address—George W. Sturmer, Grand President, Veterans' Association  
Solo—Thank God for a Garden. Miss Vada Pearl Drumm, Cumberland, Md.  
Solo—Mighty Lak' a Rose. Mrs. Marguerite Mewshaw, Cumberland, Md.  
Closing Address—Mrs. Charles W. Lewis, President, Charles W. Galloway Ladies' Auxiliary No. 1  
The Star Spangled Banner—Cumberland Shop Band

The solos were much appreciated and the music of the Cumberland Shop Band, under the leadership of Prof. Frank DeLuca, was of its usual high quality. The entire concert was broadcasted by radio through an arrangement made by Mrs. Lewis with the Baltimore News and American.

Mr. Sturmer paid tribute to the ladies who had passed away and concluded by saying, "They did their duty—let us see that we do ours as well."

Mrs. Lewis, after paying tribute to the departed sisters, said that "We are all better women for having known and loved them." She then explained the work of the Ladies' Auxiliary and told of a special charity taken up by them, the Florence Crittenton home for children. The ladies go to this home one afternoon every week, and make clothes for the little homeless ones. The committee for this work is under the chairmanship of Mrs. W. T. L. McCaghey. A collection was taken up for the benefit of this charity, which amounted to over \$43.00. The speaker concluded by expressing regret that Vice-President Galloway was unable to be present, as he had been expected to speak at the service.

The committee arranging for the concert and service was composed of Chairman George T. MacMillen, G. W. Jentner, W. H. Harrigan, C. W. Lewis, W. T. L. McCaghey and J. Edward Stier.

## Daniel Willard Auxiliary No. 5, Pittsburgh, Entertains

By THE SECRETARY

ON OCTOBER 8 we met with the Veterans in a social gathering. The ladies had charge of the entertainment program and served a luncheon afterwards.

The Musical Browns, who are the four children of the Brown family, entertained us well. The McElroy children from Homestead gave some delightful Scotch dances. Master Evans sang for us, and Master Klaus, son of one of our engineers, gave a piano solo. Mrs. Harry Lodgson, one of our members, also played for us. Helen and May, daughters of Engineer Laytons, gave a number of delightful selections. Misses Elva and Ruth Miller and Miss Adelaide O'Roke, sang, and a recitation was given by another young lady.

We had the pleasure of having as our guests our grand vice-president and her husband. We trust that they will come often to visit us.

The meeting was proclaimed one of the nicest that we have had for a long time. Mrs. Robert Hill is chairman of the entertainment committee.

## Baltimore Veterans Elect Officers

AT the meeting of the Baltimore Division Veteran Employees' Association held in Moose Hall, December 3, the election of officers for 1924 resulted as follows: R. L. Collingsworth, president; Wilson Auld, vice-president; C. B. Snapp, treasurer; Charles R. Weir, recording secretary; M. V. Pascal, financial secretary; John W. Hall, sergeant at arms.

The Board of Directors elected consists of W. S. Bentley, C. R. Purdy, Louis Beaumont, J. D. Riley, E. L. Bell, R. F. Burnett, E. B. Cox, E. E. Brewer, J. E. Robesson, George Sommers, J. T. Mathews.

Delegate to Grand Lodge is C. H. Pennell. Alternate Delegate is W. H. Shaw. Chairman of Entertainment Commission is P. W. Shewbridge.

## Fairmont Veterans and J. M. Scott Auxiliary

By MRS. H. FLEMING

THERE was a good attendance at the entertainment given by our Auxiliary at the K. of P. Hall, Fairmont, on November 23. About one hundred and fifty were present and the receipts, one penny for each year of everyone's age, amounted to over \$60.00. Refreshments were served, including ginger ale, coffee and sandwiches. The costumes were many and varied and had to be seen to be appreciated.

The only disappointment we had was the absence of our president, Mrs. Fletcher. She was called to McMechen because of the serious illness of her father, Robert Kincaid. We are glad to know Mr. Kincaid is improving and that Mrs. Fletcher will be able to return shortly. For this reason, officers were not elected at our November meeting.

The program was partly humorous and had many clever features. Harry G. Fletcher called the meeting to order and after the singing of "America" we had the pleasure of listening to an address by Superintendent M. S. Kopp, Grafton.

A character sketch was read by Mrs. F. W. Grimes, which won the first prize. Then we had a quartette consisting of Mesdames H. S. Fleming, E. Bartlett and F. M. Wittman and Miss Blanche Seabolt, a solo by Miss Thelma Parker, and a cake walk by Mrs. Fleming and Mrs. Wittman which was the cause of much amusement. A piano and violin number was given by Misses Fletcher and Adams and a duet by Mesdames Wittman and Seabolt.



Grand Vice-President of Veterans and Mrs. John M. Garvey, Wheeling, were present and each gave a talk. Trainmaster Bartlett also made a short address. Mrs. Fay Carpenter as "Carrie Nation" took first prize, and the ladies' promenade at the close of the meeting was much appreciated.

Everyone enjoyed the evening, especially Policeman Adam Fansler, who showed us how to pin the tail on "Maude." Superintendent Kopp, Mr. Shafferman, Mrs. Nuzum and Mrs. Fleming with several others made a fine "figure eight."

### Staten Island Veterans Enjoy Washington Trip

F. R. PEARCE, chairman, Welfare Committee, Veterans' Association, Staten Island Lines, writes us in connection with a recent trip of the Veterans' Association to Washington, as follows:

"The Veterans' Association wishes to extend its thanks to the Management for the courtesies extended to them on their trip to Washington, November 15. Mr. Brown, Passenger Department, was at the New York terminal to see us safely and comfortably settled in the car provided for our use. Dining Car Steward J. H. Cragg, Car 1025, did everything possible to make our trip pleasant. There were 28 in our party and the trip was especially pleasant because we do not often have an opportunity to try the famous Baltimore and Ohio dining car meals.

"At Mount Royal we were greeted by the staff of the MAGAZINE, also by Grand President of Veterans G. W. Sturmer, the latter accompanying us to Washington.

"On arrival at Washington, we were met by City Passenger Agent Duvall, who escorted us to the sight seeing buses provided for our use. We saw the public buildings and all the interesting sights of Washington.

"A vote of thanks and hearty cheers by the party for all who assisted in any way to make our journey pleasant and also for the Baltimore and Ohio, concluded our day."



Agent James Aiken, Youngstown, Ohio

### Agent James Aiken, Youngstown, Ohio, Celebrates 41 Years of Service

By PEARL SCHMUTZ, Magazine Correspondent

JAMES AIKEN, agent, Youngstown, Ohio, was born at Chewton, Pa., July 20, 1862 and entered the service of the Company at Chewton, Pa., as agent in 1882. In 1885 he was transferred to Warren, Ohio, and two years later went to Allegheny as ticket agent. In January, 1890 he was promoted to chief clerk to general passenger agent at Cleveland. A year later he went to Allegheny, Pa., as ticket agent. In November, 1892 he was promoted to clerk in Superintendent's Office at Butler. In March, 1895 he was made agent at Youngstown, Ohio, which position he has held since that time. He enjoys the friendship of all employees, patrons and traffic managers of industries and is one of the best solicitors on the Baltimore and Ohio R. R. If you want to know how to solicit freight just ask Mr. Aiken how he does it.

He is one of the organizers of the Baltimore and Ohio Veterans' Association, a leader in its activities, and is often seen at Veterans' outings at various points on the System. He is a Baltimore and Ohio man, through and through, and thoroughly representative of the best things the Road stands for.

### Newark Division Veterans Honor Joseph M. Workman, Veteran Baggage Master

By B. A. OATMAN, Magazine Correspondent

ON Thursday evening, December 6, the Newark Division Veterans and Ladies' Auxiliary pleasantly reminded Baggage Master Joseph M. Workman that he had been in the service of the Baltimore and Ohio for a period of fifty-three years and that December 6, 1923, marked the seventy-fifth anniversary of his birth.

In the presence of a goodly number of Veterans and Ladies of the Auxiliary, Division Superintendent Kruse presented Mr. Workman with an engrossed copy of his service record with the Company, this covering a period of fifty-three years without a mark of any kind in the way of a reprimand, a record which Mr. Workman is justly proud of. Mr. Workman received a number of other reminders, among them a beautiful cake decorated with seventy-five candles, presented by the Newark Division Veterans. A beautiful neck scarf was presented by Conductor James Moore. Mrs. Workman was present and was presented a box of candy.

A glance at the service record of Mr. Workman shows that he entered the service as brakeman in September, 1870, was made baggageman in December, 1874, freight brakeman in February, 1885, passenger brakeman in May, 1885 and baggageman



Baggage Master J. M. Workman

in February, 1907. This position he has filled up to the present time. Mr. Workman is hale and hearty and makes his regular run on the Shawnee Branch every day in the week except Sunday. We congratulate Mr. Workman on this, his seventy-fifth anniversary, and hope that he may be able to spend many similar anniversaries with us on the Newark Division.

### Dr. Charles Arthur Sinsel, Medical Examiner, Grafton, W. Va.

Born June 5, 1864 Died December 8, 1923

AFTER serving our Company for 35 years as a medical examiner for the Relief Department at Grafton, W. Va., Dr. Charles Arthur Sinsel died at his home in that City on Saturday, December 8, 1923.

He was 59 years old, having been born at Pruntytown, W. Va., on June 5, 1864.

After graduation from West Virginia University, and attendance at Dennison University, Ohio, he enrolled in the Medical School of the University of Maryland, from which he received the degree of Doctor of Medicine in 1888. Within a few months thereafter, or on April 19, 1888, he was appointed as medical examiner for the Employees' Relief Association of the Railroad, and continued with its successor, the present Relief Department, up to the time of his death.

Dr. Sinsel's father, Mr. Arthur Sinsel, who for many years was supervisor of bridges, buildings and water stations on the main line of the Railroad, enjoyed the distinction of having been among those associated with Mr. John W. Garrett, president of our Company, in the incorporation of The Baltimore and Ohio Employees' Relief Association in 1882, and served upon its first Committee of Management and Board of Trustees. The Doctor thus became intimately and closely identified, at its inception, with the first organization of its kind in America—a beneficent institution, having for its principal object the pecuniary relief of employees during disability, provision for the superannuated



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, November, 1923

*Note:—Each month there will be published in the Magazine, statement of increases, shown by stations, made in revenue of the Company by revising classification and check-weighing inbound L. C. L. shipments and L. C. L. freight in transfer*

## EASTERN LINES

### NEW YORK TERMINAL LINES

Pier 22, N. R., N. Y.	\$33.30
West 26th St.	3.54

TOTAL.....\$36.84

### BALTIMORE DIVISION

Brunswick, Md.	\$4.57
Brunswick Trf., Md.	660.52
Chester, Pa.	1.05
Hagerstown, Md.	6.83
Hyattsville, Md.	1.26
Laurel, Md.	2.51
Monrovia, Md.	1.91
Mt. Airy, Md.	4.60
Sykesville, Md.	15.62
Uniontown, D. C.	9.10
Washington, D. C.	89.38
Wilmington, Del.	1.71
Miscellaneous	5.57

TOTAL.....\$804.53

### BALTIMORE TERMINAL DIVISION

Camden Station, Md.	\$45.10
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### CUMBERLAND DIVISION

Cumberland, Md.	\$150.41
Harper's Ferry, W. Va.	4.86
Independence, W. Va.	2.26
Keyser, W. Va.	8.30
Martinsburg, W. Va.	16.50
Moorefield, W. Va.	63.10
M. & K. Junction, W. Va.	5.10
Piedmont, W. Va.	3.43
Terra Alta, W. Va.	4.37
Miscellaneous	1.19

TOTAL.....\$259.52

### CONNELLSVILLE DIVISION

Boswell, Pa.	\$12.16
Cheat Haven, Pa.	16.55
Confluence, Pa.	10.62
Connellsville, Pa.	151.50
Fairchance, Pa.	6.82
Friedens, Pa.	1.68
Friendsville, Pa.	2.20
Hooversville, Pa.	1.44
Johnstown, Pa.	19.13
Meyersdale, Pa.	1.48
Morgantown, W. Va.	16.73
Mt. Pleasant, Pa.	4.19
Ohio Pyle, Pa.	2.15
Smithfield, Pa.	2.15
Somerfield, Pa.	22.44
Somerset, Pa.	10.49
Stoytown, Pa.	2.26
Uniontown, Pa.	10.04
Ursina, Pa.	1.70
West Salisbury, Pa.	2.07
Miscellaneous	3.92

TOTAL.....\$301.72

### PITTSBURGH DIVISION

Butler, Pa.	\$5.36
Crysiville, Pa.	2.78
Ellwood City, Pa.	2.00
Miscellaneous	1.36

TOTAL.....\$11.50

## PITTSBURGH TERMINAL DIVISION

Allegheny, Pa.	\$110.42
McKeesport, Pa.	2.29
Pittsburgh, Pa.	288.02
TOTAL	\$400.72

## MONONGAH DIVISION

Belington, W. Va.	\$45.40
Bridgeport, W. Va.	2.80
Clarksburg, W. Va.	58.60
Ellenboro, W. Va.	1.30
Fairmont, W. Va.	65.78
Flemington, W. Va.	4.24
Grafton, W. Va.	18.90
Moatsville, W. Va.	1.00
Philippi, W. Va.	1.42
Simpson, W. Va.	5.31
Wallace, W. Va.	1.61
West Union, W. Va.	12.10
Wilsonburg, W. Va.	2.84
Miscellaneous	.40

TOTAL.....\$221.70

## CHARLESTON DIVISION

Adrian, W. Va.	\$1.56
Buckhannon, W. Va.	8.50
Burnsville, W. Va.	2.58
Centralia, W. Va.	2.43
Charleston, W. Va.	20.15
Clendennin, W. Va.	1.94
Copen, W. Va.	1.72
Cowen, W. Va.	1.83
Dundon, W. Va.	3.83
Flatwood, W. Va.	1.52
Gilmer, W. Va.	11.15
Holly Junction, W. Va.	1.84
Orlando, W. Va.	1.01
Pinch, W. Va.	1.01
Richwood, W. Va.	2.88
Sutton, W. Va.	3.91
Walkersville, W. Va.	5.51
Weston, W. Va.	54.32
Miscellaneous	4.99

TOTAL.....\$132.68

## WHEELING DIVISION

Bellaire, Ohio	\$13.45
Burton, W. Va.	1.28
Cameron, W. Va.	1.08
Huntington, W. Va.	30.39
Jacksonburg, W. Va.	1.55
Kenova, W. Va.	15.87
Mason City, W. Va.	6.70
Moundsville, W. Va.	3.96
Paden City, W. Va.	14.75
Parkersburg, W. Va.	155.64
Pine Grove, W. Va.	1.24
Proctor, W. Va.	1.73
Ravenswood, W. Va.	19.43
Sistersville, W. Va.	6.09
Spencer, W. Va.	70.81
Wheeling, W. Va.	82.85
Miscellaneous	1.64

TOTAL.....\$428.98

## WESTERN LINES

### OHIO DIVISION

Blanchester, Ohio	\$3.94
Greenfield, Ohio	9.53
Hillsboro, Ohio	1.81
Washington C. H., Ohio	14.15

TOTAL.....\$29.43

## ST. LOUIS DIVISION

Aurora, Ind.	\$1.84
East St. Louis, Ill.	181.32
Flora, Ill.	7.91
Lawrenceville, Ill.	5.57
Louisville, Ky.	95.47
Mitchell, Ind.	28.39
New Albany, Ind.	15.71
North Vernon, Ind.	20.88
Osgood, Ind.	2.13
Miscellaneous	1.57
TOTAL	\$360.79

## CINCINNATI TERMINAL DIVISION

Brighton, Ohio	\$13.29
Gest Street, Ohio	4.60
Kenyon Ave., Ohio	519.70
Smith Street, Ohio	195.48
TOTAL	\$733.44

## TOLEDO DIVISION

Dayton, Ohio	\$93.06
Deshler, Ohio	5.67
Hamilton, Ohio	62.28
Lima, Ohio	6.97
Middletown, Ohio	4.52
North Baltimore, Ohio	1.07
Piqua, Ohio	1.68
Toledo, Ohio	94.85
TOTAL	\$270.10

## AKRON DIVISION

Akron, Ohio	\$14.36
Canton, Ohio	19.11
Cleveland, Ohio	205.63
Dover, Ohio	4.64
Elyria, Ohio	34.66
New Castle, Pa.	41.39
New Philadelphia, Ohio	6.13
Ravenna, Ohio	3.23
Uhrichsville, Ohio	1.69
Wooster, Ohio	1.19
Youngstown, Ohio	35.28
Miscellaneous	1.02
TOTAL	\$368.33

## NEWARK DIVISION

Belmont, Ohio	\$2.17
Columbus, Ohio	155.71
Marietta, Ohio	18.58
Mt. Vernon, Ohio	1.32
Newark, Ohio	12.17
New Concord, Ohio	14.45
Zanesville, Ohio	5.75
Miscellaneous	.74
TOTAL	\$210.89

## CHICAGO DIVISION

Chicago, Ill.	\$735.47
Fostoria, Ohio	4.82
Sherwood, Ohio	2.34
Syracuse, Ind.	1.78
Wellsboro, Ind.	10.48
Willard Trf., Ohio	314.82
Miscellaneous	.61
TOTAL	\$1,070.32

EASTERN LINES.....\$2,643.40

WESTERN LINES.....3,043.30

GRAND TOTAL.....\$5,686.70

TOTAL TO DATE.....\$63,258.64

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.

W. S. CURREN  
General Superintendent Transportation



worker, and the creation of a fund for the maintenance of the wife and dependent children of those who died while in the Company's service. No man enters into service of this kind to his fellow-men who does not have an honest, earnest and active interest in the promotion of human welfare, and this was one of the most conspicuous qualities of Dr. Sinsel.

The following is an excerpt from the "Grafton Sentinel," issue of December 10, 1923:

"He ranked high in his chosen profession of physician. He was an ex-president of the Taylor County Medical Association and for eighteen years he was a member of the U. S. Pension Board.

"Dr. Sinsel was constantly active in the affairs of his community and state. He was for four years a commissioner of the Grafton Board of Education and for three additional years its president. He represented Taylor County in the West Virginia House of Delegates in 1915 and 1916. In November of the latter year he was elected to the State Senate from the 11th Senatorial District. In the session of 1917 he had important committee assignments, and in that of 1919 he was elected president of the Senate, by virtue of which office he was Lieutenant Governor of West Virginia, and served as the executive head of the state during the absence of Governor Cornwell on a western trip. He presided over the deliberations of the Senate in a fair and impartial way, which commanded the respect of the entire membership regardless of party alignment.

"He was influential in the Grafton Chamber of Commerce and Rotary Club, in each of which he was a charter member as well as in many other institutions for the promotion of the public welfare. He took part in every community activity during the Great War, and was chairman of the local Red Cross Chapter.

"He was a Past Noble Grand in the Odd Fellows, Past Dictator of the Moose, and a member of the Elks, Woodmen and other orders; but his highest fraternal distinctions were in the different orders of Masonry, where he achieved state-wide prominence. He was a Past Master of Grafton Lodge No. 15, A. F. and A. M.; Past High Priest of Copestone Chapter No. 12, R. A. M., and Past Commander of DeMolay Commandery No. 11, K. T., as well as Past Grand Commander of the Grand Commandery, K. T., of West Virginia, and a life member of the Grand Encampment of the United States. In the Scottish Rite he had attained the degree of K. C. C. H. and at the time of his death was First Ceremonial Master of Osiris Temple of the Mystic Shrine.

"His many other activities revolved about his membership in the First Baptist Church, of which he was a deacon and a teacher in the Sunday School. His daily life was consistently Christian and his greatest happiness to be of service.

"He is survived by his wife, May Davidson Sinsel, and three sons, Charles A. Sinsel,



The late Dr. Charles Arthur Sinsel

Jr., of Lumberport, W. Va., Rupert A. Sinsel, and Richard C. Sinsel, of this city; one daughter, Mrs. Dennis L. Cather of Flemington, and five sisters, Mrs. A. G. Dayton, of Philippi; Miss Abbie T. Sinsel, of Grafton; Mrs. Ira E. Robinson; Miss Mary H. Sinsel of Grafton, and Mrs. G. F. Sellers, of Mansfield, Ohio.

"As his remains lay at his home the constant stream of neighbors and friends who called to pay their last respects attested the esteem in which he was held by his fellows in all walks of life.

"The funeral took place from the late residence of the deceased at 662 Maple Avenue, Grafton, W. Va., and was one of the largest and most impressive in the history of this community, and was a forceful

testimonial to the esteem in which Dr. Sinsel was held by his neighbors and friends, who are legion. The ceremonies were in charge of De Molay Commandery, K. T., and many of the lodges to which he belonged were represented formally. The funeral service was conducted by his late pastor, Rev. J. W. Brown, of the First Baptist Church."

The Relief Department was represented at the funeral by Wm. M. Kennedy, assistant superintendent; Dr. E. V. Millholland, medical and surgical director; Medical Examiners Dr. J. P. Lawlor, of Parkersburg, Dr. J. Gilbert Selby, of Cumberland, Md., Dr. Wm. U. Charlton, of Wheeling, Dr. E. A. Fleetwood, of Weston, Dr. E. C. Ledman, of Fairmont, and Assistant Medical Examiner Ira A. Stine.

### Seen on Line

A German gentleman, who landed in New York the day before, en route to Shinnston, W. Va., on No. 3, speaking only two or three words of English. It was fine to note the special interest taken by dining car steward, train conductor, Pullman conductor and porter to see that he reached his destination safely and that he was well taken care of.

Two little fellows, about eight and ten years old, en route New York to Parkersburg, W. Va., on No. 3, unaccompanied, being well looked after by train and Pullman men.

Correspondent C. W. Dixon, Weston, W. Va., in his fine new home, purchased through the Relief Department. The Magazine representative sets a good example in Weston.

## Last Act of Late Conductor Charles Ireland Was One of Courtesy to Lady Passenger

A STORY written by MAGAZINE Correspondent Alto Smith appeared in our October issue, paying a fitting tribute to Conductor Charles Ireland, upon the completion of fifty years service with the Baltimore and Ohio. It was, therefore, with deep regret that we recently received news of his sudden death.

The Daily News-Advertiser, Chillicothe, Ohio, says:—

"Relatives and friends here were grieved to hear of the sudden death of Charles Ireland, Beardstown, Ill., which occurred on November 18, as the result of heart failure. Mr. Ireland was born in Chillicothe, June 3, 1857, the son of Alphonso C. and Sara Jane Ireland. He entered the railroad service in this city, August 1, 1873, and was transferred to Vincennes, Ind., to the Ohio and Mississippi division of the Baltimore and Ohio, August 1, 1877, and finally after years of excellent service was transferred to the Springfield division in 1889, where he had been in continuous passenger service until the time of his death.

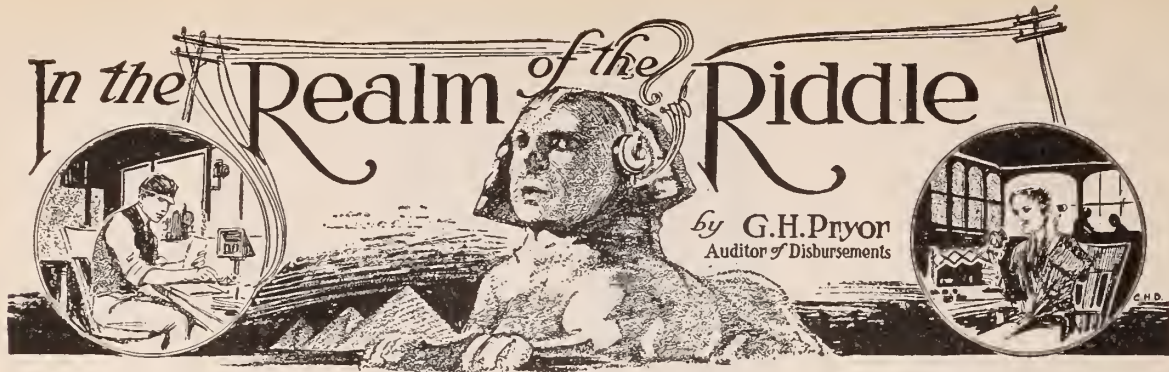
He was a member of the Episcopal Church.

"Surviving are his wife, one son, Charles Jr., one daughter, Mrs. Harry Anderson, a brother, William Ireland, and sister, Mrs. Thomas Cahill, of this city, and another sister, Mrs. C. W. Stanton of Springfield, Ill."

MAGAZINE Correspondent Alto Smith pays tribute to Mr. Ireland as follows: "He had completed 50 years 3 months and 17 days service without a mark against his record." Assistant Correspondent F. H. Wright, Flora, says: "We have all lost a good friend. He took his run out of Flora Saturday. Leaving Pana there is always heavy travel and he had just completed collecting tickets, when he noticed that a lady passenger had dropped something on the floor. He stooped to pick it up and fell forward, dead. His last act in life was a courtesy to a patron, such as he had been giving all his life."

The sincere sympathy of all employes is extended to the bereaved family of this old and loyal employe.





**Note:**

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

THE answers to the puzzles published 12.  
in the October issue are:

1. United, untied

2. C  
A R T  
C R O U P  
A R A S T R A  
C R O S S E Y E D  
T U T E L O S  
P R Y O R  
A E S  
D

3. Treenails

4. A N T E A L  
N U A N C E  
T A C A N A  
E N A M O R  
A C N O D E  
L E A R E S

5. N-ever

6. C O H U N E  
R E N O W N  
N I T R I C  
T A I L O R  
L E O N I D  
S T Y M I E

7. Ingrate Tearing

8. M  
F I T  
M O T H S  
M A R R I E D  
S A R M E N T U M

9. Fox Ox

10. G A G E S  
T A M E D  
P I P E S  
T A L E S  
L E N O X

11. R-e-l-ate

G  
G O  
B E L  
B R O D  
D R O M E  
B R E M E N  
B R O M A T E  
G E O M E T R Y  
G O L D E N E Y E

13. Cares-sing

14. R A I L R O A D E U C H R E  
S T E A M N A V I E S  
S T R E A M I E S T  
T E N T A C L E  
S T I R T S  
A N A S  
E S

15. M  
F A N  
C O N E S  
C A R A V A N  
F O R A G E D  
M A N A G E R  
N E V E R  
S A D  
N

16. DELINEATION

17. A GENTLEMAN

18. ANONYMOUS

19. RAILROAD TERMINAL  
STATIONS

CORRECT solutions were received  
from the following:

N. Jineer, S. T. Udent, Ben Franklin, Sammy, Atlas, Comrade, Primrose, Pearlle Glenn, L. M. N. Terry, J. F. Donovan, G. Hartman Pryor, The Major, Martelia, L. E. Phant, Baltimore, Md.; Winkie, Charleston, W. Va.; Alce Sander, Philadelphia, Pa.; T. Hinker, Jack O'Lantern,

Bangor, Pa.; Phil, Amaranth, Pittsburgh, Pa.; P. M. Pennington, Cumberland, Md.; Molemi, Gi Gantic, Petite, Dee, St. Louis, Mo.; Jo. Mullins, Miami, Mo.; Gemini, Poly, Brooklyn, N. Y.; Mam, Albany, N. Y.; Spica, Whitney Crossings, N. Y.; Joaquin, C. Saw, New York City, Arty Ess, Scranton, Pa.; Dan D. Lyon, New Florence, Pa.; Ralph, E. Stroudsburg, Pa.; Tom Crestmore, Johnstown, Pa.; Wick-co-cincy, Gem, Cincinnati, Ohio; Reel, Zanesville, Ohio; Mentor, Chicago, Ill.; Emeline, Fairbury, Neb.; Kee Pon, Malden, Mass.; Amor, Sioux Falls, S. D.; Kappa Kappa, Fargo, N. D.; Em Jay, Eloise, Arcanus, Iowa City, Iowa; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Eureka, Charleston, S. C.; Gee, Asheboro, N. C.; Spud, Yazoo City, Miss.; Ellsworth, Fort Worth, Tex.; Osaple, El Paso, Tex.; Jemand, Wilmington, N. C.; Lateo, Hoboken, N. J.; Fred Domino, Corinth, Miss.; Delmonte, Richmond, Va.; Sherlock Holmes, Worthing, S. D.; Towhead; Latayette, Ind.; The Gopher, St. Paul, Minn.; Ann S. Thetics, Brooklyn, N. Y.

The prize offered in the October issue for a copy of one of the six best sellers was won by Wick-o-cincy (J. H. Wickham), Cincinnati, Ohio.

**New Puzzles**

1. REBUS (9)

10U8

Well, Friend Gi Gantic, as you see,  
Your "overlisten's" solved by me.  
With figures I am more at home  
Than handling diction for a "pome."  
Now since you have of medic's lore  
And doctor's skill such ample store,  
I beg a formula discreet  
My portly figure to COMPLETE.  
Baltimore, Md. N. Jineer

2. INVERTED PYRAMID

(New International Dictionary)

Across:

- 1—The Dog Star,
- 2—Not satiated,
- 3—Members of the *fratres calendarii*,
- 4—Lacerates,
- 5—To sink (Scot.),
- 6—A letter.

Down:

- 1—A letter,
- 2—A Japanese measure, 36 cho..
- 3—The step or socket, in which the lower end of a millstone spindle runs,



4—Eskers,  
5—Nails (Obs.),  
6—Stones (Scot. and D. E. Var.),  
7—Having a rind or skin,  
8—Woad (Obs.),  
9—First notes in Guido's musical scale,  
10—Neigh (Obs.),  
11—A letter.  
Brooklyn, N. Y. Gemini

3. BEHEADMENT (5)  
May Ducats was a choicy miss,  
Inured to wealth and ease;  
No commoner should win her kiss,  
For she was hard to please.  
To gain this lady's heart and hand,  
Must come a TWO, at least;  
A check account at his command,  
To lay the wedding feast.  
Must furnish dainty waists and gowns,  
Diamond, ONE, and ruby,  
For less would bring but pouts and frowns—  
Who will be the booby?  
Baltimore, Md. Atlas

4. RIGHT STAR  
(All New International Dictionary)  
1—A letter,  
2—AP,  
3—Official residences of sovereigns,  
4—The roof of the mouth,  
5—The hawkbill turtle,  
6—(Poetic) Eternal,  
7—Lock nuts,  
8—Eat (Obs.),  
9—A letter.  
Maulkeytown, Ill. Todd

5. LINKADE (7)  
Each day and hour, as trains go by,  
ALL watches at the station.  
For "Safety first" the trainmen's cry  
Provides it occupation.  
Speechless, it hastes to show each crew  
Just how their trains to manage.  
To LAST and heed its signals true  
And thus escape all damage.  
Often a FIRST horse shambles by,  
From out some lonely by way.  
Or fat and sleek, and stepping high,  
One capers down the highway.  
ALL heeds them not, it heeds each car  
It's rushing, steaming, smoking,  
To find the clue, don't search too far,  
Just in your brains go poking.  
Whitney Crossings, N. Y. Spica

6. SQUARE  
1—Any of several fragrant European plants, especially the plowman's spikenard,  
2—A Spanish weight, equals 27.78 grains (Page 2693, New Standard Dictionary),  
3—A metal bowl in which the liver of cod is placed to extract the oil,  
4—The French patois spoken in Louisiana,  
5—The roots or parts of certain plants used as substitute for soap,  
6—To test again.  
Charleston, S. C. Eureka

7. RECTANGLE  
(New International Dictionary)  
1—A letter,  
2—(Obs.) Treasure,  
3—Import,  
4—The first month of the year,  
5—Raw Chinese silk from the province of Hupeh,  
6—A personification in Ger. and Scand. folklore of a spirit to work mischief,  
7—(Obs.) Yonder,  
8—(Biol.) Act of developing a new coat of hair,  
9—An elevation in the Caucasus Mountains, Russia (N. S.),  
10—(Obs.) Revelry,  
11—To divide,  
12—(Obs.) Ace,  
13—A letter.  
Zanesville, Ohio Reel

8. TRANSPOSITION (6)  
The revolution was over,  
The Bolshevik had won,  
And all the Russian noblemen,  
Would from the country run.  
But in the ONE were TWO,  
With letters of brilliant red,  
"No THREES will be transported,  
Unless they first are dead."  
Baltimore, Md. S. T. Udent

9. HALF SQUARE  
1—An island in the British West Indies,  
2—A native of the Aleutian Islands,  
3—More secluded,  
4—Kept afloat,  
5—A contraction (Obs.),  
6—Became inanimate,  
7—A wooden implement for rowing a boat,  
8—One half of an Em,  
9—A letter.  
Philadelphia, Pa. A. T. Ourman

10. INITIAL CHANGE (4)  
The wisest men that ev'r you ken,  
Have never deemed it treason,  
To laugh a bit, to chaff a bit  
And balance up their reason.  
To ONE a bit, to TWO a bit,  
And joke a bit in season.  
Cumberland, Md. P. M. P.

11. DIAMOND  
(New International Dictionary)  
1—Letter in coal,  
2—To plant,  
3—A cony or daman,  
4—A lugworm,  
5—A leader,  
6—Genus of pineaceons, fossil trees,  
7—In literature, the Theme,  
8—Any large snake which crushes its prey,  
9—Letter in engineer.  
Worthing, S. D. Sherlock Holmes

12. CHARADE (7)  
Oh! Sweetheart dear, your TOTAL ways  
Can never be forgotten,  
For every day, yes, every hour,  
LAST kindness it begotten.

To FIRST you, I will try so hard  
That I, quite soon will be  
Glad to propose (and you'll accept),  
And married we will be.  
Baltimore, Md. The Major

13. RHOMBOLD  
Across:  
1—Acute spasmodic pain in the intestines,  
2—Conveys,  
3—To gleam as an effect of,  
4—To impair or destroy the value or beauty of,  
5—Agreeable to sense of taste.

Down:  
1—A Letter,  
2—Bone,  
3—A limb or member of an animal body used for support,  
4—Misfortunes,  
5—To cut with shears or scissors,  
6—Precipitation taking form of minute crystals of ice formed from vapor in air,  
7—To bind,  
8—A Chinese coin or measure,  
9—A letter.  
Baltimore, Md. L. E. Phant

14. MUTATION  
Tho' railroad schedules oft may change,  
If now forgot, not quite so strange,  
For such confusion now we find,  
With clocks ahead and clocks behind.  
By "standard time" one watch is set  
(That is, if one does not forget!)—  
Another, "daylight time" proclaims,  
To save an hour, one of its aims.  
E're night-time brings on "light-time's"  
glare  
We find we have an hour to spare;  
But, "old-time," "new-time," "true-time"—all  
Must sometime back on SUN-TIME fall!  
Telford, Pa. P. A. Butterwick

15. MUTATION  
Some may ask, "Am I A CHAPLIN,  
Or else a CHAPLAIN?"  
May answer is, "I neither am,  
But basso do I try!"  
Baltimore, Md. I rimrose

Anagrams:  
16. A COOL B. SE  
Sioux Falls, S. D. Amor

17. NOTE—AM BUNK  
Pittsburgh, Pa. Amaranth

18. PAT ENTERED  
El Paso, Tex. Osipile

19. ALLURES  
Miami, Mo. Jo Mullins

The solver sending the first complete list of answers to the puzzles in this issue will be awarded a copy of one of the six best sellers, the selection to be made by the winner from a list that will be submitted.

To receive proper credit all list of solutions must be in my hands by March 5, 1924. The answers and solvers list will be published in the April 1924 issue.

(Continued on page 50)



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during the month of November, 1923, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Burk, John W.....	Sta. Baggage man.....	Conducting Transportation...	Wheeling.....	35
Howard, John H.....	Conductor.....	Conducting Transportation...	Ohio.....	47
Hutchinson, Samuel J.....	Ticket Agent.....	Conducting Transportation...	Pittsburgh.....	44
Lawlor, Thomas.....	Cr. Watchman.....	Conducting Transportation...	Chicago	
			Terminal.....	21
Le Gates, Peter B.....	Tender Repairman.....	Motive Power.....	Baltimore E. E.....	38
Lett, Elza J.....	Telegrapher.....	Conducting Transportation...	Newark.....	38
Martindale, Edward.....	Engineer.....	Conducting Transportation...	Toledo.....	28
McManamon, James.....	Engineer.....	Conducting Transportation...	St. Louis.....	48
Moreland, Thomas F.....	Engineer.....	Conducting Transportation...	Baltimore, E. E.....	44
Palladino, James.....	Shop Laborer.....	Motive Power.....	Connellsville.....	35
Rohrs, Fred J.....	Pumper.....	Conducting Transportation...	Chicago.....	29
Seelert, Albert R.....	Watchman.....	Conducting Transportation...	Baltimore.....	24
Younkin, Daniel M.....	Trackman.....	Maintenance of Way.....	Connellsville.....	29

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to September 30, 1923, amount to \$5,349,011.70.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Davis, William B.....	Laborer.....	Motive Power.....	Baltimore.....	Nov. 19, 1923.....	47
La Barrer, Samuel.....	Engineer.....	Conducting Transportation	Baltimore.....	Oct. 30, 1923.....	45
Maglott, Jacob.....	Foreman.....	Conducting Transportation	Newark.....	Nov. 9, 1923.....	20
Morris, Thomas L.....	Tug Captain.....	Conducting Transportation	New York.....	Nov. 13, 1923.....	28
Murphy, Michael.....	Engine Watchman.....	Motive Power.....	Akron.....	Nov. 4, 1923.....	41
Shuck, John H.....	Painter.....	Motive Power.....	Cumberland.....	Oct. 28, 1923.....	44
Smith, James E.....	Conductor.....	Conducting Transportation	Akron.....	Nov. 25, 1923.....	36



## Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

### H. C. Breece

H. C. Breece was born in Allen County, Ohio, on April 15, 1858. He entered Baltimore and Ohio service in 1900 as trackman. On August 26, 1905 he was promoted to foreman, which position he held at the time of his recent retirement.

### James Palladino

James Palladino was born in 1858. He entered Baltimore and Ohio service in 1888 as trackman. He remained in the M. of W. Department until 1921, when he was appointed janitor, Connellsville Division, which position he held at the time of his recent retirement.

### T. H. Edmonds

T. H. Edmonds was born in 1858. He entered the service in 1873. After serving as engine cleaner at Piedmont and Keyser for a short time, he resigned and returned to school. He again returned to the Baltimore and Ohio in 1882 under Master Carpenter Jesse Townsend. He was made foreman painter in 1884. In 1885 he was appointed assistant foreman and in 1895 again made foreman painter on the Connellsville and Pittsburgh Divisions. A short time later these two divisions were separated and he remained on the Connellsville Division as foreman painter, which position he held at the time of this recent retirement.

### Frederick Rohrs

Frederick Rohrs was born in 1856. He entered Baltimore and Ohio service as a laborer in the Motive Power Department in 1884. In 1898 he was appointed hostler and in 1913 supplyman. In 1914 he was transferred to position as pumper, where he remained until his retirement, Nov. 1, 1923.

### What Railroads Cost Each Person

(Continued from page 29)

arises as to what became of the rest of the money.

It took 12 cents out of every 15.4 cents of earnings to pay operating expenses and taxes, and 7½ cents of this were the wages of employes. In other words, while each person in the country paid 2 cents a day toward railway interest and dividends, each person in the country paid 7½ cents a day toward railway wages. In 1916 each person paid 4 cents a day toward railway wages.

While the contribution of each person

toward railway profits has declined eight-tenths of 1 cent a day since 1916, the contribution of each person toward railway wages has increased 3½ cents a day. This is because the average wages paid by the railways in 1916 were a little over four million dollars a day, while in the first half of this year they were about \$8,300,000.

How much actual difference in money will it make, on the average, to each person whether the railways are allowed to earn the net return to which they claim they are entitled, or the return to which extreme radicals claim they should be restricted?

Not more than 1 cent a day.

### Stewart Carroll a Good Press Agent

SCHENECTADY, N.Y., March 12, 1923

Mr. E. L. Ives:

Peoples Gas Building, Chicago, Illinois

Dear Mr. Ives:

I find that I have neglected to previously thank you for your suggestion that I travel between Chicago and Pittsburgh via the Baltimore and Ohio. I recently made the trip over the Baltimore and Ohio and presented your card to Mr. Carroll, the dining car steward, who took care of me in a most excellent manner. I was further entertained with information concerning the Railroad, particularly concerning the condition of its equipment, the large amount of freight which was being handled, the earnings for January, the closing price for the stock on the day of the trip, etc.

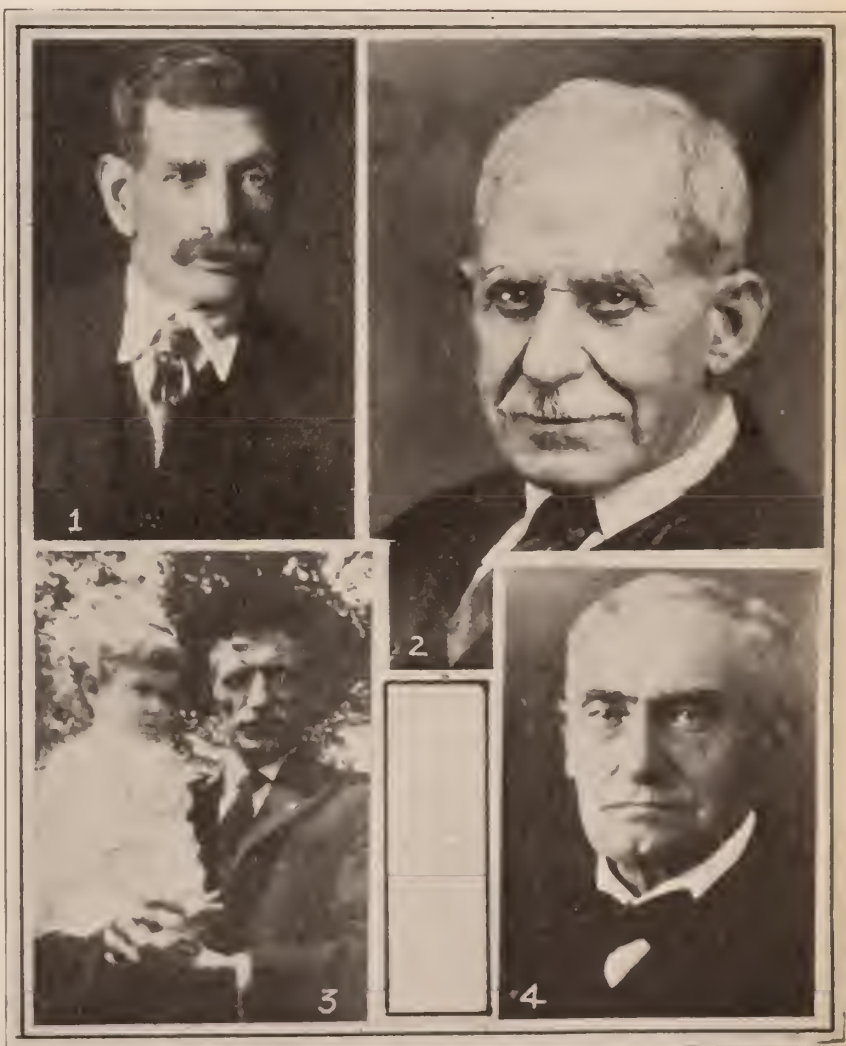
Were it not for the fact that the road would lose a good dining car steward, I would be inclined to suggest that Mr. Carroll be employed as a press agent.

At any rate, I enjoyed the trip very much.

With kind personal regards, I beg to remain, yours very truly,

(Signed) B. L. SPAIN

General Electric Company



OUR RETIRED VETERANS

1. H. C. Breece. 2. James Palladino. 3. Thomas H. Edmonds and his grand-daughter. 4. F. J. Rhors



# Women's Department

Edited by Margaret Talbott Stevens.



## The Value of a Smile

Sent in by MRS. CLARA McDONALD TAYLOR, who clipped it from the  
"Daughters of America Magazine"

The thing that goes the farthest toward making life  
worth while,  
That costs the least and does the most, is just a  
pleasant smile.  
The smile that bubbles from the heart that loves  
its fellowman  
Will drive away the clouds of gloom and coax the  
sun again.  
It's full of worth, and goodness, too, with human  
kindness blent—  
It's worth a million dollars, and it doesn't cost a  
cent.

There is no room for sadness where we see a cheery  
smile;  
It always has the same good look—it's never out  
of style.  
It nerves us on to try again when failure makes  
us blue;  
The dimples of encouragement are good for me  
and you.  
It pays a higher interest, for it is merely  
lent—  
It's worth a million dollars, and it doesn't cost a  
cent.

A smile comes easily enough, a twinkle in the eye  
Is natural—and does more good than any long-  
drawn sigh;

It touches on the heartstrings till they quiver blithe  
and long.

And always leaves an echo that is very like a song;  
So, smile away! Folks understand what by a smile  
is meant,

It's worth a million dollars, and it doesn't cost a  
cent.

—Exchange (Author Unknown)

## What Women Can Do When They Try

Prize Contest Won by Women from Ohio, West Virginia,  
Illinois and Maryland

THE Women's Prize Contest, conducted by the Women's Department of the Baltimore and Ohio MAGAZINE during the year 1923, brought forth a greater number of entries than any similar contest ever held by the MAGAZINE. And most gratifying were the results; there was no article submitted that was not of real value to Baltimore and Ohio women; there was not one that does not deserve special mention. Best of all, these articles—with the exception of those which already have been published—will appear in future issues of the MAGAZINE.

The contest was begun in January, 1923, when its purpose was explained and the prizes shown. Every woman of the Baltimore and Ohio, whether an employe herself or the wife of an employe, had a chance to enter. Each contestant submitted one or more articles during the year, articles which would be helpful to Baltimore and Ohio women.

At the end of the year these articles were carefully examined by five judges, two girls from our Baltimore offices, and three women who are wives of Baltimore and

Ohio men. The results are shown in the tabulated list. Mrs. Cooper, Newark, Ohio, won first prize; Miss Lillian Betony, daughter of section foreman, Caddell, W. Va., won second prize; the third prize went to Mrs. Josephine Ausbrook, Clay City, Ill.; Mrs. J. V. Klier, wife of chief clerk, Valuation Department, Baltimore, and Miss Marie Slatterick, Division Engineer's Office, Wheeling, W. Va., tied for fourth prize. Mrs. Cooper received the handsome wrist watch pictured in the January issue of last year; the other prize winners were awarded lovely bar pins.

The articles which won the prize for Mrs. Cooper were certainly worthy of publication. The first one appears in this issue. Others will follow at intervals. Beside the article on the household budget Mrs. Cooper submitted papers on "System in Housekeeping," "Some of My Best Recipes," "The Story of an Angel Food Cake," "Devil's Food Cake Recipes," and "Why I Consider Swansdown Cake Flour a Real Economy in Baking."

Miss Betony's articles, some of which have appeared in the MAGAZINE are: "In

Case of Emergency," "The Family Medicine Closet—What it Should Contain and Why," "Soup Recipes," "How to Mix and Bake Bread," "Care of the Baby," "Fish and its Cookery," "Household Hints," "The Terrapin," "Salad Recipes," and several others—all of which will make splendid articles for our women readers, and the housekeepers in particular.

Mrs. Ausbrook sent in a splendid salad recipe and an original apron pattern. The apron was designed by Mrs. Ausbrook, and while particularly adapted to the stout figure, since it will not sag in front when the housekeeper bends over to open her oven door, it is well adapted to the needs of any woman or girl who likes a pretty apron. 1½ yards of wide cretonne will make the apron. Edged with the inexpensive rick-rack it makes an apron that any housewife would be proud of.

Mrs. Klier's contribution was a letter, full of inspiration and ideas for our Women's Department—just the kind of letter that we like to get. A number of these ideas will be developed from time to time in the MAGAZINE. Hers is also a comprehensive article on how to build a house of post-cards—a little cardboard house to be used as a handkerchief box for children.

Miss Slatterick's contributions were a bathing suit which she made for herself and in which she was pictured last summer, and a delightful bit of philosophy on Happiness.

Those whose names are on our roll for honorable mention for contributing especially helpful and interesting articles in addition to those already named are the following: Mrs. Ada R. C. Abernathy, Lebanon, Ill., whose fine article, "Radio in the Home," was found interesting to many readers; Miss Maxine Waliburg, Lima, Ohio, whose article on Thrift won second prize in a Y. W. C. A. contest; Mrs. J. R. Easton, Wooster, Ohio, whose recipes and lovely letter, "My Home, My Neighbor and the Golden Rule," have been published in this department; Mrs. H. K. Clare, of Riverdale, Md., whose interesting story on how she manages her children will be read in a future issue of the MAGAZINE; Misses Edythe and Katye Coplan, Baltimore, whose helpful stories and letters all during the year have helped to strengthen the Women's Department considerably; Miss Estelle Barnes, Relay, Md., for her interesting story, "A Maryland Writer, Miss Martha Finley;" Mrs. Eva Gasperich, whose husband is a Mt. Clare man, for her inspirational stories and poems, one of which was published in the December issue; Mrs. E. Morris, Smithfield, Pa., whose household hints and splendid recipes from time to time have brightened these pages; Mrs. Lindsay Van Horn, Martinsburg, W. Va., who also has sent in some fine recipes, such as the women of West Virginia know how to prepare; Mrs. Cecil E. Baker, who sent in a delightful little story, "A Will and a Way—and Biscuits



for Lunch," as well as some recipes for quince honey; Louise Oatman, Newark, Ohio, who sent in a number of fine recipes; Mrs. F. M. Wittman, Fairmont, W. Va., for household hints and recipes; Mrs. C. L. Culberson, 1117 Arbor Ave., Dayton, Ohio, who tells us how to make a lovely lamp shade, and whose article will be published in an early issue of the MAGAZINE.

The contest has given to the MAGAZINE some splendid articles for publication in its future issues; it has brought responses from women from all over the country; it has increased the desire among Baltimore and Ohio women to be of service to each other; it has brought us all a little closer together in our Big Family, and it has shown us just what women can do if they try.

There will be other contests in the future; arrangements are being made for one to be announced in an early issue of the MAGAZINE. While we hope for more entries next time, we could not wish for more helpful or more interesting ones than those which were submitted in the contest just finished. Those who did not win prizes need not feel at all discouraged. All entries will be used eventually in this Department. Look over the contributions of the prize winners and try again. That's the spirit of the Baltimore and Ohio, the spirit that in the early days bridged the rivers and tunneled the mountains that we might ride in comfort over the iron rails. The editorial staff joins in thanking each woman who entered this contest, for in so doing she has helped us, has helped herself, and has shown the spirit of real service.

## What I Learned from the Household Budget

(First Prize Winning Article)

By MRS. F. E. COOPER, Wife of Master Mechanic, Newark, Ohio

I HAVE been reading in the Baltimore and Ohio MAGAZINE about the office girls who are constantly leaving to get married—taking up a new job as it were. So if only for the sake of these brides may I tell of one of the contributors to the success of early married life—a household budget, which aids materially in making a careful manager of finances.

Most girls are glad to start out on the "road to happiness" with the life partner of their choice, even though the salary is rather small, but sometimes it's hard to make ends meet. To help, if possible, just such situations and too, older established families who find they can stretch the money further if an accurate account of income and expenditures is kept, I am going to give you the divisions of an actual working budget.

By this, I mean just what it takes to run a regular household establishment. Keep a ledger with columns for the following: Groceries (food), Meat, Milk, Ice, Electricity, Gas, Water, Garbage, Telephone, Coal, Insurance, Laundry, Household Necessities and Household Furnishings; Rent, or Upkeep of Home. This includes everything (unless help is hired) except personal expenditures which must be kept separately if the entire income is to be accounted for.

For the household budget, give yourself a stated amount, according to standard of living and locality. A certain sum can be set after a few months trial, but the most important fact is to keep within it every month. Don't allow yourself to get in the habit of running over or the value of the thing itself will be lost.

As a matter of convenience, add each column weekly, then at the end of the month, make a monthly statement of the total of each. Be sure to see that the sum left in the pocket book corresponds with the figures after you have deducted each week's expenses. It will not be at all difficult to be always correct, if you try each evening to allow a few minutes to write down the purchases made or bills paid that day in case you haven't time to do it before that.

It really doesn't require much book keeping in this simple method. A large book is all the equipment necessary unless you wish to keep the totals on file for further comparison. When one gets into this game it is not only interesting to see in black and white just where the money goes, but rather fascinating, at least to the bride, until a firm foundation is laid which means a goodly sized nest egg.

### Prize Winners and Those Who Deserve Special Mention as Selected by the Judges

JUDGES	100 Points BEST	75 Points SECOND BEST	50 Points THIRD BEST	25 Points FOURTH BEST
Mrs. T. C. Roberts, Wife of Chief Clerk to the President	37 Mrs. F. E. Cooper, Wife of Master Mechanic, Newark, Ohio.....	13 Miss Lilian Betony, Daughter of Section Foreman Caddell, W. Va.....	17 Miss Maxine Wallburg, Daughter of Chief Clerk, Freight Office, Lima, Ohio.....	21 Mrs. Ada Abernathy, Wife of Agent, Lebanon, Ill.
Mrs. Charles W. Lewis, Wife of Clerk, Office of Auditor Passenger Receipts.....	37	13	40	16 Miss Estelle Barnes, Relay, Md.
Mrs. G. A. Bowers, Wife of General Yard Engine Foreman, Riverside.....	32 Mrs. J. V. Klier, Wife of Chief Clerk, Valuation Department, Baltimore, Md.....	37	38 Mrs. Clare, Riverdale, Md., Wife of H. K. Clare, Annex Building, Baltimore, Md.....	49 Mrs. Eva Gasperich, Wife of Shopman, Mt. Clare
Miss Lillian Schuie, Clerk, Office of Auditor Disbursements.....	37	40 Mrs. Josephine, Wife of Agent-Operator Ausbrook, Clay City, Ill..	48 Miss Edythe Coplan, Transportation Department, Baltimore, Md.....	38
Mrs. Sadie Lerp, Clerk, Car Service Department (assisted by Miss Matilda Brundick) .....	1 Miss Marie Slatterick, Office of Division Engineer, Wheeling, W. Va.	43 Miss Katye Coplan, Baltimore, Md.....	7 Mrs. J. R. Easton, Wooster, Ohio, Wife of Engineer.....	13

TOTALS: First prize, 375 points, No. 37; Second prize, 175 points, No. 13; Third prize, 125 points, No. 40; Fourth prize, 115 points, No. 21; Special mention, Nos. 1, 32, 100 points each; Special mention, Nos. 17, 21, 16, 38, 49, 48, 43 and 7.



# New Winter Fashions Show Many Styles that Can be Copied Easily by the Home Dressmaker

THE simplicity of the new styles for 1924 make sewing a pleasure. The patterns shown here may be obtained by writing the *Baltimore and Ohio Magazine Pattern Bureau, 1188-1190 Fulton St., Brooklyn, N. Y., enclosing 10 cents, silver or stamps, for each pattern ordered. Use the coupon. Please do not send your pattern orders to the Magazine Office at Baltimore.* We get our patterns from the New York address, and to send orders to Baltimore would delay the receipt of your patterns for several days. All patterns are sent by first class mail, a new service established only two months ago. This means that patterns are sent out on the day that they are received at our New York office, and you receive them as soon as it is possible to get them to you.

4601. Wool crepe was selected for this model, decorated with cross stitching in contrasting colors. The lines are simple; the sleeve and neck line are very pleasing.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{5}{8}$  yards of 32-inch material.

4607. French serge, kasha or jersey weaves are good for this model. It has graceful lines, and becoming plait fulness at the left side of the front. The sleeve features the new fitted model.

This pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. The width at the foot with plaits extended is 2 yards. For a medium size  $2\frac{5}{8}$  yards of 54-inch material will be required.

4600. Tweed, cheviot, serge, khaki and linen are good materials for this model.

The ample pockets will please the boy who has such good use for them.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires  $4\frac{1}{4}$  yards of 36-inch material.

4606-4594. This comprises a popular short jacket (or coat) and the new cuff skirt. One could use caracul, velvet or other pile fabrics for the jacket and wool plaid suiting, twill or heather mixtures for the skirt.

The jacket is cut in 6 sizes: 34, 36, 38,



40, 42 and 44 inches bust measure. A 38-inch size requires  $3\frac{1}{2}$  yards of 40-inch material. The skirt, which measures  $1\frac{3}{4}$  yard at the foot, is cut in 7 sizes: 25, 27, 29, 31, 33, 35 and 37 inches waist measure. A 29-inch size requires  $2\frac{3}{8}$  yards of 54-inch material.

TWO separate patterns mailed to any address on receipt of 10c FOR EACH pattern in silver or stamps.

4593. Striped percale is here combined with white pique. This is a good style for ratine, for wool rep, or serge, and also for linen, gingham and voile. The sleeve may be finished in wrist or elbow length.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. The width at the foot is 2 yards. A 38-inch size will require  $4\frac{3}{4}$  yards of 36-inch material. Collar, vest and pocket flaps of contrasting material, require  $\frac{1}{2}$  yard.

4599. This dress is in slip on style. It has lines that are becoming and girlish. A combination of cloth and velvet, or plaid suiting and serge would be very desirable for this style.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires 3 yards of 40-inch material of one kind. To make as illustrated requires  $1\frac{1}{4}$  yard of plain material and  $1\frac{3}{4}$  yard of checked material.

4590. This is a splendid model for business, or general utility wear. It may be developed in twill, kasha, French serge, or in satin, taffeta or velvet. The closing is effected at the centre in front, and additional opening may be made at the side seam.





The pattern is cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. A medium size requires  $4\frac{5}{8}$  yards of 36-inch material. To trim with contrasting material requires  $\frac{3}{4}$  yard 36 inches wide or,  $2\frac{5}{8}$  yards of lace 3 inches wide if trimmed as illustrated.

4276. Figured percale in blue and white, with banding of black bias tape, is here shown. This is a good model for gingham, rubberized cloth, linen, crepe or sateen.

The pattern is cut in 4 sizes: small, medium, large and extra large. A medium size requires  $2\frac{1}{8}$  yards of 36-inch material.

4587. This pretty model comprises a vest and "step-in" drawers. The vest portion may be finished with "camisole"

4589



The pattern is cut in 6 sizes: 34, 36, 38, 40, 42, and 44 inches bust measure. A 38-inch size requires  $5\frac{5}{8}$  yards of 40-inch material. The width at the foot is  $2\frac{5}{8}$  yards, with plait extended.

4602. This model is finished in "wrap style" and has the new flare effect in the skirt portions. As illustrated plain and contrasting material may be effectively combined or, one could use wool crepe with wool or yarn embroidery for decoration. It is also a good style for velvet.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $3\frac{1}{4}$  yards of 27-inch material of one kind. If made as illustrated it will require 1 yard of figured material and  $1\frac{1}{2}$  yard of plain material 36 inches wide.

4570. Soft nainsook was employed in the making of this model. Embroidery and narrow ruffles form the trimming. This is a good style for crepe, lawn, voile or soft silk.

The pattern is cut in 3 sizes: 6 months, 1 year and 2 years. A 1-year size requires  $1\frac{1}{2}$  yard of 36-inch material.

Pattern 3681 is shown in this model. It is cut in 6 sizes: 4, 6, 8, 10, 12 and 14 years. A 10-year size will require  $2\frac{1}{8}$  yards of 36-inch material.

Long cloth, cambric, muslin, lawn, crepe, and outing flannel could be used for this design.

4586. Nainsook, crepe or crepe de chine are attractive materials for this design. Lace or insertion or, a simple finish of hem-stitching will be suitable for trimming.

top or with shaped shoulders. If desired a closing may be effected at the side of the panel. Crepe, crepe de chine or nainsook is suitable for this design.

The pattern is cut in 4 sizes: small, 34-36; medium, 38-40; large, 42-44 and extra large 46-48 inches bust measure. A medium size requires  $2\frac{3}{8}$  yards of 36-inch material. Panel of embroidery requires  $\frac{1}{2}$  yard 9 inches wide.

4585. This model is comfortable and practical. It is suitable for a nurse's uniform, or for a house dress. Linen, repp, drill, percale, gingham and flanneclette may be used to develop the dress.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $4\frac{5}{8}$  yards of 36-inch material. The width at the foot is 2 yards.

4589. Velvet or satin, would be very attractive for this model. It is finished in slip on style. The plait portions afford becoming fullness at the sides. The facing and collar are new features.

This pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $5\frac{1}{4}$  yards of 40-inch material. For collar and facings of contrasting material  $\frac{3}{4}$  yard is required. The width at the foot is  $3\frac{3}{8}$  yards.

#### Potato Salad

By MRS. E. A. AUGUSTINE, Wife of Engineer, Parkersburg, W. Va.

Boiled eggs chopped.

Onions chopped.

Mangoes chopped.

Use a little green or a little red.

#### Mayonnaise Dressing

2 eggs.

1 teaspoon salt.

3 tablespoons sugar.

Pepper.

Beat together with butter size of walnut. Add one teacup of vinegar and set on stove. Never let boil. When starts to bubble take off and add a little water.

"Everyone needs, and ought to have, comfort at home; and comfort is the united product of cleanliness, thrift, regularity, industry—in short, a continuous performance of duties, each in itself, apparently trivial. The cooking of a potato, the baking of a loaf, the mending of a shirt, the darning of a pair of stockings, the making of a bed, the scrubbing of a floor, the washing and dressing of a baby, all are matters of no great moment; but a woman ought to know how to do all these before the management of a household, however poor, is entrusted to her."—Samuel Smiles, in "Thrift"

#### PATTERN ORDER COUPON

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## Beware the Elusive Nickel!

In the average American household the leakage of pennies is a leakage of dollars every week, of hundreds of dollars every year, of thousands in every lifetime.

The streets are strewn with rubbish for which somebody paid good money five minutes ago. Our bureaus are stuffed with it. Our tables are cluttered with it. We go right on buying. Five cents—ten cents—what's that?

In amusement parks forty years ago there were trees, tables, music, perhaps a Punch and Judy, popcorn, perhaps pink lemonade. Families went with basket lunches. Nowadays take two good crisp twenties with you if you plan to spend a day with two or three children in an amusement park.

Five and ten cents! The biggest building in the world was built by them. They pay for the big street car systems, for the flashing chewing gum advertisements, for the newspaper buildings, for the tremendous cigarette industry. They started the movies.

These nickels and dimes will work just the same miracle in your life and mine. They will breed, increase and build, putting behind them power, courage, success, and more success.

—KATHLEEN NORRIS, in the *Philadelphia Public Ledger*

## The Happiest Penny of All

*A Story to tell to the Kiddies*

ONCE upon a time there were five little pennies. They lived in a little purse in Jimmy's pocket. They were nice, round, bright, new pennies. Grandpa had given them to Jimmy for his birthday, one penny for each year. And Jimmy was five years old.

"How shall I spend my pennies, Grandpa?" asked Jimmy, climbing upon Grandpa's knee to play Ride-a-Cock-Horse-to-Banbury-Cross.

"Spend them in any way that you like, Jimmy Boy," said Grandpa, "but if I were you I'd see how happy I could make each one. There are lots of ways to spend pennies, you know."

Jimmy Boy thought, and thought, and thought.

"I shall spend one for candy," he said presently, "for that ought to make a penny happy." And he bought a round ball of lemon candy with the first little penny. And the first little penny was happy, but not half so happy as he ought to have been.

"I shall spend the second and the third little pennies for two pretty marbles," declared Jimmy Boy when he had eaten his candy. "I should think that they would be happy for that." And so he spent the two for marbles. And when the second penny and the third penny lay in the big cash drawer that belonged to the storekeeper, they were happy, too. But they were not half so happy as they might have been.

"What shall I do with the fourth little penny?" asked Jimmy Boy. "Oh, I know. I saw a lead pencil in the store window. I shall buy the pencil; then I can learn to write." So Jimmy Boy bought the pencil and gave the woman who kept the shop his fourth penny. She put it into her pocket. And as he lay there

the fourth penny became quite happy, even happier than any of the other pennies. But even then it was not quite as happy as it could have been.

"I have only one penny left," declared Jimmy Boy, "I think that I shall keep it. The candy gave me the toothache and I lost my marbles. I still have my pencil, so I think I shall take it and count up the pennies that I have in my little penny bank. Then I'll put in the last new penny that Grandpa gave me."

So Jimmy Boy got a piece of white paper and made a mark on it with his pencil for every penny that he could see in his bank. There were twenty-four of them altogether. He dropped in the bright penny.

"Oh, goody!" he called, "that makes twenty-five now."

"And that's a whole quarter, a quarter of a dollar," said Grandpa.

"Oh, is it, really and truly?" asked Jimmy Boy, dancing happily. And he was so glad that he had saved the fifth little penny.

And the little penny in the bank with the twenty-four others was so happy that he danced and fell all over the place when Jimmy Boy shook the bank. He was happier than all of the other pennies put together, just the happiest penny of all. And why? I'll just let you guess.

## Let's Keep a Budget This Year

AFTER having read Mrs. Cooper's splendid article on keeping a budget, I am sure that all of you will want to do this. It simply means keeping account of every cent that you spend.

January is National Thrift Month, the time when all housekeepers as well as all those who hold other occupations are encouraged to begin the New Year by resolving to make this year count, all of which means that we all should want to put aside something for a rainy day. And economy, which is the watchword of Thrift, goes a little farther; it means saving for the present needs, saving not only our money but also our time and energy; it means getting the best values for our money, living comfortably by spending wisely.

There is no better plan for systematic saving and wise spending than by keeping an account, so that we may see how our money goes and determine where we can "stop the leaks." To meet the need of an all-around account book, or budget, we have arranged with the National Thrift Committee to let us have at cost (10 cents each) copies of the little budget book which is just out. This booklet is designed so as to be of use to everybody, both men and women, whether engaged in business or in household work. There are spaces for entries for each day in the year. Make your entries every night, then at the end of the year you may make your grand totals.

A copy of the "Budget Book with a Conscience," which is the name of this little booklet, may be had by any reader of the MAGAZINE who will send 10 cents together with the coupon at the bottom of this page, properly filled out.

### Dear Aunt Mary:

64 out of every 100 men die without leaving anything—as a result, their wives and children suffer after their bread winner is taken from them.

Baltimore and Ohio women have an excellent opportunity to prevent such a happening in their lives. Their husbands can save money through the Relief Department. \$5.00 per month taken from their salary, with interest at the end of five years would amount to \$339.00, or at the end of ten years to \$771.65. Most everyone can spare \$5.00 per month.

Yours lovingly,

UNCLE EZRA

### Here is the Coupon for YOUR Budget Book

Associate Editor, Baltimore and Ohio MAGAZINE

Mt. Royal Station, Baltimore, Md.

Enclosed find .....cents. Please send me.....budget books at 10 cents apiece.

Name .....

Address .....



# Our Little Railroaders

*Sing a song of sixpence,  
Save your pennies now,  
Soon they'll grow to dollars—  
Let me tell you how.*



*Every day a nickel—  
Then, sure as I'm alive,  
In another year you'll have  
Just eighteen-twenty-five.  
(\$18.25)*

## Little Girl Helps Her Daddy Get a Better Job

### Prize Contest Brings Many Suggestions on How Boys and Girls Can Help Their Daddies

"**H**OW I Can Help Daddy to be a Good Railroader" was the name of the contest for Baltimore and Ohio girls and boys which was explained in the October issue of the MAGAZINE. Then Little Railroaders from all over the System began to write letters to Aunt Mary, telling how each child could help his or her father to be a good railroader. Of course, our fathers are good railroaders anyway, but we found that there were many, many things that even little girls and boys can do to help their fathers be happy in their work.

Many fine letters were sent in, and Aunt Mary is only sorry that we could not give each one who entered a prize. But there will be many more contests in which you all can enter, so do not mind if you didn't win a prize in this one.

Many of the papers will be published; we had hoped to publish all of them, but so many of those from Brunswick, Md., were so much alike that of those we shall use only a few. All others will be used from time to time. The reason that those from Brunswick were so much alike is the fact that the teachers of the Brunswick School were kind enough to tell the children all about the contest and to talk it over in school. As a result the little people all learned together many ways of helping Daddy be a good railroader, and their papers contained many of the same things. Many of the prizes went to Brunswick children; so many from that place entered the contest.

We thank the teachers of the public schools at Brunswick, Martinsville, Ohio; Washington Junction, or Point of Rocks; Harper's Ferry, and Washington, Indiana; also those of St. Mary's School, Washington, Indiana—all of whom encouraged our Little Railroaders to enter the contest. Boys and girls, please thank your teachers for us.

There were many letters which, although they did not win prizes, were particularly

good. A few little girls and boys did not seem to understand just what kind of letter to write; I am afraid that they did not read the contest rules very carefully, for instead of telling how they could help their daddies to be good and happy railroaders, they told about many other things. Of course, we could not enter these in the contest, and we hope that these little people will read the rules carefully next time. The letters were really nice and I am sure that one of them, at least, might have won a prize if it had been the right kind of letter.

Dolly Smith, sister of Carlton E. Smith, Brunswick, who won the first prize in the class for girls under 11 years old, named many ways in which she could help her brother be a good railroader. One of these nice ways is that of making the home more beautiful. An attractive home seldom fails to make a person love it, and a person who loves his home will be much happier than he who does not. Then, Dolly would have good books for her brother to read. Good books always help us to become better men and women. She would mend his clothes for him so as to keep him looking neat, and she would see that he is clean and neat before he leaves for work.

Raymond Albert, who won first prize in the class for boys under 11, is the son of Walter F. Albert, car coupler, Brunswick. Raymond is only nine years old. If he does all the fine things that he knows will help his Daddy be a good railroader, then I am sure that his Daddy is a good railroader and that he is proud of Raymond.

Ruth French, daughter of Track Foreman James F. French, Point of Rocks, Md., who won first prize in the class for girls over 11 years old, not only knows how to help her daddy to be a good railroader, but she *has done it*. Read in her letter what her father says about her. I wonder how many little girls and boys and their mothers can help

the fathers to be promoted. Ruth's letter was the best among all of the letters from the girls.

The best letter of all is the one from Irwin Harper, 13 year old son of Station Agent E. C. Harper, Martinsville, Ohio. Irwin believes that the best way to help Daddy is to be a pal, a companion to him in every way. This is something that we all can do.

The others who won prizes, and whose names are on the opposite page, wrote splendid letters. These will be published from time to time in the MAGAZINE. I would like to have the pictures of all of these as well as of all of the others who entered the contest. A good snapshot showing the face clearly will make a good picture in the MAGAZINE; do not send blurred pictures for our picture man cannot use them at all.

Now, everybody watch out for the next contest, and in the meantime, try to answer the puzzles; sometimes there are nice rewards for correct answers.

### First Prize Letter—Girls Under Eleven Years Old

*Dear Aunt Mary:*

I can help my brother to become a happy railroader by doing these things: I can keep



Irwin Harper, son of Agent, Martinsville, Ohio, winner of first prize for boys eleven years old and over



quiet while he is asleep; obey him; speak better English; read the Baltimore and Ohio MAGAZINE; do errands for him; make the home more beautiful by planting flowers, and have good books for him to read.

By doing these things, home will be more pleasant and he will be in a better humor to go to work.

When brother goes to work I always kiss him goodbye and wish him good luck.

I buy him fruit to eat. I will help him to do his work. When he has a birthday we have a little party in his family.

When he goes to work we fix him a nice dinner.

I sew his shirts or stockings before he goes to work. I take him to church. I am kind to him. I think a lot of my brother. I help him to buy his new railroad clothes when his old ones wear out.

I can make brother clean and neat before he goes to work, and when he goes out to work wish him good luck.

I wish him to love everybody and to be more ambitious, and I shall help him whenever I can.

DOLLY SMITH,

Sister of Clerk Carlton E. Smith,  
Brunswick, Md.

## First Prize Letter—Boys Under Eleven Years Old

*Dear Aunt Mary:*

There are many ways to help Daddy to be a happy railroader. I can go to school and get a good education; I can carry his lunch to him, bring home a good report and let him see it; do everything he tells me to do and do it the best I can; do everything I can to help him; be truthful, kind and trustworthy. I can take care of our furniture and clothes, and take care of my body. I can obey my parents. I do not worry Daddy at his work, nor carry tales. I behave myself at school, and tell the truth at all times.

RAYMOND ALBERT,

Son of Car Coupler Walter F. Albert,  
Brunswick, Md.

## First Prize Letter—Girls Over Eleven Years Old

*Dear Aunt Mary:*

"How We Can Help Daddy Be a Good Track Foreman." Oh! there are many ways. First of all we can have his home surroundings pleasant and cheerful; we can do this by having his meals ready when he comes in from work and by having a pleasant home. This can be done by every member of the household welcoming him with a smile and kind words.

Second, a working man cannot live on the food which a man lives on that does not work. He must have nourishing food which will make him stand the hardships which he passes through. Let every boy and girl see that his or her Daddy gets this.

Third, when Daddy comes in from work, tired and worn out, do not let him sleep in

a bed half-made; see that he is comfortable and I am sure this will help to make him happy.

Fourth, if Daddy speaks to you, obey him at once, do not make an excuse of "I haven't time just now." Now suppose we turn this around and we were to ask Daddy to do something for us and he would say, "I haven't time just now." We would think very hard of him, wouldn't we? For this reason if he would be like some little boys and girls I know, he never would have time.

Boys and girls, I have tried to do these things which I have mentioned and I have also succeeded. Another thing which I haven't mentioned is never to neglect Daddy's clothes. Always have him comfortable in clothes as well as food, and other home surroundings.

I often think if it wasn't for Daddy what would mother, brother and I do, for we are all depending on him. My Daddy works every day and very seldom is sick. If anyone would ask him why he can stand so

much work, I know the answer he would make. It would be, "My family does not neglect me." I am very glad to say that we all do everything we can to make Daddy's work a success and I am sure he is grateful to us. Some people might ask, "He can say he is grateful but does he show it?" Yes, he shows it. They may ask "How?" I can very proudly say, "Doesn't he work for us every day? What more could we expect of him?"

Boys and girls, if you are not making your daddy happy, make a new start, and I am sure you will have a happy daddy and also a happy home. There are many other ways in which we can help daddy but I think these are the main ones, don't you?

When I started my letter I asked Daddy if he would help me and to my surprise he told me that Mother, Brother and I had been the main ones to help him in the promotion from a trackman to a track foreman. Do you realize how glad I am to know that we can help Daddy this way?

## Prize Winners

### CLASS I—Girls Under Eleven Years Old

First Prize: Dolly Smith, Sister of Carlton E. Smith, Clerk, Brunswick, Md.

Second Prize: Pauline Massey, Daughter of David Massey, Section Foreman, Lodi, Ohio.

Third Prize: Charlotte Ferguson, Daughter of G. A. Ferguson, Agent-Operator, Spencer, W. Va.

Honorable Mention: Lucille Chambers, Daughter of Machinist James R. Chambers; Gertrude Longbrake, Daughter of Chief Hostler Thomas Longbrake; Susie Thompson, Daughter of Car Repairman Melvin Thompson; Elizabeth Moler, Daughter of Engineer Fred Moler; Edna Hipsley, Daughter of James H. Hipsley, and Katherine Poteet, Daughter of Fireman James S. Poteet—all of Brunswick.

### CLASS II—Girls Over Eleven Years Old

First Prize: Ruth E. French, Daughter of Track Foreman James F. French, Point of Rocks, Md.

Second Prize: Ernst Lapp, Daughter of Brakeman Charles E. Lapp, Dorsey, Md.

Third Prize: (Tie) Arline Tysinger, Daughter of Box Packer W. T. Tysinger, Cumberland, Md.  
Rose Anna Walker, Daughter of Laborer, Washington, Indiana.

Honorable Mention: Juanita Barnhart, Daughter of Conductor Nimrod Barnhart, Brunswick, Md.; Catherine Donovan, Daughter of Machinist Helper W. B. Donovan, Brunswick, Md.; Marjorie White, Niece of Miss Sara White, Washington, Pa.; Evelyn Loney, Daughter of Sheet Metal Worker, 2140 Market Street, Morrell Station, Md.

### CLASS III—Boys Under Eleven Years Old

First Prize: Raymond Albert, Son of Car Coupler Walter F. Albert, Brunswick, Md.

Second Prize: (Tie) Franklin Howe, Son of Yard Conductor G. F. Howe, Brunswick, Md.  
Allen Willey, Son of Fireman E. C. Willey, Brunswick, Md.

Third Prize: David Kifer, Son of Engineer Victor Kifer, Brunswick, Md.

Honorable Mention: Robert Spaulding, Son of Operator Stanley Spaulding, Point of Rocks, Md.; Benjamin Fry, Son of Transferman Benjamin Fry, Brunswick, Md.

### CLASS IV—Boys Over Eleven Years Old

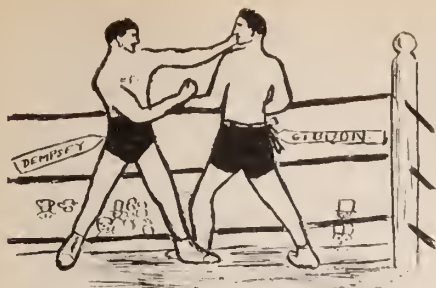
First Prize: Irwin Harper, Son of Station Agent E. C. Harper, Martinsville, Ohio.

Second Prize: Paul Martinek, Son of Section Foreman Sam Martinek, Niles, Ohio.

Third Prize: Kenneth Edwards, Son of Ernest Edwards, Brunswick, Md.

Honorable Mention: Carroll Powers, Son of Tender Repairman, Weverton, Md.; Clifford Hoar, Brunswick, Md.; Vincent Calhoun, Son of Engineer W. H. Calhoun, Brunswick, Md.; Richard Rice, Son of Yardmaster C. F. Rice, Brunswick, Md.; Alfred Cook, Brother of Miss Elizabeth Cook, Auditor Merchandise Receipts Office, Baltimore, Md.; George Hardy, Son of Brakeman H. V. Hardy, Point of Rocks, Md.





JOHN GIANFAGNA

So girls and boys, start now and help your daddy and you too will be as pleased as I am.

Sincerely yours,

RUTH FRENCH,

Daughter of Track Foreman James F. French, Point of Rocks, Md.

## First Prize Letter—Boys Over Eleven Years Old

Dear Aunt Mary:

I think there is nothing better for a boy to be doing, than helping Dad.

As everyone knows, recreation is essential to health and happiness, just as essential to a railroader as to any one else. Every railroader has at one time or another been tempted to quit. Nearly every time he becomes dissatisfied because of either too much or too little to do. I can keep Dad from getting too much to do by running all his errands and doing the little things that take his time.

As Daddy is station agent, he has more time for attention to me than if he were an operator. And because I know he is interested in me and watches a great many things I do, I am striving all the time to be his pride and standby. If I can make him proud of me, I can do a lot toward bringing him the peace of mind which will make it possible for him to concentrate on his work, and, thus, make him a better and happier railroader.

I know for myself that it is important that I start the day right. Then this is true for Dad, too. So I think it my duty to go to the office, each morning, sweep, dust, build a cheerful fire, and put things in order. This helps Dad start the day right, you see. Instead of dreading his return to work in the morning, he really looks forward to it. He is sure of finding the office inviting, and that means he will begin his work in a good frame of mind.

On Sunday Daddy has the whole day off. He rests his mind. Whenever possible, we take a long hike. In the colder months we attend church together, then read to each other through the evenings at home, or play checkers, or pitch indoor horseshoes. And summer Sundays are better still. We go fishing, swimming, sometimes boating.

I always try to be a good companion, a good pal to him, not spoiling his day with little worries. I like to be with Daddy when he just relaxes, like this and I enjoy it as much as I can, too, for his sake. Happy Sundays, no dread of Monday mornings and going back to the office, and contentment because I am contented. Daddy himself remains a boy, with me, for these play days.

It is in the little things that I can help Daddy to be a happy railroader.

Sincerely yours,

IRWIN HARPER

Son of Station Agent E. C. Harper, Martinsville, Ohio



Mildred Albrecht, Baltimore, Md., one of our little Railroaders

Dear Girls and Boys:

The little people who answered the October puzzles were many. I had no idea that so many of you would guess the right answers, for the puzzles were hard. It was not

so hard to put the names together, but the girl's name was Gladys.

Those who guessed the right answers are: Estelle Barnes, St. Denis, Md.; Dorothy Knoepp, daughter of C. G. Knoepp, Mt. Clare Printing Department; Marjorie Walburn, 212 Elder Street, Cumberland, Md.; Blanche Jefferson, 1835 Clifton Avenue, Baltimore, Md.; Gladys Wieneke, 4609 Park Heights Avenue, Baltimore, Md.; Mary Magdalene Appel, Breese, Ill.; Ernst Lapp, Dorsey, Md.; Rebecca Herman, 1915 Clifton Avenue, Baltimore, Md.; Mary Elizabeth Fritz, 5904 Penn Avenue, Pittsburgh, Pa.; Ruth Troxell, 1 Alluvian Terrace, Pittsburgh, Pa.; Grace La Bonte, 414 S. Payson Street, Baltimore, Md.; Louise Kanode, Rippon, W. Va. Evelyn Luh (who also sent some original puzzles which we will use from time to time), Baltimore, Md.; Raymond Hutson, 125 W. First Street, Cumberland, Md.; Roy Walburn, 212 Elder Street, Cumberland, Md.; Arline Tysinger, 38 Humbird Street, Cumberland, Md.; Geneva Reel, 27 Poplar Avenue, Newark, Ohio; Frances Johnson, 2024 Penrose Avenue, Baltimore, Md.; Helen Starklauf, Baltimore, Md., and one little boy or girl from Cumberland who forgot to give his or her name.

## Heard of "B & O" Shoes?

MISS LILIAN SCHUELER, our bright correspondent for the Office of Auditor of Disbursements, overheard her little sister Kathryn, in the following conversation with a playmate.

"Aw come on out and jump rope." This from one of the children on our block.

"But I tell you my mother won't let me," said Kathryn, who was having a hard time to obey that order.

"Well, why won't she let you?" another of the coaxers piped up.

"Because I have on my B & O shoes."

"B & O shoes, what's that?"

"Best and Only," snapped the answerer.

After hearing this Miss Schueler had to go in, shut the door and indulge in a good laugh. Here, too, Miss Lilian!

Other pictures of prize winners will be published in next month's MAGAZINE.





# Over Fifteen Hundred Attend First Annual Entertainment and Dance of Chicago Terminals Employees' Association, December 12

ON December 12, the rain came down in Chicago, in torrents, all day and all night, but this did not prevent 1500 people, consisting of employees of the Baltimore and Ohio Terminals, their friends and families coming to the Masonic Temple at Cottage Grove and 63rd Street for the first annual entertainment and dance of the Chicago Terminal Employees' Association of the Baltimore and Ohio Railroad. And the sunshine inside more than counteracted the gloom outside. Everyone was happy, everyone enjoyed the evening and the entertainment was "put over" in the standard Baltimore and Ohio way. To pick anyone for special mention in connection with the entertainment would be impossible. Every man and every lady on every committee did his or her full share to make the evening the pronounced success everyone agreed it was.

The floor was perfect for dancing, the card room well taken care of and the music furnished by Van's Orchestra—one of the best in Chicago—was all that could be desired. The Midway Masonic Temple is practically new and while it may not be the

largest hall in the City on Lake Michigan, it was perfectly adapted to our needs.

Between the dances, an exceptionally interesting entertainment was given by Miss Mima McKenzie and Master Kenneth Ladwig, the former being daughter of Team Track Foreman McKenzie, who has been in the service fourteen years. The children danced the Highland Fling together, then Mima gave us the Sailor's Hornpipe. After this, an attractive little girl came out on the platform and executed a pretty fancy dance. She was heartily applauded, and returning to respond, removed her wig, revealing none other than Master Kenneth. His disguise was perfect and everyone was well "fooled." Mr. McKenzie and Mrs. Ladwig have reason to be proud of their talented children. Through Mr. McKenzie's courtesy and that of Agent Ferguson, Sears Station, we are able to show our readers their photographs. The youngsters were accompanied on the piano by Mrs. Ladwig.

A fine, funmaking feature was the Balloon Dance, in which every gentleman received a balloon, which he tied to the ankle of his

partner. An elimination contest then started, couples being eliminated when the lady's balloon was broken. Every dancer was permitted to break the balloon of an opponent, and it almost reminded one of a chicken fight to see the contestants sparring to break each others balloons.

The Association was originated at a meeting called by Superintendent F. S. DeVeny, on May 16, 1923, at which time a temporary organization was effected and committees appointed to arrange a picnic. The picnic was held on July 1, with an attendance of approximately four thousand, consisting of employees, their families and friends. Officials and employees worked shoulder to shoulder for the success of the picnic, with the result that it was a great success in every respect, and the future of the Association was assured.

A general meeting of employees was called on September 11, 1923, at which time by-laws were adopted and a permanent organization created.

The purpose of the Association is to promote social and other activities which will create good fellowship, and to further



WHAT THE REPORTER SAW AT THE CHICAGO TERMINAL EMPLOYEES' ANNUAL BALL, DECEMBER 12

The boy with the Irish Shillalah is Kenneth Ladwig, 2717 Wilcox Street, Chicago, who entertained the audience with fancy dancing. The two in "Kilties" are Team Track Foreman A. McKenzie and his daughter Mima, the latter being an exceptionally fine fancy dancer. The other drawings explain themselves



the interests of the Baltimore and Ohio Railroad and the Baltimore and Ohio Chicago Terminal Railroad.

Every employe is automatically a member of the Association, and no dues are assessed, the Association being financed by revenue obtained through social events.

The Management has donated a large room on the second floor of the Grand Central Station for use as a club room; a piano has been purchased, and it is hoped that before the winter is over the members will be invited to a recital by the chorus and orchestra which is being formed.

The Officers are as follows:—

President, R. M. Irish, chief clerk to engineer, M. & C.; Vice-President, E. J. Hoffman, abstract clerk, Local Freight House; Secretary, J. J. West, secretary to superintendent; Treasurer, Chas. Johnson, chief clerk to general auditor. The directors are: F. S. DeVeney, superintendent; S. A. Allen, freight traffic manager; T. T. Sample, conductor; R. R. Huggins, terminal train master; E. B. Oliver, locomotive engineer; F. Mathes, boilermaker; W. G. Brown, general passenger agent; C. H. Offerle, machinist; H. M. Jouver, general freight and passenger agent; F. B. Huntington, general auditor; A. Rost, track supervisor; J. H. Cook, city passenger agent.

The committees arranging the dance and entertainment on December 12, were composed of the following employes:

#### Arrangement Committee

Chairman, H. O. Wertenberg, cost accountant; Harold Williams, chief clerk, assistant general freight agent; William Weadley, car record clerk, local freight agent; J. J. Kennedy, chief clerk, master mechanic; H. E. Hanson, chief clerk, superintendent.

#### Reception Committee

Chairman, D. W. Owen, chief clerk, traffic department; H. J. Fisher, traveling freight agent; H. D. Cavell, traveling freight agent; C. A. Reamer, baggage agent; Tillie Sample, conductor; Frank Sindelar, track foreman; H. F. Anderson, general yard master; E. M. McCuen, road foreman engines; F. Mathes, boilermaker; J. E. Quigley, general foreman; Geo. Armstrong, agent; Joe Bowers, chief clerk, agent, Robey St.; E. S. Donahue, chief clerk, agent, Whiting; Mable Hartman, clerk, Agent's Office, East Chicago; Susan Whalen, clerk, Agent's Office, East Chicago; Clara Nordstrom, clerk, Agent's Office, 77th St.; William McBride, rate clerk, Agent's Office, 77th St.; A. Egarter, painter; W. E. Lowry, boilermaker; L. L. Quinn, car inspector; F. E. Mitchell, electrician; D. M. Julian, car foreman; Geo. Gohr, signal foreman; Henry Saltow, motor car operator; Raymond Hayes, plumber; E. B. Oliver, engineer; Geo. Maypole, chief clerk, Local Freight Office; Thime Lynch, assistant chief claim clerk, Local Freight House; C. H. Offerle, machinist; E. F. Ferguson, agent,

Sears Station; I. J. Fields, clerk, Storekeeper's Office; A. Rost, track supervisor; C. I. Bender, assistant track supervisor; J. F. McWilliams, chief clerk, general freight agent; H. H. Hanert, leverman; Rose Malloy, telephone operator; Helen Smith, clerk, Master Mechanic's Office; Cassie Charles, telephone operator; Rose Levens, secretary to general attorney; Mary Philbin, assistant pay roll clerk, General Auditor's Office; Rose Glover, comptometer operator, General Auditor's Office; F. S. Stuhl, chief clerk, Baggage Room; Elizabeth Keough, secretary to master mechanic; Kathryn Smith, clerk, Master Mechanic's Office; Nell Pope, clerk, Master Mechanic's Office; Margaret English, clerk, Master Mechanic's Office; Evelyn Kinney, stenographer, Storekeepers Office; B. Kufka, record clerk, Sears Station; O. H. Hummer, secretary to general freight agent; R. Glenn, car inspector.

#### Ticket and Door Committee

Chairman, H. J. Burg, chief clerk, general auditor; Henry Childs, clerk, General Auditor's Office; Gilbert Haeck, clerk, General Auditor's Office; W. Wheeler, clerk, M. of W. Department; Wm. Hogan, track supervisor; T. H. Tearney, gate supervisor.

#### Cards and Bunco Committee

Chairman, G. Christiansen, assistant chief clerk, general auditor; J. H. Lawler, tracing clerk, Local Office; R. J. Blackburn, rate clerk, Local Office; H. F. Langfield, clerk, Local Freight Office; G. H. Brown, settlement clerk, Local Freight Office; L. G. Bolger, revising clerk, Local Freight Office; J. C. Molter, captain of police; Gus Wilmsen, home route clerk, Car Accountant's Office; Howard Nichols, clerk, Car Accountant's Office; C. E. Stuart, bookkeeper, General Auditor's Office; Elmer Kremske, interline clerk, Auditor's Office.

Anticipating that many would not care to dance, the Entertainment Committee made ample provision for playing Bunco and "500;" thirty-four tables of Bunco played progressively and fifteen tables of Five Hundred. Those who came too late to participate in the regular games were provided with cards or dice as they desired.

Twenty two rounds of Bunco and six rounds of Five Hundred constituted the evening's play and consumed approximately two hours, the games ending with the awarding of prizes, consisting of merchandise certificates on Marshall Field & Co., to the following:

#### Bunco

\$7.00 certificates: Mrs. M. Randler, Irene Carlson, Mrs. A. McDonough. \$5.00 certificates: Helen Klansky, Mrs. F. J. Wolf, Geo. Hilliard. \$3.00 certificates: Mrs. C. Carstens, Mrs. J. Loperman, Ernst Leydet. \$2.00 certificates: Mrs. Phillips, Marion Milburn, Marie Miller, Louise Reidler, H. Faulkner, O. H. Kuehner, G. W. Milburn, G. Smith, Elmer Thorstensen.

#### "500"

\$7.00 certificate: Mrs. F. Oke. \$5.00 certificate: H. A. Levy. \$3.00 certificate: Mrs. A. De Vries. \$2.00 certificates: Mrs. F. K. Moses, Mrs. H. A. Levy, O. E. Anderson, Mrs. F. G. Guernsey.

The "Booby" prizes consisted of two Ma-Ma Dolls and two Ham and Sam Mechanical toys. For Bunco the "Booby" was awarded to Mrs. Charles Ranck and by the manner in which Mrs. Ranck fondled the little stranger, it is evident that the newcomer will find a pleasant home.

John Higgins, by taking the mechanical toy for the men's "booby," found much pleasure in showing his friends the fruit of his labor. John was heard to make the remark that his was the first prize, merely another indication that it's the little things that actually count.

The gentlemen's "booby" prize was awarded to Chas. Brock, So. Chicago, Ill., and was a "Ham and Sam."

At the time of awarding the doll to Mrs. Ranck, Joe Wolf was noticed talking confidentially to her and it was learned that he was trying in every way to convince her that he was positive that the prize was meant for him. Mrs. Ranck, being unwilling to be deprived of her newly acquired "daughter," demurred, so nothing was left to do but to pick up the doll meant for the "500" player entitled to it and the last report we had, was that Fred was seen walking down Cottage Grove Ave. continually moving the infant up and down to hear the Ma-Ma utterances of the doll, much to the chagrin of Mrs. Wolf.

A homey atmosphere was given the room by Trainmaster Barlow and his family, who appeared to be having an enjoyable time. At the table next to them, occupied by Messrs. Rost, Cross and Hartlerode of East Chicago, they were playing one of those games where you chalk a ring in the center of the table and erase the score with your hand, as they used to do in those days of "never again." We did not know what the prize was they played for.

Particular mention should be made of Messrs. Levy and Bernstein of Mr. Huntington's Office for their timely assistance to the Committee. Not only for services rendered but for the fact that Mr. Levy being the accountant in the General Auditor's Office, in verifying the score cards of the 500 players, won the first prize. Owing to his partiality to the ladies—he forgot himself and was given second prize. It is evident that he must be a good accountant and knows the values of "debts" and "credits."

Mr. Bernstein was not so fortunate as he got in "dutch" with a sweet young lady who, we understand, will shortly be in position to dictate to him. This young lady was among the many who was privileged to cut for one of the prizes but failed in the shake off. We are not yet satisfied that "Murphy" fully protected her interests.





City and County employees of greater New York—223 of them—enjoyed Baltimore and Ohio hospitality in the Capital City.

Fred Hickok, agent, East Chicago, evidently had his mind on the "morrow" and was lining up his solicitation for Baltimore and Ohio business (for which Fred has a reputation), as he was fortunate enough to get the "bid" a few times, but he invariably insisted on laying down his cards and calling 100 Aces, 150 Trumps, etc. We would like Fred to explain what such procedure has to do with a game of "500."

#### Seen through the Magazine Reporter's Spectacles

Soo Line and C. and N. W. R'y engineer's wives, joining with the Baltimore and Ohio folk in making the evening enjoyable. The Soo Line uses our terminal in Chicago

and therefore we were glad to be a "Good Neighbor."

Everett B. Oliver, MAGAZINE correspondent, member of various committees, finding partners for the ladies—while his wife looked on and smiled. Ever meet her? If you didn't you have missed something well worth while.

Captain of Police J. C. Moulter—with his red carnation, looking after his duties on the reception committee. Careful investigation failed to secure the "why" of the red carnation!

Claim Agent and Mrs. W. C. Boyer conspicuous by their absence. "Too wet," says friend Boyer. His secretary said she was there, but minute search did not reveal her whereabouts. Where was she?

Did you see Boilermaker Poppele's nose? Wonder where he got it? He refused to say!

Superintendent Deveney on the job, everywhere at once, looking after everything and everyone—and if anyone failed to have a good time, it certainly wasn't his fault.

Agent Ferguson, Sears Station, a real old timer, boosting HIS road, even at the dance.

President Irish. Maybe he is and maybe he isn't, but one thing we are sure of, he's the right man in the right place when it comes to the Welfare Association.

Pretty girls? Uh-hum! That's one thing there wasn't anythin' else but. The Fashion Show at Atlantic City has nothing on the Chicago Terminal.



A picture worthy the splendid gathering of Baltimore and Ohio Chicago Terminal.





Capitol City on October 12, 1923. This picture was taken in front of the Lincoln Memorial. Note the smiles!

General Car Foreman Julian: "Here, you MAGAZINE man, come here, I want to whisper to you." We went, he whispered, we shook hands and parted the best of friends. He's a real live booster for the Railroad and the MAGAZINE too.

See Oliver's hat? Didn't look much like an engineer's cap, did it? Look in the photograph and you'll see it.

Master Mechanic Moses, knowing that The Capitol Limited had left his territory ON TIME, as usual, thoroughly enjoyed the evening.

The girls in the Ticket Office promising the reporter a dance, and then failing to appear. Why?

Traveling Auditor Porter, promising to

bring his wife and see that we had a dance, also failed to keep his promise. Well, maybe he checked enough tickets that day, so thought he'd not take a chance on having to check more at the door of the Hall.

Miss Esther J. Moberg at the dance with—who was it, now? She didn't introduce us! Too busy, we guess.

To President Irish, Superintendent Deveney, E. B. Oliver, H. O. Wertenberg and many others, we extend appreciative thanks for the assistance given in securing details and photographs for our story, and in conclusion we have been asked to tell everyone who in any way helped to make the evening the success it undoubtedly was, that the officers extend their sincere thanks.

## Try This Pre-Volstedian Flavor!

(Continued from page 17)

The other day we issued a general circular to all concerned on the system and, to our surprise, about fifty copies were returned by one of our superintendents stating that he had made an ample distribution and had fifty left over. There is an example. "Small stuff," you may say, but a little closer cooperation along that line might prove a saving in our printing bill.

The Railroad does not wish us to be stingy—it simply asks us to avoid useless waste. Let's watch our opportunities to do this during 1924!



Employees for their First Annual Entertainment and Dance on December 12, 1923





# Safety Roll of Honor

## BALTIMORE AND BALTIMORE TERMINAL DIVISIONS

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
Oct. 26.	Peter Herligy	Car Repairman	Wilmsere	Defective car
Nov. 13.	E. L. Shipley	Operator	Old Main Line	Handling stock train
	R. B. Watkins	Operator	Old Main Line	
Dec. 3.	J. J. Shry	Signal Maintainer	Barnesville	Track
Dec. 3.	W. R. Hatfield	W. U. Lineman	Gray	Track
Oct. 25.	L. R. Specht	Helper	Adamstown	Defective car

## CUMBERLAND DIVISION

Dec. 11.	Ludwig Denken		Kingwood	Defective car
Nov. 10.	T. W. Mahaney	Yard Brakeman	Cumberland	Track
Dec. 2.	Thornton Means	Crossing Watchman	Cumberland	Track
Nov. 16.	J. L. Schroeder	Operator	Martinsburg	Defective car
Nov. 16.	J. C. Snyder	Operator	Okonoko	Defective car
Nov. 17.	O. J. Rash	Operator	Hancock	Defective car
Nov. 17.	J. L. Schroeder	Operator	Martinsburg	Defective engine

## CONNELLSVILLE DIVISION

Nov. 9.	R. C. Cline	Brakeman	Yoder	Defective car
Sept. 2.	E. J. Ringer	Engineer	Berkey Mine	Defective car

## AKRON DIVISION

Nov. 13.	G. R. Baker	Brakeman	Willard	Defective car
	G. B. Mitchell	Fireman	Willard	Defective car
Nov. 10.	C. E. Miller	Carpenter	Seville	Track
	J. H. Fawcett	Brakeman	Willard	Defective car
Dec. 2.	A. L. Breneman	Operator	T F Tower	Discovered fire

## CHICAGO DIVISION

Dec. 3.	F. W. Read	Operator	N Y Tower	Track
Nov. 10.	L. D. Mager	Engineer	Garrett	Good judgement
	D. C. Russell	Fireman	Garrett	Averted serious delay to passenger train

## CHARLESTON DIVISION

Nov. 7.	Fred Lemons	Patron	Burnsville	Broken rail
Nov. 26.	A. Skidmore	Patron	Skidmore	Broken rail
Nov. 16.	R. Roush	Conductor	Orlando	Assisted handling express
	F. Kerrigan	Engineer	Orlando	Assisted handling express
Nov. 22.	C. W. Berry	Conductor	Gassaway	Defective car
Nov. 25.	T. Davis	Conductor	Gassaway	Cleared land slide
	L. R. Shomo	Engineer	Gassaway	Cleared land slide
	G. C. Furby	Fireman	Gassaway	Cleared land slide
Nov. 23.	O. Young	Brakeman	Stottlemeyer	Track

## Assistant Chief Clerk Walter Wilmer Secures Valuable Business

(Continued from page 27)

the Baltimore and Ohio. They left Gay Street Station, Baltimore, at 6.21 a. m., arriving Philadelphia (24th and Chestnut Streets) 8.05 a. m., then transferred to the Reading to Manayunk. After a day spent in feasting and good fellowship, they returned to Baltimore arriving at 10.00 p. m.

On November 25, the Autumn Pleasure Club, John Murphy, President, paid a return visit to Baltimore, coming on a special train over the Baltimore and Ohio.

After spending a pleasant day at the Collington Club they left Gay Street Station for home at 8.00 p. m. The Collington special was in charge of R. E. Lohman, city passenger agent, Baltimore, and the Autumn Club special in charge of W. F. Doroba, city passenger agent, Philadelphia. The movement of these clubs was secured for the Baltimore and Ohio through the efforts of Walter Wilmer, assistant chief clerk to the assistant auditor disbursements, and both clubs have expressed their appreciation for the manner in which the special trains were handled.

The quality of Mr. Wilmer's interest and effort in securing this business for the Balti-

more and Ohio may be judged by the fact that he was competing for it against a road which could have handled each of the movements without change.

Congratulations, Mr. Wilmer!

## Realm of the Riddle

(Continued from page 35)

### Just between You and Me

As the Rectangle published in this issue under No. 7 is the first of its kind we have presented we feel it necessary to explain that it is shaped like this:

```

      O
    O O O
  O O O O O
O O O O O O O
  O O O O O O
    O O O O O O
      O O O O O O
        O O O O O O
          O O O O O O
            O O O O
              O O O
                O
  
```

and the words read the same across and up and down, just like a diamond or a square.

At last we have the pleasure of publishing a contribution from our old friend Jo Mullins. Jo has been puzzling for more than a half-century, has kept at it continuously and is today recognized as one of the greatest solvers the game has ever known. He has a delightful personality and a legion of friends and while he coyly acknowledges to more than sixty summers, time sits lightly on his shoulders and he doesn't look a day over forty-five. So much for clean, healthy living and an active mentality.

P. M. P. says the jingle he has used in No. 10 is not altogether original with him but is something he had remembered from early childhood. The words may not be exactly as the original but are near enough to convey the meaning of the unknown author.

On November 30 Happy Thought and N. Jineer tendered a reception to the puzzlers of Baltimore at the home of the latter. Quite a gathering of the Krewe resulted, and a pleasant evening was spent in solving original puzzles presented by those present. It was voted to hold more of these gatherings and the next one is slated for some time in January.

### A Good Creed

Let's forget everything but the good things, and increase our happiness and prolong our lives.

Let's forget all the slander we ever heard. Let's forget the fault-finding and remember only the good points.

Let's magnify the other fellow's good qualities and minimize his poor ones.

Let's blot out as far as possible all the disagreeableness from yesterday, start out with a clean sheet today, and write upon it for memory's sake only those things which are lovely and lovable.

Let's help the other fellow—of course, the other fellow's helping us.

—The Deshler Chamber of Commerce



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Buildings

### Law Department

Correspondent, GEORGE W. HAULENBEEK

#### Here I Am

The World Almanac, under the head of the "Richest Men in the United States," reports:

"The 33 persons who filed returns showing an income of one million dollars or more, resided as follows:—

"California, 1; Illinois, 3; Maryland, 1; etc."

I might as well own up to it, and admit that I am cornered at last, and fully "located financially." My good friends on the MAGAZINE staff will cheerfully furnish my address.

The Railway Age of November 10, 1923, page 885, displays a group picture of Baltimore and Ohio Railroad MAGAZINE Correspondents, taken atop the Central building at the time of the conference in Baltimore in October. The girls in the front row, and indeed throughout the picture, look well; everyone smiling, wonderfully bright set of girls, I think.

#### Getting Satisfaction

In one of the big "five and ten" stores in Baltimore, there is a sign reading—"Never leave this store dissatisfied; see the Manager."

Everyone leaving the store can see it, and it has a good effect. It has occurred to me that this would be a good slogan or rallying cry for the railroads. Satisfied patrons, shippers and passengers are most important and should be cultivated. In addition to stopping leaks and getting new business, let us do what we can in satisfying patrons.

#### A Good Catch

I have made the acquaintance of a young man—I should judge about 24—an employe of the Lehigh Valley Railroad Company stationed at Bethlehem, Pennsylvania. I meet him nearly every Sunday, as I am departing for Baltimore after my week end visit. He gets down under the trains and carefully examines the wheels and things of that kind, and he does it well. I like him. I am sure he is all right. He owns not only shares of the road employing him, but shares in the Lehigh Valley Coal and Iron Company. Monthly installment payments have brought this grist to his mill. If I were a girl, instead of a horrid man, single and eligible, I would set my cap for this young man and lose no time in the matter. His name? Well I'll get it for you. He always greets me with a smile, and a smile wins me every time.

#### Jerome P. Fleishman

I made the acquaintance of Jerome P. Fleishman when he was a lad, and I have followed him all through the years. I wish there were more like him. He sends me every month the *Farmers and Merchants Messenger*, a fine little MAGAZINE published in the interest of the Farmers and Merchants National Bank of Baltimore, and of which Mr. Fleishman is the editor. I want you to write Mr. Fleishman requesting him to send you a copy each month. You will read every single line in each copy received, and enjoy every word.

I am interested in the paper because it advocates systematic saving. There are



many of us who plunge right along from month to month spending every dollar as though the salary was going to last forever. My Christmas check, Maryland Trust Company, amounted to \$252.45, and in 1924, I want to possess courage to make it a five hundred dollar check, instead of a two hundred and fifty.

### Office of Vice-President Operation and Maintenance

Correspondent, H. H. HARTLOVE

Attention! Here beginneth the New Year.

Methinks I see a vision of someone writing intently. What themes are being developed? What stories classically told? What new adventures recorded? And, behold, a voice is heard saying, "It is I, your humble correspondent, inditing the episodes of life, the philosophy of the living and the clarion call to renewed activity. Arouse the clan! Cause a news gland to be grafted on the 'unnewsy!' Let's go. Bring forth daily data of individual and collective doings to be woven into startling stories. But hark ye, should'st thou and them not produce, it will be necessary for your correspondent to pick up whatsoever crumbs he may for the monthly bread pudding sent to the editor."

#### Reinstatement De Luxe

"Bill" Fowler, co-star with George Elste, returns again as champion bowler and the heart of Henry Fankhanel beats with joy. The office force takes "Bill's" reinstatement with weeping and wailing and gnashing of teeth, for they now listen to his Saturday morning squawk whenever he loses on Friday night. We await "Bill's" fifteenth resignation from the team—for he resigns whenever he makes a bum score.



Harry and Peggy Vick, their daddy is in the Office of Vice-President, Operation and Maintenance

### Famous Sayings of Not Yet Famous Men

George Elste: See what a big lunch I had this morning.

Doc Feezer: Holy Cow! (Note by H. H. This expression is a relic of ancient Sanscrit days I'm sure.)

T. J. Klauenberg: Get that ear of cheese on 94.

Radio. An Utilitarian Device.

Miss Grace Smith, file clerk, Rates of Pay Bureau, arranged for her brother-in-law to construct a radio and she now locates papers by radio.

### Changes in Safety Bureau

R. J. Wilde, formerly secretary to superintendent, Safety Department, is now secretary to R. Marsden Smith, general attorney.

J. C. Hessenauer is now secretary to superintendent, Safety Department. Charles Cloonan, formerly chief pass clerk, has been appointed clerk, Bureau of Federal and State Commission Reports, vice J. C. Hessenauer.

### Watch Our Smoke!

Renewed interest is being shown in the performance of our vice-president's bowling team. Our assistant chief clerk is now a member of this team and our chief clerk one of its staunchest supporters and most enthusiastic rooters. The personnel of the team is as follows: E. P. Wrightson, Bob Hause, Winnie Guerke, Clarence Staines, Bill L. Fowler, Eddie Collins and the three Georges—Seeds, Elste and Roth, with "Jimmie" Hessenauer as captain, not only of the three Georges but of the entire team. Before the bowling season is over the vice-president's Bowling team will have taken first place. If you don't think this team can roll good duck pins, come round some Friday evening to the King Pin Alleys, North and Pennsylvania Avenues. You will see. Isn't this invitation enough?

Owing to the high cost of precious metals and because of the fact that the team spent eighty-eight trillion marks for a leather medal to be presented to "Bill" Fowler, we are unable to present this invitation on a silver platter. Come one, come all! No refreshments will be served, but your spirit will be refreshed by an evening of sunshine and amusement.

### Speaker's Club

My report on this organization's activities during the last semester will attempt to appear in the February MAGAZINE.

### Car Service Department

Correspondents, H. V. OBERENDER and C. P. BAYN

To the readers of our little MAGAZINE we wish a Happy, Bright, and Prosperous New Year. May each new day bring some new joy, some new hope, some big thing for us to do to make life a little sweeter and a little happier for someone else. Give to the world the best that you have and the best will come back to you.

"If you have a job to do—do it now, If it's one you wish was through—do it now, If you're sure the job's your own—just tackle it alone; Don't hem, and haw, or groan, but do it now."

Let's take this for our motto, every day let's smile.



This is duty just begun—Help someone along life's stormy way.  
Win for yourself the glad "well done."

Cupid surely has sent his arrows flying in every direction. The diamond rings that dazzled us so long have about all gone and we are waiting a new lot of sparklers to keep us guessing this year.

Marie Brown started the ball rolling. She was married November 17, to Mr. Bernard Sauter. Mercia B. Owens followed her example two weeks later and on Thanksgiving Day became the bride of Bob Travers. Thelma Wilder had a pretty church wedding on November 28, when she was married to Robert Phelps Little. Bertha Rief kept us waiting for the date but she too has joined the line of Car Service brides. We have an idea that before the New Year is very old several more of our girls will be signing up to "Love, Honor and Obey, and wash dishes every day."

Miss Hazel Keller spent the month of November in bed with a bad congestion of the lungs. Too bad, after just having her tonsils removed. Well, we are glad to have you back in your accustomed place, sort o' missed you in that front line and hope there will be no more colds, coughs or congestions to keep you away again.

Edward D. Meyers returned after a slight operation. Hilda Stewart was operated on for appendicitis at the Franklin Square Hospital, December 2, and is coming along nicely. With no more appendix to worry about, Hilda should gain some of the weight her friend Miss E. R. enjoys.

Theresa Robinson also is back with us after a long spell of illness. We hope these friends will have better health in the year before them and trust that all of the employees will take care of this greatest of all blessings—Good Health.

In behalf of the correspondents and our fellow workers we wish to thank those who worked so untiringly to bring about the two weeks vacation. We can show our appreciation by our efforts in helping to do the other fellow's work while he is away. This vacation is a Big Thing, and we can make it a great success if everybody will do his part willingly. Make this the greatest year for yourself and for your Company!

### Engineering Department

Correspondent, O. K. EDEN

During the past few weeks our department has been quite busy, preparing the 1924 budget, which includes buildings, bridges, etc. Everything is being put in readiness, so that when Spring sets in we can go ahead once more.

For some time our curiosity has been piqued as to why young ladies bob their hair. So far we have been unable to find out. Is it because it is easier to handle in the morning, thus lessening the chance of being late for "roll call?" We wonder. Anyway, how about giving us YOUR reason, Miss Fox? Does "he" like you any better?

We had quite a delegation visiting us from our Pittsburgh office the other day, District Engineer Clarke, his chief clerk, C. H. Holtzworth, and Field Engineer R. M. Wooley, here on Company business. Also, on his monthly visit, "Bill" Kolker from District Engineer Griffith's Office—this time minus the "Cleopatra" effect.

Although ostensibly a part of this department, we hear very little from our friends in the Real Estate Department and Superintendent of Fire Insurance B. S.

Mace. The trouble is they are somewhat backward in telling about their doings, but we hope to have a little something about these folks, who handle all the real estate and insurance problems for our great road, in the near future. We know there is quite an artist in their midst, being none other than J. R. E. Hiltz, and we hope to persuade him to give us a contribution from time to time, to help liven up our column.

Then there are those friends of ours in the Photographic and Blue Print Departments, who also come under the Engineering Department. Up there (they are on the 15th floor, or roof, of our Central Building), they produce the blueprints, photographs, photo-stats, etc., which play such an important part in a railroad's life.

A certain young man from our file room was seen in the vicinity of Lombard and Gilmor Streets a few nights ago, and it was the first opportunity we have had of seeing him in his new trick derby. You'd better be careful, Freddy, or you'll catch a cold standing on marble steps late at night.

Don't forget the prospective business card, for either passenger or freight. Not so long ago a friend of mine was going to Detroit and had intended using a competitive line. By showing that "our" road gave as good service as the competitor, and in some ways better service, I persuaded this friend of mine to go the "Best and Only" way. There are sure to be occasions when friends will be going on a trip, or shipping something, intending to give the business to a competitor, when, with a little effort on our part, we can persuade them to use the road for which we work. And the chances are, once tried, they will always use it. Try it and see!

We are glad to welcome E. A. (Ed) Pyles, chief draftsman to engineer of buildings, to our fold once more. Ed has been away for some time, on account of sickness, and it is good to see his smiling countenance again.

Although coming a little early, Santa was good to W. W. Southard, draftsman under Office Engineer Milburn, leaving a bouncing baby boy at Mr. Southard's home on December 5. Bill won't forget last Christmas for some time to come. Congratulations and best wishes are in order, Bill, for your young hopeful.

### ERROR—

*I greatly regret that the Christmas greeting to the members of the Engineering Department, appearing on page 26 of the December issue, was signed with the fac-simile signature of E. G. Lane, engineer maintenance of way, Eastern Lines, instead of that of H. A. Lane, chief engineer. The mistake was mine and I have apologized to both the officers in question.*

—Editor.

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

Correspondent, J. M. WHEALAN

Fellow Correspondents—we again enter into another year as representatives of the Baltimore and Ohio MAGAZINE. I know that your feelings upon this occasion are worthy of yourselves and the publication which you represent so ably. Another year lies before us in the onward march of time, ours to do with as we will. We may not all see the beginning of another, so let us make the most of what time may be allotted to us and help make the MAGAZINE, good as it may be, better.

The lists are open for membership in the "Chevy" club, we understand, the quali-

fications being ownership and the ability to understand a Chevrolet car. C. H. H. just recently qualified for membership and seems in a fair way to be elected president, or whatever title they intend to give the boss of the concern. For a while W. A. B. was in danger of being disqualified on account of losing his car, but fortunately the young men who tried it out grew tired of it very quickly and decided that it would be a shame to keep it. It is expected that J. F. M. will automatically retire from membership soon, as his car met with a serious accident recently and may not recover. Don't be backward now; get yourself one of those things and join the club. There are no dues.

The second meeting of Engineering Department Accountants was held in this office on December 10, 1923, to formulate final plans for a unified system of accounting in the Engineering Department. All arrangements were completed for the inauguration of the completed system on January 1, 1924.

### Office of Chief Engineer Maintenance and Engineer Maintenance of Way

Correspondent, J. E. BARNHART

The year 1923 has passed into history. No doubt all of us, in reviewing the past year, can see many instances where our efforts might have been productive of greater results, if we had applied ourselves more diligently to our work.

As we are starting out upon a new year, let us resolve to redouble our efforts for greater efficiency and by cooperation in thought and action, endeavor to produce harmoniously, the best results. No labor is performed in vain and honest efforts diligently applied will, in time, bring their reward. Let us therefore perform our duties faithfully and have the consciousness that always accompanies work well done.

Quoting from a late edition of one of our local papers, it has been said, "President Coolidge has saved one tenth of every 'pay' that he has drawn." This is a most remarkable record. How many of us can say that we have done as well during the past year? As January is known as Thrift month let us make a thrifty resolution for the year 1924, and all succeeding years, by starting now a sinking fund to which will be applied each payday one tenth of our salary. This can readily be arranged through the Savings Feature, Relief Department, by which any amount designated will be deducted from our salary and placed in our Savings Account or "Sinking Fund" where all monies so deposited will draw interest at a guaranteed rate of 4%, and possibly more if the Management deems it advisable after the year's business has been closed. Since 1893 the rate of interest paid has not been less than 5% and one year it was 6%. Everyone can save something if he will, and a savings account, be it large or small, is a mighty good friend in time of need.

Let's go. Who will be the first applicant?

The correspondent would be glad to receive any news items or photographs for the MAGAZINE. Your assistance is earnestly solicited.

A good principle with which to start the new year. Be on time, work consistently and there should be no doubt about your being able to leave the job, on time, with your work up to date.

As this is Leap Year, it behooves our bachelors to be on their guard. It is rumored that our file clerk has already had one proposal. Watch your step, Tom!





THE MAINTENANCE OF WAY MEN MAINTAIN OTHER RECORDS AS WELL AS THOSE OF THE TRACK

Above: "Eddie" and his gang. Below: a study in expressions. Left to right: Chemical Engineer R. N. Angier; A. D. Tracy; Sectionmen J. E. McKinney and P. Smith; Foreman Leroy Jackson; Supervisor L. A. Pausch

#### Office of General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

You have all heard about people so generous that they would give the coats off their backs. We almost had an example of such generosity right here in our own midst. It happened this way: A trunk was reported in bad condition. Two representatives were sent to make an inspection and to see that the contents were intact. The contents were removed, carefully folded by the lady of the house and replaced by the one representative while the other listed them as they were packed. After the list was completed, the trunk was locked and roped. The men were taking leave when they got a breath of the chill air outside—which reminded them of their overcoats. But they were no where to be found. After much searching and pondering they recalled that the contents were all ladies' effects with the exception of two men's overcoats. This led to a clue. The trunk was again unroped, unlocked and unpacked, and there in the bottom of the trunk were their coats neatly packed away.

At Washington they are almost as generous. A lost coat was turned in at the Terminal and when requesting them to return it direct to the owner who had been located, they promptly complied. However, shortly after one of the employes missed his coat, and strongly protested that he did not believe in robbing Peter to pay Paul. The coat was returned, exchanged, and sent to its owner.

T. L. Redding, formerly in the baggage room at Cleveland, Ohio, has been promoted to position in the Cashier's Office of the Freight Department in that city. While we regret to lose our ambitious baggagemen, we are more than glad to see them advance, and sincerely hope Mr. Redding will continue to climb.

E. Lampert has succeeded Mr. Redding as checkman in the baggage room.

L. O. Shiflet, baggage agent, Pt. Pleasant, has won another booster for the Balti-

more and Ohio by his prompt and courteous attention to a baggage matter for three young ladies who were on their way to school at New Lexington from Huntington. When the commendatory letter from A. J. King, the father of these three girls, was referred to Mr. Shiflet, he replied very unassumingly that while he recalled the incident he felt the service he had the pleasure of performing was in line of duty.

However, it is quite natural to assume that services which call for a letter of commendation from a busy business man are just a little above the average.

A. A. Terney, passenger brakeman, Baltimore Division, has also helped to seal the bond of friendship between Mr. N. F. Fabner, Washington, D. C., and the Baltimore and Ohio, by promptly turning in to the Lost Article Bureau an overcoat belonging to this gentleman, found on one of our trains. Mr. Rabner was very grateful for the return of his coat and while he said that he has always been a booster of the Company, he assures us that he will keep it up.

On November 18, the Baltimore and Ohio Gun Club, composed of Philadelphia Division Trainmen, gave their annual wild duck dinner at their shore bungalow located at Mitchell Point on Swan Creek. Mr. Dugan was among the lucky officials who received an invitation. Judging from reports of the sumptuous dinner served and the general good fellowship which prevailed, an invitation to one of these affairs is looked upon with great favor.

Joseph M. Workman, train baggageman running on trains 37 and 64, celebrated on December 6 his seventy-fifth birthday and also his fifty-third year with the Baltimore and Ohio. Of the fifty-three years, he has spent twenty-seven in the baggage service, and during this time not one serious baggage irregularity can be recalled. His clear record is convincing evidence of his conscientious attention to his duties, and his loyalty to the Company.

Mr. Workman's two anniversaries were appropriately celebrated at Newark by the Veteran Employees' Association and his many

friends, an account of which is given elsewhere in this issue.

Mr. Dugan recalls his pleasant associations with Mr. Workman, beginning when he was a traveling baggage agent and has the highest regard for him. As Mr. Dugan was unable to attend the reception he was compelled to convey his congratulations and best wishes by means of a letter in which he was joined by the whole department.

This office will continue to watch the mails for Mr. Workman's train baggage reports for many years to come.

The traveling baggage and milk agent in the Cincinnati district reports that when recently inspecting baggage car on No. 3, he found the baggageman in charge, F. G. Meloy, had assumed an air of considerable importance. It developed that it was all due to the fact that he is now grandfather of a little girl who arrived at his daughter's home on November 23. Congratulations!

H. W. Griffin, terminal baggage agent at Pittsburgh, Pa., recently enjoyed a well earned vacation visiting his old friends and acquaintances at Cincinnati, where he formerly lived.

#### Office of General Freight Claim Agent

Correspondent, NORMA H. APPLGARTEH

It is with deep sorrow and sincere regret that we announce the death of Frederick A. Zenter, assistant chief clerk and head of the Accounting Bureau of this Department.

Mr. Zenter died on the morning of November 28, after a brief illness and operation at St. Agnes Hospital. We extend our deepest sympathy to his wife and members of his family. His kindly disposition and ever ready helpfulness will be sorely missed by his fellow employees.

November 29, was a real day of Thanksgiving for Miss Madelin Kistner, because that was the day "Our Mats" satisfied her artistic nature, and took unto herself an ARTIST for "Better or for Worse."

Mr. Lewis Atkinson was the lucky man, and well do we know he is lucky. Most of us have known Madelin for a number of years, and we have felt her loss already.

Congratulations. May happiness and success be hers always!

#### Freight Traffic Department, Baltimore, Md.

Correspondent, DOROTHY RUBENSTEIN

A Happy New Year!

The year 1923 has just been brought to a close. In entering the new year, let us all pull together to help put 1924 across bigger than the preceding year, having always in mind "GREATER BUSINESS," "COURTESY," "EFFICIENCY," "ECONOMY" and "FRIENDSHIP," not because we have to, but because we want to.

On December 12, General Freight Agent Samuel House gave a short address to the employees, which was very much appreciated, and will serve as an inspiration during the ensuing year. It was not much that Mr. House asked, just that we strive to do our best at all times, but the results, if we comply with that request, will more than repay us for the little extra time and labor. For "anything that is worth doing, is worth doing well," to quote a well-known axiom which Mr. House used.

Following Mr. House's talk, the Welfare Association was reorganized and elected the following officers for the year 1924:

A. S. Baker, president; H. D. Stange, president, ex-officio; W. W. Weller, secretary; J. A. Martin, treasurer.

It goes without saying that we have pledged our full support to the newly elected officers and stand back of them 100%.



## Relief Department

Correspondent, H. IRVING MARTIN

The versatile William J. Cruickshank has moved up his record another notch, this time to tack up his diploma in the Traffic Course, American Commerce Association. He finished with a percentage of 96 plus. Some day "Bill" is going to be an honest-to-goodness traffic manager for some nationally known corporation. At last accounts, Don Bordner (once of the Savings Feature) was traffic manager for one of the great fruit companies; headquarters, New York. Some day "Bill" and Don will be singing a fruit salad duet, something of the Gallagher and Shean type.

Now, "Bill" has broken out in a fresh spot. Unwilling to confine his traffic management to old earth, he goes higher and starts to manage the air waves and the currents of the ether. He is a sort of Henry Ford in the manufacture of moderate priced radio sets (five made to date), and when some skeptic says "Bill, I can't get the darn thing to work," then Bill gets a thrill of life moving along its keel, and the tune comes singing in. Edison, Marconi, Steinmetz, Tesla, are all slated to take a back seat when Bill "puts it through." He is some adaptable fellow!

Speaking of correspondence courses, another one has nailed his "bunting" to the mast and signed up for the traffic course.

The fires of ambition have warmed their souls, and out of "the rut" they come.

"The successful men are those who have worked while their neighbors' minds were vacant or occupied with passing trivialities, who have been acting while others have been wrestling with indecision. They are the men who have tried to read all that has been written about their craft; who have learned from the masters and fellow-craftsmen of experience, and profited thereby; who have gone about with their eyes open, noting the good points of other men's work, and considered how they might do it better. Thus they have carried themselves above mediocrity, and in striving to do things the best they could, have educated themselves in the truest manner."

"The heights by great men reached and kept,  
Were not attained by sudden flight.  
But they, while their companions slept,  
Were toiling upward in the night."

Another student, this time feminine, is learning to cook. Trying to prove that "civilized man cannot live without cooks," especially the kind that make home happy by doing a thousand and one things beside the mechanical work of the kitchen.

That's right, Miss Brunette, tame the savage wild man by giving him something good to eat. Get him thus and keep him, as:

"The love of man oft takes its flight  
If his stomach be not well-filled."

Just why some girls have to take a course in Domestic Science to keep the dishes from breaking is more than our poor think organs can determine. Yet we live to learn. Lots of luck, Miss Brunette. Atlanta or Boston, which?

Some people go in for radio "receiving" stations, but here comes the burly Desverreaux and reports that on November 15, his wife presented him with a new "broadcasting" station. Her name is Margaret Eilcen, and she is a promising damsel. Never mind, Norris, a few wails will help the infant to get a healthy pair of lungs.

"Bob" Owens plays golf in the spring, goes fishing in the summer and hunts in the fall and winter. An all-the-year regular fellow in his love of the out-of-doors. "Bob" doesn't worry if he doesn't bring home the bacon, as he is getting real health out of it. And that's the only thing that really counts.

## Advertisement

Wanted—Turtles to look after small family of goldfish. Apply to Carl Smith, J. E. Bucheimer, Miss Helfrich, of the Gold Fish Club. References required.

T. Parkin Scott, chief clerk, Savings Feature, prepared the following brief account of the recent holiday Mrs. Scott and he had in the Southland:

We left New York on November 17, Saturday, at noon, on the steamship "Morus," Captain C. P. Maxson in charge, passed out North River to the Atlantic Ocean on the morning of the 18th, and out of sight of land until the Florida coast was sighted. Here we got into the Gulf Stream following the Florida Coast, and within sight of Miami and Palm Beach, rounding the peninsula of Florida, entering the Gulf of Mexico which we crossed to enter the Mississippi, where in the beautiful moonlight we came to a stop and took on our pilot to guide the big ship up the "Father of Waters." This was a wonderful and beautiful trip.

Landing at New Orleans on the morning of the 23rd, we spent one day and night in the old town, and the next morning took the steamship "Excelsior" for Havana, with Captain Charles Baldwin, arrived here on the 26th, spent two days in the land of wet goods and old Spanish homes and forts. Left on the 28th, steamship "Governor Cobb," landed in Florida Keys, where the custom officers, after a thorough inspection of our baggage, found no wet goods, so we were permitted to move on. As we had an hour and a half to wait at this point, we took a taxi and drove all over Key West. That night we crossed the Keys, and as I sat in my berth looking out of the window, I found that we were entirely out of the sight of land.

We left the train at St. Augustine on the 29th, spent two days in this quaint old town, and then on to Jacksonville, where we took the beautiful steamship "Allegheny," under Captain Pratt. The next day we put in and spent the entire day in Savannah, leaving that night, and arriving in Baltimore on the night of December 4, 10.30 p. m. We had breakfast on the ship, and I was back in the office on December 5.



Mr. and Mrs. T. Parkin Scott

This was a wonderful trip, and I would recommend it to anybody who is fond of the water.

(Whaddye mean—water—Mr. Scott? Ed.)

## Printing Department

Correspondent, HARRY TOFT

In announcing our automobile show in last month's MAGAZINE we neglected to give credit to Compositor Reinhard as representing the Chevrolet family. We regret the oversight.

Stonehand Foy is all smiles. Another little Foy has been added to the list. Congratulations!

At this writing we are glad to say that all of our employees who have been on the sick list—and there were quite a number—are back in their places, with the exception of Compositor Behr, who is still suffering from an attack of stomach trouble.

Alfred J. Carter is holding down the proof desk, made vacant by the resignation of H. Meyers.

The last word has been spoken, the last line written for 1923. As we look back we can see the mistakes that have been made, the victories that have been ours, the lost opportunities, as well as those we have taken advantage of. Let us endeavor to profit by these experiences. May 1924 be for all of us a year of thrift, happiness and prosperity, a year of putting our best efforts into whatever we are assigned to do.

## Office of General Storekeeper

Correspondent, M. J. GREBOW

Another young lady in our office has fallen a victim to fashion's decree and has bobbed her hair. The score now stands 5 longs and 2 bobs. Who'll be next?

Leslie E. Riggins, one of the best mail clerks we have ever had, has been transferred to Mt. Clare. Charles (Buck) Wagner now holds the position of mail clerk vacated by Mr. Riggins.

John Dietrich says his wife can make chocolate covered dates as well as anyone and proves it by bringing a box to the office.

## Office of Superintendent Telegraph

Correspondent, ELIZABETH BRYAN

Telephone Maintainer, W. R. Ambrose, Flora, Ill., offers the best excuse for delay in getting in his reports. On the evening of December 1, a pretty bright-eyed, nine pound baby girl arrived at his home. Congratulations!

J. L. Krausz has recently established his homestead on East 32nd Street, near Beautiful Lake Montebello. We understand Mr. Krausz takes a walk around the lake every morning before breakfast. J. W. Bishop has selected a site on the picturesque Baltimore and Ohio at Halethorpe. His house is nearing completion and his family looks forward with pleasure to eating New Year's dinner in their new abode. Sincere wishes for the best of health and prosperity in their new homes.

Remember what daddy used to do when we didn't behave—spank us and sit us on a chair in the corner; well, that is what B. F. Thompson did to W. C. Donnelly the other day!

January is National Thrift Month. Time is invaluable, therefore let us be cautious how we spend it. Next to time comes money. In rambling through the department stores where everything is so attractively displayed we cannot, at times, resist the temptation to buy. However,





HARPER'S FERRY SEES THE TRANSPORTATION DEPARTMENT'S "PASSING SHOW OF 1923"

1. "On the fence," left to right: Misses Isabelle Bryan, Noreen Bayly, Edna Wright, Emma McClayton, Esther Daly. 2. "Perishable Baggage," Misses Edna Wright and Rebecca Baker. 3. Standing, Miss Noreen Bayly; seated, Misses Esther Daley, Edna Wright, Edna Vandermaast, Isabelle Bryan, Lulu Uhl; in front: Misses Rebecca Baker and Margaret Hettrich. 4. Above: Misses Margaret Hettrich, Edna Wright, Ella Jones. Below: Misses Isabelle Bryan and Rebecca Baker. 5. The "Sheikess" of Harper's Ferry, Miss Esther Daly. 6. Misses Margaret Hettrich and Edna Wright

before making purchases, always stop for a moment to see if such an article could not conveniently be done without. On second thought, such a purchase would invariably not be made, consequently one step in the direction of thrift will be accomplished.

#### Office of General Superintendent of Transportation

Correspondent, PAUL L. FAUSTMAN

In every large office there is always some dormant talent that bursts forth every now and then. This time Paul Ackler felt a call to sing the praises of his fellow workers of our Statistical Department. Hence the five verses below. To show their good fellowship, the other five members of the department put their heads together and wrote the sixth verse, as a token of their appreciation.

#### Our Statistical Bureau

Ambrose Hardwick once said with a sigh,  
"In the Glee Club I'll sing till I die;  
My voice sure is bum—  
But the great day will come  
When I'll sing for the Angels on High."

Joseph Volk has a wonderful way,  
Getting figures that have gone astray;  
He'll dig all around—

"Till the lost ones are found  
Though it takes him nearly all day.

Walter Seibert now has a Ford car,  
He will drive you around, near or far;

Now some of us go—

Therefore, most of us know  
We can stand everything but the jar.

Charlie Roycroft he works all the time,  
But an argument he sure will find;  
With no definite aim—  
And nothing to gain  
But he never comes out far behind.

William Marley, the dreamer sublime,  
Gazes far into space all the time;  
When the boss gives a yell—  
Poor "Bill" never can tell  
If it's a call or a snap in his mind.

Paul Ackler is to writing inclined,  
But he can't pick a definite kind;  
First it's poems, then prose—  
Now it's scenarios

We hope he'll soon make up his mind.

Charles H. Consolvo, proprietor of the Hotel Belvedere, Baltimore, after his recent return from a visit to the western coast, took occasion to compliment the service of the Baltimore and Ohio Railroad and in talking to the people of Baltimore referred to it as "Their own railroad." Thanks, Mr. Consolvo.

C. C. Wilson, traveling car agent, is still confined at the Phoenix Sanitarium

at Phoenix Arizona, but from all reports is steadily progressing and expects to be back with us within a short time.

Hilda Vogts is also rapidly mending and says that she will soon be back at her old job again.

The Third Annual Dance of the Transportation Department was held at Tuttle's Hall, 21 E. North Avenue on November 14. There was a large crowd present and from all reports everyone had a fine time. The success of the occasion was due to the generous manner in which the members of the office and their friends lent their moral and financial assistance. These functions are great things. Everybody seems to know everybody else better the morning after. T. A. McCann did his usual good work toward making the dance a success by graciously accepting tickets. There is even a right and a wrong way of taking tickets. There's a man in one of our movie houses who has a distinctive and pleasing way of receiving the pasteboards. One day, a modern flapper was substituting for him. She stood like an Egyptian mummy and took my ticket as though she were conferring an unusual favor on me. The contrast was vivid, and the impression lasting.

A trip by the girls of the office is re-



**\$32.00 per month each—**

Two six-room houses—newly painted, papered, etc., electricity; West Baltimore Station, Baltimore and Ohio Railroad, ten minutes from Camden Station. City limits.

**DOING BROTHERS, Baltimore, Md.**  
Plaza 7343

sponsible for our photographs in this issue. The score was two to one in favor of the Embargo Department as the "Transportation Thirteen" left Baltimore for Harper's Ferry, Saturday afternoon, November 17, Noreen Bailey and Margaret Hettrich against Lillian Foster carrying swagger sticks with much swank. Lillian got one in on the girls Sunday morning, however, when she went horse back riding. The ice men at Harper's Ferry certainly have hefty horses.

Arriving at Harper's Ferry, the girls were bundled into taxis and rolled up the hills to the Hill Top House where they proceeded to put themselves on the outside of a delicious supper. There was a gentleman from Charleston, W. Va., staying at the hotel at the time who asked the girls if they would care to go coon hunting. A few did not take kindly to the invitation at first, some of them taking the word "coon" in its usual sense and getting the idea that they were to assist in running down a *genus Africanus*, but finally, after a few explanations decided to take a chance, so off they went. The man from Charleston, one from New York, two girls from Washington, four chauffeurs and thirteen "B&Oites" piled into four machines and drove about twenty miles to an island which seemed to be composed of nothing but a corn field full of stubble. They covered the island completely, holding lanterns and dogs. No coon was captured although they had a couple with them on their return trip.

The next morning they played leap-frog and, what do you think? Emma Mac spurred Ella Jones right in the eye with her heel on the way over and Ella has been explaining that black optic ever since. In addition to those in the accompanying photographs, Florence Busch and Lillian and Maybelle Foster also made the journey. There's a whole lot more about that trip that has been confided to me but as an honorable correspondent, I shall not publish it. I will say that it must have been "some trip" with the emphasis on the "some."

The radio bug has struck our office. Instead of "Good morning" the salutation now is "who did you get last night?" Lloyd George, Charlie Schwab and the other celebrities are receiving such honors as B. A., L. L. D., etc., but we are looking confidently to some of the more modern universities to hand out a new degree to some of our radio enthusiasts as a mark of esteem for their research work along that line. I have in mind one in particular who has proven beyond a reasonable doubt that the best results can be obtained by attaching the antenna to the base string of his piano and furthermore that dreamy waltzes are received best when the aerial wire is connected to the bed spring. So don't be surprised if you are out walking next Sunday afternoon and see Baby Grand pianos or Walnut beds on the house tops. They are only taking the place of the old time obsolete aerial.

(An excellent article on Thrift, prepared by Mr. Faustman for this department, has been placed in the forefront of the MAGAZINE so that it will have a wider circle of readers. Ed.)

**Office of Assistant Comptroller Deverell**

Correspondent, JOHN A. RUPP

There are evidently some poets in this office. I found the following in my desk:

**What to Wear**

Suits? A fine Digges model  
Will add ten years to your life,  
And John Henry neckties,  
Will be pleasing to your wife.  
Now here's the George Voll vest,  
Excellent when you have poker guests,  
And this Donnelly top-coat for fall  
Fits like paper on the wall.  
These Henry Clay shoes,  
Will surely dispel the blues,  
And with our Carryl Hobson shirts,  
You'll be the king of all the flirts.  
Our Kormann Kollar  
Sells at three for a dollar.  
And with Valentino's socks,  
You can parade six blocks.  
Our Vernon Smith hats  
Are the whiskers of the cats,  
But, if you wish to cut a real dash  
Recommend the Owen mustache.

R. Z. Goode returned to work on November 12. We are glad to welcome him after his illness.

(Mr. Rupp contributed a splendid article on Thrift with his notes for this issue. In fact, it is so interesting that we have placed it in the forefront of the MAGAZINE in the hope that it will be seen by more of our readers—Ed.)

**Auditor Coal and Coke Receipts**

Correspondent, JOHN LIMPET

The third or final round of the Burns-Ritterbusch Duckpin Match was won by Little Bobby, he winning four games out of five, or two of the three sets. Now we guess Capt. Ritterbusch will keep quiet for a while.

Word has just been received that the Glee Club came close to losing one or two of its valuable singers. The circumstances as explained to us are as follows: E. F., White, first bass, in company with O. R. Lutz, second tenor, was scheduled to sing with other members of the Club at a certain Home for Aged Men, and through some mixup, got in the wrong "Home." E. J. as the story goes, is already inside and the attendants won't release him, thinking he is an inmate. It was suggested that Mr.

Lutz go in, but O. R. declined the issue, apparently afraid they would hold him also, which could very easily have happened, considering all the gray hair he is sprouting. However E. F. was finally rescued by the Mrs., and the party proceeded to the correct address, arriving there in time to hear the last song. A pretty close call for the Glee Club, we wish to remark.

**Bowling News**

November 21, Al Lehman was the big noise with a 134 game which was largely responsible for the team making a mark of 409, which is also high for one game.

November 28. Nothing out of the ordinary except Mr. Lutz, who put over three games for a 317 count, which was a big surprise to everyone, himself included.

December 5. G. E. Pritchard rolled a 150 practice game, but the best he could do in the regular game was 109. Standing of teams, including games rolled December 5:

	Won	Lost
Head Lights.....	17	13
Pull Men.....	16	14
Royal Blues.....	16	14
Capitol Limited....	11	19

The Capitol Limited is not running true to form, having been out-lucked in several close games. However a little spurt will put them up with the rest of the boys.

**Well Ida Clare—An Office Scandal**

By P. E. T. H.

After returning from the *Leeve* I went out to the *Link* and ate a *Bunn*. Returning home, I had to dress a *Burn*, which caused me much *Payne*. I then went up on *Charles* street and found that my *Milnor* was no longer located there. I jumped into my *Henry* and after driving a short distance, bumped into another *Cann* and I thought I heard the *Robbins* tweeting in *French*. Then everything went *White* before my eyes and I went *Starke* crazy, making believe I was *Shakespeare*. *Doc* watched over my unconscious body for 36 hours and I then showed a faint *Ray* of sensibility by murmuring, "O'Shea, I see two *Roses*." When I finally recuperated I made application for *Layman* of the Church, but failed, and as a mean *Punn* they offered me the job as *Sexton*. I concluded that if I were *Dempsey* I'd get the *Guy* that would play a trick like that and beat him until he could stand no *Moore*.



**AUDITOR COAL AND COKE RECEIPTS OFFICE EMPLOYEES**

Left: A heretofore unpublished photograph of Private Howard Ekas. Right: Mrs. Bessie Lewis and Miss Amanda Dudley, in the Southlands

Please mention our magazine when writing advertisers



Very much in the same manner as Al Moore lost his coat, Bobby Burns missed his Eversharp Pencil. During the third week of November "Bas" reported the loss of a valuable pencil. Notices were posted in all rest rooms and on the bulletin boards, and in addition a series of ads inserted in the daily papers with a reward offered for its return. (She sure must have given him a terrible raz for being so careless.) Everything was in a stew for several days with Burns running around in a circle, until he goes to his tailor to have a vest repaired and the tailor finds pencil in lining of vest. The "Needle in a Hay Stack" could be very appropriately compared to a pencil in all that lining, with just as much chance of finding one as the other. We would suggest that Burns keep such a valuable article under lock and key and only bring it out on state occasions.

#### Office of Auditor Disbursements

Correspondent, LILIAN E. SCHUELER

Speaking of New Year's resolutions, here's a good one for every Baltimore and Ohio employee. Take the first step in starting a Savings Account by signing, today, the little slip for regular payroll deductions.

Our friend "Atlas" Shipley, a-hunting he did go. Yes, he had one and a half days off in which time he expected to lay low many an unwary hare. The next morning he came in with an interesting looking package which we all surmised was the rabbit he had promised the chief clerk but what was our disappointment when we found it was only cough syrup, etc., for his only catch, a heavy cold.

Miss Aubrey Silance is an example of our Baltimore and Ohio "business getter." The pastor of her church, Reverend E. A. Sexsmith, was appointed general secretary, Board of Young People's Work, Methodist Protestant Church, a position which requires considerable traveling. Knowing this, she hied herself forth to lay before him the merits of the Baltimore and Ohio and now Reverend Sexsmith not only uses the Baltimore and Ohio whenever he possibly can but advises his friends to do the same.

The "snoophounds" of the Voucher, File and Index Bureau have recently discovered that Miss Edna Mitchell is again going strong with Billy Valentino Gately.

Our champions, the bowling team, have not been asleep. Harken to what our bard friend "Ovan" tells us.

It was in the bleak November,  
And we always will remember,  
A bunch of nuts went bowling Friday night.  
They took a crowd of rooters,  
Who certainly were "Hooters."  
And the match, it almost ended in a fight.  
When they lined up at the alley,  
Right off the gang did rally,  
But Long John was left "Standing" at the post.

He got into the second game,  
And landed in the Hall of Fame  
At cleaning up he proved to be a ghost.

The match was in a tie  
So the third was "do or die;"  
Beck "spared" in his tenth frame, it seemed  
a cinch,

But they overlooked Long John  
When his turn came along  
He "spared"—the match was in a clinch.

Would Long John lose his nerve,  
Would his ball go straight or curve?  
Gee, those rooters could be heard a mile away.

Beck got nine pins on his spare,  
Black defeat was in the air  
Faint hearted rooters did not want to stay.

But Long John's ball went true  
And the duck pins they just flew  
'Twas a strike upon a spare, that's going  
some  
And he had another ball  
Got nine, should have had 'em all,  
Just ask him and he'll tell you how it's  
done.

The Bowlers met again last night  
To renew the bitter fight;  
But it was NOT just the same.  
Happy winners of last week  
Left the alleys very meek;  
They had money on the game.

Long John didn't talk so loud,  
Johnnie Whalen wasn't proud,  
The whole blooming team was tame.  
Pinkerton was on his toes  
The pins lay down when his ball goes,  
Now he's in the Hall of Fame.

The story nears its doleful end,  
Our sad team "just needs a friend"  
Now there's just one thought that saves  
us all from shame  
That it took an "A. D." man  
To give the "A. D." Team a slam,—  
Pinkerton, that's the D— Muts name.

Christmas bells are not the only kind that have been ringing in our office in the past month, for the little white bells were called upon to tell the happy news of the marriage of H. B. Fisher, A. R. A. Bureau, to Miss Gladys M. Pearce, on November 20. Fellow workers extend heartiest wishes for happiness.

The broad grin on the face of W. J. Patrick Gahan? Oh yes, that's caused by the arrival of a baby girl on December 9. The experienced daddies have promised to give him lessons in minding the baby.

We welcome Miss Ruth H. LaBonte who has accepted a position in the Coupon Bureau. We wish her success in her new work.

To William Fritz we extend our sympathies in the death of his father, Mr. Fred Fritz, on November 15.

Also to Bill Bradford, in the loss of a dear brother. It is with pleasure that we notice Mr. Bradford's return to his duties after a long and serious illness.

Even our friend "Cap" Zimmerman has had to resort to the aid of a cane since that time he tried to entertain the Knights Templar with a highland fling. The accident happened when his sword became tangled up with his feet, making him perform a few steps that weren't part of the fling. However, we are glad to notice a great improvement in his walk which leads us to believe that "Cap" and the cane will soon part company.

#### Office of Auditor Freight Claims

Correspondent, GRACE L. STANFORD

1924—Leap Year! What a golden (?) opportunity for us "bachelor girls." We shall take advantage of it, and make hay while the sun shines. Those of the eligible male sex, not possessing the price of a silk dress, had better take warning!

Miss Collison is back again, looking fit. Think the mountain air will be as beneficial to us, Nellie, or was your rapid convalescence due to something (or someone) without our knowledge?

Stanley Weber is also with us. Glad to see you on the job, Shakes!

Our best wishes to Mr. and Mrs. Herbert Brown, who were married at St. Dominic's Church on November 21. We expected an invitation to eat Christmas dinner with



Austin, son of Mildred Dopman, Voucher Clerk, Office Auditor Freight Claims

them, but their card reads "at home after January 1, at 4710 Charles Ave., Hamilton," so guess we will have to wait awhile. Congratulations, Herb!

Bruce says after all these years he has learned something startlingly disappointing about Santa Claus. Ask him to tell the sad story.

Why, do you suppose, would the absence of one little "Tar Heel" cause such a disconsolate look on the countenance of one lean, long, lanky youth? Well she's back from a two week's vacation in "North Calinah." Girls, did you get the cane? Was she in an accident or is it old age? We were told that the cop stopped all traffic to run across the street to shake hands, and the street car conductor entertained her on the way out home with all the scandal in and around town.

O. A. B.'s favorite pastime—spending happy hours beside babbling "Brooks."

Understand Miss A. B. makes unusual sales of red cross seals down in the Accounting Division. Who's the generous buyer?

Our assistant chief clerk wants to know "Where in the — does all the work come from." I leave it to the gentlemen to reply—it's more in their line.

Emmie Louis' brother says there's no road like the Baltimore and Ohio. He invariably rides our road from Philadelphia to Baltimore. We like to hear this, and may we make a request? Boost us to your friends, too.

Some where in this issue you will find a picture of Austin Dopman, son of Mildred Dopman, voucher clerk. We are proud of Austin, for he is our first representative in the children's page. We are sending one of his drawings to Aunt Mary, and hope to see it in print soon. We should like to have this department represented every month on the children's page. Get busy, little artists, and see what you can do with your pen or crayon.

Election of Welfare Association Officers for the year 1924 resulted as follows:

President, R. H. English; Vice-President, W. A. Doxen; Secretary, Miss A. M. Baker; Treasurer, G. L. Bauerle. (we'd all like to take a shot at this job).

With the exception of Secretary Baker (doesn't that sound big?) the same board was re-elected. We have a lingering suspicion that these fellows are well liked in here but we wouldn't tell them so, they might suffer from an exaggerated case of "swell head."

#### Office of Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

Thrift may be looked upon from a variety of angles. Starting right from one's self, the individual must have a reserve force in one capacity or another. Regardless of one's calling in the Railroad family, one needs but study to see that he can readily improve on the routine of his assignments.





"Toto" prize Boston Bull Terrier owned by Harry A. Huetcher

Large opportunities are afforded by the extension universities and night classes, and our own Traffic Class meeting every Thursday evening at 8:00 p. m. in the Assembly Room, Fifth Floor, General Office Building.

These are safe and sane bets. There are long shots with the odds in most cases decidedly against you, as galloping dominoes or African Golf, as some prefer to call it. And none of these pay real dividends.

As wealth is a direct result of labor, the fellow who applies himself and knows in the end wins.

A fair warning appears on the northwest corner three blocks north of the Annex Building. "Save one tenth of what you earn." A street car advertisement runs "Save the day you are paid." To lay aside something for the rainy day which must sooner or later come in each one's life, is but common sense and decent citizenship!

An employer in a neighboring city (I am told) employs no one who is not a saver, on the grounds that if he squanders his own he is prone to squander the firm's best interests.

Our railroad family is a community of "Home Owners." If you pay rent, get out of the habit! (You are insured in the Relief, undoubtedly.) Look the Savings Feature over carefully, compare it, then start to buy your own home through it. It outclasses anything of its kind anywhere. Those familiar with Building Associations in this section know that the interest drops on the share, usually \$100.00, but not so with the Relief. That drops on every single dollar applied to the principal. Another thing—you never handle the money it being deducted and you never feel it—(myself included).

If you contemplate a Savings Account, a liberal interest rate is allowed and should appeal to your sense of good judgement.

Our own cooperative methods really do get us somewhere toward cooperation that cooperates, which is THRIFT.

Subscriptions through this Department for the Salvation Army amounted to \$126.45, Japanese Fund \$204.90. West End Hospital and others—figures to date not complete.

Harry Huetcher, Interline Settlement Division, who hails from Hamilton County, Ohio, is a breeder and fancier of high grade bull terriers, and prize winners at that. Wins 'em clear across the board. One, two, three places, as per the recent exhibition at the North Howard Street Armory.

Miss Alice Irene Daugherty, Interline Settlement Bureau, was married to Clement B. Forgan, Camden Station Force, at 3:30 p. m., November 30, at St. Augustine's Church, Elkridge, Md., by the pastor, Rev.

John D. Norton. After a trip through Florida, they will reside in Relay. Congratulations!

Please note December 2, 1923, as a big day in the annals of M. E. Becker, Local Settlement Bureau. A nine and a half pound son arrived on that day; therefore the joy unalloyed. Congratulations!

#### Office Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

The wedding of Miss Helen Kirkwood and John L. Daniel took place at the home of the bride, at Catonsville Junction, on November 28. Miss Leah Radcliffe was bridesmaid and G. Fred Miller, best man. A number of the bride's friends from the office attended the ceremony.

Frank Clarke has no more use for his radio and is willing to dispose of it at a sacrifice. Reason—Little Shirley Clarke started broadcasting on November 18. Congratulations!

Several young men from our office have organized a basketball team, which will play under the name of the Mohawk Athletic Club. Charter members of the organization are Daniel Akers, Clifton Goldsmith, Marcus Hine, Baldwin Krumholtz, Maurice Leonard and Arthur Thomas. George Leas is manager, Morrison Dickey, coach, and Harry Holstein, acting captain. They would like to arrange games with other Baltimore and Ohio teams.

The Interline Bureau abstractors decided, the other day, by a vote of two to one, to divide all the cakes they might bring for lunch. Ed McKenzie says he is glad there are only three abstractors.

#### Striking a Balance

We wondered what the girls would do  
On lengthening their dresses;  
But for every added inch, or two,  
A foot comes off their tresses.



Kathleen, reposing in her Rolls-Royce in Brooklyn, while Papa Benjamin struts round Pier 22, New York

Is bobbed hair going out of style? Not in our office.

### New York Properties

#### Pier 22, North River

Correspondent, WALT SANDS

Know all men by these presents, that the long established firm of John Newman, Inc., correspondent, Pier 22, New York, doth dissolve itself into the hands of Walt Sands, receiver, who hereby solemnly promises that to the best of his ability, he will promote the gospel of good will and humor in these columns.

The following bit of prose comes by stealth. It seems that our hero, Ralph Zunno, was dispatched to Pier 7 under sealed orders to manicure the place. Our famous poet—Anonymous—whom we shall call "Laurette" for the present, received an inspiration to record in the archives of modern history as follows:



"High Steppers" at Pier 22, New York. Left to right: Misses Pauline Kirschenbaum, Frieda Murray, Mary Caffrey, Anna Marshall and Mary Monohan, on the roof of the pier





Ralph Zunno, Correction Department, with (?) taking a rest at Bear Mountain, N. Y.

#### Orders Issued to Sailor Zunno

Pier 22 is a ship and you're its gob  
Go down to Pier 7 and get on the job,  
Clean off the shelves and swab up the floor,  
Keep rubbing and rubbing until your hands  
are sore.

It's my intention to make it look neat  
So be off, little gob, and your work complete.

—Laurette

Undaunted, our hero reciprocates, while  
the villain dexterously twirls his moustache  
and smiles with glee.

Oh, mister boss, the great the biga da man  
I just got here from Pier 7 where the place  
now is spie and span

I cleaned up the shelves and swabbed the  
floor

And did what I was told, and in the future  
mister, mister,  
Please do not me a-scoll.

—Ralph

Older employees who knew Captain  
Thomas L. Morris will feel a sense of loss in  
his death on November 13, 1923 at the age  
of past 82. Captain Morris entered the

Baltimore and Ohio service November 12, 1887. His service was continuous and loyal up to September 1, 1916, when because of failing eyesight he was obliged to leave the tug "Baltimore," and retire with a pension. His loyalty to the Company was severely tested during the harbor strike of Marine Masters and Pilots during April, 1910. He stood the test and stuck to his post. LOYALTY, thou art a Crown Jewel.

#### A Bit of Melodrama

Character: Bill Murphy. Time: All the Time.  
Place: Pier 22, New York

#### Bill is Speaking

5.00 p. m. Well boys, I'm gonna make the 5.15 Erie boat for Nyack tonight.

5.20 p. m. Migosh. Too late now, I might as well balance my remittance and get the 6.10.

6.10 p. m. Can't let these demurrage bills go. I'll make the 7 o'clock instead.

7.00 p. m. I wonder how many packs of tobacco Mike got. (Starts figuring.)

8.00 p. m. As long as it's this late, I'll miss the bazaar tonight. Whada I care?

9.00 p. m. With these bills lined up for tomorrow, I can beat it at ten.

10.00 p. m. Oh - - - I'm gonna stay here all night now. Portah, get my sleeper ready.

#### Curtain

Eddie Wendell, our midnight worker, says that t'other night he went out somewhere, just where, no one knows. Anyway he spent the entire evening with ut hearing "Yes, we have no bananas." He is now recuperating from the shock and asks that his friends bring him something good to eat, as "Say it with flowers" is verboten.

We extend a warm welcome to Miss Esther Serper, a new addition to our Claim Department, also to Miss Anne Bernewitz, car record clerk, formerly at West 26th Street station.

Larry suggested to Tom Bradley that he take a box of candy home to his wife.



Bertram Earle, father of our new waybill clerk, Paul Earle, in masquerade pose at Hackensack, N. J.

Tom thought it a fine idea. Now she suspects something!

I hope that "our gang" will support me from now on. Only in this way can we keep Pier 22 in its rightful place. Give me the news and photos boys and girls.

(In extending a cordial welcome to Walt Sands, now representing the Among Ourselves in the MAGAZINE at Pier 22, it will not be amiss to say a word about the retiring correspondent, John Newman.

Mr. Newman and I have been good friends ever since my connection with the MAGAZINE began a little over ten years ago, and some of the finest things that have ever appeared in our columns have come from him.

He never wished to be MAGAZINE correspondent, the mantle falling on him in a more or less accidental way, but the folks at Pier 22 will certainly agree that his contributions have invariably born the hall mark of quality.

We are glad that he is going to continue his page "Homilies of the Hudson." If you saw what he prepared for that page in the December issue, you cannot help but realize how interesting and helpful his characteristic sketches have been to our army of 50,000 or more readers.

We are certainly happy that in Mr. Newman's case it is not a resignation, but merely a transfer.—Ed.)

#### Staten I and Lines

Correspondent, G. J. GOULD

The new vehicle ticket booth at Totten-ville was put into operation November 20. Messrs. Albert Hicks and Henry George Schlee have been employed as ticket clerks, assigned to handle the vehicle traffic, which, during the summer months, is heavy at that point.

Miss Anna Bloom has been appointed clerk, Great Kills, vice Miss Charlotte Wolgman, who accepted a position as clerk in the Central Freight Accounting Bureau, St. George.

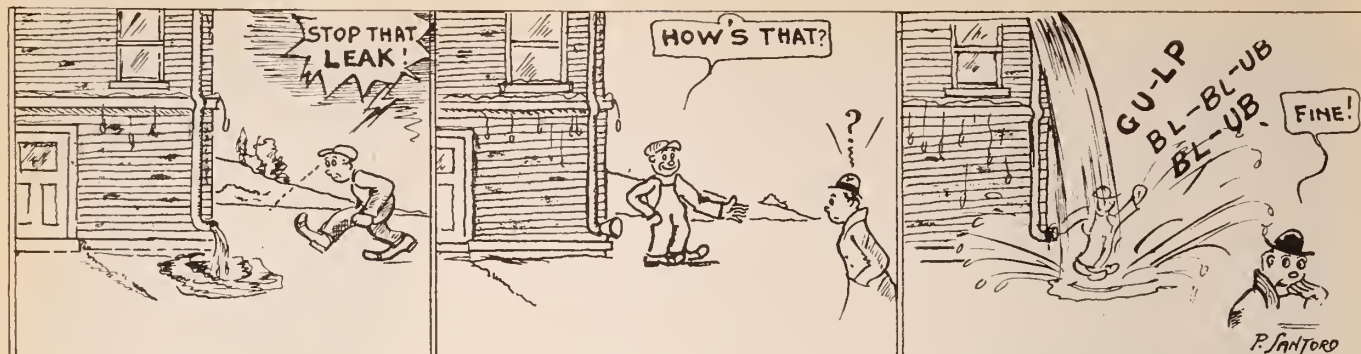
The popular violinist and director of the Royal Blues Novelty Orchestra, Anthony Minichella, who is employed as clerk at West Brighton Freight Station, has returned to duty after undergoing a severe operation which confined him to a bed for two weeks.

We are all glad to see Tony back on the job.



"Sand" -ing the tracks at Pier 22





The other day, while passing the Maintenance of Way Track Supervisor's Office, the material clerk, Irving Doty, who was formerly messenger in the Superintendent's Office, was heard singing a pretty little ballad entitled "You Can't Arrest Your Suspenders, for holding up your Pants."

You want a new radio set. First, how much money have you. Second, see Ed Finley (Finn Lee) the Chinaman of the Car Accountant's Office, St. George.

Jim Henry Sez

Safety First is to be practiced and not shunned.

Speak not injurious words, neither in jest nor earnest.

Scoff at none, although they give occasion.

Think before you speak.

It is better to be lucky than wise.

A constant guest is never welcome.

A silent mouth is musical.

When the authority of the master is despised, all is lost.

Every hour of lost time creates a chance of evil for the future.

R. Johnson: Is an Ingersol a standard watch?

Answer: Ask Mr. Gibbs, he knows.

Buck Farley: What is the correct definition of a terminal?

Answer: Consult your book of rules.

John Costello: Tell me the proper way how to tell the wife it is pay day.

Answer: Hand her a full pay envelope!

Miss McGovern: Is cocoa good for the complexion?

Answer: Yes, provided you drink it.

D. Dawson: How shall I propose to my girl?

Answer: See her father, but be sure you are near the outer door of her house.

R. Farlow: Was Methuselah mentioned in the Bible a drinking man?

Answer: Too far back to trace. Would suggest you write to the Museum of Natural History and state your question.

Frank Rebham: What's good for a frog in the throat?

Answer: Wait until cold weather and the frog will hibernate.

Roy Collins: Will the bonus be paid this Xmas?

Answer: Write Governor Smith of New York who is conversant with state affairs.

Dan Carney: How can I make a canary sing?

Answer: Feed him notes.

#### Chance Remarks

Mrs. Larkin: Oh Mama!

Siegel: All aboard!

Hills: Come around to the house!

Slattery: When are we going to have another party?

Santoro: Just hold that pose, ah! That's it, Now for the MAGAZINE!

Mrs. Bentley: What do you want now?

Foley: Watch your step!

"With regret we announce the death of Miss Helen M. Decker on December 12. Miss Decker was employed as stenographer in the Superintendent's Office, having entered the service May 17, 1920. The employees of the Staten Island Lines extend their heartfelt sympathy to her family."



RALPH HOOVER CLINE

Assistant Master Mechanic, Riverside, Baltimore, Maryland

A product of the U. S. A. (20th Century). Young, fine manhood. Mechanical diplomat, ballroom favorite and linguist. (WEBSTER may have written the dictionary, but Ralph explains it.)

Mt. Clare apprenticeship, World War Veteran, graduate of Joe BRADY'S Riverside institution. Promoted to supervisor through merit and proved ability, mechanical and otherwise.

The severity of countenance and impassive features disguise the actual warmth and genial companionship of this hero of the rank and file, Demosthenes, II, silver-tongued songbird of the shops.

In daily intimate contact and close personal association, we find him naively human—we love the good within him and misunderstand the so-called "bad." But taking him all in all, as an officer and friend, he tips the scale of Manhood as M-A-N.

#### Baltimore Terminal Division

Correspondent, J. B. HIGDON

Let's pull together!

Edward Kenna, secretary to general superintendent, has secured a better position and we wish him well but will miss him. This also means steps forward for the rest of us, as Mr. Goodman has taken Mr. Kenna's place, Weis has filled Goodman's shoes as secretary to Mr. Hoskins, and Mallory has been selected as secretary to Mr. Mewshaw.

Another change was the transfer of Mr. Lincoln to Mr. Egan's office. This meant advancement for Messrs. Hughes, Bell and Ralston, to all of whom we wish heaps of success.

We again have back with us in the fold, Miss Thelma Thomas, who has taken the place of Miss May Schammel, who has taken a position in the Division Accountant's Office. Lots of luck to both these young ladies!

Alas, we have the opportunity of meeting "Barney Oldfield's" rival, our friend "Jack Tarr" who has smashed considerable records in his "Chevy" which he purchased in the Spring. Be careful of signs Jack?

Our friend Bill Devlin has bought a new "Oakland," and if there is any car made, that is it. Ask him about it.

Certainly do think "Ed. Ham Hughes" should be given a chance to prove himself worthy in Big League Ball.

The old town folks will see more of Lester M. Higgs now since he has purchased a "Lizzie." One thing he will appreciate is the repair of the road to his place in Montevideo. It seems as though everyone in the Superintendent's Office craves to ride on rubber, according to the late check on automobiles.

Probably our late radio instructor, Edward Leech, who made a trip to New York to make a study of the science, may be able to surprise us with something new.

The accompanying picture is of E. W. Justi, assistant foreman of carmen at Camden Station, who entered the service in 1914 as a car cleaner.

He left the service for a brief period in 1919, returning in 1922 to the position he now occupies. In addition to his work at Camden and Riverside in Baltimore he has also seen service in the Car Department at Cumberland and Keyser.





E. W. Justi, Assistant Foreman of Carmen

His friends will be glad to know that he is now a proud father, a nine pound "Junior" having been presented to him on December 4.

#### Camden Station

Correspondent, W. H. BULL

As forecast in a recent issue, H. Raymond Canby has taken unto himself a wife. He and Miss B. Marie Roberts were united in marriage Thanksgiving Day at the home of the bride's parents, Relay, Md., by the Rev. W. A. Carroll, pastor of the M. E. Church at Relay. After a short honeymoon they returned to their new home just finished by Mr. Canby. Good Luck, Ray!

C. B. Forgan and Miss Irene Daugherty were married Thanksgiving Day by the Rev. Father Norton, Pastor of St. Augustus Catholic Church, Elkridge, Md. After a brief honeymoon at Miami, Florida, they returned to Elkridge which will be their future home.

It is with deep regret and sadness in our hearts that we record the deaths of the wife of P. R. Reitdorf and the mother of John Guilta. We extend our sympathies in their bereavement.

#### Locust Point

Correspondent, J. ROSS GOULD

Assistant Correspondent, R. W. MORAN

To find a place, that's out of joint,  
Just take a trip to Locust Point.  
And 'lamp' the slavs, the several crops,  
The Irish too, and the what nots—  
Who, when all start, there's h-ll to pay,  
They make what's called "a perfect day."

The K—K—K—of the Baltimore and Ohio Railroad: K—OURTESY K—COOPERATION K—ANDOR.

Courtesy to our patrons and with each other.

Cooperation with our connections and among ourselves.

Candor in our statements to all.

This is why the Baltimore and Ohio Railroad is a happy family, enjoying the confidence of the public.

On November 25, our milkman, Joe Monaghan, became the proud father of an 11 pound boy. Congratulations, Joe, with

wishes for many more. No race suicide here!

Our friend A. Leimbach, is proud of his 50 year service button. He is at present on the relief and has the best wishes of all, that he will soon be restored to his usual health.

M. Campbell enjoys the distinction of being the oldest tallyman at Locust Point. He still retains his youthful vigor and can check freight the fastest of them all.

A. V. Cutino is one of the tallymen at the Point that knows a good banana when he sees one. It is reported he intends to write a song entitled, "Who Sella Da Banana."

The yard trainmen are seriously thinking of running Charles Davis for congress—in case the *Baltimore Sun* runs the distinguished "Andy Gump."

We wish to announce another newcomer at the Point, he is George Seeds, formerly of Vice-president Galloway's Office. Mr. Seeds has been in the service of the Company for a long time. We wish him success in his new task.

We wish our readers to meet Miss Dorothy Gosnell and Miss Martha Fox two of our "sunbeams," who, by their pleasant manners and sunny dispositions, help to illumine the weary path we clerks daily tread.

The pictures do not in the least flatter the young ladies, but as Locust Point has long been "hiding her light under a bushel" we think it time to release some of her attractions.

One of our photographs is not that of a "Prince of India," although I doubt if any of that class is better looking or has a more commanding presence. Neither does it represent a "Sheik of Arabia," but it faithfully portrays the well known lineaments of our faithful porter and friend, James A. Turner, more generally known as the "Shiek of Myrtle Ave." His courtesy to all, his faithfulness to duty and willingness to oblige, have made him many friends at our office.

#### Mt. Clare

Correspondent, W. H. ZELL

"Smiling Bill" Captures Four Auto Thieves

With a smile on his face almost as big as he is—Big Bill Garber, policeman at the Arlington Avenue Gate, who has been in the service for a great many years, lost his smile long enough the other day to capture four automobile thieves. Since the erecting of the new office building, most of the men who work in the shop are parking their machines on the outside, due to the



James A. Turner, Porter at Locust Point

space on the inside being used for material. Bill always keeps a watchful eye on these machines, not only preventing them from being stolen, but seeing that no parts are taken off. The other day he overheard one colored man who was on the seat of a FORD, say to a colored man who was applying the armstrong starter to said FORD, "Come on ya, boy and let's take a ride." When the other negro saw "Bill," he just naturally left. But the one at the wheel, when he saw "Bill's" smile fade—he knew that "Bill" meant business, so he left too when the patrol wagon came. Since that time "Bill" has captured a few others. All of the ones who were captured have been sentenced to no less than three years. "Bill" believes in the old saying—"IT TAKES A MAN WITH A SMILE TO DO A THING WORTH WHILE."

The Mount Clare Welfare Pleasure and Athletic Association held a Christmas treat for the welfare children at Frederick Road Park, on Sunday afternoon, December 23, from 2 to 4 p. m. Each child under ten years of age was presented with a substantial toy, in addition to a box of candy, horn and orange. The distribution was made by Santa Claus, who was none other than our friend "Bill" Garber, who is officer at the Arlington Avenue gate. Music was furnished by the Mt. Clare Orchestra, under the direction of J. B. Guericcio. This event is in keeping with similar events held by the Welfare Association for the benefit of its members, all of which are entirely free of charge. They



"IN THE NEWS," AT LOCUST POINT

Left: Miss Dorothy Gosnell. Center: The mighty Nimrod of Locust Point on a "Still Hunt" for rabbits. He seems to have struck a snag. Right: Miss Martha Fox





#### MOUNT CLARE VETERANS AND YOUNG RAILROADERS

1. Assistant Shop Foreman W. D. Roehmer and his two grandchildren. 2. Mr. and Mrs. E. D. Bamberger, with Helen, age 12, Margaret, 4 and Joseph, 6. 3. "Smiling Bill" Garber, who captured four automobile thieves. 4. Carman P. A. Riggleman and his daughter Hazel. 5. Bernard, son of Carman B. D. Midgette. 6. Veteran Carman Charles Hickman, in Baltimore and Ohio service 27 years. 7. Method of handling sheet steel at Mount Clare. Old crossies and scrap steel used for beams. Steel is piled 20 sheets to layer, making convenient to handle by hand or crane. Unit system of piling also makes inventory taking easy. In the photograph are Foreman W. Gosnell and Assistant Storekeeper H. Lauman

pay the small sum of twenty-five cents a month in the organization for this pleasure.

The entire association is looking forward with great pleasure to an Oyster Roast to be held on Washington's Birthday, place to be selected later.

We have been informed by Edward Connolly, clerk, Shop Order Bureau, that he is sort of tired enjoying life by himself, therefore he has decided to enter the matrimonial game. Wish you the best of luck, Ed. Better start the New Year—Hand in Hand.

#### Baltimore Division

Correspondent, W. H. TARR

Brakeman Sebastian J. Antman died on November 15. He was gassed in the World War and was never able to resume

railroad service. At the time of his induction into military service he was in passenger service on the East End of the division. He entered the service on May 17, 1910 and became a freight brakeman on July 13, 1910. During his railroad career he became highly respected.

L. M. Kepler, clerk, Division Accountant's Office, has resigned to accept position of railway mail clerk, Government service.

Since the former correspondent of the Baltimore Terminal Division has gone to the "sticks," (Wilds of West Virginia), some changes have been made in the office force. J. B. Higdon has been appointed correspondent in place of Mr. Lincoln. We wish Mr. Lincoln success in his new undertaking and regret to lose him as our family artist. We trust he will contribute a cartoon of the first black snake he sees and of a few potatoes which have rolled down the hills into the cellars of the farmers. We trust that W. H. Schide, chief clerk, Charleston Division, reads this note and that he eventually arrived in Baltimore in his Essex. When he makes a like trip, we hope he will pay us a visit. Mr. Schide was formerly on the Baltimore Division.

#### Office Conundrum

Whose is Hughes. Ed. Ham Hughes? (See answer in February issue.)

We were office bound. The others were too. A car stopped. Some got on and some did not. The conductor closed the door and gave the motorman the bell. It started; but no, a maid came gently rapping. The motorman got another bell. What did we do? We waited for the next car. Woe is man!





*You May Never Equal His Record, but You Can Own the Watch of His Choice—a HAMILTON*

L. F. Ewing, of the Pennsylvania Limited, just recently retired, headed the list of veteran conductors on the Philadelphia Division of the Pennsylvania Lines with forty-three years of service.

His train, one of the fastest in the country, runs on a schedule that takes every passing second in account. And that is why, a number of years ago, he chose a Hamilton as the watch to time his limited train.

It is significant that the Hamilton Watch is usually the choice of railroad men who want to be sure of accurate time. When you want a watch that will give you satisfaction plus—a watch that is dependable always—go to your jeweler and ask to see the Hamilton No. 992. This is the watch that marks the owner as a railroad man of keen judgment who is always on time.

For other than time inspection service ask to see the Hamilton No. 974, which gives you Hamilton quality at a lower price. We will gladly send a copy of "The Timekeeper" to any railroad man asking for it.

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"





#### PRIDES OF THE PHILADELPHIA DIVISION

Left: Engineer Markey and Fireman, passing Aikin, on Train 504. Center: Fireman A. M. Carr and Engineer E. Hewitt. Right: left to right; Fireman Meise, Engineer W. Karl, Brakeman Joiner, Passenger Brakeman Jack Alt, at "CA" Tower, Camden

#### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

##### Two Good Resolutions for 1924

"I resolve that during the coming year, 1924, I will endeavor to say some little thing to some little person that will make that little person feel a little better towards me each day, and that will tend to make me feel a little better to all my fellow-beings."

This is only a little matter, as the grain of mustard seed, it may expand.

"I resolve that I will try and write the best notes for the MAGAZINE that I have ever written, and that I will get them into the Editor's hands ON THE DAY HE ASKS FOR THEM!"

his trip, and reported that Mrs. Catterton was also greatly improved in health.

Miss Winnie Tyler, who has been on our sick list for some weeks, is reported improving, and hopes to be back with us before many days. We shall all be glad to see her at her accustomed place once more in the full enjoyment of good health.

This is "THRIFT MONTH," and as the result of thrift, our collection clerk, E. C. Mullikin, has recently purchased a very fine home in one of the newest sections of this city. "Jack" is to be congratulated on this account, and it is to be hoped that

others of our force may be led to emulate such a good example.

Our messenger, Clifton Bell, left us recently to enter into other fields of usefulness, and carries our good wishes for success with him. He is succeeded by Leroy McCall, who has undertaken the task of keeping the public informed as to the arrival and placement of their cars. We welcome him among us, and hope he will be successful.

A VERY, VERY, HAPPY NEW YEAR TO EVERYBODY!

East Side, Philadelphia, Pa.

Correspondent, CHARLES H. MINNICH

Our little "Eddy" Reddington, East Side crew dispatcher, went away on November



Messenger Harold Fenstmacher, Master Mechanic's Office, East Side

On December 8, a demonstration of crossing lighting device took place in Washington. It was given in the presence of the District Commissioners, who expressed their satisfaction at the manner in which the Automatic Signal worked in the interest of the great Baltimore and Ohio principle of "Safety First."

General Manager E. W. Scheer, General Superintendent C. W. Van Horn and Signal Engineer F. P. Patenall witnessed the demonstration, and appeared to be well pleased with the results.

We were glad to welcome back our cash clerk, I. E. Catterton, who had been to Minneapolis on a furlough in the interest of his health and that of his good wife. "Catty" returned with all the appearance of having gained at least twenty pounds on



Above: Audrey, daughter of Clerk E. J. Larkin, Master Mechanic's Office, East Side. Below: Crew Dispatcher and Mrs. E. W. Reddington, taken before their recent marriage



Samuel Land, Rest House Caller, East Side

15, and he "didn't say when, he didn't say where and he didn't say WHO." But we found out, when we received the wedding announcements, that he was married to Miss Margaret Kathryn Falkenstein, on November 16. He started on his honeymoon trip to Chicago and the West at 8.50 p. m., the same night, and was serenaded at 24th and Chestnut Sts. Station by several of the office force. "Eddy" thought it was a secret, but the shower of rice, old shoes, etc. that he got when leaving the East Side Office showed him we were all wise to his plans. Congratulations!



**Pier 22, Philadelphia, Pa.**

Correspondent, MARY G. GUTHRIE

Marie Fester, clerk in the Cashier's Office, Pier 22, has taken a three months' furlough on account of ill health. She has gone to Florida, where we hope after a little change and recreation she will return showing the good effects of her trip.

We extend our sympathy to Thomas McGarvey, cashier, Pier 62, who recently lost his father.

On November 7, Marie McBride, stenographer to the division operator, was united in holy wedlock to John Mulligan of Wilmington, Delaware. Here's to a long and happy life for both bride and bridegroom.

There have been quite a few changes in the personnel of the Cashier's Office, Pier 22. John Ziegler, chief clerk to the terminal agent, has returned to Louisville, Ky., where he has accepted another position.

**Brunswick, Md.**

Here's a Brunswick Yard Clerk's slogan:

Roll 'em eastward  
Roll 'em westward  
Roll 'em all along the line.

**Hagerstown, Md.**

Correspondent, GEO. R. PACKETT

**Concerning Our City**

Hagerstown has a population of 30,000 and was founded in 1761 by Jonathan Hager. Altitude 550 feet. City limits, 4224 acres. Hagerstown has 9 banks, bank clearings \$32,171,666.97. City schools 11, school attendance 13,000. Private schools, 10. Churches, 31; 12 hotels; 3 daily newspapers; public garages, 32; reservoir capacity, 130,000,000 gallons. Water mains, 68 miles; 4 theaters; 2 parks, ball park; Y. M. C. A.; 410 retail stores and 24 wholesale stores. 68 manufacturers; 31 contractors; 45 doctors; 26 dentists; 37 lawyers. Four steam railroads run into Hagerstown, Western Maryland, Norfolk & Western, Baltimore and Ohio and Penn.

In our Freight and Passenger Department are: F. S. Bowman, freight agent; S. A. Gates, passenger agent; E. H. Zeigler, special representative, having served the railroad 51 years; V. C. Cartee, H. R. Potter, Gail H. Wolfe, George Younkings, George R. Packett, D. E. Kinsey, A. L. Kinsey and Chas. G. Welty. All these have been with the Company more than three years.

S. A. Gates, our ticket agent, has been ill at his home in this city, but is improving. We all wish him a speedy recovery.



Edward Mitchell, "Business Getter," Pier 22, Philadelphia



## Before you buy a bag— learn why thousands of railroad men use Naugahyde

Railroad men throughout the country today are carrying Naugahyde Bags for three big reasons—

*A Naugahyde wears longer, looks better, and costs less!*

Nothing so tough and serviceable as Naugahyde has ever been put into a moderate priced bag before. Built over a strong, steel frame and vulcanized into a single piece, a Naugahyde Bag not only stands countless knocks of hard travel, but is absolutely waterproof. It will also stand unusually high temperatures without cracking or peeling.

Naugahyde Bags are made with a black grain finish, English check lining, and the best grade of solid brass fittings. Unexcelled in appearance, they keep their good looks through the hardest service.

You will find a Naugahyde the best bag investment you ever made. If your dealer cannot supply you, write direct to us. Naugahyde Bags come in three sizes—16 inch, 18 inch, and 20 inch.

**United States Rubber Company**

1790 Broadway, New York City

**NAUGAHYDE BAGS**



Trade Mark



## THE FIRST NATIONAL BANK OF CUMBERLAND MARYLAND

THE OLDEST BANK IN WESTERN MARYLAND

Appreciates the account of the Baltimore and Ohio R. R. Co., and is anxious to serve it and its employees

## THE SECOND NATIONAL BANK

CUMBERLAND, MD.

THE OLD BIG-STRONG BANK

We Pay 3 per cent. Interest on Savings Accounts      Your Account Solicited

## EXPERT WATCH REPAIRING

All my watchmakers have had years experience in the Hamilton and Howard factories. The most difficult job can be delivered in ten day's time

**GUY NEFF, Jeweler, Liberty Street, Cumberland, Md.**

### Cavanaugh's Lunch Room

A good, clean place to eat and worthy of your patronage

178 BALTIMORE STREET

Near Baltimore and Ohio Crossing  
CUMBERLAND, MD.

BALTIMORE AND OHIO OFFICIAL WATCH  
INSPECTORS

### S. T. Little Jewelry Company

CUMBERLAND AND BRUNSWICK

Payroll deductions for any size watch made for any employee

Headquarters for Manhattan Shirts  
Crofut and Knapp Hats

Largest Dealers of Arrow Collars in  
Western Maryland

### Kaplon's Haberdashery

BALTIMORE ST., CUMBERLAND, MD.

Own your own home. Let us assist you

### CUMBERLAND LUMBER CO.

Rough and Dressed Lumber and Millwork

TELEPHONE 1361

CUMBERLAND, MARYLAND

Flooring, Siding, Ceiling, Lath, Shingles, Mouldings,  
Sash, Doors, Slate

## QUEEN CITY HOTEL

The Only American Plan  
Hotel in the City

CUMBERLAND

MARYLAND

Farmer (to train caller). "What do you do?"

Train Caller. "I call trains."

Farmer. "Well, get busy. Call me one—I'm in a heck of a hurry."

### Cumberland Division

Correspondents, JOHN J. SELL and RALPH  
L. KETZNER

January is "Thrift" month; give this some thought. Are you practicing Thrift? If not, why not start now? If you practice thrift at home, it will be reflected in your work, and there is an old saying, "A thrifty man will always come out ahead."

The Keyser Collegian Basketball Club has put another strong team in the field for the 1923-1924 season, and is scheduled to play some of the fastest teams in the east, being the champions of West Virginia. They won 66 and lost 11 games during the 1922-1923 season. This team consists, almost exclusively of local Baltimore and Ohio employees, and would be glad to hear from strong teams anywhere on the System.

The cooperation existing among our employees was exemplified recently. On November 28, a shipment of fresh meat was unloaded at Roberts Station on the West End of our division, consigned to this non-agency station. Section Foreman C. W. Hammon, noting the shipment, and knowing no local consignee by the name shown, immediately got in touch with the nearest express agent and arranged for its return, thereby averting damage and a claim. Cooperation of this kind counts.

Traveling Car Agent G. Hunter Castle introduced us to his Siamese friend, Mr.—What's his name, Hunter? Well, he was a

good fellow anyway, and Hunter showed him all the high points around Cumberland Terminal. Understand Hunter is now posting up on the Siamese language, in anticipation of receiving some letters from that distant land.

We understand our old friend F. A. Ernst, Assistant Division Engineer Jones' staff, met with some tough luck recently. It appears Ernst was working at West End, when a wild turkey jumped up in front of him. Ernst grabbed it by the wing, but the bird got away. He has some Thanksgiving feathers to show for it!

Our collaborator on the West End, Traveling Passenger Agent H. B. Kight, was laid up a few days with an injured leg, but we are glad to report that he is again with us. We expect Keyser items to spruce up again.

At a meeting of the Cumberland Veterans' Association held on December 4, in Odd Fellows Hall, Cumberland, the following officers were elected for the ensuing year. President, H. W. Bloss, Vice-President, W. Tederick; Treasurer, J. F. Barnett; Corresponding Secretary, A. Y. Wilson; Financial Secretary, A. E. Menefee; Chaplain, John Ketzner. Officers of Ladies' Auxiliary, Allison No. 4 are: President, Mrs. J. F. Barnett; Vice-President, Mrs. J. W. Smith; Secretary, Mrs. H. W. Bloss; Treasurer, Mrs. J. R. Young; Chaplain, Mrs. F. A. Taylor; Marshall, Mrs. W. H. Rafter; Outer Guard, Mrs. E. Dwiggins; Chairman, Entertainment Committee, Mrs. Elizabeth R. Menefee; Chairman, Relief Committee, Mrs. W. G. Culp. Mrs. Elizabeth R. Menefee was elected delegate and Mrs. F. A. Taylor, alternate, to the Grand Lodge of Veterans, to be held in May at Baltimore. Following the election of officers, an entertainment and refreshments were provided by a committee of which Mrs. J. F. Barnett was chairman.

Considerable interest is being taken in the monthly meetings arranged by the Cumberland Veterans' for the winter months, and a good attendance is assured. A fine program has been arranged for each meeting.

Seen at Cumberland. The Capitol Limited on time, eastbound, eighteen times; westbound, sixty times. Let's keep up the good work; we don't want our Paw Paw friends to set their clocks wrong.

The Baltimore and Ohio Social Club, Cumberland, arranged a fine Yuletide dance and social in the New Shops on December 14, under the auspices of the Entertainment Committee. Good music was provided and refreshments served.

A good way to promote thrift, is to patronize your local banks. We also suggest that you read what our advertisers in the MAGAZINE have to offer before making necessary purchases.

The strong Cumberland Duck-pin Team, under the management of Chief Clerk to Superintendent G. A. McGinn, journeyed to Baltimore on December 8 and met defeat at the hands of the General Office Team. McGinn's team previously defeated Baltimore at Cumberland. This makes it fifty-fifty and we suggest they roll off the tie at Martinsburg, on neutral ground. We are still rooting for the home team.

We have dances and dances but we have only one original terpsichorean artist. When it comes to dancing, Assistant Car Distributor B. A. Noone puts them all in the shade!

We often wonder why most of our contributors give us photographs taken many moons ago, instead of some good up to date pictures. We know, from personal observa-



Gertrude, daughter of L. P. Miller,  
Morgantown, W. Va.

Please mention our magazine when writing advertisers





Each Illinois Watch is subjected to a temperature run for twenty-four hours in temperatures varying from 40° to 95° Fahrenheit.

The fact that a watch has a compensating balance means little unless it is subjected to the proper temperature tests and sufficient time taken to make the proper adjustments.

## *The Bunn Special*

is adjusted to temperature, isochronism and

6 P O S I T I O N S

ILLINOIS WATCH COMPANY,  
SPRINGFIELD

*Please mention our magazine when writing advertisers*





The Cumberland Division Tool Cars in 1907. For names, see notes

tion, that our employees would look well in the MAGAZINE. We have no age limit, send your photographs in.

Every additional shipment of freight and every additional passenger we can get over our line helps. We have the facilities to handle them; let's organize a "Go-Getters Club," and get the business.

We were pleased to hear additional favorable comments on the Baltimore and Ohio Dining Car Service recently. Investigation developed that Steward Costello and Waiter Marshall, No. 7, are to be congratulated this time. It's service and the smile that keeps satisfied customers.

The Diabolt Club is in full bloom. "Grandma" Messman, "Hotty" Spearman, "Bill" Kornhoff and "Mike" Fleming are now slated to return the compliments in Keyser pretty soon. Look out, Big Ed, Dusty and Marshall, you know all champions fall some time.

Class S engines are now operating on the East End, Cumberland Division, and in line with all Baltimore and Ohio operations, are performing 100 per cent. Of course, we want to give credit to the yardmasters getting trains out of the yard, and road crews moving them. With all the "Family" working together, we got the name of "The Best and Only" and we are not going to permit either new or old engines to take that title from us.

We understand our genial operator, "Pete" French, Streckers, has a patent on cleaning stove pipes. While we don't want to enroach on "Patented Rights" we understand "Pete" asked to have the tower stove pipe cleaned out in preparation for cold weather; when he didn't get service immediately, he proceeded to do the job himself. We don't know if it was dynamite caps, but Pete is commencing to look white again and we hope the pipe won't need cleaning any more this season.

Jake Miller, chief dispatcher, bought a new gun and from the tales he told expected to secure enough game to last all winter. On the first day out he discovered the gun was made to shoot around corners and as no game runs in circles, Jake decided to return the gun to the factory. It would not be fair to tell what reply he received on his complaint. Next time, Jake, take a little salt along; you can at least throw it straight.

Overheard Benny Noone and Gus Hodges consoling each other on Bald Heads. Benny said, "Bald men don't need to be afraid of going crazy," and Gus replied, "It's a cinch you don't need to be afraid." Anybody wonder what he meant?

A. P. Connell, transportation timekeeper, is spending all his time at home now. We think Mary Margaret is just the name for her. Congratulations to you and Mrs. Connell.

L. B. See, East Yard, Cumberland, is on the job when it comes to taking inventory but the other day when a conductor called up and asked if we could locate the "Perfume Bottle," "Bill" Nolan promptly informed him where that worthy could be found. Come on Bill, tell us the joke.

J. L. Brown, agent, Great Cacapon, and G. N. Lomyer, are in the race for mayoralty honors at that station. It's a toss up between the agent and the signal maintainer. It is a fortunate locality that can boast of these two men.

Let's go on Thrift. Get some business, handle promptly and watch our car miles. Remember, when we save for the Company, we save for ourselves. Look into the Relief Department and get that "own your own home" idea. Write the Superintendent of the Relief Department for particulars.

On November 16, Local Conductor B. Shipley, while switching in Hancock Yard, observed a car which appeared to be loaded heavier than weight shown on manifest. He ran car over scales, reweighing it, the actual weight being considerably more than the billing called for, thereby increasing our revenue. On November 23, he observed

another case of this kind, and handled with same result. Conductor Shipley is to be commended for his watchfulness and handling given these cases.

Our photograph shows the Cumberland Tool Cars taken in 1907. E. J. Napier, (deceased), wreckmaster, was in charge. Included in the group are G. R. W. Ziler, C. C. Beck (deceased), D. P. Ziler, present wreckmaster, George Darr, H. E. Langley, L. Youngblood, F. Tole and "Jim" Ziler. A number of these employees are still in the service.

The West End is taking on a busy outlook. The American Celuloise & Chemical Company is constructing a new two million dollar addition for the manufacture of artificial silk and other by-products, just west of Cumberland. Ground is being broken for the new fair ground and race track west of Cumberland, while at Oakland the General Construction Company is making preliminary arrangements for the building of a big dam, nine miles up in the mountains, along the Little Yough river, in connection with a big hydro-development. This will harness water to make power to be distributed to electrical users throughout Western Pennsylvania, Western Maryland and West Virginia. These new projects will require a large amount of raw material as well as construction material, which will be hauled to the scene of operations over our lines.

Seen at Cumberland. F. E. Baldwin, fuel distributor and H. L. Goodman, secretary to general superintendent, having a friendly argument.

We have not seen our old friend Luke Burns, up this way recently. What's matter Luke, has the girl gone back on you, or is it Christmas?

#### Cumberland Shops

Correspondent, VADA PEARL DRUMM

"Foolishly he tried to pass  
And save a half a minute.  
Now he lies beneath the sod;  
Mark yonder grave—he's in it."

#### CROSS CROSSINGS CAUTIOUSLY!

November 28, 1923 will always be well remembered by Carl H. Lapp, for that was his wedding day. Yes, our popular material man has become a benedict, being initiated into the Holy Order of Matrimony at 2.30 p. m. on the above date by Rev. Enders of the English Luthern



AT CUMBERLAND

Left: Harold Arnold, seventeen months old, son of Work Checker and Mrs. W. B. Tansill. Right: General Car Foreman Davis and Night Passenger Foreman Raupach with their "bag"



Church, Cumberland. Louise Hinkle is the fortunate young lady. The newlyweds "honeymooned" in Chicago and other western cities. It has been said "the shortest moon is the honeymoon;" but that theirs may last for a lifetime, is the wish of their many friends.

Effective December 1, Fuel Economy Instructor Smith was transferred to the Connellsville Division. Prior to coming to the East End as fuel economy instructor, Mr. Smith was a fireman on the West End of Cumberland Division. We wish him success in his new field. Successor to Mr. Smith has not yet been appointed.

The accompanying picture shows General Car Foreman Davis and Night Passenger Foreman Raupach on their return from an apparently successful hunting trip. Don't fail to note the rabbits strewn over the automobile which were put there, according to Jake Brown's story, because there was no room for any more in the car. Jake has always been known for his truthfulness and for this reason we would like to believe his story. Perhaps the rabbits were asleep.

Friend Jake tells us another story of this hunting trip. It seems that our highly esteemed master mechanic, popularly known as "King Tut," was a member of this party. On starting, it was noted he had no gun, which naturally caused much wonder, as he had promised all his friends a rabbit. However, after a short time, our EFD upon rushing to the scene of much squealing and rustling of leaves, found A. H. H. down on his knees hugging a poor little rabbit. King Tut says hugging them to death is the most economical and surest method. We agree, this wouldn't be a bad death.

We are indebted to Mr. Glenn for the following Stores Department and Back Shop notes. Many, many thanks, J. C., for your assistance. Do come again.

Our stalwart M. of W. storekeeper, Mr. Shaw, journeyed to Keyser a few days ago via "speed and luxury Deluxe." The only remark Bill had to make was "I'm glad that's over and I'm glad my insurance was paid in advance." Fast moving limousines and slow moving politics never did mix very well anyway.

Things we would like to see in the Back Shop and Stores Force at Cumberland:—  
Ralph Baird put 5 gallons of gas in his tank at one time.

D. M. Scott stay home two evenings straight.

Margaret Mouse with more than one date per week.

Mildred Hewitt without a date.

John Phillips cut down on the high life.

Dominic McDonald stay away from Piedmont Sunday nights.

Ray Lippold without car trouble.

Kathryn Goggin do less vamping.

Ralph Kelly open up and say ten or twenty words without stopping.

Miss Adams not in a heap of trouble and worrying.

James Laffey not arranging a party.

John Troxell make a date.

Frank Hopkins taking things easy.

Kathryn Gettley stay away from Pittsburgh.

We are pleased to have with us Miss Kathryn Goggin, who takes the place of Miss Anna Burns, transferred to Division Accountant's Office. We hope you'll like us and will stay with us for a long time.

We are also pleased to have with us Mr. Emerick and his force of efficiency experts. They are doing fine work. By the way, Mr. Emerick, have you seen a better shop on any railroad?

We regret very much to report the death of one of our beloved fellow workmen, Edmund H. Stealey, age 32, who was killed in an automobile accident on Williams Road about three miles from Cumberland on November 14. Mr. Stealey, although only with us a short time, made many friends and was well liked by all his fellow workers. He is survived by his mother, five sisters and one brother, to whom we offer our sincere sympathy.

"Jack" Smith, our popular outside foreman, is on the job again after spending several weeks in Hollywood and other

California cities. No, Smithy didn't go out there to join the movies—just for a vacation.

#### Hardman, W. Va.

Our efficient crew dispatcher, C. E. Chidester, better known as "Salty," who has been temporarily filling the position as assistant train master at night in place of C. M. Gearhart, has returned to his duties as chief crew dispatcher at Newburg.

C. E. Plummer, helper engineer at Newburg, has been off the past few days renewing oil and gas contracts. Mr. Plum-

## These Men Wouldn't Stay Down

*Read how these 29 railroad presidents rose from positions as laborers, office boys, rodmen, etc.*

Leaflet No. 4, recently issued by the New York, New Haven and Hartford Railroad, tells how the following presidents got their start. The rise of these men should be an inspiration to every railroad man who wants to get ahead. There is still room at the top if you really want to get there.

NAME	BEGAN AS	NAME	BEGAN AS
C. H. Markham	Track Laborer	W. B. Story	Axeman; Engineer
H. E. Bryan	Call Boy		Corps
J. E. Gorham	Office Boy	B. F. Bush	Rodman
C. E. Schaff	Brakeman	Howard Elliott	Rodman
E. Pennington	Warehouse Man	Samuel Rea	Engineer Corps
J. Kruttschmitt	Engineer on Construction	E. N. Brown	Rodman
R. S. Lovett	Local Attorney	A. T. Dice	Flagman; Engineer
Daniel Willard	Track Laborer		Corps
W. T. Noonan	Office Boy	Charles Donnelly	Attorney
N. D. Maher	Surveyor's Clerk	A. H. Smith	Messenger
Hale Holden	Attorney	William Sproule	Freight Clerk
L. M. Schumaker	Telegraph Operator	W. G. Besler	Trainmaster's Clerk
T. F. Loree	Asst. in the Engineering Corps	F. D. Underwood	Brakeman
S. M. Felton	Rodman	J. H. Hustis	Messenger Boy
E. J. Pearson	Rodman	Stanton Ennes	Telegraph Opr. and Brakeman
		C. R. Gray	Telegraph Operator

These men didn't get ahead by luck or pull. They rose step by step because they studied their work—they made each job a stepping-stone to something better—they trained themselves in spare time so that when opportunity came they were able to take advantage of it.

Why don't you study in your spare time and get the special training you must have if you want to get ahead? If you will put your shoulder to the wheel and really try, the International Correspondence Schools will help you to reach the goal of your dreams far quicker than if you attempt to make the journey alone.

At least find out how by marking and mailing the coupon that has meant so much to so many other railroad men just like yourself.

### MAIL THE COUPON TO-DAY!

#### INTERNATIONAL CORRESPONDENCE SCHOOLS

Box 8179-C, Scranton, Penna.

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

- |   |  |  |   |
|---|--|--|---|
| <input type="checkbox"/> LOCOMOTIVE ENGINEER      | <input type="checkbox"/> Gas Engine Operating    | <input type="checkbox"/> BOOKKEEPER              | <input type="checkbox"/> Electric Lighting and Railways |
| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> CIVIL ENGINEER          | <input type="checkbox"/> Cost Accountant         | <input type="checkbox"/> Telegraph Engineer             |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> Surveying and Mapping   | <input type="checkbox"/> BUSINESS MANAGEMENT     | <input type="checkbox"/> Telephone Work                 |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> R. R. Constructing      | <input type="checkbox"/> Private Secretary       | <input type="checkbox"/> METALLURGY                     |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Bridge Engineer         | <input type="checkbox"/> Business Correspondent  | <input type="checkbox"/> Stationary Engineer            |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> ARCHITECT               | <input type="checkbox"/> Stenographer and Typist | <input type="checkbox"/> AUTOMOBILES                    |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Good English            | <input type="checkbox"/> Airplane Engines               |
| <input type="checkbox"/> Trainmen and Carmen      | <input type="checkbox"/> Blue Print Reading      | <input type="checkbox"/> SALESMANSHIP            | <input type="checkbox"/> AGRICULTURE                    |
| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Contractor and Builder  | <input type="checkbox"/> ADVERTISING             | <input type="checkbox"/> Poultry Raising                |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> Structural Engineer     | <input type="checkbox"/> Railway Mail Clerk      | <input type="checkbox"/> RADIO                          |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> Concrete Builder        | <input type="checkbox"/> CIVIL SERVICE           | <input type="checkbox"/> Spanish                        |
| <input type="checkbox"/> Machine Shop Practice    | <input type="checkbox"/> CHEMIST                 | <input type="checkbox"/> ELECTRICAL ENGINEER     | <input type="checkbox"/> French                         |
| <input type="checkbox"/> Toolmaker                | <input type="checkbox"/> Pharmacy                | <input type="checkbox"/> Electrician             | <input type="checkbox"/> Banking                        |
| <input type="checkbox"/> Boiler Maker or Designer | <input type="checkbox"/> TRAFFIC MANAGER         | <input type="checkbox"/> Electric Wiring         |   |

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 Present Occupation ..... Employee I By .....  
 Street and No. ....  
 City ..... State .....

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DEPOSITS \$1,055,260.26

## The First National Bank Keyser, W. Va.

**SPECIAL SAVINGS DEPARTMENT**  
Interest paid every six months  
from date of deposit

mer has bright expectations of buying out the Standard Oil Co. in the near future.

"Dangerous Dan" Larue is no longer in helper service at Hardman, having taken the Newburg Coal Train.

Frank Mayola, boilermaker helper at Hardman, has been off duty the past few days taking up a special course in law. Mr. Mayola is an efficient Italian interpreter and his greatest ambition is to become a criminal lawyer so that he can ably prosecute all "Blackhanders."

W. B. Cockrell, fire marshal at Hardman, attended the meeting of all fire marshalls recently held at Cumberland, Md.

The following shop employes at Hardman, Neal Fream, Vic Lucas, and Geo. Shay, strapped their trusty rifles to their backs and hied forth to Elk Mountain for the avowed purpose of exterminating Bruin and his family.

They were fortunate in killing an animal weighing less than two pounds, color grey. All members of the hunting party contended that it was a bear cub. The good citizens of Preston County, however, declared that it was a rabbit.

### Keyser

Correspondent, H. B. KIGHT

Assistant Correspondent, B. E. TASKER

The accompanying photograph is Miss Catherine Crawford, daughter of Engineman W. H. Crawford, Piedmont. Little Miss Crawford won the Pythian Sister Scholarship at Piedmont for having been the best all round student in the school during 1921. She also is the proud possessor of a County Certificate. She is in the 2nd year High School.

Passenger Brakeman Matt Yarnell, while on duty a few days ago, overheard a passenger on his train say that he had just discovered in looking over his mail, enroute, that he had routed a carload of apples to the wrong destination, and was in a quandary as to just what to do. Upon his arrival at Cumberland, Matt went to the Superintendent's Office, explained the case, had the necessary changes made, and the car continued to its proper destination. He also wired the shipper, who had continued east, that the change was made and everything was O. K. A few days later Matt had the prettiest basket of apples in the country, with a letter of praise from the shipper. Service and Courtesy surely do pay. In the shipper we have a satisfied passenger and a life long booster, and in Matt an helpful employe.

News is scarce. Your correspondent, who has been with the Company for 20 years today, December 11, injured his knee while alighting from a train and has been at his home in bed. He is out now and looking for news and for ads, too. (Mr. Mannix, please note!)

It is with profound regret that we report the death of Mrs. Mary Ervin, wife of Chief Clerk to Trainmaster P. G. Ervin. Mrs. Ervin, who had been ill for a long time, bore her suffering with true Christian spirit. The esteem in which she was held in the community was manifested by the beautiful floral emblems that surrounded her casket. To Mr. Ervin and his children we extend heartfelt sympathy.

To Boilermaker W. E. Kight and family we also extend our deepest sympathy in the passing to that Great Beyond of his mother, Mrs. Harley H. Kight. Mrs. Kight had been an invalid for several years and yet she, too, with Christian fortitude, bore her sufferings without a murmur, believing in Him who doeth all things well. Among the beautiful flowers which mutely told of the esteem in which she was held, was a beautiful piece from fellow boilermakers.

In crediting those who assisted me in getting up the notes for Keyser in last month's issue, I failed to give good old Ed. Tasker any part whatever, and he is the fellow I am depending upon.

'Scuse me Ed! I appreciate your help and I am going to see that in the future you are given the credit you deserve.

George Porter, first trick ticket clerk in the Cumberland Ticket Office, enjoyed a trip to Canada last month. George said he visited Niagara Falls and did not think they were so wonderful for if that little old creek up home (at Oakland) had a high place to fall from, it would be wonderful, too.

The springs on the right side of Boiler Foreman Spicer's new automobile are getting rather weak, since our boiler clerk has returned to the farm to live and is riding back and forth with him each day.

We sympathize with "Do Do" these days, owing to the transfer of B. J. Davis to the Freight Agent's Office. Certainly did hate to have "P K" leave us, but wish him the best of luck in his new position.

We understand that Assistant Foreman Ravenscraft, who has been confined to his home for the past month with an injured knee, is now rapidly improving. We certainly do miss "Ginnie" and hope he will be on the job by the time this item appears in the MAGAZINE.

Vernon Beall, employed as electrician apprentice, was recently awarded a prize and acknowledged the Champion Winchester Rifle Shot of the World, his score being 499 out of a possible five hundred, made at the tournament held by the Winchester Rifle Club in Philadelphia. If Vernon could only play checkers the same way he can shoot, "Oh Boy," we would have a match worth while with our old friend, "Abe" Ketzner.

Night Boiler Foreman J. H. Griffen is confined to his home with a severe attack of rheumatism. Hurry up, Uncle Jack, and get those limbs of yours supplied up as we certainly do miss you.



Catherine, daughter of Engineman W. H. Crawford, Piedmont, W. Va., who won the Pythian Sister Scholarship at Piedmont

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Dusty says, "The way some of our lady clerks pay over their money to the druggist each pay day, makes it evident that they are getting their complexion on the installment plan."

"John Smith, our colored janitor, has a very small sense of humor," quotes Bertha, our time clerk. "He was given our old family cat, which gave up its ninth life, to dispose of in manner fitting its many years of mouse catching. He took the remains to the rear of one of our local hash houses, for what purpose I am not sure, and left it. I would not have grieved so much to have the cat so disposed of, if John had only removed my name and address from the suit box, used as a coffin."

Apprentice Carl Avers, better known as "Interrogation Point," recently made a trip to the Pacific Coast. On his return he distributed among his friends copies of the various time tables of the roads over which he traveled. He had 317 time tables of the various roads and their branches. In fact, he hardly had anything else in his grip. We do not know if Carl is trying to bump Traveling Passenger Agent Kight or is economizing.

Below are a few bright ones heard in Master Mechanic's Office:

Do Do—Bertha, Blacksmith Smith will report for duty tomorrow; will you kindly notify his foreman?

Bertha—What Smith?

Do Do—BLACK.

Alice—I have a charge of one gallon of fuel oil, is that R. & R.?

Marshall—No, H W—hot work.

Mary—Yardmaster Virts and Geo. (Sheeny) Sheetz are organizing an apple club.

Ethel—What kind of an apple club?

Mary—Bald-wins.

C. C.—Dusty, I note in November issue of the MAGAZINE an article stating that you are a prompt five o'clock man these days. I suppose if you were adding a column of figures and the whistle blew for five o'clock you would stop half way up a column.

Dusty—Nothing doing, Chief, if it was that close to five o'clock I would not start to add.

### Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

Radio fans around Martinsburg are enjoying some fine entertainments these days. Jude Fulk and Engineer Alonzo Hockenberry claim to be the champion radio fans of this city. The boys around Hose Company 5's hall say one of these ardent fans has his meals sent to the engine house; he is not even willing to go home to eat; he might miss something.

The boys around the Yardmaster's Office, Martinsburg, tell a good joke on Veteran Engineer "Ed" Fortney. Recently Veteran Fortney and several of the men were standing at the local station, watching the passengers coming from the train. A fine looking woman rushed up to Brother Fortney and throwing her arms about his neck, kissed him and went into raptures about how glad she was to see him. "Say, Woman, haven't you made a mistake?"

"No, I haven't," and she proved it by again embracing the embarrassed Veteran. Then, lifting her head from the last embrace, the lady happened to see and recognize the man whom she was expected to meet. Proper apologies were offered, of course, but every fellow who had witnessed the proceedings was wishing that he was in Brother Ed's place.





Left: Car Repairman H. B. Wolfe, Right: Road Foreman W. N. Foster, Connellsville, Pa.

A number of friends and neighbors of Veteran Storekeeper W. G. Edwards and Mrs. Edwards gave this venerable couple a delightful surprise on the 49th anniversary of their marriage, December 8. A pleasant evening was enjoyed by all. Mr. Edwards is nearing his 50-year service button, and is still going.

The grim reaper has been busy in our railroad family since the last issue of the MAGAZINE. The sympathy of all the employees here goes out to Mr. and Mrs. A. O. Tedrick in the loss of their seven-months-old daughter, Margaret Ruth. The little one died on December 7, after an illness of several days, of a severe cold.

A sudden death was that of Carpenter Jacob A. Fristoe, who died while at work. The camp with which Mr. Fristoe was employed was making some bridge repairs at Martinsburg. Mr. Fristoe reported for duty as usual, nor did he complain of feeling ill or in any way unable to perform his duties. While engaged in sawing a stick of timber he fell dead. Company Surgeon Dr. J. H. Hodges and his assistant, Dr. Oates, were summoned immediately, but they found Mr. Fristoe beyond

medical aid. It was the opinion of the physicians that the deceased had suffered a cerebral hemorrhage. Mr. Fristoe was 54 years old and had been a resident of Martinsburg since 1910, coming here from Virginia. The funeral services were held at the home, 398 W. Race St. and the body taken to Middletown for burial.

Engineer William F. Provance died at the King's Daughter's Hospital on December 7, after an illness of several months. He was a native of this city, having been here in 1872, later moving to Baltimore. He had served the Baltimore and Ohio creditably for many years. Nineteen years ago he returned to Martinsburg to live, and here he remained until his death. A widow and one son, with other relatives, survive. Funeral services were held at St. Joseph's Catholic Church, with interment in St. Joseph's Cemetery.

#### Connellsville Division

##### Office of Train Master

Correspondent, C. E. REYNOLDS  
New Year's Greetings to all!  
Now that 1923's days are gone forever,

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**The Master Railroad Watch of America. Adjusted to 6 positions—Time-Tested, Rated and Cased at the Great Illinois Factory.**

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## AUTOMOBILE MAKES 27 MILES ON AIR

An automobile goes 27 miles on air by using an automatic device which was installed in less than 5 minutes. The automobile was only making 30 miles on a gallon of gasoline but after this remarkable invention was installed, it made better than 57. The inventor, Mr. J. A. Stransky, 590 Eleventh Street, Pukwana, South Dakota, wants agents and is willing to send a sample at his own risk. Write him today.—Adv.



SMILES OF CONNELLVILLE BOYS AND GIRLS DRIVE AWAY THE GLOOM AND SMOKE OF THE FURNACES

Above: left to right; Leo N. Keegan, Mrs. S. M. Dehuff, E. W. Mitchell. Below: Nick Pearl, filling up; Tommy, son of S. M. Dehuff, H. G. Fisher

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we hope that all will put their shoulder to the wheel and make the new year—1924—better for themselves as well as the Baltimore and Ohio.

On November 22, a baby boy arrived at the home of Mr. and Mrs. O. P. Moser; they have named the little one Thomas Colborn Moser. The proud father is employed as time keeper in Division Accountant's Office. Congratulations!

Regret to report the death of the following conductors: H. C. Critchfield of Johnstown, Pa., and J. H. LaClair of Uniontown, Pa.

On November 23, Conductor P. C. Crislip returned from a hunting trip to the mountains. Thanks "Red," the squirrels were fine.

J. R. Dunston, engineer, has been in the Mercy Hospital, Pittsburgh, Pa., for some time, taking treatment. We all hope for J. R.'s speedy recovery.

On November 24, the Honorable E. T. Rubin, demurrage clerk, Connellsville, Pa., was host at a well appointed and fine turkey dinner at his home on McCormick Avenue for the clerks in the Freight Office. Dinner was served at 6.30 o'clock and in true Thanksgiving style. All the guests reported one of the most enjoyable evenings they have spent for some time.

Here is a good picture of W. N. Foster, who was recently appointed road foreman of engines, vice C. R. Burns.

On December 1, Morgan Smith was appointed instructor, Fuel Economy, vice H. T. Clark, promoted to assistant road foreman of engines at Cumberland.

It is understood that effective January 9, the agency at Markleton, Pa., will be closed. The Sanitarium at this point was taken over by the Government during the war and used as a tubercular hospital for gassed soldiers. At the close of the war it was abandoned and the business has since fallen off to such an extent that the maintenance of an agency is not necessary.



Children of L. Molinaro, Connellsville, Pa.

## Pittsburgh District

Correspondent, EARL FAIRGRIEVE

Thrift—Thrift—Thrift!

Our good old friend, Noah Webster, says in his book of knowledge that THRIFT means good husbandry, frugality, prosperity and gain, and we are inclined to believe that Noah could not have picked out a better meaning. Where can you find more economy than in the practice of good husbandry? Where is there a better attribute to be found than in the practice of frugality? Where is there anybody who does not love to gain something in the killing pace of every day life, and what is more desirable than prosperity? Thrift is but a small word compared with others found elsewhere in the Webster classic, and yet it has a world of meaning, and is so full of possibilities to those of us who would practice its teachings. So, as a suggestion for a New Year resolution, permit me to urge a more proficient practice of THRIFT.

Once again the little hamlet of West Newton appears in the limelight. Dan Cupid has been snoopin' around, and we are told one of his wicked darts hit B. S. Bailey, warehouseman, who has recently taken unto himself a wife. We like your friends to hear of your achievement, Brother Bailey, hence this exposure, and with it go our best wishes for a happy future.

While tattling in the vicinity of this same little burg, might add that Agent Mulvey looks well with his new molars, and we sincerely hope his experience with these will not be as with the ones he lost some time ago. Hold them tight, Tom!

It has come to our notice that Assistant Train Master Harry Allen is about to move into his new house. Big house warming coming, hey, Harry?

Freight Conductor J. G. Cunningham, who has been on the sick list for the last three months, is steadily improving and we hope he will soon be back on the job.

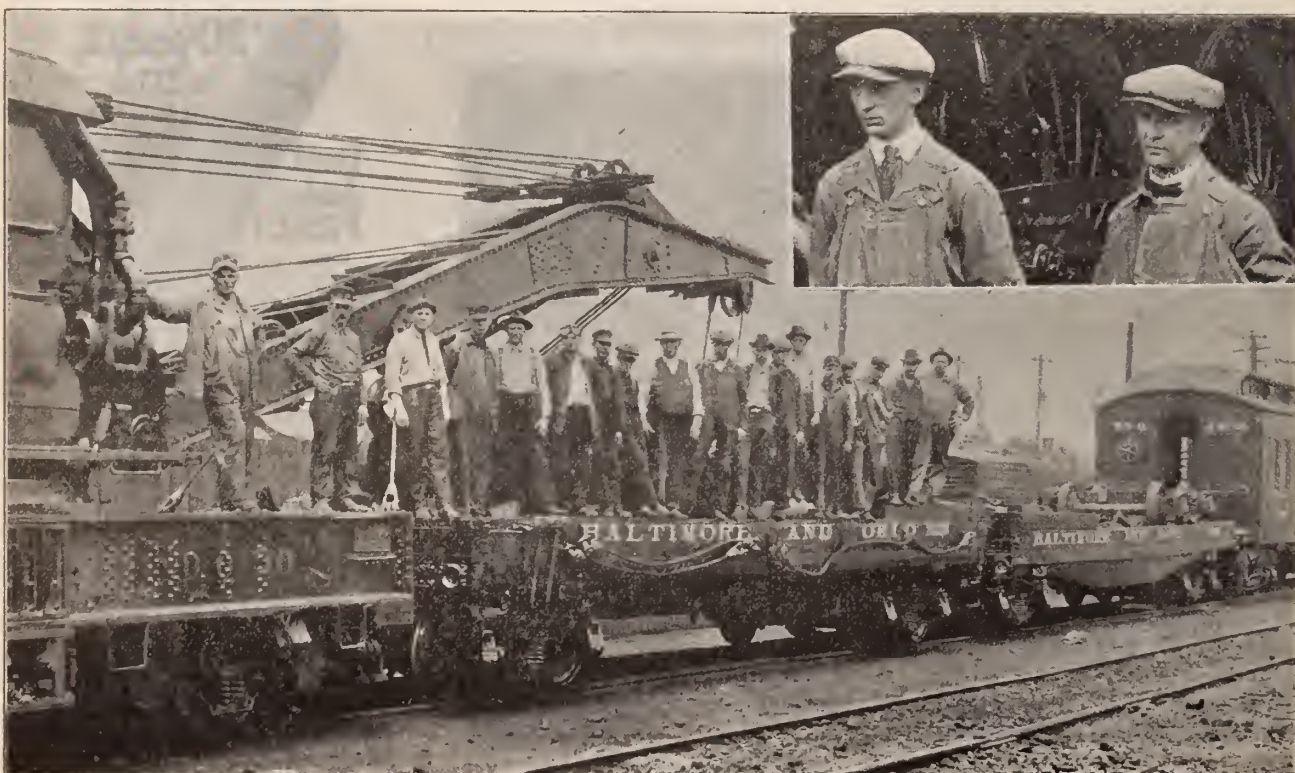
Car Distributor A. H. Gribbin, who has been in poor health for some months, has again returned to duty.

Miss Gertrude Madden, stenographer in Superintendent Beltz' Office, who has been in poor health, is now rapidly regaining her strength, and will return to duty shortly.

Messrs. Huggins, Car Distributor's Office, and Matheny, of McKeesport, went hunting recently in the wilds of No Man's Land, Northern District. Both said they were hunting bear but we are inclined to think they were trailing "dears."

Friend Cupid has started operations in Transportation Assistant Gorsuch's Office. We notice the tell-tale evidence on the proper finger of our friend, Gertrude Clay. We all wish you luck, Gertie, and will call around at the little shop at 6th in McKeesport and order our next suit. Cooperation helps. Signs indicate other startling developments along this line in this same office, due notice of which will be given later.

Another victim of the ever busy Cupid is our estimable friend, George (Ginger) Washington Graham, freight representative in the District Freight Office at Pittsburgh. Seems George dug up enough courage and nerve to "pop the question" and the event was actually consummated November 6. Congratulations and best wishes. George did it.



Upper right: Fireman Baker (left), and Engineer C. C. Cook, who handled President Harding's funeral train on the Connellsville Division.  
Below: The Connellsville Tool Cars and Wrecking Force





## OLD TIMERS ON THE NORTHERN DISTRICT

Left: Baggage-master J. H. Edgar and Passenger Conductor A. G. Kirkwood, at Kane, Pa. Right: Engineer James A. Cottrell and son, taken at Washington, D. C.

Friends of M. H. McNerney, mason foreman, Pittsburgh Division, will be grieved to learn of his death on November 17. Mr. McNerney, who resided in McKeesport at the time of his death, entered the service of the Company, April 1, 1896 and had been an employe of the Pittsburgh Division during all of his service. He had made an exhaustive study of concrete and methods of working it for many years, and at the time of his death was engaged in the study of a method of waterproofing concrete to make it absolutely dry. Thus is recorded the passing of a true and faithful employe of the old school whose loss is mourned by all with whom he came in contact.

For a long time we have heard of the wierd experiences of our nimroding friend, Brother Kelly, of Transportation Assistant Gorsuch' Office, but it remained for our friend the cartoonist to give us a true picture of the events as they happened in the field. We know not in what particular part of the country this experience happened, but the accompanying sketch portrays a word picture and is inserted for your edification with no intention to offend the frightened hunter. It's no sin to run when you're scared.

It has come to my notice that Miss Emma Navoney and Miss Mary Gallagher, Division Engineer's Office, Connellsville, are complaining about not being able to get their names in the Connellsville items of the MAGAZINE. If the girls come across with the shoes, feel quite confident we can have their photographs in an early issue.

There have been no accidents on the Northern District since October 7, and not a wheel has been off the main track in that territory during the entire month of November, which is gratifying. This has been due to improvement in the physical condition of the road, better efficiency in the M. of W. Department, and good feeling, in general, among the employees, all of which are to be congratulated.

Practice Thrift,  
Till you get the drift,  
It will give you a lift,  
If you only will, IF.

## Northern District

Correspondent, D. H. KIRKWOOD

Kane, Pa.

One of our photographs is of Engineer James A. Cottrell and his son and was taken while they were visiting Washington, D. C., recently. Mr. Cottrell, Sr., is engineer on trains 47 and 48, running between Pittsburgh and Clarion Jct., and known as the "Stump Jumping Limited." He has been in Baltimore and Ohio service many years and resides near Glenwood, Pa. He is fond of dogs and also of his pet engine 1313, named many years ago "The Old Black Cat." He tells us this engine used to hold the record for speed, because of her high wheels. Years ago the 1300 class engine hauled some of our best trains.

Another of our photos is of Conductor A. G. Kirkwood and Baggage-master J. H.



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Edgar. It was taken at Kane, Pa. Conductor Kirkwood has worked in various branches of the service. He last entered the service on September 1, 1901 as brakeman and was promoted to conductor on September 16, 1902. He now runs one side of passenger train between Mount Jewett and Butler. He was brought up, from the time he was six years old, at Clarion Jct. Living close to the railroad all his life he knows railroad work and the history of our road for many years back.

Baggagemaster Edgar has been in the service since 1899. He was first employed at Allegheny, Pa., as a clerk, and in 1902 was transferred to position as brakeman. He is a promoted man and occasionally we have the pleasure of seeing him in his conductor's uniform saying, with his genial smile "Tickets Please." He enlisted during the World War and was given a commission as lieutenant. He served in railroad army service in Russia.

Many of our readers and patrons do not know what they are missing by failing to visit Kane and vicinity at this season of the year. Bear stories are numerous, and carried in newspapers all over the country. These animals are numerous and have been causing considerable trouble by raiding pig pens and sheep pastures, but they are being kept on the move by hundreds of hunters who are enjoying the sport.

The Kane *Republican* carries a photograph taken by Mrs. Gleason, Smethport, Pa., who passed in an automobile while Ivan Peterson and another man were attempting to get a bear out of a tree near Lantz corners, within one hundred feet of the Kane Mount Jewett, road—quite close to the Baltimore and Ohio tracks. The bear finally descended from the top of the tree, and weighed 80 pounds. The capturer had a lively time making Mr. Bruin



Photo by courtesy of Mrs. Gleason, Smethport, Pa.  
This "bears" out our story in the Northern District notes that bears climb trees

fast, being considerably scratched up during the operation. After being fed and admired for several hours the bear was released, it not being "open season."

Weslie Haun, one of our old time employes, is the flagman on one side of the Capitol Limited between Pittsburgh and Willard. When this train was first put on, and the most efficient crew selected, Weslie was one of the number. Later, when the positions were put up for bid, he was the successful applicant. Mr. Haun always tells us how the passengers riding the Capitol Limited appreciate it and that its service is unexcelled. He has a fine home in Butler, where he has lived for several years. Mr. Haun is also the proud father of two sons, one being chief dispatcher, Akron, Ohio, and the other in the employ of the Standard Oil Co., at Olean, N. Y. The latter, Ralph, was formerly employed as telegraph operator on the Pittsburgh Division.

Our station at Butler has recently been overhauled and painted, and the platform raised, which is quite an improvement.

Agent J. G. McCloskey, Petrolia, has recently purchased—No, not an automobile—a Ford. He is often seen on the new road with a lady, and as it is the same one all the time, we expect smokes will be passed out any day.

We hope to have some Big Game stories soon. A bunch of our people are in camp now. We hope Presley and Harold will get the bear this time.

Engineer E. V. Fitzgerald has purchased a new Buick. He is now demonstrating the four wheel brake.

January is National Thrift month. Let's put our shoulders to the wheel and practice Thrift both at home and in our daily work.



#### THE LAST DAYS OF THE NARROW GAUGE, NORTHERN DISTRICT

On September 30, 1911, the last narrow gauge train ran from Kane to Foxburg, Pa. See story above. In photograph No. 1, Brakeman W. G. Murphy has unfortunately been omitted. He was standing near the tank. He is still in the service. Photograph No. 3 shows snow in Jo Jo cut, near Kane, Pa., in February, 1908



"If you see the gas or electric light burning when its not needed, turn it off—in the office or at home. Look out for the water. Lots of places we are on meter basis, and in many places we are actually short of water. Stop That Leak in the water pipe, too! Shut the car door; it takes more coal to haul a car with an open door.

A short time ago, the O. R. T. Club of Pittsburgh held a get-together meeting of old time telegraphers and agents. J. Yeager, one of our efficient operators in "DS" Office, Pittsburgh, was in charge of the arrangements. A good attendance was reported. The Club held its Christmas Dance at the Moose Club Rooms, Pittsburgh, December 14.

We have just heard of the death of John D. Shoup. He passed away on December 7. Mr. Shoup was a conductor on the old P. and W., Northern District. He worked here about 25 years. He left the service sixteen years ago and at the time of his death was employed by the National Transit Company at Oil City, Pa. "Pappy John," as he was affectionately known here, had many friends on the Northern District and elsewhere. His brother is Car Inspector J. O. Shoup, Foxburg, and his son is Flagman D. B. Shoup. Our sympathy is extended to his relatives.

We are reproducing some photographs of the last trains run over the old narrow gauge road. They were taken on September 30, 1911, the last day the narrow gauge trains ran.

Photograph No. 4 shows merchandise train 97, engine 99—formerly engine 24—standing in gangway, Engineer O. F. Johnson; Fireman J. W. Edinger is seated in cab; seated on top of car, Brakeman D. S. Parsons; standing on rear of tank, left, Extra Gang Foreman A. Irwin; right, Conductor H. S. Jones; holding to grab iron of tank, Brakeman H. J. Shoup; leaning with hand on car, Brakeman L. J. Naughton. Foreman Irwin died shortly after this photograph was taken. He had served the Company faithfully for many years.

Photograph No. 2 is passenger train No. 151, engine 94—formerly engine 4—known as "The Pride of the Northern District." The engine crew is Engineer Jas. McAvoy and Fireman George Wingard, the latter now being on the Pennsylvania R. R. The train crew is Conductor F. X. Jarvis, Brakeman Jacob Mock, Baggage-master H. A. McGonigle, standing in door. Messrs. Jarvis and McGonigle have since passed away.

Picture No. 1 shows Mount Jewett passenger train, B. L. & K. engine No. 7, now owned by the Baltimore and Ohio. In the photo, reading left to right, are Fireman C. H. Jones, Engineer A. L. Butler, Conductor A. G. Kirkwood, Baggage-master J. C. Smith and Brakeman W. G. Murphy.

Engines 7, 94 and 99 were coupled together, with all narrow gauge equipment, at Kane, Pa., on the night of September 30, and run to Foxburg for the last time. People all along the line were gathered at stations to bid farewell to the little narrow gauge trains that had served them well for so many years.

Before daybreak the next morning, the Maintenance of Way employees were at work, in a downpour of rain which lasted until Monday, spreading the rails from narrow to standard gauge, and on Monday night the Mount Jewett crew, shown in photograph No. 1 left Foxburg with standard gauge engine 799 and equipment, arriving at Kane without difficulty.

The narrow gauge days will long be remembered by old timers who are still with

us and others who have retired. The cold winters we had, with snow higher than box cars in some cuts and the links and pins are not forgotten. The old timers remember riding on the tops of box cars down all hills, handling brake clubs and sometimes—without result.

Conductor Billy Mattern and Baggage-man T. J. Rainey have railroaded with us for forty years and still stick to the rail.

The snow scene shows trouble in a cut, one mile east of Kane, on February 6, 1908. At this time, the road had been snowed up between Clarion Jet. and Kane for more than two weeks. Conductor A. G. Kirkwood and Engineer Paul J. Diffenderfer with engine 900, snow plow and flanger, had been dispatched from Kane but were stalled in Jo Jo cut, in a drift 1500 feet long and from three to fourteen feet deep. A gang of Italian laborers with this crew, threw down their shovels and disappeared. The crew after doing all they could to get out of the drift, drained the engine, pulled the fire and walked back to Kane. Later on, when the storm had subsided, the same crew, with engine 900, assisted by B. L. & K. engine No. 10, started again to clear the right of way. With a crew of 10 Italian laborers and 29 glass workers from Kane, Jo Jo cut was opened after three days of hard work.

We recall one winter when the road between Clarion Jet. and Kane had been blocked by snow. After 21 days, the first passenger train left Kane in charge of our old friend, Conductor F. X. Jarvis, now deceased. They arrived at Tylersburg and after getting on, one of the passengers looked at his watch. He said to Conductor Jarvis, who asked for his ticket, "You are a little late today." "Yes, sir," Jarvis replied, "we are just 21 days and 40 minutes late!"

Those days are gone forever. While we still have heavy snow storms, since the road has been made standard gauge, we are occasionally delayed, but we get through somehow.

#### District Master Mechanic, Glenwood

Correspondent, EDRIC C. GREAVES

#### The New Year

As the years come and go, many opportunities are lost; yet oftentimes failure can be turned into actual achievement, if we profit by the omissions of the past. Therefore during 1924 let us firmly resolve to put forth our best efforts and then our regrets will be few and our losses regained.

November 26 the Baltimore and Ohio Glenwood Social Club held its Thanksgiving dance in Foreman's Hall, Pittsburgh, Pa. Although unfavorable weather was responsible for many being absent, the attendance was good and an enjoyable evening was passed. The music was furnished by Sargone's Orchestra, Pittsburgh. The officers of the club express their appreciation of the splendid results obtained by Miss Jane Passmore, Master Mechanic's Office and W. E. Mohler, supervisor of shop orders, Glenwood Locomotive Shop. Among the pleasing features of the evening was the large representation of Pittsburgh young ladies, who are employed in the different telephone exchanges. It is regretted that the inclemency of the weather prevented the young ladies from the office of the Superintendent of Shops and the Stores Department from attending. It is hoped they will be more fortunate next time.

Foreman Kane, Glenwood Locomotive Blacksmith Shop, walked into the office recently and informed the correspondent that he was always well protected in the



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KENTUCKY TOBACCO COMPANY,  
Department 18 Owensboro, Kentucky



shop. Upon being interrogated, Mr. Kane took us into his confidence and imparted the following information: It appears that Charles Allen, spring maker, is the possessor of a wonderful pair of hands with a wicked kick in either and has recently gained the title of amateur champion of Greater Pittsburgh in the light heavy weight class, his weight being 170 pounds. On his first appearance in the squared arena, he met George Kunz of Lawrenceville, Pa., whom he sent to the land of dreams in the first round. He then challenged Sam Simmons, who eagerly accepted the defi, wishing to avenge Kunz and uphold the honor of Lawrenceville, with the following result: First round: Felt each other out—when suddenly Allen rushed Simmons to the ropes, delivering several jabs and with a stiff uppercut dropped him to his knees. It was an exceedingly warm round. Second round: Allen received from Simmons a left jab in the eye, which intensified and roused his fighting blood and several hot exchanges took place, with Allen having the better of it. Third round: Having shaken hands, Allen rushed Simmons to his corner, delivering numerous smashing rights to the face, head and body knocking him to his knees, when the bell rang and saved Simmons from a knock out. The

judges stopped the fight and awarded the decision to Allen, with which went the amateur light heavy weight championship of Greater Pittsburgh, which explains Mr. Kane's declaration in the opening sentence.

We are glad to announce the return of H. T. Cromwell, assistant superintendent, Glenwood Locomotive Shop, who has been ill with a severe cold. We are also glad to announce that Mrs. H. T. Cromwell, who has recently undergone an operation in the John Hopkins Hospital, Baltimore, is now at home in Pittsburgh.

F. P. Pfahler was fortunate enough to eat his Thanksgiving turkey with Mrs. Pfahler and the kiddies at their home in Baltimore.

Chief Clerk Whalen, District Master Mechanic's Office, who has been ill, has returned to his duties.

Mrs. Walter W. McPherron, wife of assistant chief clerk, District Master Mechanic's Office, who has been visiting relatives in Washington, Ind., returned to Hazelwood Thanksgiving week. We know that W. W. McP. is happy now, for dining in restaurants is not at all to his liking!

Conversation overheard on Train No. 9 between District Boiler Inspector Sliger

and District Chief Clerk Whalen. Sliger: "Bill, why don't you straighten out and take a nap right?—I always stay awake and will let you know when we get there." On arrival at New Castle Junction, where the two tired travelers desired to get off the train stopped at the roundhouse, Sliger was snoring to beat the band and Whalen had literally to pull him off the train.

Page District Electrical Inspector Roy W. Eves and ascertain where the swimming pool is located in the Glenwood Locomotive Back Shop! It is rumored that Roy just escaped having to go home in a barrel a few Sundays ago on account of the knotty condition of his clothes, and it all occurred during church hour.

#### Glenwood Back Shop

Correspondent, FRANCES E. LEEPER

Happy New Year!

That this may be the happiest and most prosperous year of our lives, is a common wish, but, it covers about everything a railroad person wants. May this wish come true for all of us!

January is National Thrift Month—why not make this year an entire thrift year. Be thrifty!



FAMILIAR FACES AT GLENWOOD

Read left to right, top row: W. A. Whalen, Chief Clerk, Office of District Master Mechanic; M. R. Powell, Chief Clerk, Office of Superintendent of Shops; W. W. McPherron, Assistant Chief Clerk, Office of District Master Mechanic; Miss Mary Goldstrom, Pass Clerk, Office of Superintendent of Shops; L. D. Dashiell, Clerk; F. D. Layton, Clerk; H. M. Davenport, Clerk. Fifth row: Miss Olga Morris, Stenographer; Miss Katherine Engemann, Miss Mary Walsh, Miss Edna Moxley, J. E. Barrett, Frank Jaworski, Clerks; Fourth row: H. F. Schwab, Chief Clerk, Office of Storekeeper; J. W. Tucker, Assistant Chief Clerk, Office of Storekeeper; Miss Claire Farrell, Stenographer; Miss Bess Friday, File Clerk; Miss Elizabeth Flynn, Stenographer; Miss Kathryn E. Farrell, Stenographer; Third row: J. R. Orndorff, Storekeeper; S. Schmitt, Clerk; R. L. Massung, Clerk; L. J. Kramer, Clerk; C. L. Tucker, Assistant Chief Clerk; J. B. Raab, Clerk; J. B. Layne, Stock Clerk. Second row: Miss Ethel Andrews, Secretary to Superintendent of Shops; C. P. Smith, J. R. Haney, B. Charubin, J. J. Campell, Russell Ward, Clerks; E. C. Greaves, Secretary to District Master Mechanic and Magazine Correspondent; N. A. Stinger, Power Clerk, Office of District Master Mechanic. First row: Miss Francis Leeper, Stenographer and Magazine Correspondent, Office of Superintendent of Shops, Miss Margaret Cunningham, Miss Anna Gallagher, Miss Beatrice Morris, Miss Mildred Kramer, Miss Anna Kirkland, J. Ormley, Clerks



We extend our sympathy to the family of Stanley Bonosku, machinist apprentice, who was accidentally killed on November 12 in an automobile accident. Stanley would soon have completed his apprenticeship in the Back Shop.

We extend to Simon Gill and his family, our heartfelt sympathy in their recent bereavement in the death of their son, Regis.

At last we have secured the services of a permanent janitress. It has been suggested that we fasten a ball and chain to her in order to keep her on the job.

Girls, Leap Year is here! Now get busy and "do your stuff."

Why does Beatrice sit and dream occasionally? Ask "Bunny," he knows.

A regular visitor at Glenwood is Safety Agent W. J. Head. Mr. Head is quite popular with the girls!

Ethel Andrews is having her glasses changed—getting ready to look them over this year.

#### Glenwood Roundhouse, Master Mechanic's Office

Correspondent, J. P. PASSMORE

January is Thrift Month and I am wondering what we will do toward making it a Banner Thrift Month—there are so many little ways that we can practice Thrift. Let's all get together and do all we can!

Guess you would have a smile, too, if you were in Foreman W. J. Ward's place. Sure, it's a girl—no wonder he has that broad grin on his face. Thanks for the candy and smokes, Bill! Mrs. Ward was formerly Miss Margaret Brocius, Stores Department.

At last our suspense is ended! S. J. Linn, boiler inspector, finally did let us in on the secret. Sometime in September Jim obtained a few days off and we are pretty sure that he took the fatal step—Mrs. Linn was formerly Miss Anna Jenkins, daughter of Night Roundhouse Foreman Jenkins. Best wishes to you and the bride, Jim, but I still want that candy.

We are still waiting to see what C. J. White, pipe foreman, caught on that hunting

PUGH BROS.

WISH YOU

A

HAPPY

NEW-YEAR

## PUGH BROS. JEWELRY COMPANY

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Pittsburgh, Pa.

5410 2nd Avenue  
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Youngstown, Ohio

OFFICIAL RAILROAD WATCH INSPECTORS



The "Jack Dempsey" of Glenwood Back Shop, Spring Maker Charles Allen, amateur boxing champion of Greater Pittsburgh, Pa.

trip that he went on. What was it, "Whitey?"

Hardly blame A. D. Weston, machinist, in the roundhouse, for feeling tempted to punch someone. You would, too, if they had taken a perfectly good apple out of your lunch and put in a wax one—such a good imitation that you even went so far as to attempt to eat it—right in front of all the fellows, too.

There are a few things we would like to see in and around the Master Mechanic's Office, and especially the following:

Anne and Jim quit razzing each other.

John quit talking about May.

Mary in on time.

Harry have an extension from the 'phone placed on his desk.

Rider quit asking when he is called to the 'phone—"Who is it?"

R. M. Stock—get a little peace to dictate.

Glad to see H. G. Graffious, terminal train master, back on the job after a short sick spell; also Terminal General Foreman S. A. Irwin. This is a bad time to get sick, fellows, watch your foot!

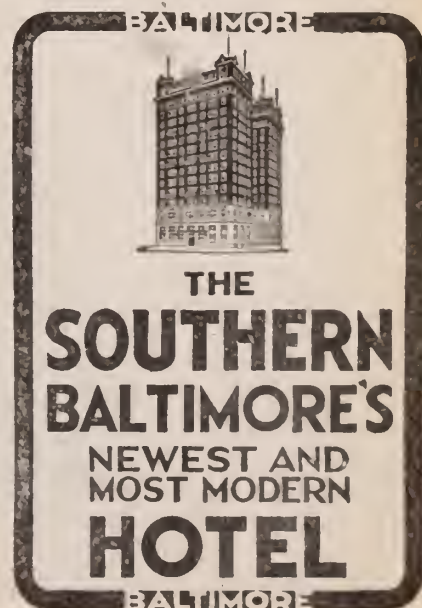
#### Monongah Division

Correspondent, ANNA MARY UNKS

"The ticket agent at the Baltimore and Ohio Railroad Station at Grafton, W. Va.,

Please mention our magazine when writing advertisers

is the most courteous, polite and amiable official in that capacity that I know and I do quite a bit of traveling." This is a





statement made by a prominent Elkins man at an informal dinner which he and a number of Grafton men attended here. "I have been in Grafton a number of times and have had occasion to ask this ticket agent questions with reference to trains and other information. At times when I asked these questions he was busy as a bee. But he always answered me pleasantly and with a smile. I don't know the man's name, but I tell you he is a most valuable asset to the Baltimore and Ohio. I have heard people all over the state of West Virginia say the same thing that I am saying about the man at the ticket window in Grafton. If there were more courteous employees of public service corporations in this state and throughout the country there would be a much better feeling between the corporations and the general public. Courtesy and service with a smile is one of the biggest assets of any business, be it public or private. I am in a position of authority over a number of men," the Elkins man concluded, "and I tell you that I would rather have men who are friendly, considerate and courteous and perhaps not so efficient than to direct men who are simply good machines."

W. H. Rowland was born in Hancock, Ind., on January 18, 1850 and first came to Grafton, W. Va., in 1885. He had been in the service of the Company for forty-seven years when he retired. His death

here on October 23 was mourned by a large number of friends and acquaintances.

Dr. Charles A. Sinsel, for over a third of a century medical examiner of the Relief Department at Grafton, passed away on Saturday afternoon December 8. The esteem in which we held him was reflected by the constant stream of neighbors and friends who called to pay their last respects at his late home on Maple Avenue.

(Miss Unks prepared a long and fitting account of the life of Dr. Sinsel and we have incorporated it in the account prepared by the Relief Department, which will be found elsewhere in this issue. Ed.)

On November 7 Section Foreman W. F. Cross, while working in the vicinity of No. 7 tunnel, noticed brake rigging dragging on No. 96. He immediately got in touch with operator at Smithburg, by telephone, in an effort to stop train and avoid possible derailment. Operator at Smithburg stated to Foreman Cross that Train 97 was in siding at West Union and that if he could get in touch with some of the train crew by telephone that the train could be stopped at West Union, thereby lessening the likelihood of a derailment, if the train was permitted to come as far as Smithsburg. This arrangement worked out satisfactorily. Engineer of No. 97 flagged No. 96 and brake rigging was removed at that point.

Monongah Division staff commends Foreman Cross for his good work and hopes that others will follow his good example.

I had W. B. Porterfield's picture to put in the MAGAZINE again but he stole it. It was a compliment to him but he thinks it would scare all the rats out of the office so he thought it better to take it home where there are no rats. Say, don't you think he had a lot of nerve to hang his stocking up for Santa Claus? He rather cheated C. W. Burke out of his share if he expected to have it filled.

#### Clarksburg, W. Va.

Correspondent, VERNON A. LYON

Our photographs, this month include—

Miss Inez Coger, chief waybill clerk, Freight Office, with five of her nieces and nephews.

The residence of Samuel Hall, chief claim clerk, located at 203 Thomas St., which was purchased through the Relief Department.

Left to right: Mr. La Motte, C. M. Criswell, E. T. Stephens. Messrs. La Motte and Criswell are representatives of the Freight Claim Department and Mr. Stephens is ticket clerk at Clarksburg.

Some married men's time is divided as follows:

Eight hours for Work

Eight hours for Sleep and

Eight hours for Explanation.



FINE FOLK AND HOMES IN WEST VIRGINIA

1. Freight Claim Representatives La Motte and Criswell, the latter a well known singer who formerly made his headquarters in Weston, and Ticket Clerk E. T. Stephens. 2. Chief Waybill Clerk, Inez Coger, Clarksburg, with five of her nieces and nephews. 3. The residence of Chief Claim Clerk Samuel Hall, purchased through the Relief Department





The late W. H. Rowland, Grafton

H. Richard Lincoln, formerly of Baltimore Division, who recently accepted a position as claim agent of the Claim Department, is assisting J. O. Martin, division claim agent with headquarters at Clarksburg.

It is with regret that we report the death of W. H. Longwell's father, who died in a local hospital on November 22 of a complication of diseases. He was buried at Manassas, Va., on November 26.

Mr. Longwell is night foreman at Clarksburg Shops and we extend to him our heartfelt sympathies.

The many friends of A. A. Burger, local representative of the Trunk Line Freight Inspection Bureau, will be interested to hear that he has become a radio fan.

Andy seems to be sure that he has heard Oriental monologues from Japan, and that once or twice he has heard sounds which he is inclined to think comes from far away Mars.

E. L. Dent, ticket clerk, Sturgeon White, chief clerk to trainmaster, and conductor Wirt Knapp attended the foot ball game at Morgantown, Thanksgiving Day, between West Virginia University and Washington and Jefferson College. They were much disappointed because our "Mountaineers" lost the game.

Miss Nellie G. Comer, posting clerk, Freight Office, in company with her father, Patrick Comer, M. of W. Department, spent several weeks in the Southwest visiting friends and relatives.

Among the important places of interest which they planned to see are Cincinnati, Louisville, New Orleans, Phoenix, Ariz., and San Francisco.

C. M. Criswell, division freight claim prevention representative, with headquarters here, has had a two weeks vacation.

"Charley" needed a good rest, but we missed the "pep" he distributes so freely.

Fairmont, W. Va.

Correspondent, OLIVIA HAIGHT

On November 17, an inspection of all yards on the Monongah Division was made by a committee of three supervisors, appointed by Division Engineer A. H. Freygang. They were E. C. Parks, L. T. Wilfong and J. F. Shafferman.

The inspection was made on the following points; cleanliness and general appearance. After going over the yards at Grafton, Fairmont and Clarksburg, the committee decided that Foreman F. Sermo, Fairmont Yard, under the supervision of

Supervisor H. H. Tedrick, had the cleanest yard and they further decided that Fairmont yard had the best general appearance. Foreman Sermo was given a prize of \$25.00.

Foreman Sermo entered the service as laborer in June, 1916, Fairmont Yard; promoted to assistant foreman, August, 1916 at Grafton. On January 10, 1917, he was transferred to Fairmont Yard as assistant foreman, and on April 16, 1917 he was promoted to extra gang foreman. On December 1, 1917 he was made foreman of Section No. 45.

Mr. Sermo has been very successful, is a fine fellow and always does his work with a smile and cheerful word for all. He is a good trackman and a progressive young man. He has bought and is paying for a home. His wife and three children are proud of Frank and his progress.

On December 5 a delightful surprise was given our senior supervisor, J. F. Shafferman, it being his sixty-fourth birthday. The party was planned by his wife, and Mr. Shafferman received the compliments of his friends who sincerely hope he may enjoy many more birthdays.

R. F. Peters, formerly of the repair track, Car Shops, Fairmont, has been transferred to Glenwood Shops. Jess Lynch was promoted to be car foreman, Fairmont.

We are glad to welcome back to duty our chief clerk and paymaster at Fairmont Freight house, Clyde Monroe.

## Wheeling Division

Correspondent, MARIE SLATTERICK

Happy New Year Everybody!

The Maintenance of Way Department wants to show off this month and with our notes you'll find pictures of two section gangs on our Division. One is Section Foreman A. T. Baker and his gang on the platform at Wheeling Station, Foreman Baker on the extreme left. The man in the center (with the grin), is the reason Wheeling has one of the cleanest platforms on the System, Antonio Torchi. The other picture is of Section Foreman J. W. Kiser and his men at Kenova, W. Va., Foreman Kiser in the center. Not just making talk ('cause I belong to the M. of W. Department, too), but don't you think the Maintenance of Way men are about the most important on the Railroad? And good looking, too?

Leo, son of A. G. Villers, pumper, Underwood, had his face, hands and arms burned in a gasoline explosion at Hundred, W. Va., November 30. Leo has many friends on the Baltimore and Ohio, having formerly been employed as operator, Holloway, Ohio, and other points on the Wheeling Division. His burns are severe but we hope for his early recovery.

Miss Hilda Margarite Knope, secretary to master mechanic, Benwood, was united in marriage to Mr. Harry A. Land of Denver, Colo., on December 31. The wedding took place in Bellaire, Ohio. The bride wore gray Canton crepe and a large black hat, and accessories to correspond, and carried American Beauties. She was attended by Miss Betty Schleicher of McMechen, and Miss Kathryn Pearsoll of Cleveland and Mr. Robert Riddle of Warwood was best man. The happy couple left on a honeymoon shortly after their wedding breakfast, their destination being a "dark secret." Mrs. O. L. Kinsey, wife of assistant chief clerk to district master mechanic baked the wedding cake (an' she can bake 'em too!). The Baltimore and Ohio wishes that luck and prosperity follow the Lands where'er they go!

That our employees are folks of quick  
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American Woolen Mills Co., Dept. 2000, Chicago, Ill.

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Guaranteed to reduce gasoline bills on any car from one-half to one-third and increase power of motors from 30 to 50%. Makes old cars better than new.

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**Better Than Coal to Heat, Cook, Bake**

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**AGENTS WRITE WADE HILL, INC., Dept. St. Louis, Mo.**

thought and action was clearly demonstrated recently when Crossing Watchmen Foreman C. McElroy saved a young girl from injury and possible death. The girl was crossing the street and became confused when she saw an automobile coming towards her, hesitating in the middle of the street and every minute the vehicle was coming closer. McElroy, who happened to come around the corner just then, took in the situation at a glance and immediately jumped into the street, grabbed the girl and placed her on the sidewalk; not, however, before the machine had given her a slight bump. She was not hurt and the driver was solicitous enough to inquire and to thank McElroy for his quick thought in averting an accident.

Among those who received "big" Christmas gifts was L. Wetzel, clerk, General Superintendent's Office, Wheeling, to whom



Foreman F. Sermo, Fairmont Yard





Yard Clerk Leo Fordyce, Benwood, W. Va.

Santa brought a Chevrolet touring car, newest model out. All right, Wilson, it's up to you!

#### Dining Car Department

Steward and Mrs. C. B. Kautz have returned from Baltimore and New York where they were visiting friends.

Steward C. L. Snoffler visited his mother in Baltimore last month and reports getting the usual good things that only Mother can make!

Steward C. F. Burnham and family spent their Christmas Holidays in Florida. We expect Mr. Burnham to tell those of us who've never been South what Christmas is like in Florida.

W. C. (Bill) Piper, erstwhile dining car steward, who is attending West Virginia University at Morgantown, W. Va., visited his home folks in Wheeling for Thanksgiving.

Dining Car Foreman W. L. Detwiler met with an accident recently while driving in his Cadillac Sedan, when what he thought was a coal truck crashed into his car from the rear and just about demolished his rear axle and one rear wheel. Imagine our surprise, when we hurried to the scene of the accident, to find it was a Ford that hit him!

#### "Do You Remember When?"

Sam Forgey first started to work at Wheeling Freight House?

Walter Cockrell was a young man and used to fall in love with every girl he met?

George Fitzgerald managed the Benwood Baseball Club and played right field—Strike 1—Strike 2—Strike 3?

When Earle Rickey (Bill Nye) went to Glenwood on No. 72 every other morning?

When Clarence Poe, Sam Simmons, "Charlie" Duvall and Walter Carl (that famous quartette) sang "Jim Dumps" to the tune of Auld Lang Syne?

When "Charlie" Stitt refused to let any road engines take ore trains to Mertz and Schramms, but insisted on all ore being set off at Bridgeport?

When "Vic" Reynolds insisted on all "mud hens" switching out their Columbus loads at Benwood instead of taking them to Bridgeport and Holloway?

Way back in 1907 when "Charley" Dixon, "Charley" Duvall and George Fitzgerald all went to the West Virginia State Fair and had their picture taken?

(AND LAST BUT NOT LEAST).

DO YOU REMEMBER 'way back in the 70's when John Michael Garvey first came to Wheeling and was being shown the sights of the city by "Pete" Moran? It was Mr. Moran's duty to show the points

of interest, etc., to all new IRISHMEN striking the town. While inspecting the Baltimore and Ohio Shops, which were then located at 24th Street, a train from the Pittsburgh Division pulled in and Mr. Garvey made inquiry as to the reason for the green flags displayed on the front of the engine. Mr. Moran explained to John Michael that the green flags indicated "there were others or more to follow." And do you remember our surprise the next day to see Mr. Garvey shoving his baby buggy up the street proudly displaying two big green flags?

#### Benwood Shop

Correspondent, J. L. CUSACK

On November 27, Miss Elsie Manion, stenographer to Division Storekeeper C. R. Kincaid, agreed to forever love, honor and obey Mr. Wayne Martin of Wheeling, W. Va. The clerks of the Storekeeper's Office, Benwood, presented Miss Manion with a beautiful chest of silver and an electric toaster. Best wishes are extended to Mr. and Mrs. Martin for a long, happy married life.

The lost has returned! We are glad to have Miss Della Davis with us again. Miss Davis recently returned from an extended tour of the west and on her arrival here accepted a position in the Storekeeper's Office.

Joe Marschani, chief clerk to division storekeeper, received news that Thanksgiving turkeys could be bought at a great saving in Moundsville. Mr. Marschani immediately got on a street car, spending

15 cents for car fare to Moundsville. After walking about 10 cents worth of leather off his shoes, he secured a turkey five or ten cents cheaper than they were in McMechen. He got on a street car in Moundsville for the return trip but was ejected from the car owing to the size of the turkey. It was then necessary for him to take a taxi which cost \$3.00. He arrived in McMechen with his turkey O. K. but a firm believer in "shop at home."

Miss Magdaline Hasenauer, Wheeling, now holds the position formerly held by E. Seth.

On November 24, engine 859, with four cars, made up a special train to Cameron. This train handled Union High School team and rooters from Benwood to Cameron, where they engaged the Cameron team in one of the finest football games of the year. It was remarked by the older employes of the shops that engine 859 was the best decorated engine ever hauling a special over the Wheeling Division, with school colors and a huge football on the front. Credit for securing this special is due to Shop Clerk T. W. Keffer, Jr., Pipefitter Helper A. E. Dean and a former employe, Walter (Buck) Keffer, who secured pledges from the business men of McMechen. Over three hundred people went to Cameron on the train.

Wilbur Copper, Wheeling, has accepted position of messenger boy, succeeding "Dutch" Huffner, resigned.

James ("Jimmie") McElwee, Bellaire, Ohio, has accepted position in the Master Mechanic's Office formerly held by Harold Schafer.



Top Row: Foreman J. W. Kiser, Section 37, Kenova, and his gang. Second row, left to right: Flagman J. W. Foster; Clerk W. H. Powell, Boggs Run; Brakeman A. G. Jorgenson, Car Inspector W. McMillan, Clerk J. S. Thomas, Boggs Run and Conductor C. S. Harter. Third row: Section Foreman A. T. Baker (extreme left) and his gang on Wheeling Platform. The man with the smile in the center is the reason Wheeling has one of the cleanest platforms on the System, his name is Antonio Torchi. Bottom row: W. Milton, formerly Boiler Foreman, Material Man C. B. Dailey, Machinist Adolph Schaaf and "Mickey" McGuire, formerly boiler maker and Chief Clerk to Superintendent G. R. Fitzgerald. This photograph was loaned by C. B. Dailey and was taken in 1908





#### GOOD NEIGHBORS TO THE BALTIMORE AND OHIO

Left: Mr. and Mrs. J. R. Heater, Orlando, W. Va. Right: Mrs. H. L. Hibbs, Chief Operator, C. & P. Telephone Co., Burnsville, W. Va. They rendered valuable assistance when passenger train was derailed at Orlando, W. Va., on November 1. See story on page 39, December Magazine

Miss Marie Sykes, Wheeling, will take the place of Miss Hilda Knope, who is a bride-to-be. We welcome all new employees.

Mr. and Mrs. A. J. Kettlewell are the proud parents of a new baby boy, weighing over 9 pounds. Mr. Kettlewell is assistant car foreman, Benwood, and Mrs. Kettlewell will be remembered as Miss Rosella Doyle of McMechen, formerly a clerk in the Master Mechanic's Office. We guess "Al" thinks everyone intends to start a New Year's resolution of "No smoking" as we have not yet seen any cigars.

Miss Ruth Vernon and Howard Thonen were noticed near the scales just outside the storeroom recently. "Johnnie" Kady was weighing Miss Vernon and told her her weight was 97 pounds. He then turned to Mr. Thonen and told him the scales would not weigh over 100 pounds. Mr. Thonen suggested that he get on twice! Perhaps Mr. Davis, the scale agent, could fix him up.

#### Ohio River Sub-Division

Parkersburg, W. Va.

\* Correspondent, CHARLOTTE MARLOWE

The old adage that truth is stranger than fiction was never better exemplified than in the case of our popular revision clerk, Mary Keenan, who recently returned from Los Angeles after an absence of two months. Mary's trip to the coast was ostensibly to visit her sister, but in reality to secure a position in the movies, as she had been told by many good judges that she would have no trouble at all in making a name for herself on the silver screen, because of her striking resemblance to Mary Pickford, "only she was much more beautiful and shapely."

As Mary's train sped across the Santa Fe trail, she had beautiful visions of the future, when millions of movie fans would sit enthralled by her magnificent acting and gaze spellbound at her entrancing beauty. Although she did not advertise her trip, except in the local papers, when her train reached Los Angeles she was greeted by an immense throng, including about a dozen of the most famous directors in the country. D. W. Griffith, Jesse Lasky, Cecil De Mille and several lesser lights were on hand with blank contracts ready to secure Mary's signature at her own figure. It was indeed hard for her to decide which of the directors she would favor, and after much deliberation she decided on D. W. Griffith, as she had once seen "The Birth of a Nation" and

"Over the Hill" and Mr. Griffith was also the handsomest of the bunch. Mary was escorted by Mr. Griffith to his limousine and whisked away to the studio. Just then she received a violent jolt, and upon opening her eyes and looking out of the car window, she could see nothing but cactus and sage brush on every side.

It was a delicious dream while it lasted, and the awakening was quite a shock.

In due time Mary reached her destination and was met by her sister, no one else taking any notice of her. (Be sure and read of Mary's return trip in the next issue, when the opening lines of this epistle will be sustained.)

#### Charleston Division

Correspondent, C. W. DIXON  
Assistant Correspondent, V. B. HICKMAN

"He also that is slothful in his work is a brother to him that is a great waster." (Proverbs 17: 9) A man of THRIFT is just the opposite.

Someone has said that THRIFT is self-control. This is true in some form or other. Self-controlled expense or a self-controlled

pocket-book means THRIFT, but to thrive makes it necessary in most cases that we take punishment in some shape or form. The idea is not to cry out, and above all, not to quit. Fight back, but fight fair!

When you bait your hook with your heart, the fish always bite. Every human being wants something; bait your hook with your heart and go after the thing you want.

W. M. Longwell, former round house clerk, Gassaway, died on November 19, after an illness of several months. The family has the sympathy of all employees on our Division. Mr. Longwell has been employed in various capacities here ever since the Coal and Coke Railroad was taken over by the Baltimore and Ohio and had been in the service of the Coal and Coke Railroad for some years prior to the date of the consolidation.

Yard Clerk H. H. Cayton, Buckhannon; Ticket Clerk H. E. Brown, Baggage Clerk A. C. Hoover and Yard Clerk W. W. Hall, Weston, have been absent because of illness. Messrs. Hoover and Brown are still absent and we are pulling for their speedy recovery.

Mechanical Examiner W. J. Duffy recently spent a few days on the Charleston Division examining firemen for promotion to locomotive engineers.

Brakeman H. Brown was recently married to Miss Meta West of Buckhannon, W. Va. They will reside in Buckhannon. Congratulations!

We are sorry to record the fact that Major Richard Brooke, division engineer, is absent because of an acute attack of Influenza. Some comfort is gotten from the fact that he was able to leave the hospital a few days before the writing of this article. All his friends hope for a quick "come back."

#### Western Lines

Cincinnati, Ohio

December 12, 1923

Editor, Baltimore and Ohio MAGAZINE  
Baltimore, Md.

Dear Sir:

If in your pages you can find a little space that I can call mine, just say to the Lads







Left: Home of Howard C. Pancoast in the Blue Grass Region. Center: Our last look at Miss Ruth L. Beitzer; when next we see her she will be Mrs. Thomas E. Donnelly. Right: Home of our Magazine Correspondent at Oakley

and Lassies of the Baltimore and Ohio, a Merry Christmas and Happy New Year are my best wishes.

Yours truly

W. MALTHANER

Superintendent Motive Power

(We regret that the above was received too late for publication in our December issue—Ed.)

### General Offices, Cincinnati, Ohio

Correspondent, THOS. J. MURPHY

One of our photographs is the home of Howard C. Pancoast in the Blue Grass Region. If reports are true, Howard had a reason other than investment for providing a nice home; details later. It is probable after he learns of the Relief Department plan for financing homes, he will become a member of every branch of the Relief.

W. J. Mulvihill, supervising agent, Chicago Division, Garrett, Ind., has been assigned to the General Manager's staff, with office at Cincinnati. Everybody knows "Bill" and everybody that knows him likes him.

Edna Weiss, telephone operator, is on sick leave, sojourning in one of those wild Southwestern cities. If the Westerners do not admire her good looks too much she may come back when she recovers.

A. W. Knapp, assistant passenger clerk, Transportation Department, announces the arrival of another daughter, name Alberta Francis.

C. A. Brown, assistant file clerk, General Manager's Office, desiring to learn how a railroad is really operated, has taken a sixty day leave, during which time he will serve as yard clerk, Cincinnati Terminals. During this period Joseph Hoffman will act as assistant file clerk, being succeeded as junior clerk by Frank Podesta, Transportation Department, who, in turn, is succeeded by William Theising.

B. F. Timme, General Manager's Office, celebrated his summer vacation in December. Ben was too busy putting the bus in order to get far from home.

C. J. Moeves, assistant car distributor, spent Thanksgiving shooting at rabbits in the Hoosier state; no harm done other than defacing a few of the decoys.

It is gratifying to learn that the wife of E. F. Medosch, General Manager's Office, is rapidly regaining her health.

Another of our photographs is the last chance of MAGAZINE readers to see Ruth L. Beitzer—thereafter it will be Mrs. Thomas E. Donnelly. We extend our good wishes.

It was not anticipated that our effort in behalf of F. M. Hughes, Maintenance of Way Department, would be productive of results so quickly. We learn that with a lady cousin from Indianapolis (or any other city in the state or any city in any other state) he has been visiting Cox Theater. This is a good start, Francis, and you may get your winter quarters yet!

Ed. Lowther, office boy, Maintenance of Way Department, recently dislocated his shoulder by falling into bed. There are any number of things that could be said about such an instance so we better keep quiet.

Alice H. Conroy suffered a painful ankle sprain recently which was caused, some of her friends say, by her excessive weight. We don't believe it!

With the present lull in business, it is gratifying to report that Station Service Inspector Angel, during the week ending December 8, increased the revenue by \$208.00 at Chicago station, representing gains from check-weighing; 85% of the amount represented gains on inbound and the balance outbound.

### We Practice What We Preach

Our photograph shows home of the General Office correspondent in Oakley, having been purchased through the Relief Department.

The Cincinnati Terminals Chapter of Veterans' held its annual election at the Grand Hotel on December 12, with the following result:—President, J. M. Hughes; Vice-President, J. J. O'Donnell; Secretary, W. C. Owen; Financial Secretary, H. S. Howden; Treasurer, E. G. Sweptston; Sergeant-at-Arms, H. W. Oldenburg; Directors, C. E. Fish, L. A. Cordie, S. O. Mygatt, Thomas G. Gibbons, R. H. Searls. Delegate to Convention, C. E. Fish. Alternate Delegate to Convention, G. W. Lishawa. After the election the Veterans, their families and friends were entertained with music, singing, dancing and light re-

freshments, for which the Committee in charge is to be complimented.

If there is any employee in the General Office who is not receiving a copy of the MAGAZINE monthly, and will advise the Correspondent will see that it is provided.

Our sympathy is extended to Car Distributor G. M. Wilhelm, whose grandmother departed this life during the past month. Our readers will recall the picture of the three generations of the family published a few months ago.

Chief Statistician O. H. Von Blon is hard at it getting his yearly tabs on high spots, etc., brought up to date. Von takes particular interest in getting the statements submitted before it is necessary to "punch" for them.

Now that R. C. Kistner has expressed an interest in the Savings Feature, Relief Department, we can expect to hear more rumors as to his intentions.

To help defray, in part, the expense of issuing the MAGAZINE, we are soliciting advertisements. If any of the General Office boys can help out with their friends, please get in touch with the correspondent.

Giles F. Kreidler is to be commended for giving some help to the correspondent. Please keep it up, Giles.

If E. C. Yocum is not called upon to play Santa Claus, he should be, for he's a jolly good fellow and is a ringer for Santa Claus except for the white hair and beard.

A. A. Duesing and George Lange, after a strenuous season of football, are rapidly assuming normal proportions and will soon again be recognizable.

### Traffic Department

Correspondent, C. BRENNER

Who—Why—How Column

Who was with Lally at the Circus Men's Ball?

Why not introduce Miss Hines to Mr. Wright?



CINCINNATI TERMINAL EMPLOYEES

Left: Office Force of Storekeeper Barker, Ivorydale. Right: left to right; Clerk C. Kleinheinz, General Foreman Reel and Clerk Philip Dixon, Ivorydale, Ohio



Why Miss Ruhlman asks Tullis for a pay check?

We extend a welcome to the new employees of our office, Messrs. Lawrence Hightshoe and George Stopper.

Howard Reed thinks a tracer is something used by horses.

Charley Brenner thinks Relief has something to do with the Near East.

Someone suggested that a platform be built in the front part of the office for a gentleman who makes a lot of speeches. How about hiring a hall for him?

Ben—I was talking to your girl yesterday.

Haskett—Are you sure you were doing all the talking?

Ben—Quite sure.

Haskett—Then it was not my girl.

To each and everyone we hope the coming year will bring Happiness and Prosperity. Here's to 1924.

Why Olive wants her picture taken?

Why Ammann want's a million?

How Clarence and his new girl are coming on?

How Todd is going to get his overcoat over his wings in heaven?

Who gave Reed his system?

How Rardin likes his new car?

Who gave Duncan an alarm clock?

Who bet on Miami?

How Walker Barrick got an evening off?

Why Cliff buys so many stamps?

How Haskett and Helen are coming on?

Why Ben would not spend a nickel to see the Island Queen go over Fountain Square?

Why Lucia did not go to the football game?

How Smith likes carrying a grip on Saturday morning?

Why Haskett don't Tullus?

How Ash Tullis got into Society?

Be Careful of

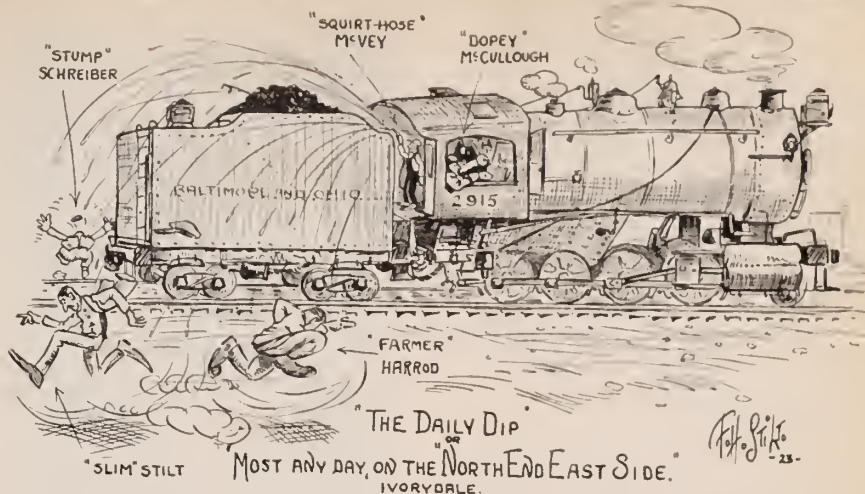


WHO—WHY—HOW  
He sees and hears all

### Akron Division

Correspondent, A. C. HARRIS

January is National Thrift Month. Coming so closely after Christmas, it makes the thrift idea a pleasure, especially to



married men, and most especially for the "near married."

The life of a car tracer is a thing of joy and beauty forever, except when it isn't. A car tracer furnishes the data for this tale. Tracing the movement of a certain car, he had been after a number of different stations. One of these stations, sent in a wire one day asking if O. K. Reply was sent, using code, of course, "We are OK—close file." Imagine astonishment of car tracer when reply was received by wire "OK—closing file today."

National Thrift month gives us the opportunity to take a fresh start and put new life into our campaign to "Stop the Leak," "Save Fuel," "Prevent Freight Claims," etc.

James McMahon, crossing watchman, Niles, Ohio, is dead. His many years of service had made him a familiar figure in this territory. Everyone knew the old gentleman who so carefully protected travel over his crossing. The daily newspaper at Niles commented upon the fact that in his years of service, no one had been injured on this crossing. Surely no man could have earned a greater tribute than this public acknowledgement of services rendered the people who used this crossing.

National Thrift month is not intended to boost bank deposits only, but to urge elimination of waste, wherever found. We can find plenty of opportunity to enter into this campaign.

C. H. DeArment, agent, Wooster, Ohio, one of the youngest in point of years, as an agent, altho' an old timer when it comes to railroad service, is vigorously assisting in the development of business at Wooster

and along the Millersburg Branch. Recent developments indicate to what extent a live agent can assist in increasing business.

The Freight Claim Prevention Committee has re-organized and two meetings have been held. None of the original enthusiasm is lacking and a strenuous campaign is under way to improve the showing of the Akron Division and to reduce this source of loss to a minimum.

The following letter from Mrs. W. J. Carter, Cleveland, Ohio, shows to what extent the spirit of helpfulness is prevalent among Baltimore and Ohio employees and indicates the appreciation felt by our patrons, although they do not all find it convenient to express it in this manner:

"On November 1, a friend and I were on our way to Youngstown and we changed trains at Akron Junction. While there we received the most courteous and considerate attention from the day yard clerk.

"In our rush to catch the train we forgot to thank this young man properly and I would consider it a very great favor on your part if you would express our appreciation to him."

The name of the employee mentioned has not yet been definitely determined.

### Accounting Department

Correspondent, LENORA WINTER

L. W. Kellums, one of the many popular young men in the Division Accountant's Office, has resigned and returned to his home in Flora, Ill. We are sorry to lose friend Lawrence but we agree with him "there is no place like home." L. W. K. was given a farewell party at the home of Miss Margaret Smith.



DON'T YOU WISH YOU WERE IN CLEVELAND? THEY ALL WORK THERE

Left to right: Miss Dietrick in Pasadena, Cal. Mrs. Henrietta Jamison at her summer home. Olivia Dietrick, with her only playmate, in the Grand Canyon. Tom Calvin, a wild westerner, who can recognize fish and game in the jungles, just as it is shown on the bill of fare. Emma Grafton, seven years old daughter of our Handsome Storekeeper



## Cleveland Terminal

Correspondent, H. B. SMITH

The Local Welfare Organization starts the New Year under the guidance of "Our Joe," and under his leadership we know that there will be many good times ahead. His initial party at the Labor Temple proved his ability—even if he didn't win the prize waltz. For the information of those who have not taken any interest in past social or athletic events, each and every employe of the railroad in the terminal is a member of the Welfare Organization. It will be of interest to all if you will give Joe Cline the benefit of any suggestions that you may have for the good of the order. Your hearty support and cooperation is desired.

Norma Mitchell, former claim clerk, was married to Hugh Farmer at Leetonia, Ohio, on Thanksgiving Eve. To the farm for her!

It will be a long story and there will be reproduced photographs of a railroad freight bill, a car load of soap, several trucks used to cart the contents of freight car, as well as the cancelled check given in payment for the freight charges, all in connection with a shipment from Proctor and Gamble, Cincinnati, which is now in transit, particulars of which will appear in the next issue. Miss Dietrick is somewhat worried about the freight charges but cheerfully accepts Christmas presents.

Mrs. J. Grayell, 3484 West 126th Street, Cleveland, who, for 35 years was a trustworthy matron at the Cleveland passenger station, is now an invalid at her home and a few words of encouragement from her many railroad friends often, would brighten her life considerably.

Paul Saylor appears to be getting along better. At least, Sarah finds a lot of work to do on the fourth floor.

Additional parking space has been arranged for the Dodge Van. Owners of Maxwells, Essex and Fords may return to the auto lot.

In a recent issue there appeared an article that two young lady employes were reported missing at Chester Park, also two children, on the same bulletin board. However, this was partly in error, Miss Dietrick advises both were sixteen years old and eventually located by their parents. There have not been any recent visits to Cincinnati.

Report of check weighing at Columbus St. Freight House for November is somewhat behind previous months, statement showing a gain of \$225.73, contributed by 15 employes with Dillon first, Reese second, Lipa third, Berkircher fourth and Lakofsky fifth in amounts gained. All others on the bottom of the list and only there for honorary mention. Cold weather may have contributed to this small amount but watch the boys next month.

"Bill" Carpel was the successful winner of the ham raffle.

The girls at the Freight Office had their annual Christmas Party, no men invited—but several were seen hanging around the outside of the building and peeping in once in a while.

The Terminal Bowling League started with a bang in December and to see them roll is a burlesque that all would appreciate. "Father Time" R. B. McGinley is captain of the Freight Office team which is having frequent practice games with the Traffic Department Team, under the leadership of B. R. Strome—but wait until next year at the tournament.

## New Castle, Pa.

Correspondent, AGNES L. BARNES

Third Trick East Bound Checker W. A. Stevenson and Miss Marian C. Brandon were united in marriage on Thanksgiving day at 9.30 a. m. and immediately after the ceremony left on No. 16 for Washington, Philadelphia, and Baltimore. Best wishes to both!

C. J. Griniwesky, former chief clerk to Division Storekeeper Lockhart, was recently appointed storekeeper at South Chicago. S. J. Lindorfer, from Gassaway, succeeds Mr. Griniwesky.

C. D. Bane, former telegraph operator at "AO" Tower, was recently appointed first trick ticket agent, vice W. E. Winebrenner, who has received the appointment of traveling passenger agent, Southwest District. Hearty Congratulations, "Winey!" "Winey" was a hustler and will be missed at New Castle. Carl is also a "go-getter."

A "Get-Together-Get-Acquainted" meeting was held following a dinner served in the dining room of the Fountain Inn Hotel at 6.30 p. m., November 22, with 47 employes of the Baltimore and Ohio Railroad from New Castle and Youngstown present, and Terminal Train Master W. H. Yeager acting as Toastmaster. Mr. Yeager gave an interesting address regarding the solicitation of business by each and every employe of the Baltimore and Ohio, and on various other topics.

Division Freight Agent C. F. Farmer, Youngstown, informed the members present that the Baltimore and Ohio Railroad was the third largest revenue railroad in the world, being exceeded by only two other lines. He also spoke of the competition at New Castle. We have no industries on our line this making us wholly dependent upon connecting lines for our living.

Train Master J. P. Dorsey, New Castle, City Freight Agent Knox, New Castle, and various other employes gave short, interesting talks. Meeting adjourned at 9.30 all reporting a fine time.

On November 3, Fireman J. J. Wallace, Willard, Ohio, while on his way to New Castle on extra engine 4233, west, with Engineer F. J. Shreffler, was in the act of putting coal in fire box, when the ring on his \$60.00 ILLINOIS BUNN SPECIAL watch gave way, permitting watch to fall into fire box. Fireman Wallace made no attempt to recover it, but Engineer Shreffler, seeing what had happened, instructed Fireman Wallace to get it out. This he did, possibly three minutes after, and placed it on coal pile for ten minutes to cool off. After the watch had cooled off considerably, Fireman Wallace examined it and found that the crystal had not even been cracked. Just 21 hours later he compared his watch with that of Passenger Brakeman H. H. Schroeder, and found it to be keeping perfect time, even though somewhat disfigured by smoke and heat. Fireman Wallace is shaking hands with himself!

Can you start a fire with a baseball match?  
Can you mend gloves with a cabbage patch?  
Do you call it a strike if you bat your eyes?  
Or give you a base if you swat a fly?  
Is the tennis racket just noise and clatter?  
If you broke the home plate could you use a platter?  
Is the pitcher made from silver or glass?  
Are the golf links iron, gold or brass?  
Is a caddie for storing tea?  
Is a locker simply a great big key?  
Is a fowl a chicken or is it a bird?  
Do they arrest a player for stealing third?

Golf is played in three different languages—Scotch, English and Profane.

A peanut stood on the west bound main  
It's heart was all a flutter,  
The Capitol Limited came rumbling past;  
Toot! Toot! 'Twas peanut butter.

H. B. Sherry, traveling car agent, is on the sick list. Here's hoping for your recovery, Sherry, as Mangold and Hart do not seem to be able to "dig" up enough grief without your assistance.

Since Yardmaster J. B. Clark has traded his Jewett roadster in on a brand new Jewett Brougham, and Yardmaster A. W. Colnot his Dodge roadster for a Hudson Coach, they have taken on a little avoirdupois. They are beginning to get accustomed to the use of the "ankle express."

Much credit is due to Terminal Train Master Yeager for the successful handling of the two special trains originating at New Castle, December 8, which carried the New Castle High School football team, band, and fans to Pittsburgh, where Ne-Ca-Hi played Turtle Creek Union for the Syracuse trophy. The score was 14-14. The first train on this date left New Castle at 11.15 a. m., carrying eleven steel coaches, and 1000 passengers, and arrived at Forbes Field, where the game was held at 12.40 p. m. The second train left New Castle at 11.30 a. m., with ten coaches and 500 passengers, making a stop at Ellwood City for 60 passengers, arriving at the field at 1 p. m. or one hour before the game was called. On the return trip, the first section left Pittsburgh at 7 p. m., arrived at New Castle at 8.40 p. m. The second section left at 11.40 p. m., arriving at New Castle at 1.20 a. m.

East Bound Checker Clyde Nicholson recently returned from a hunting trip spent in Canada. Instead of bringing something back on his hip he brought it back on his lip. Evidently intends it for something, but as yet we have been unable to determine just what.

## New Castle Junction, Pa.

Correspondent, J. A. JACKSON

We hope that all employes of the Baltimore and Ohio will have a Happy and Prosperous New Year.

Mrs. G. H. Hoffman, wife of Engineer G. H. Hoffman, spent several days visiting in Washington, D. C., and while there attended several sessions of Congress.

Miss Margaret Sullivan, general clerk, Master Mechanic's Office, enjoyed a vacation visiting friends and relatives in Akron, Ohio.

A disastrous fire was narrowly averted at the Baltimore and Ohio Restaurant on December 8, when the kitchen caught fire from a defective flue. Fire Marshall Ed. Scanlon and his brigade responded promptly and had a stream of water playing on the building just one minute after the alarm was sounded. It was only through the diligent work of the Fire Brigade that the building was saved from entire destruction. Mr. Scanlon is to be commended in having the Fire Brigade on the job promptly and performing their duties so efficiently.

With banners flying and amid the cheers of thousands, the New Castle High School Football Team and two thousand loyal rooters departed on two special trains over the Baltimore and Ohio for Pittsburgh on December 8, where they battled the Turtle Creek High School to a 14-14 tie score at Forbes Field. The service rendered by the Baltimore and Ohio was all that could be desired, and the highest commenda-



tion and praise was expressed by the High School officers for the efficient manner in which the large crowd was handled. This is only another instance of the neighborly spirit that exists in New Castle, and the Baltimore and Ohio is fast becoming the most popular of the many lines entering this city.

This business was secured after keen competition, and the local officers are to be congratulated on their successful efforts.

#### Youngstown

Correspondent, PEARL C. SCHMUTZ

A local meeting composed of employees who transact business with the public, was held in the Youngstown Freight Office, November 14. Subjects discussed were Solicitation, Efficiency, Operations, etc. These subjects were carefully gone over and many good points brought out interesting to everyone. Other meetings will be held in the future.

A dinner-meeting, composed of employees in the Youngstown Warren District, who transact business with the public, was held in the Youngstown Y. M. C. A., Tuesday, November 20. There were 71 in attendance. C. F. Farmer, division freight agent, Youngstown, Ohio, acted as chairman. Speeches were made by James Aiken, agent, Youngstown; J. C. Kline, terminal train master, Haselton; A. D. Griffith, Warren, Ohio; S. H. Rhoades, agent, Warren, Ohio; A. S. Wilson, agent, Niles, Ohio; W. D. Reed, Warren, Ohio; J. A. Davies, car foreman, Haselton, Ohio; D. W. O'Neil, Haselton, Ohio; and many of the employees. Solicitation, better operation, etc., were thoroughly discussed by all present, and resulted in many interesting points being brought out. Every one derived much benefit from the meeting. Other meetings will be held in the future.

Mrs. Frances Scaglione-Coalo, a recent bride, entertained the girls of the Local Freight House at dinner, at her home in New Castle, Pa., November 22.

W. P. Cramer, pensioned car repairman, left December 5 for a visit with his brother, C. S. Cramer, in Spanish Fork, Utah. Mr. Cramer will visit friends in Moberly, Mo., Denver, Colo., and Los Angeles, Calif., before returning home.

C. F. Farmer, division freight agent,



W. P. Cramer, Youngstown, O.

Youngstown, Ohio, received the following letter from G. L. Oles, Fulton Fruit Market, Youngstown, Ohio: "I was in Chicago Monday of this week and bought some produce, shipping it Baltimore and Ohio freight. Upon my return this morning, I was dumbfounded to find that this freight came in yesterday noon. Practically as fast as express. What I want to know is, do I get this service any time that I ship out of Chicago?" Reply was made that we have a regular daily less earload merchandise car from Chicago to Youngstown, which schedule is second morning delivery at Youngstown. We also operate a less earload refrigerator car from Chicago to Youngstown, on Mondays, Wednesdays and Saturdays of each week, making second morning delivery and the service rendered was our regular schedule. Mr. Oles planned to leave January 1 for Florida, and without doubt used the Baltimore and Ohio.

W. D. Reed was a welcome visitor in Youngstown recently. He announced that the stork had visited the home of Yardmaster and Mrs. J. L. Thoman, Deforest Jet., on November 26. It is understood a new Essex Sedan has been bought for J. L. Thoman, Jr.

#### Dover, Ohio

##### To Baltimore and Ohio Employees:

We wish to thank you all for the beautiful floral offerings and kind expressions of sympathy sent to us during the death of our beloved wife and mother.

(Signed)

E. J. BAKER AND FAMILY

Mr. Baker is one of our oldest engineers and a son, C. L. Baker, is ticket clerk at Dover.

S. A. Norris, who has exceptional musical ability, found it necessary to lay off for a week. Seth is the band master at Wolf Creek, Ohio, and as Wolf Creek will soon be celebrating a Home Coming, he has nominated L. C. Murphy and W. W. Cunningham, Dover employees, to act as end men in the minstrel show.

Oscar Miller makes regular trips to Coshocton. We think the Wedding Bells will soon be ringing. We have told Oscar the kind of cigars we smoke.

B. F. Wilcox, yard master; E. J. McIntire and J. L. Wilcox, conductors, and Bruce Wilcox, yard clerk, spent a week hunting rabbits. No one knows how many rabbits they got, but the fur sure did fly to hear them tell about it.

The Baltimore and Ohio Family continues to grow. Dover is at least holding her own with other railroad towns. Conductor and Mrs. V. T. Grimm are the proud parents of a baby boy, born on November 5. Conductor and Mrs. L. C. Kail announce the arrival of a baby boy on November 8. Conductor and Mrs. W. H. Metcalf were visited by the stork on December 7, and he left a darling baby daughter. Brakeman and Mrs. R. W. Sherrard are the proud parents of a baby boy, born on October 9. Congratulations, boys, and the best of health to the youngsters and wives.

Little did a certain nurse in The Twin City Hospital know that in nursing Car Inspector E. V. Hoagland, of Uhrichsville, back to health, she was to "put up with him" the rest of her life. They were married on November 28. Congratulations, "Hoagie," and we wish you a long and happy married life.



BALTIMORE AND OHIO FREIGHT STATION AT YOUNGSTOWN



Carl Groninger, traveling freight agent, was in Dover a few days before Thanksgiving and wanted to buy a few turkeys to send back to his home. The yard master informed him that Conductor P. C. Stevenson had a turkey farm, and then Mr. Groninger got in touch with Mr. Stevenson. Mr. Stevenson would not promise any delivery for Thanksgiving, but could deliver any number for Christmas. Mr. Groninger ordered a carload to be shipped via the Baltimore and Ohio. Any employees interested in turkeys can get in touch with Mr. Stevenson at Dover.

#### Haselton, Ohio

Correspondent, LEE RICHARDS

January as National Thrift month interests us all. We can help ourselves by helping others.

Fireman B. H. Garlick, injured some time ago, must undergo another operation

This will further delay his getting to work, but the boys are still waiting to say "hello."

National Thrift Month serves as a reminder, but there is no closed season for Thrift.

Yard Brakeman Curley, injured some time ago in a street car accident while enroute to work, is now reported up and around. We are anxious to see Curley back on the job.

If we enjoy hunting, we will have a splendid chance in January to hunt up some original ways of promoting thrift, and also to practice and preach this idea.

Second Trick Chief Clerk Bobbie is not satisfied with the showing made in cutting out waste, etc., and has bought a new pair of shell rim glasses. He looks better now.

Car Foreman Bauman has informed his friends of his marriage to Pearl Lublow of Sandusky. Honeymoon spent in Washington and now residing at Youngstown.

We express our appreciation of the many kindnesses of Arthur Richards, round house electrician, in obtaining pictures for the MAGAZINE.

One of our photographs is of the Haselton Relief Crew. Reading left to right: Fireman Insheep, Switchman Lee Richards, better known as Pocattello and Engineer Mauerman. The smoke in the picture is furnished gratis by the engine of another road although this explanation is hardly necessary as no Baltimore and Ohio engine crew could, or would be guilty of such a performance.

#### Traffic Department—Cleveland

Correspondent, A. R. STROME

From July 1 until November 1 we were the only tenants in the new Union Trust Building, but as it is gradually nearing completion other tenants are moving in, and we are glad that we are going to have company this winter.

We are glad to know that our old friend E. L. Kimes, formerly in Terminal Agent's Office and more recently, assistant manager of the Isthmian Steamship Company in Cleveland, is going up the ladder of success.

Mr. Kimes has just been appointed manager of the Isthmian Lines' new office in Cincinnati.

Regret to lose Lynn from our family circle, but wish him continued success in his new line.

Miss Helen Kodet has been appointed passenger representative at Cleveland to succeed Miss Frances Matheson, who recently left us to enter the matrimonial game.

Albert Pryatel has been appointed secretary to Division Passenger Agent Strickenburg, to succeed J. M. Mench, promoted to assistant ticket agent. We welcome him into the Baltimore and Ohio family.

We have organized a six team bowling league in Cleveland—more of which you will hear later.

We understand C. W. Shinnamon is an artist at "Duck Pins" and hope some day to be able to say the same about him in the "Ten Pin" class.

Promotions seem to be the order of things in the Akron Division Traffic Department at the present time—C. H. Groninger, chief clerk to division freight agent, Akron, promoted to traveling freight agent; E. L. Miller, chief clerk to district freight agent, Akron, succeeds Mr. Groninger; Elmo McCall, rate clerk, Division Freight Office, succeeds Mr. Miller. A. R. Strome, assistant chief clerk in Assistant General Freight Office, Cleveland, promoted to

freight representative; F. O. Dunkle, rate clerk, promoted to assistant chief clerk; F. N. Seitz, trace clerk, promoted to rate clerk.

Luther King, assistant trace clerk, left us December 1 to accept a position in the Traffic Department of the American Petroleum Products Company.

Who?—Editor.

What? Said "Cut notes in 1/2."

When? January issue.

Where? MAGAZINE.

Why? Submerged with material.

#### Massillon, Ohio

Correspondent, W. E. BRUGH

Happy New Year!

Fireman and Mrs. W. D. Moore announce the arrival of a baby daughter on December 6. Good luck to mother and baby!

Train Rider Harry Malone, while making observations at the Freight House recently, missed his footing and fell between the platform and the cars. Harry would not have been in such a bad predicament had he not had his hands in his pocket at the time. Trucker "Stubby" Workinger came to the rescue, and saved Harry from going head first to the ground. Safety First, Harry!

Oliver Seifert, warehouse foreman at Massillon, has resigned to enter the employ of The Ohio Public Service Co. We regret to see him leave, but wish him success.

Glen Myers has been appointed warehouse foreman at Massillon, vice Mr. Seifert. Congratulations upon your appointment!

The steel business at Massillon has been on the increase. Heavy shipments from The Central Steel Co. are being received daily and are being routed via Baltimore and Ohio. Because of the good performance of our Steel Special, we are handling all of the steel for The Ford Motor Co., at Detroit.

The Massillon-Greenville Gravel Co., located on our line about 2 1/2 miles west of Massillon, has closed down for the winter and are enlarging their plant in order to double their output when they open up next spring. This means additional revenue for us.

John Baker, tallyman at the Freight House, lost his glasses recently, and has offered a valuable reward for their return.

Leland Harris has returned to our employ as O. S. & D. clerk. Glad to see you back, Leland.

We have been informed that Freight Agent L. T. Kegler respects old age. Recently the General Superintendent's Special made a trip over the line, and as usual, a large amount of wire business was left at many of the telegraph offices. Operator and Ticket Clerk George H. McCoy, who has been in the service a score of years, found it difficult to dispose of the work left by the Special. Mr. Kegler, who has a big heart, sent help at once. We will all get old some day, George.

The Careful Crossing Campaign has not had much effect on some of the Motoring Public. At least it doesn't appear that way on the Lincoln Highway crossing our line at Massillon. The motorists keep our bridge inspector, J. T. Sidaway, busy making gates. As soon as he gets a gate put up, they test its strength by racing over the crossing in front of our trains with the gates down, and "Zowie" goes the gate. Nevertheless, Sid is getting to be an expert and very efficient in making gates. Some day people may learn to drive automobiles, Sid.

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## SCOTT SHOES

Solid leather, real style—and they DO wear

Ask any Baltimore and Ohio Man!

Men's Shoes at \$5.00 and \$6.00

Boy's, \$3.35 to \$4.45

17 WICK AVENUE YOUNGSTOWN, OHIO

Compliments of

## DAVIS COMPANY

263 WEST FEDERAL

Watches, Diamonds, Jewelry and  
Clothing ON CREDIT

## LEWIS M. SANDERS

Clothier and Furnisher

122 EAST FEDERAL STREET

Youngstown, Ohio



## Chicago Division

Correspondent, GERTRUDE G. CROW

## Divisional Safety Committee

## Permanent Members

S. U. HOOPER, Chairman ..... Superintendent, Garrett  
 J. E. FISHER, Vice-Chairman ..... Train Master, Garrett  
 GERTRUDE MANION, Secretary  
     Secretary to Superintendent, Garrett  
 H. F. WYATT ..... Train Master, Garrett  
 E. J. MCSWEENEY ..... Master Mechanic, Garrett  
 D. HARTLE ..... Road Foreman of Engines, Garrett  
 W. E. FRAZIER ..... Road Foreman of Engines, Garrett  
 F. D. BATCHELLOR ..... Division Engineer, Garrett  
 F. N. SCHULTZ ..... Division Operator, Garrett  
 F. W. REYNOLDS ..... Division Storekeeper, Garrett  
 W. J. MULVIHILL ..... Supervising Agent, Garrett  
 J. L. LEWELLYN ..... Master Carpenter, Garrett  
 P. H. CARROLL ..... Signal Supervisor, Garrett  
 DR. W. A. PUNK ..... Medical Examiner, Garrett  
 J. B. HERSH ..... General Yard Master, Garrett  
 BRUCE STOUT ..... Captain of Police, Willard  
 D. HARTER ..... Dist. Foreman Elect. Dept. Willard

## Rotating Members

D. L. M. VOORHEES ..... Engineer, Garrett  
 C. E. GALLATIN ..... Engineer, Garrett  
 E. L. TRAXLER ..... Fireman, Garrett  
 THOS. LEESON ..... Fireman, Garrett  
 C. D. BARBITT ..... Conductor, Garrett  
 J. E. BOWLBY ..... Conductor, Garrett  
 O. C. HUDSON ..... Brakeman, Garrett  
 G. B. DICKSON ..... Brakeman, Garrett  
 C. H. BOVES ..... Yard Conductor, Garrett  
 A. W. LOBBELL ..... Bridge Foreman, Garrett  
 CHAS. HOPPER ..... Boilermaker, Garrett  
 AMBROSE LIES ..... Car Man, Garrett

The Baltimore Chamber of Commerce paid a visit to the City of Ft. Wayne, Indiana, on November 14, for the purpose of exploiting the Port of Baltimore with a view to influencing foreign trade through that port. The day was spent visiting all the large industries, and in the evening a banquet was served by the Ft. Wayne Chamber of Commerce in their club rooms. Division Freight Agent D. E. Sullivan and Traveling Freight Agents W. R. McKee and F. F. Karns attended the banquet.

An interesting event occurred in Garrett on November 23. The Garrett Savings Loan and Trust Company entertained the Colt Club, with members in Dekalb, Allen and Noble Counties. The committee was in charge of Engineer Emmett Manion, Agent W. A. Clefford, Chief Dispatcher A. R. Moore and their wives.

Superintendent Hooper gave a talk on the connection between the railroad and the farmer, and said that the railroads are attempting to bridge the gulf between themselves, the farmer and the general public, as they believe an interchange of ideas would serve to bring them closer to each other for the best interests of all. Short talks were made by Mr. Shankin, Purdue University, Superintendent Carroll of the Public Schools, and Wade Libbey, vocational agricultural teacher.

At the close of the meeting two trips to the International Live Stock Show at Chicago were awarded; one to Virgil Hatch of the Junior Club, and the other to Delphis Martin.

President Monte L. Green of the Trust Company, who acted as chairman, composed the following song to the tune of "Mammy," which made quite a hit:

B. and O.—B. and O.  
 Number eight runs east, number seven runs west

But the "CAPITOL LIMITED" runs the best,

B. and O.—B. and O.!

Safety First is the motto of this great Railroad.

She's a coming, never known to be late,  
 She's a going, and she'll make it sure as fate

B. and O.—B. and O.!

If she runs on smiles

She'll run a million miles

Our B. and O.!

The Colt Club is a unique organization. For several years it was the only club of its kind in the United States, and at present is the only one east of the Mississippi River. Chief Dispatcher Moore, chairman, Rural Development Committee of the Trust Company is proud of the success of the meeting.



"THE MOST BRILLIANT AGGREGATION OF BRAINS ON THE SYSTEM," THE FORCE OF HASELTON YARDS

Above, reading from left to right, front row, are: Miss Mary Kelly, Interchange Clerk; Miss Hannah Davis, Clerk; Miss Josephine Griffin, Chief of the Car Records; Miss Katherine Walsh, Our Smiling Timekeeper; Miss Marguerite Griffin, Secretary to Terminal Trainmaster; Miss Mary Welsh, Car Record Clerk. The men are: J. C. Kline, Terminal Trainmaster; Roland Bauman, Assistant Car Foreman, a newlywed; Howard Robinson, Chief Clerk; C. D. Updegraff, General Yardmaster; Robert H. Jones, Crew Dispatcher; Thomas Hennon, Bill Clerk; J. P. Stoner, Number Snatcher. Below, Haselton Relief Crew (see note). The black smoke is coming from an engine operated by another railroad





Master Carpenter J. L. Lewellyn, and family, at their home. Garrett, Ind.

Our sympathy is extended to William Hathaway, storekeeper, Painesville, Ohio, in the loss of his mother, Mrs. Adin Kleckner of this city.

#### Safety—A to Z

By CHARLES HOPPER, *Safety Committeeman*

Artificial eyes are no good—Wear goggles.  
Be sure you are right—then go ahead.  
Call no man a liar.

Do not be afraid to talk to a careless man.

Everybody makes mistakes, watch out.

Fools do foolish things and take chances.

Go slow across railroad tracks.

Help others who cannot help themselves.

Insurance is good protection, but protect yourself.

Join the order of Safety First.

Keep away from dangerous places that do not concern you.

Look at all danger signs.

Make yourself a Committee of One on safety.

Never move belts when machinery is in motion.

Obey all orders from Safety Committeemen.

Place no obstruction on the right-of-way.

Question no danger signals.

Read book of safety rules and be governed accordingly.

Study first aid to the injured.

Take no chances as they may be fatal.

Unbelievers cannot be taught safety.

Vicious men are faulty and need watching.

Watch your step for holes and boards with nails exposed.

Examine all tools and wrenches before using.

You must live up to the 18th Amendment.

Z (Zenith) If we live up to this Alphabet we have reached our Zenith of Safety.

The November MAGAZINE contained a photograph of Agent F. W. Paden and his family, North Baltimore, Ohio. Mr. Paden was born in Bellevue, Ohio and his first railroad experience was on the Big Four Railroad at Tiffin, Ohio. He entered the Baltimore and Ohio service as agent, Bairdstown, Ohio, on April 26, 1905. The local newspaper is running a series of articles entitled "Great North Baltimore Men," and under this heading, in a recent issue says:

"EDITOR'S NOTE—Another sketch of another famous North Baltimore man. This man needs no introduction. If you ever leave N. B. and take a train ride you're bound to meet him.

"There are two men we know of in this world who are real workers, men to stick to their task with intensity and who never watch the hands on the clock to see when quitting time comes. One of them is the well-known Thomas A. Edison, electrical wizard; the other, Frank Paden, agent, Baltimore and Ohio, North Baltimore.

"As far as we know, Frank wasn't born in N. B. But that doesn't stop him from being a worker. From early morn until late night, F. P. is a busy man. He does a little bit of everything at the station, and knows quite a bit more what he's doing than

anyone else. That's why he's the agent and why he's held the position so ably for years.

"Frank was recently elected president of the Commercial Club and he's started in to do some real boosting for the town. He's also a Mason, member of a church, and he was a big factor in the success of the recent father-son banquet, which shows that he takes an interest in the youth of North Baltimore as well as its older inhabitants.

"We take our hats off to Frank."

#### South Chicago

Correspondent, ESTHER J. MOBERG

The accompanying picture is of George Miller, blacksmith, South Chicago. Mr. Miller was born on March 31, 1857, entered the service on April 15, 1872, at Cumberland, Md., and came to South Chicago on May 5, 1882. He has been in continuous service at South Chicago since that time—forty-one years. When are we going to celebrate, Mr. Miller?

The Stores Department, South Chicago has made a change in personnel. Mr. McCrary being promoted to division storekeeper, Lincoln St., Chicago, vice V. N. Dawson, who is now district storekeeper, Cincinnati, Ohio. We are sincerely sorry

to lose Mr. McCrary, but extend our congratulations and good wishes for his continued success.

O. J. Grinewetsky, former chief clerk, New Castle, has accepted position of storekeeper, South Chicago. Welcome to our city.

J. B. Hayes, former telegraph operator, Wolf Lake, has taken up his duties as ticket agent, South Chicago. Our local paper gave Mr. Hayes quite a send-off and it is regretted that I could not secure a copy. Congratulations!

Aunt Mary's visit was a pleasant surprise, only sorry we could not hold her here for a while. We like surprises, Aunt Mary.

South Chicago is the place to locate if you want to get married. Four weddings reported in the December MAGAZINE and now "Jimmie" Crinion has taken the final step—slipping away, quietly, on October 22. "Jimmie" is employed in the office of Terminal Train Master Huggins, South Chicago. Congratulations!

Our sympathy is extended to First Trick Operator Earl Hill, in the loss of his dear mother at Finley, Ohio. Also E. McDermott, car inspector, whose father passed away recently.

#### Chicago Terminal

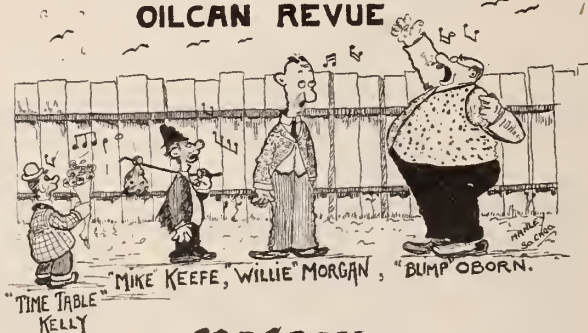
To the Employees of the Baltimore and Ohio Chicago Terminal Railroad Company:

Greetings!

Nothing at this time could afford me greater pleasure than to grasp the hand of every employe and with greetings of the season, express my appreciation for their splendid service and loyal support of the Baltimore and Ohio Chicago Terminal during the past year.

As the old year passes on, giving way to the new year, this most pleasing thought is carried with it—the greatest volume of business and most successful operation we have on record, all of which is duly credi-

## THE FAMOUS SANDHOUSE QUARTETTE DIRECT FROM RAMJAM'S OILCAN REVUE



### PROGRAM

MR KEEFE ..... "DON'T TAKE MY 72 AWAY"

" MORGAN ..... "DOWN IN EAST CHICAGO"

" KELLY ..... "THE ANVIL CHORUS" - BY HIMSELF

" OBORN ..... "FOR EVERY LIGHT ON BROADWAY  
I GOT A DOLLAR IN MY SOCK"

~ SPECIAL ~

THE FIRST DIME THAT MR. OBORN EARNED IS ON  
EXHIBITION AT THE FIRST NAT. BANK

TICKETS ON SALE AT THE TURNABLE.



## Newark Division

Correspondent, B. A. OATMAN

Earl Hall, clerk, first shift, Newark Round House, is at home after undergoing an operation on his crippled leg. Earl has been having considerable trouble necessitating loss of time. To overcome this, and the additional expense due to the operation, the shopmen made up a nice purse and presented it to Earl with their best wishes for a speedy recovery and return to duty. Brotherly love, that's sure.

James R. Cody, I. C. C. clerk, will go to Baltimore to have an operation performed on his leg, which has been giving him much trouble of late. We hope that "Jim" will return soon feeling much better and be able to use his artificial limbs again. The trouble has been due to an affection which prevented using the usual artificial limb.

A. W. Dowie, clerk to general foreman, has returned to duty after being on the sick list for two weeks.

Ursal K. Swain, A. R. A. clerk, General Car Foreman's Office has been appointed to fill the position of stenographer, Division Accountant's Office, in place of Donald Jorden, who is now with Division Passenger Agent White, Columbus, Ohio.

J. C. Williams, third shift clerk, Round House, is on the sick list.

Master Mechanic F. E. Cooper enjoyed Thanksgiving dinner in his new home.

Our photographs this month include Caller Charles D. Rogers, who entered the service of the Baltimore and Ohio on September 28, 1920. Every engineer, fireman or trainman will recognize this familiar face as Charlie sees to it that each one of them receives his semi-monthly pay check.

We have also a photograph of Drayman Edward Williams, Stores Department, Newark, Ohio, with his trusty steed, "Faithful Fred", as "ED" calls him. If you had the opportunity to watch this horse when its driver is away from it, and the

dray is on or near tracks preparatory to loading or unloading, you would believe that he had been instructed in the art of SAFETY FIRST. If an engine or cut of cars moves near him, you will find that he will move the dray clear of all tracks without instructions from his driver. When things are safe he will back up to the proper point for loading. The dray and horse are used to convey material from the shops to the depots where the material is loaded for shipment. Some day in the near future "Faithful Fred" is going to lose his job; he will be replaced by a motor truck.

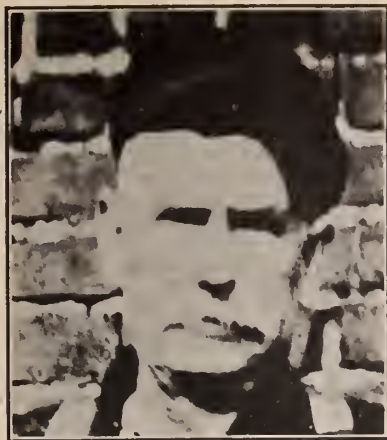
The November, 1923 copy of SAFETY FLASHES carried an article "His Efforts To Help Others Has Saved Many Lives," written by Supervisor of Shop Schedules, Charles G. Miller.

Mr. Miller is a firm believer in SAFETY FIRST and, as stated in his article, was the original safety man at Newark shops. It is through his untiring efforts that our shops have been able to perfect a reliable organization, the Safety Committee. Mr. Miller is in touch at all times with the shop committeemen and the division committee. Division officers highly appreciate the good results obtained through the assistance of Mr. Miller.

At the regular meeting of the Newark Division Veterans on December 6, former Division Superintendent J. F. Irwin, now special agent, was presented with a Fifty Year Gold Button by President George Sturmer, Baltimore and Ohio Veterans' Association, who was present to take part in the various pleasures of the evening. Mr. Irwin was visibly affected when presented the button and responded with difficulty.

At this meeting Veteran Joseph M. Workman was honored on account of his fifty-three years service. He was seventy-five years old on the date of the meeting.

The meeting was out of the ordinary and the time was fully taken up in various ways, a fine chicken supper being served by the Ladies' Auxiliary, who always seem to know just what it takes to please the Veterans.



Blacksmith George Miller, South Chicago, Ill.

table to the loyalty and team-work of the employees. I also feel assured that every employe will greet the new year in the same spirit and with renewed effort to make every year a better one, both for themselves and the Railroad.

I wish you all a Happy New Year.

Sincerely,

F. S. DEVENEV

Superintendent

My friend and able assistant Jack Kernochan advises me that the stork visited the home of Matty Mitchell, switch tender, 48th Avenue, on November 13, leaving a fine baby girl. Congratulations!

The accompanying photograph is an engine fired by our engineer, W. H. Whitehead, in 1891, on the Santa Fe Railroad. Mr. Whitehead is standing by the front driving wheel. Engineer Klinein and son are at the pilot. This photograph is particularly interesting when contrasted with the new 6100 engines purchased by the Baltimore and Ohio, a photograph of which appeared in the December MAGAZINE.

Mrs. Anna Klamick, who for sixteen years has been employed as janitress at the Grand Central Station, passed away on November 11. A beautiful floral wreath was contributed by our Terminal Employees' Association. Our sympathy to her family!

Engineer Iver K. Hastings and Fireman G. P. Paul, while operating a steam derrick at 55th Boulevard on the new construction elevation work, were so seriously injured that they passed away shortly after. Mr. Hastings was a nephew of Peter Hastings, general foreman of construction, and had been in our employ since December, 1910. Mr. Paul had been in the service only one week. A floral wreath was sent by the Employees' Association.

Our sincere sympathy is extended to the families of Messrs. Hastings and Paul.

A gentleman from New Wilmington, Pa., recently left a package in the Chicago terminal, and upon discovering his loss wired our trainmaster, saying that the contents were of little intrinsic value, but were prized because they were keepsakes of his deceased mother. He wrote under date of November 8, as follows:

"Words cannot express my very great appreciation of your kindness in locating the parcel about which I wrote you, and in returning it to me. The Baltimore and Ohio is deserving of both patronage and praise for the courteous treatment it gives its patrons."

Appreciation is a fine thing. Keep it up, boys! The Chicago Terminal is right there when it comes to courtesy and careful attention to patrons.



Our Chicago Terminal Correspondent sends us: A Santa Fe engine fired by our Engineer W. H. Whitehead in 1891. See notes





Left to Right: Caller Charles D. Rogers, Conductor Nick Savey and Veteran Engineer Charles Glen

Mrs. David Little entertained with a special program on the piano.

The Veterans announce that the several meetings in the near future are to be handled in a manner similar to the December meeting, lots of good entertainment and plenty of "eats," so if you are a Veteran you will miss several treats if you fail to attend the meetings which are held on the first Thursday of each month. A word to the wise should be sufficient!

As January has been designated as National Thrift Month, it is fitting that the MAGAZINE columns should carry a word along this line to its many readers who have in the past year been making great strides toward THRIFT.

How truly thrift contributes to happiness is being demonstrated in many employes' homes just now, when the money accumulated through the Christmas saving plan is being paid out by banks and building associations.

The checks already sent out aggregate thousands of dollars, much of which would have been spent during the year, had it not been for the system of weekly deposits that was adopted. While much of this money will be spent to make Christmas merry, still there will be a large amount reserved to pay debts, taxes and on homes now being purchased.

If money can be systematically saved for one purpose, it can be systematically saved for another and it is of importance that the habit of THRIFT be instilled in the boys and girls growing up that they may not be wasteful.

Money is not a thing to be wasted or to be buried. It is, instead, a thing to be used, but it can be used more wisely and more effectively in hundreds of dollars than in hundreds of cents. One can command the good things of life in the exact proportion of his actual possession of money honestly earned. If you have made an honest effort to be thrifty during the past year, just try to be more so during 1924.

#### Division Engineer's Office, Newark, Ohio

We wish to rectify a grave error in the December issue of the MAGAZINE in regard to the Division Engineer's Office Bowling Team. Reading the December number makes it appear that the Engineers have a good team. Instead it is decidedly "rotten," though the numerous challengers who have tried to beat them are a little "rotenner." So one and all who have any bowling aspirations, if you want a game where pickings are easy, arrange a game with Division Engineer's Office bowling team, Newark, Ohio and win by a few hundred pins. Oh yes, we forgot, we mean "maybe."

H. Harding, signal supervisor, has been looking lonely recently. Upon investigating as to why he is not wearing his usual smile, we find that his wife has gone to the country for a visit. Cheer up Harry, time soon rolls around.

All the engineers in the M. of W. Department are working hard these days trying to get their work in shape so as to be able to eat Christmas dinner with the home folks in various parts of the country, but several of them at least will be thinking of the "Girl I left behind me."

#### Accounting Department

Correspondent, R. T. GEORGE

Engineer J. E. Shaw was recently returning from Wheeling on No. 45 and overheard a conversation between two business men, who, by their conversation, were in the steel business. One said to the other that before the World War the Baltimore and Ohio was on the decline, but since then it had come to the front and is one of the leading roads of the country. The other gentleman asked if the Baltimore and Ohio was producing the goods, to which his friend replied that they were, as their equipment was up to date and trains moving on time.

Conversations of this nature are common, and the cooperation of Management and

employees has made the Baltimore and Ohio service what it is with SERVICE THAT SATISFIES. This should be the slogan of each and every employe, because without service, no road may expect to progress.

Tom Snyder, C. T. Department, submits:

Brooks—without water.  
Winters—without snow.  
Fall—without hurting yourself.  
Payne—without hurting.  
Reel—without falling.  
Savey—without knowing.  
Cole—without lumps.  
Wells—without digging.  
Seymour—without glasses.  
Hunt—without finding something.  
Roll—without getting dirty.  
Mayer—without harness.  
Ball—without a bat.  
Kruise—without a ship.

After a 20 day headache on the Ohio Special at the Convention of the American Legion held in San Francisco recently, Tom Snyder is back on the job. Everyone had a most enjoyable trip, for which they owed their thanks to the Convention Special Committee, Ohio Department, American Legion and especially to its chairman, E. W. Gettrost, Columbus, Ohio. The Baltimore and Ohio was the selection made by Mr. Gettrost to submit plans for this trip. This was handled by Bert White, division passenger agent, Columbus, and was approved by the State Executive Board, Ohio Department. The Baltimore and Ohio was preferred because of the active interest it took in the selection of the most beautiful scenic route to the coast and return. It is hoped that the State Department of the American Legion will look kindly toward the Baltimore and Ohio for the St. Paul Convention in 1924.

Newark Post No. 85 has already started a movement to take its 30 piece band to St. Paul, and it hopes to raise enough money before then to take them via Baltimore and Ohio. This will mean that at least 75 or 100 will leave Newark for this Convention.

The bowling season is now open and four teams have been organized in the Accounting Office. A schedule has been arranged, which calls for games every Wednesday night on the Pastime alleys. After practicing diligently for several weeks, the Engineer's Office issued a challenge to the Accountants, with the Engineers coming out on top. We have no excuses to offer, but after a few of our scheduled games have been played, we will again be ready to play the Engineers, and we think that the score will be much different. But this is not altogether what I started to say. If any of the Wheeling bowlers happen to read this item, they would be doing us a favor by getting in touch with Ed Rupp, chief clerk, and arrange for a game to be played either in Wheeling or Newark.



Left to right: Drayman Edward Williams, Stores Department, Newark and his horse "Faithful Fred." Maxine, daughter of Ralph Shaw. George Souders, on right, at Red Fish Lake, Idaho



Donald Jordon, stenographer to division accountant, has been promoted to secretary to division passenger agent, Columbus, Ohio. We wish Jordon success.

A parting word in regard to THRIFT—something that is sometimes misunderstood, and seldom practiced. The THRIFT DRIVE during the month of January is somewhat different from "STOP THAT LEAK," as THRIFT, in this particular instance, pertains to the home. It is economy, without stinginess. If THRIFT were practiced during the month of January, we feel sure that everyone would get the habit and economize the other eleven months of the year.

#### Marietta, Ohio

Correspondent, G. R. STEEN

**STOP THAT LEAK**—We can all help in many ways. Be more efficient, make every move count for something. Notice the things around the office that you could change such as not using good forms for scratch paper; watch the use of rubber bands, pins, pencils, postage stamps, etc., as they all cost money. Be sure that the waybills agree with the shipping orders, the freight bills compare with the waybills, the reports are made correctly and car loads and merchandise cars are carded and to proper destinations.

Freight House men can help. Handle the freight as you would handle something of your own. Stop and think when you are about to load some heavy object in the same car with a lot of light freight. Do not accept freight for shipment unless properly packed and protected to withstand ordinary transportation. See that bill of lading agrees with marks on articles before it is received. Be sure the entire shipment is loaded in the proper car and safely stowed. In delivering shipments to draymen or consignees be particularly careful to see that each article called for on the delivery receipt is delivered, making careful investigation of articles damaged, noting on freight bill and delivery receipt. See that all cars are properly sealed before ordering them out.

Yard men can help by not ordering cars placed for loading until they are properly inspected and are O. K. for loading the commodity for which ordered. Be careful in weighing cars as to showing correct car numbers, correct gross and tare weights, which will prevent cars held up for re-weighing or re-checking numbers and weights.

Let's all work together to help do these things and help STOP the LEAK. There is an old saying "WORKERS DON'T THINK AND THINKERS DON'T WORK." Let's see if we can't change the first part of it. That's our job!

J. M. Reed said he didn't see how he could wait until spring so that he could go fishing. He is already planning a trip for next summer. We are afraid that this is going to be a long winter for him.

R. H. Schantz had some time, on his hunting trip. We would like to have been there when he rolled from the load of fodder he was hauling into the barn.

While riding on No. 58 a short time ago, the writer noticed an old man five or six seats ahead trying to get into his overcoat. Before we could get to him to offer assistance, Conductor Reynolds called out, "Just a moment brother and I will help you." Those who know Mr. Reynolds, and have ridden on his train, know that this was only one of the many things he does for his guests every day. You never see him when he isn't wearing the "Million Dollar Smile." Mr. Reynolds has the real Good Neighbor spirit of the Baltimore and Ohio.

#### Columbus, Ohio

Correspondent, R. KENNETT

General Yardmaster Kerr has resumed duty after spending an enjoyable vacation during the hunting season. Yard Conductor Phelps acted as general yardmaster during his absence.

It is now the beginning of a New Year and I appeal to every reader of our MAGAZINE through its columns for assistance in making the MAGAZINE more interesting for all during the New Year. Everyone in Columbus and on the Division can assist, without inconvenience, by sending us a note each month and it will not only be appreciated by us but by all the readers. Now's the time to get busy. "Let's go." Wish all a successful New Year.

One cool November morning as No. 32 stood steaming in the Union Station, it was discovered that a Sea Lion belonging to a show company enroute had escaped from a crate in the baggage car and had got out on the platform, causing considerable excitement among the employees "Who will capture my Sea Lion?" asked the show manager. Every one was silent for a few minutes, and no one seemed inclined to volunteer to assist in capturing the animal. All of a sudden a man burst in among the silent crowd, bravely and loudly exclaiming "I'll capture that Sea Lion!"

With an anxious though determined heart, this man, no other than our Yard Brakeman Thomas Smith, proceeded to capture Mr. Sea Lion, and after several exciting minutes he succeeded in restoring the animal to its crate in the baggage car.

Brakeman Smith has been commended for his bravery but at this time it is not known what medal will be awarded him. However, a "Pig Iron Undershirt" has been awarded by our "Sand House Committee."

#### Columbus, Ohio, Freight Station

Correspondent, EDITH ROACH

"Girls can keep secrets." On November 1, Miss Cashner, comptometer operator, handed in her resignation to take effect November 15, which was not a surprise, as she had worn a diamond for a year. The "Get-to-gether" Club immediately planned a miscellaneous shower, inviting the Sewing Club, the Get-to-gether and a few friends.

As a complete surprise on November 14, returning from lunch, she found her desk decorated with everything for the kitchen, from the dish pan to the cleansing powder and the scrub brushes. Everyone was getting anxious to know just when this wedding was to take place.

A dinner given the same evening in compliment to a supposed bride elect proved to be an announcement of her marriage, which took place a year ago. Mrs. R. T. Jones (Katheryn Funke), 816 Renhart Avenue, was hostess at the dinner arranged for Miss Cashner. During the evening one of the guests received a telegram which told of the marriage of Miss Cashner and R. H. Ayers on November 18, 1922, at Pontiac, Michigan. Mrs. Ayers has been with the Baltimore and Ohio for the past four years.

On November 17, Mr. and Mrs. Ayers received the Baltimore and Ohio employees of this station, at the home of Mrs. Ayer's parents, 35 E. Lane Avenue. They were presented with, should I say wedding presents or anniversary presents?

Mr. and Mrs. Ayers left to make their home in Cincinnati, Ohio, where Mr. Ayers is connected with a construction company as civil engineer.

A valuable clerk and friend has left our midst, but much success and happiness is our wish for both.

Don't ever say "girls can't keep secrets."

Your Correspondent? Oh, yes, I knew all about it, as I was invited to go with them but illness prevented, so I was in on the secret, too!

We are going to look our best tomorrow for someone whispered around that President Willard was coming this way and we hope he has time to visit us.

#### Our Agent

One who is always on the job. One of us as well as our superior.

One of our boys and his family received a surprise from our thoughtful clerks in keeping with Thanksgiving. During the canning season they had a great deal of sickness which ended in his wife going to the hospital. Knowing this and showing our love and appreciation for others, many cans of fruit were sent to them. They both thank everyone, not for the gift but the spirit in which it was given.

Boy, page Messieur Coue! The other day one of our employees hobbled into the doctor's office, painfully on crutches. He was obviously in great pain and we wondered at the heartlessness of the doctor who would demand that he come to the office instead of remaining in bed to be visited at least twice a day. But the doctor knew his prowess better than we, for the crippled young man emerged from the office a short time later without crutches. His face was wreathed in smiles and there was almost no perceptible limp in his walk.

"Every day in every way our doctor is growing better and better." K. M. C.

Boys, don't forget the box placed for your contributions for the MAGAZINE. This means all!

The following letter is one of many similar ones we receive. It speaks for itself:

THE WILLING BROS. CONSTRUCTION CO.  
Columbus, Ohio

November 10, 1923

E. D. Baldwin  
Local Freight Agent  
Columbus, Ohio

Dear Sir:

We wish to express to you our appreciation for the efficient service you have rendered us in handling our shipment of material which has come over your road to be used in the construction of the United Travelers Building in your city for which we have the contract.

This service has been valuable to us in getting our material on the job without delay and thus facilitating the construction, and we are glad to take this opportunity of expressing our appreciation to you.

(Signed) A. L. SEIP  
Superintendent

#### Sandusky

Correspondent, ROLLAND SCHEMENAUER

Our elevator at this point is about to pass out of existence, bids for its dismantling having been received. The elevator was built in 1883 after the old one was destroyed by fire. Until three years ago the elevator gave a large amount of grain business to us. The dismantling of the structure is required because the land on which it is built is under lease to the Kelly Island Lime and Transport Co. After the dismantling is completed and improvements are made by the Kelly Island Lime and Transport Co., it is expected that large business will come to our line. Lime producers and lake sand shippers, they ship several hundred cars of freight over our road each year.



The shop bowling team has had an even break in the games played by them this year, having won eighteen and lost eighteen games.

The shop has furloughed about 35 men and still have 135 men working.

A favorable outlook for increased outbound business for 1924 presents itself with the announcement of a new crushing plant to be constructed at the Wagner Quarries Plant at Soldiers Home, Ohio. The new plant will have a total capacity of approximately 60 cars a day.

Frank E. Cheshire, car shop superintendent was called to Keyser, W. Va., because of the death of his mother which occurred on November 29. The sympathy of all is extended to him in his loss.

### Zanesville, Ohio

Correspondent, C. H. SOMERS

Webster defines Thrift as economy in the use of resources. When thrift is mentioned our first thought is economy in the use of money. This is all very well and deserves our thought and attention. Many people are not economical enough with their money; this is manifest in the figures showing the amount that is spent each year for tobacco, chewing gum, picture shows and the like. While a little of all these things might deserve some of our money and so benefit us, it is evident that they receive more than their share. There are other things also that receive much more of our money than they should.

In the consideration of Thrift, there is a line of demarkation beyond which it runs into what we call stinginess, and that is something that is not commendable in any one. One who denies himself the necessities of life in order to accumulate money is stingy. The man who is stingy in order to accumulate wealth at the risk of his health, is simply planning a post mortem lawsuit by his dissatisfied beneficiaries, as well as destroying his own happiness.

What is true of individuals is true also of corporations, because, according to Chief Justice Marshall, a corporation is an artificial being. The individual should save while he earns, in order to protect himself and his loved ones against misfortune. So also the corporation should lay aside a part of its earnings for future protection.

Another way in which we should practice thrift is in the spending of our time. Pool rooms, cards, etc., receive more of our time than they should. If we spend a little of our time, if we have any to spare, for amusements of this kind, there is no doubt that we might be entertained but we cannot afford to give them the major portion of our time. If we do we are nothing more than spendthrifts of time.

If we would all practice thrift in the spending of our time we would, in the end, be wiser. Dr. Eliot, President Emeritus, Harvard, has expressed this thought when he said that the thoughtful reading of the few books that he mentioned will, in the course of time, furnish the reader with the rudiments of a college education.

The one who spends his time in acquiring a college education is both thrifty in the spending of his time and wise in his endeavors.

Mike Dorsey, day yard master, has been absent with a bad cold, he says. But we are informed by one whose word we have never had an occasion to doubt, that Mike was seen on an interurban car sitting in the same seat with a "Coon Dawg," just a night or two before he laid off.

We desire to announce that Peck Noble is still drawing his wages as night yard



Wallace "Barney" Barnett, Crew Dispatcher  
Ohio Division

master, Zanesville. I was about to say he is still working at that job, but we have to be careful what we print as we might be hauled up before a magistrate and charged with libel!

On December 2, while switching cars in West Zanesville Yard, Yard Conductor Guy McIntyre had his right hand severely mashed. He was taken to the Good Samaritan Hospital to have the injury dressed, but the doctors decided that amputation was necessary. I know I am voicing the sentiments of the Newark Division officials and employees when I say that "Mac" is a loyal and industrious worker and that we are sorry to hear of his accident. We extend our sympathy to him and to his family.

The writer is new on this job and it is his maiden voyage on the "Sea of Magazine writing." He therefore requests that each of you send him any or all news that you think will be of interest to the Baltimore and Ohio family. Such things as marriages or wanting to be married, or in fact news of any one courting trouble in other ways, will be given consideration and appreciated.

### Ohio Division

Correspondent, A. E. ERICH

We are sorry to announce the death of Mrs. V. N. Hale, at Albuquerque, N. M., after several months illness. Mrs. Hale was formerly Miss Mable Moore, clerk in the Division Storekeeper's Office, and daughter of Engineer "Fred" Moore. Our heartfelt sympathy is extended to the family.

Her sister, Miss Clara "Ted" Moore, who was also clerk in Division Storekeeper's Office and is ill at Albuquerque, we are glad to state, is greatly improved. We hope for her speedy and complete recovery.

It is with regret that we report the serious injury to H. F. Davis, brakeman, who, when knocked from the top of a car while switching at Columbus, November 1, had his right arm crushed between shoulder and elbow, making amputation necessary. We are glad to say that he is recovering rapidly.

George A. Darding, machinist apprentice, and son of "Fred" Darding, general clerk, was married on Thanksgiving Day. His fellow workers wish for him and his bride much to be thankful for, and a happy married life.

Information reached us that Fireman "Ches" Hensley, desired to be absent from duty to "get his head cut off." We

were very much concerned about this until informed that this was meant to "get married." The ceremony took place November 15, and he has our best wishes for a long life of happiness.

Announcing the arrival of a dear baby girl, eight and three-quarter pounds, to Mr. and Mrs. Gordan Phillips, on November 27! Mr. Phillips is assistant district attorney, located at Chillicothe. John Phillips, sr., district attorney, and "Dick" Mallen, train master, are the proud grandfathers. There were few prouder or happier men around this station than "Dick," when, with his usual happy smile, he reported being grandfather for the third time. The other two are twin grandsons, "Dick" and "Jack" Phillips, of whom we have been trying to get photographs, but never seem able to do so. Perhaps now with the new arrival this will be possible. Congratulations!

W. H. Grady, section foreman, has resumed duty feeling fine after a leave of absence, spent in Richmond, Calif. Glad to see him back on the job again.

A mystery! How did "Phil" Hixson, clerk in Division Accountant's Office, get his right hand cut, while off duty recently, and why does he withhold details?

Our sympathy is extended to John Fletcher, sr., and family in the death of their daughter and sister Bertha.

J. E. Jones, brakeman, was among those recently married. Felicitations!

The one way to do a thing is the SAFETY FIRST way.

H. "Happy" Robertson, conductor, has the sincerest sympathy of his fellow workers, in the death of his wife, suddenly on December 6, from heart trouble.

C. E. Rutherford, clerk in Division Accountant's Office, is the proud father of a baby girl, who arrived on December 3, weighing six and one-half pounds. Mrs. Rutherford (Mildred Curtis) was a former employe, having had the same position that "Rudy" now holds, and of course, under the circumstances, when the little Miss is old enough she will undoubtedly be an employe of the Division Accountant's Office. Of course "Mil," we know this will be against your wishes, but you never can tell. The little lady has been given the name of Virginia Ann. Congratulations to both!

We have been informed, through the Train Master's Office, that Brakeman Frank Long has been working very steadily recently and from all appearances is poised high on a diving board, for a plunge into the sea of matrimony. More details have been promised later.

The accompanying photograph is of Wallace "Barney" Barnett, second trick crew dispatcher at Chillicothe. "Barney" entered the service over thirty years ago as fireman, transferred to different occupations, boiler maker helper, trucker, car repairer, extra caller, and is now calling crews. He is always on the job and when some one calls up asking "how many times out am I," is there to tell them and say "stick around, might need you."

The practice of THRIFT in your work, will not only help the railroad, but in so doing will help you.

Round House Machinists C. Novinger, P. Palmer and L. ("Happy") Ryan of the second trick, recently planned a rabbit hunt. Some time before, they began making elaborate preparations as to guns, ammunition, etc. After finally getting started, and going about fifteen miles they agreed upon a place to hunt. Then, and not until then, "Happy" discovered that he had



forgotten to bring his gun. Not to be daunted, however, he at once gathered a pocket full of stones and attempted to kill rabbits in this manner. His aim seemed poor and after throwing until he had a cramp in his arm, he began kicking at brush piles. In other words, in the absence of a dog, he played "dog" for the others. They each got eight rabbits, but "Happy" came home empty handed. Nevertheless, he still wore the broad smile, and expects to try again before the end of the season. Suggestion has been made that he tie the gun around his neck the night before starting, next time.

**SAVE COAL.** The pop is a tell tale. It never works unless you make it work. Keep the pop down. **STOP THAT LEAK.** **BETHRIFTY**, which means using economy and good management of property.

The employee who decides to practice **SAFETY FIRST** before he has an accident is the one that does not have the accident.

### Toledo Division

Correspondent, C. E. THRASHER

Your correspondent wishes to thank every employe on our division for the interest taken in sending him notes for the *MAGAZINE* during the past year. Without your help the writer cannot secure all of the news on the Division and when something of interest occurs, and you do not see a "write up," it is because we did not know anything about it. Boys, we are always looking for "dope." But not the kind of "sand house dope" that is usually traced back to some little joke that you play on the other fellow, just to have some fun among yourselves. We want real live news that is of interest to all employes. Every now and then some fellow in the Transportation Department takes a "rap" at me because there is not more news in our items about the train service employes. I eat this for "Breakfast," chew it for "Lunch" and swallow it for "Dinner." Every time I'm on line I get the same old cooking, and you know a fellow gets tired of the same meals. I have come to the conclusion that we are badly in need of a correspondent in the Transportation Department. So I appointed myself a committee of one, passed a resolution that we were going to get some one to help chew this food. The first man we saw was Guy Fain, baggage-master, Trains 54 and 55. We popped the question to him, and he accepted.

Everybody on the Toledo division knows "Guy" and you know when he starts to write items for the *MAGAZINE*, our Editor will have to run a special edition.

We have also been successful in securing an assistant correspondent at Hamilton Freight House; J. Collins, chief clerk to agent. We should hear from him in the near future. We are trying to get a correspondent at Toledo, and if successful we will be well fortified on our Division. No news should escape us.

Every employe is, or should be, interested in Freight Claim Prevention. Let us Resolve, "that each employe will take an active part in this work during 1924." The payment of claims is a "leak" and is usually caused by neglect of some one in not observing rules. The Railroads sell nothing but transportation, and along with this we agree to give service and courtesy. We accept a shipment for transportation from point of origin to destination. We do not carry out our contract unless we deliver that particular shipment in as good condition as we receive it. What is the result if we don't? A dissatisfied patron, and



Above: Crossing Watchman Hemmert, Botkins, Ohio. Below: Section 10, near Botkins, Ohio

a claim to pay. Suppose, Mr. Employe, that you had an old relic that had been in the family for years and you wished it transported to a distant city safely. You crate it, and turn it over to a Railroad. That Railroad breaks it beyond repair. What would you think? This thing happens every day and investigations develop that negligence is the cause.

Mr. Engineer, you can help reduce these claims by careful handling of your train. When it is necessary to stop, do so with the thought in your mind that this freight is entrusted to your care, and that you will handle it as if it were your own. You do not see the damage that is done when a sudden stop is made and the cars are jammed together, but a check tells the tale and our Company pays the bill.

Of course the trucker plays an important part; it's his duty to see that shipments are loaded properly and piled down to prevent shifting.

The conductor and brakeman can help to reduce claims by careful handling of shipments while loading and unloading freight at way stations.

At this time of the year, perishable freight should be given special attention to see that it is protected against cold. All employes in train and yard service should watch this closely.

One of our photographs is of Crossing Watchman F. M. Hemmert, Botkins, Ohio. Mr. Hemmert arrived at Botkins in 1872, and studied telegraphy at that point. He says that in those days telegraphing was done by registers, made dots and dashes on paper, and the message copied from the paper. Mr. Hemmert was checked in as agent about 1873, and was agent operator until 1918. His right arm failed and he could no longer handle the key so he resigned. After taking several months rest, the crossing job was open and this was offered him. He accepted and has been holding his end down for the past five years. When he first worked for the C. H. & D. all engines were wood burners and all box cars were 18, 20 and 24 feet long, capacity 18,000 pounds, and they were not allowed to load them to exceed 9 tons. 15 to 17 cars was the limit for any train.

In those days 15 hours constituted a day's work, and work it was! Mr. Hemmert never caused an accident, never missed a train order, never was suspended and always tried to have the good will of his superior officers, to be obedient and honest and practice Safety First. He is hale and hearty despite his 50 years in service with C. H. & D. and Baltimore and Ohio.

### East Dayton, Ohio

Correspondent, EDW. M. MANNIX

Now that 1924 is with us, make your new resolutions so that you will have no regrets at the closing of the year. As your correspondent, I will endeavor to serve you at East Dayton and write all items that will be of interest to the Company and yourselves.

The *MAGAZINE* is your magazine. Its main endeavor is to further that Good Will and Cooperation so prevalent in our ranks now.

My wish is that the new year for each and all of us may be filled with abundant blessings.

### Lima, Ohio

Correspondent, O. L. WALLBURG

Our Veterans' Chapter elected officers for the year 1924 at Odd Fellows' Hall on December 6, as follows: W. F. Van Horn, president; John Sweeney, vice-president; F. E. Snyder, treasurer; John Schnabel, sergeant-at-arms; and O. L. Wallburg, secretary. Directors, Lima; John Harboldt, Patrick Leahy, Maurice Brown and S. H. Hartsing, Dayton; R. C. Henderson, A. C. Bushwaw, Edward Ledger, Toledo; S. J. Cook, George Thomas and A. Neubrecht, Delegate to Grand Convention in May, 1924, W. F. Van Horn; Alternate, O. L. Wallburg.

Our association is in a strong, healthy condition and is a wonderful institution on the Baltimore and Ohio. While it is comparatively new on the Toledo Division, the membership, together with the officers, have grasped the idea that it is here to stay and that it means much toward promoting a better understanding among employes themselves and also the officers of the Company. President Willard holds the Veterans of Our Railroad in high regard. The Baltimore and Ohio is considered one of the best managed railroads in the country and this has been brought about through the loyalty and whole hearted support contributed by the employes, the Veterans doing a large part. This was forcefully demonstrated several years ago, when the Veterans started after new business for the Company and got it. The Management has not forgotten this loyal work and their appreciation has been shown in various ways.

We have reached a place right now, when the loyalty and good will of the Veterans must again be emphasized and brought to the attention of the public. The good business we were enjoying has gone around the corner. To bring it back is the question cudgeling the brains of our people everywhere, not only on the railroads, but in the industrial and business world. Once more it is a battle to overcome pessimism with optimism. We must go after business hard and use every fair means to secure it for our Railroad. We must exert ourselves to the utmost in getting and keeping business that rightfully belongs to us, and also in getting new business, which we can handle as well and often better than any other railroad. The excellent quality of our service must be emphasized, and who has a better opportunity to get this business than *our own people*, especially our Veterans?



I venture to say that there were thousands of dollars brought into the treasury of Our Company through the efforts of our employees, especially the Veterans, that never was brought to the attention of our Traffic Department or the Management, solely because the man doing this work did not want to bring himself into the limelight.

This feeling may be alright, but I feel that it adds a great deal to the push behind such a campaign when we see an increasingly large number of employees taking an active part in it by going after the business and *getting it*. Then, after securing the business *keeping it*, by First Class Service. Use the card which is sent out each month in our MAGAZINE, pick out some firm, then make an honest effort to secure business which has not been coming to our rails. Do not approach the proposition with the idea that you cannot get it, because you never know what you can do until you have tried.

Joseph Shelly, for years employed in Lima Yard as conductor, died at his home, 330 S. Pine St., on November 21. "Joe" was a conscientious and faithful employee for many years, and a member of the Veterans' Association since it was first organized on the Toledo Division. The Baltimore and Ohio Family at Lima extend their heartfelt sympathy to the bereaved family.

The Ladies' Auxiliary of the Veterans' Association held their annual election of officers on December 6, with the following results: Mrs. O. L. Wallburg, president; Mrs. John Schnabel, vice-president; Mrs. Patrick Finn, secretary; Mrs. John Sweeney, treasurer; Mrs. Patrick Conley, chaplain; Mrs. Joseph Shelly, marshal; Mrs. Martin Dibling, outer guard; Mrs. Amelia Woltrom, musician. Mrs. Patrick Conley was elected to go to the Grand Convention in May, 1924, with Mrs. John Sweeney as alternate. The ladies say that 1924 will be one of the most successful years they have ever had, principally due to the fine spirit which is shown among the officers and members. The last social held by the Veterans' and their Ladies was an enjoyable one principally because of the activities of the Ladies' Auxiliary.

Our good friend Joe Ziegenbusch, round-house clerk, lost his father through death, the summons being hastened by tuberculosis. Our deepest sympathy is extended to the bereaved family.

General Foreman Miller is now firmly established at Lima, his household goods having arrived from Washington, Ind. Welcome to our family at Lima, Mr. Miller. We are for you and with you.

"Dave" Heffner is back on the job at the Freight House after an illness of several weeks. We're all glad to see "Dave." When not attending G. A. R. Conventions and Reunions, "Dave" is delivery clerk at the Freight House.

"Buck" Geiry watches the traffic at Market Street, since "Our Own Tim Lucey" went to Sidney, and sees that the "Henrys" do not bump the 4500's off the right-of-way. He is fast becoming a staunch member of the Baltimore and Ohio Family. "Buck," while guarding North St., was a Nickle Plate man, but his taking Market Street places him on the Baltimore and Ohio payroll and entitles him to the MAGAZINE, which he demands the same as any other Old Timer.

The accompanying photograph is that of our telegraph office at Austin and Agent Mrs. Grace E. Study. We'll say she is fond of vines and flowers! They were planted by her.

## Wellston, Ohio

Correspondent, L. M. MASON

What if the Baltimore and Ohio Railroad could put something into effect that would stop the big flow of claims coming in every day? Some one will see the way and start the ball rolling before many more years.

What causes claims? Negligence, nothing more! If a shipment is broken enroute, it is either negligence on the part of the loader or the engineer for rough handling. It's negligence on the part of the employee who accepts a shipment that is not in good condition. It is not an accident unless a shipment is damaged in a wreck.

If every man would try to be perfect for just one day, not a claim would be paid for damages for that day. Why not try it? And if it will work for one day, we might get it to work two days and then we might be able to continue on and be perfect for a week. If it will work for one day, it ought to work every day. Why not let all the agents organize their forces into two or three perfect day drives a week, then if it will work for two or three days a week, why not try it for a week at a time, and so on as long as it will work! To be perfect an employee will have to take interest in his work, he must work just as if he was working for himself. If an employee knew he had to pay out of his own pocket for the claim he makes against the Company, how many claims would he make? Not a single one!

How long would it take you to get a needle and thread, and sew a hole up, that you caused to be torn in a sack of flour or grain? Are you working to make your company as much money as they pay you? That's what you should do! You can't make your company as much money as they pay you if you cause them to pay out a claim by your negligence.

Why do our engineers, before starting out on their run, inspect their engines? Why do our conductors inspect their trains all over before starting? They are looking for defective parts that would cause a claim to be paid for a life lost or for a box car full of costly merchandise destroyed. Why can't other employees look for defective shipments of merchandise?

Men grow weaker in body and wiser in mind. Use your head and save your body. It takes head work to accomplish things worth while. Get your heads together this year and see how many claims you can save. A good organized freight house force will do the work.



Telegraph Office at Austin O., and Agent Grace E. Study. The flowers and vines are the fruit of her care

Cafeteria and Dining Room Service Moderate Rates Congenial Surroundings EUROPEAN

## WELLSTON HOTEL

Edward D. Shields, Mgr.

WELLSTON - - OHIO

Conductor Pat Sweeney says the coming generation is growing better. Most children whose ages are given as four, look to be ten.

"Won't and can't," "Will and can." Which will it be when I'm a man? Which is it now—just every day? Which is the best for work or play? "Will and can," and stick right to it! "Won't and can't" can never do it!

R. C. Henderson master carpenter, Dayton, recently paid us a visit, Mr. Henderson and his wife have returned from a trip to points in California, Washington and other western states.

Roy Marsh and C. W. Hush, accompanied by their wives and Mrs. C. W. Brandau, wife of Conductor C.W. Brandau, went to Alsen, N. Y., because of the death of a brother of the ladies.

Now that the holidays are over and we are starting on a New Year, let's all get out and drum up more business. This is the time of year when business is slack, and we wonder where it goes to. Everybody sits down and waits to see what comes next. Get out and advertise our Railroad. We may have friends who are planning a trip. Ask what road they are going on. Tell them why they should go our way. How much business could we get if seventy thousand employees would all ask their friends to ship and travel our way? You may be figuring on buying a new automobile ask your dealer to have it shipped in on our line; ask your grocer how much business he gives your road; tell him in exchange for your business you would like some of his.

General Foreman Thomas Zinkan, recently gave a talk to the students at the local High School on how to become railroaders. Mr. Zinkan also spoke of our tours to Washington, D. C., and said it is one that students should not miss. It is an educational, as well as a pleasure trip.

How many times have you complained that your "Ship never comes in?" Have you ever sent out anything to bring it in?

Have you ever done anything more than your fellow workmen have done?

Have you worked and denied yourself that you might become proficient in a certain line?

If not, how can you expect to reap benefits that come to men who have labored hard and consistently?

If your work, at its best, brings a smaller remuneration than some other line, whose fault is it?

You expect so much and have given so little. This is a world of balance and things even up in the long run. If you have chosen a job that you thought would bring you a comparatively easy life and you find that the compensation is less than you could realize from some other line, remember that that other line requires more than you are willing to give. You receive in proportion as you give—of brain, of brawn, of heart.

## St. Louis Division

Correspondent, ALTO SMITH

Western Union officials made tour of inspection over the St. Louis Division recently on motor car. Superintendent of

Please mention our magazine when writing advertisers



Telegraph C. A. Plumly accompanied them from Philadelphia to St. Louis. Division Operator McCarthy rode with the car over the St. Louis Division.

Relief Agent Hansbrough has returned from a long motor trip through Texas. Mr. Hansbrough built the trailer for his automobile himself and made it roomy enough to carry all his camping outfit and still have space for the bears he meant to kill.

The air brake instruction car has been on the St. Louis Division for some time in charge of Instructor William Shriver, all classes of employes taking advantage of the instructive lectures given in the car.

One means of freight claim prevention is to see that waybills are mailed with the car.

Dispatchers C. F. Dixon and J. H. Demann, after enjoying a little hunting trip at Cold Springs, were accosted on their return to town by the marshall who demanded to see their license and after examining it remarked to the hunters "I read your license thoroughly but I don't see where it gives you any authority to kill cows." Dick and Dee will have to get a special license to engage in this sort of hunting.

Louisville, Ky.

Correspondent, LEAH MCCOY

Harry, nine year old son of Sherly Shean, Rate Revision Bureau, Louisville, is now slowly improving after a siege of typhoid fever. The little fellow had a hard fight for his life during the four weeks' illness.

A new face is now seen in the Rate Revision Bureau. Miss Marie Meyer has assumed the duties of stenographer and comptometer operator. We wish her success.

Superintendent's Office, Washington, Ind.

Correspondent, H. F. SMITH

With the new year it is fitting that beneficial ideas and plans be mapped out. January has been named as a National Thrift month. It is not intended that this be confined to our duty only but to our outside or home life as well, for it naturally follows that an employe using thrift and economy in the management of his household uses the same principles in his work, and with existing conditions this is an essential feature. No one should know better than the individual employe how the most economical use of tools, material, supplies and time can be made and with these uses put into actual practice a bigger buying dollar earned.

"Shorty" Woods has been transferred from the Accounting Office, Washington, and is now checking cars for Ed. Coil at Flora.

It is with regret that we have heard of the tragic death of Jim Lavelle, operator, Shops, Relay, who was killed in an automobile accident near Washington on December 8. Lavelle had been in the service of the Company for fourteen years, was widely known and well liked by members of the railroad circle as well as those outside, and the condolence and sympathies of his friends are offered.

The Red Cross Instruction Car "Pasteur" has been on the division, stopping at larger towns and points where we have forces, for instructions and lectures in connection with the work of the Red Cross. The car was open to the public as well as the employes and there was considerable interest manifest in the addresses and exhibitions on "First Aid" by Drs. McLeod and Rodel.

A new heating plant has been installed in the offices at Washington and the days of the frigid zone should be over.

F. G. Mcloy, baggagemaster on through runs, was a happy man the day oil was struck on his land in California, but this was nothing to his happiness a few days ago when informed that Patricia Jane Compton of Coshoccon, Ohio, had arrived to call him "Grandpa." "Shorty" handles three hundred pound trunks like handballs now.

The Passenger Department recently learned that Brakeman D. P. Thompson, Nos. 67 and 68 on the East End, had been the means of routing some passengers over the Baltimore and Ohio and commendations were given him. When Brakeman Thompson courteously informed a passenger of connections to be had at Washington, Indiana, he found he had used a competing line between Detroit and Cincinnati. He impressed upon the passenger the many reasons why he should use the Baltimore and Ohio on his return trip. When returning Thompson met him at Washington and learned he had bought two return trip tickets via our line between those points. Mr. Thompson feels it is his privilege to get all the business he can and just for that we print his picture.

#### Washington Shops

Correspondent, LOTTIE T. DOSEH

Urban Mangin and J. N. Smith, sheet metal workers, Washington Shops, elected Thanksgiving as their wedding anniversary, when they promised to love, honor and—obey, for better or for worse, the Misses Catharine and Cleophus Morrison, sisters. Best wishes from all your fellow workmen.

Now, wouldn't you like to see some pictures from Washington Shops next month? Very well, give them to the correspondent.

#### Akron Division (Additional)

Painesville, Ohio

Correspondent, C. C. CLEVINGER

Regretting to lose Miss Jones, our A. R. A., clerk, we are glad however, to know that she chose a companion who had been trained in Baltimore and Ohio work, Mr. Balrymple, formerly employed at Cleveland. This is a very important position having been previously filled by Miss Appleton who crossed the Matrimonial Sea two months ago. Miss Johnson now holds the enviable position.

On October 6, a get together meeting was held in the Parmly Hotel at Painesville. It was attended by heads of the different departments and employes, with Agent G. W. Taylor as chairman. The subjects of traffic relations with the public, co-operation, courtesy and securing business for the Baltimore and Ohio Railroad were discussed at length by all present.



FINE LOOKING BOYS, THESE WESTERNERS!

Left to right: Brakeman D. P. Thompson, Baggageman C. E. Thompson, Yard Foreman W. Carvell, Vincennes Ind., Yard Foreman A. McCrary, Lawrenceville, Ill., and Harold F., son of Correction Clerk Henry Zimmerman, Louisville, Ky.

## Moore, Moore and Still Moore

By EDITH ROACH, Magazine Correspondent

JOHN W. MOORE, father of our popular Conductor, R. W. Moore, was born on September 23, 1823 at Zanesville, Ohio, and started to work as baggagemaster on the old Central Ohio. Soon after he was promoted to conductor. At that time the road only extended from Zanesville to Newark. It was later built to Columbus, reaching the later point in the fall of 1851. After the line was built to Columbus, a line was started east from Zanesville to Bellaire, Ohio, reaching the latter point in 1854.

John W. Moore was always on passenger trains and ran the first train from Columbus to Bellaire in 1854. In 1874 the Bellaire bridge was completed across the Ohio River and Mr. Moore ran the first passenger train across this bridge.

When Conductor R. W. Moore was a youngster, his father took him and his brother, Jessie T. Moore, to Wheeling frequently. This was a great treat for the boys, and probably had largely to do with their following in their father's footsteps. The father was a conductor until October, 1882, running all the time between Columbus and Wheeling. In October, 1882, he left the service because of ill health. Mr. Moore passed away March 2, 1909, at the ripe old age of 86 years.

R. W. Moore commenced braking for his father in 1870, being then 17 years old. Soon after he was promoted to baggagemaster and held this position about 6 months. Upon the retirement of his father, William Franklin, master of transportation, promoted him to conductor to take his father's place. Except for 6 years when Mr. Moore was on a run between Wheeling and Chicago on what was known as the Daisy Limited, Nos. 5 and 6, he has been running regularly between Cincinnati and Wheeling.

The Midland Division was opened in 1885 and in 1888 Mr. Moore was transferred from the Chicago run, by Captain W. W. Peabody, who was at the time general manager west of the Ohio River, to the Midland Division. This makes a total of 73 years of service as passenger conductor for Mr. Moore and his father. Jesse T. Moore, another son, ran a passenger train on the Pittsburgh Division of the Pennsylvania Co. 37 years, until he was retired two years ago which makes in all 110 years as passenger conductors for the father and two sons.

The first passenger train handled by Conductor R. W. Moore was from Columbus to Zanesville, October 21, 1882. At this time conductors did not wear uniforms and when the senior Moore came home the tickets collected were usually in his pocket. It was the lot of R. W., then a youngster, to make out the report. Counting his own service he has been making out ticket reports for more than 50 years to the same





John W. Moore, deceased, and his son, Passenger Conductor R. W. Moore

office. Mr. Moore remembers distinctly the old wood burning engines, as well as when the camel back engine shoved the coaches on the ferry boat at Bellaire to be ferried across and headed for the trip to Baltimore.

Conductor R. W. Moore is a charter member of Columbus Shrine and other Masonic bodies, also a devout Presbyterian. He enjoys good health and will no doubt exceed his father's record for years of service.

### Annual Frolic of Camden Station Employees

"ON with the dance," commanded Chairman H. L. Goodman, when at 8.30 p. m. on November 26, the clans of the Camden station employees started to gather in the Automobile Club at Mount Royal Avenue and Cathedral Street, Baltimore, for their annual frolic. And the "Imperial Six" furnished the music and the dance commenced.

"Where is the Philadelphia gang?" asked Mr. Higdon. "On No. 9," was the reply. "And how is No. 9?" "Why ask such a question about a Baltimore and Ohio train?" It is just 9.02 p. m. and we hear her coming into Mount Royal station, across the way. "Baltimore Division standard," says Mr. Goodman; "Higdon, pick up four or five of the boys, and go over to the station to escort our visitors over here." In a few minutes, here they come! There's Chief Clerk Farr, Terminal Trainmaster's Office; Chief Clerk Connors, Master Mechanic's Office; Miss Helen Love, secretary to terminal trainmaster; Miss Helen Sentman, secretary to master mechanic, and many others—thirty-five of them—all representative of the flower and youth of the Quaker City.

Who is this we see dancing up the stairs like a young man of eighteen? None other than our old friend G. A. Bowers, assistant master mechanic, Riverside. But where is his wife, we inquire? "In Cincinnati." Oh, that explains why George did nothing but dance by himself and look on all evening. He was chaperoned by Chief Clerk King, also of Riverside, and Miss Martha Fox, Locust Point, also kept her eye on him. Representatives from Wilmsere came in to swell the gathering crowd, and we saw our old friend Foreman Kelly, Water Station Service, Wilmington, and so, with the boys and girls from the Central Building, the Annex Building, Camden, Philadelphia,

Wilmsere and Wilmington, the Baltimore Division was well represented.

The hall is a fine one, and with the beautiful dresses of the girls and the "Tuxedo" of R. H. Kline, the casual observer might have thought that he was witnessing a beauty and fashion show rather than a dance of the Camden employees.

The music was good. The floor was fine. Everyone was happy, and the "eats" satisfying. The committee in charge, which consisted of Chairman H. L. Goodman, J. B. Higden, H. King, B. E. Bell, M. Swein and E. Freeman, left nothing undone to insure the enjoyment of their guests and were heartily congratulated by everyone present.

The dance stopped at midnight. Just before the "witching hour" confetti was much in evidence, and as we wended our way to our street cars, trains, automobiles, taxis and "Fords," we all felt that the evening had been well spent and most enjoyable in every way.

### Another Dance for Transportation Department

Encouraged by the success of the last get-together meeting and dance, the girls and boys of the Transportation Department, Baltimore, have decided to hold a similar affair on Wednesday evening, February 6. They will be delighted to have their friends come and enjoy a pleasant evening with them. The dance will be held at Tuttle's Hall, 21 E. North Avenue. Tickets may be purchased from any member of the committee, or from R. L. Mansfield, 610 Baltimore and Ohio Building. Price of tickets, 55 cents each.

### OMISSION—

On pages 48 and 49 of the November, 1923 issue, the picture of the Washington party showed Harry B. Knight, traveling passenger agent, Cumberland, in charge. W. H. Foust, traveling passenger agent, Pittsburgh, on the extreme left, was also in charge and had quite a group with him. Mention of this was omitted in the November MAGAZINE.

## The Value of Thrift

By RUDYARD KIPLING

ALL the money in the world is no use to a man or his country if he spends it as fast as he makes it. All he has left is his bills and the reputation of being a fool, which he can get much more cheaply in other ways.

There's nothing fine or funny in throwing away cash on things you don't want merely because the cash is there. We've all done it in our time, and we've all had to pay for it. The man who says he never worries about money is the man who has to worry about it most in the long run, and goodness knows there's enough worry in the world already without our going out of the way to add to it.

Savings represent much more than their mere money value. They are proof that the saver is worth something in himself. Any fool can waste, any fool can muddle; but it takes something of a man to save and the more he saves the more of a man does it make of him. Waste and extravagance unsettle a man's mind for every crisis; thrift, which means some form of self-restraint, steadies it.

## Death of Frank E. Dent

ON November 11, Frank E. Dent, retired Veteran operator, died at the home of his mother, Fairmont, W. Va. He was born in 1863 and entered the service of the Baltimore and Ohio as agent-operator at Shinnston, W. Va. on October 1, 1890. He was transferred to Fairmont on November 20, 1903 and to Gaston Junction on August 23, 1913. He retired on June 1, 1919.

Mr. Dent had been in poor health for the past four years. He had visited various health resorts and had been under the care of specialists without result. He was a member of the Baltimore and Ohio Veterans' Association and was active in the work of this organization.

He was a son of Mrs. Cordelia Dent and the late I. J. Dent of Fairmont, W. Va. He married Miss Ethel V. Tetrick, Worthington, W. Va., and she, with two daughters and one son survive him.

Mr. Dent lived in Fairmont almost all his life. He was a man of kindly personality and had many friends, who join with his fellow workers in extending deep sympathy to his family.



The late Frank E. Dent, Fairmont, W. Va.



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the girl, we offer the opportunity to be dressed in good style and good taste—without paying the usual "Fashion Profits." The Woman's Section of this Catalogue will be a delight to you.

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# Our Passenger Department

THE SUCCESS OF THE PASSENGER DEPARTMENT  
IS DEPENDENT UPON GOOD SERVICE

---

**O**N the Baltimore and Ohio we are endeavoring to establish for our passenger service a reputation for Safety, Comfort, Dependability and Courtesy. A safe trip, a comfortable trip and a dependable trip our patrons can reasonably expect as a return for the fare they pay. Courtesy and hospitality we can easily add, and, coming as good measure, will be all the more appreciated.

The responsibility of establishing and maintaining a good reputation rests largely with those whose duties bring them into contact with the traveling public—a traveling public that is quick to criticise, yet eager to praise. A courteous word, a thoughtful act, an unexpected service, will do as much to reenforce our reputation as the rigid maintenance of schedules, the safeguarding of life or the protection of property.

Ticket Sellers, Information Bureau employes, Gatemen, Conductors, Train Attendants and others, who serve the public daily, should look to the little things, which, in the aggregate, make up the whole of dependable travel and reputable service. A bit of extra attention—something that the passenger hardly expects, yet quickly recognizes—is in your power to give.

No merchant ever made a success of his business unless he coupled hospitality with his commodity, and the same is true with the passenger service of a railroad.

Let us, therefore, develop a reputation for the Baltimore and Ohio that will give it national acceptance as the road where thoughtful, courteous and hospitable attention to travelers is considered as important as the dependable maintenance of schedules.

We earnestly solicit the cooperation of every employe in helping to create for the Baltimore and Ohio the reputation of being "the best railroad in the world in point of service."



Passenger Traffic Manager



# Baltimore and Ohio Magazine



The Traffic Man's  
Valentine

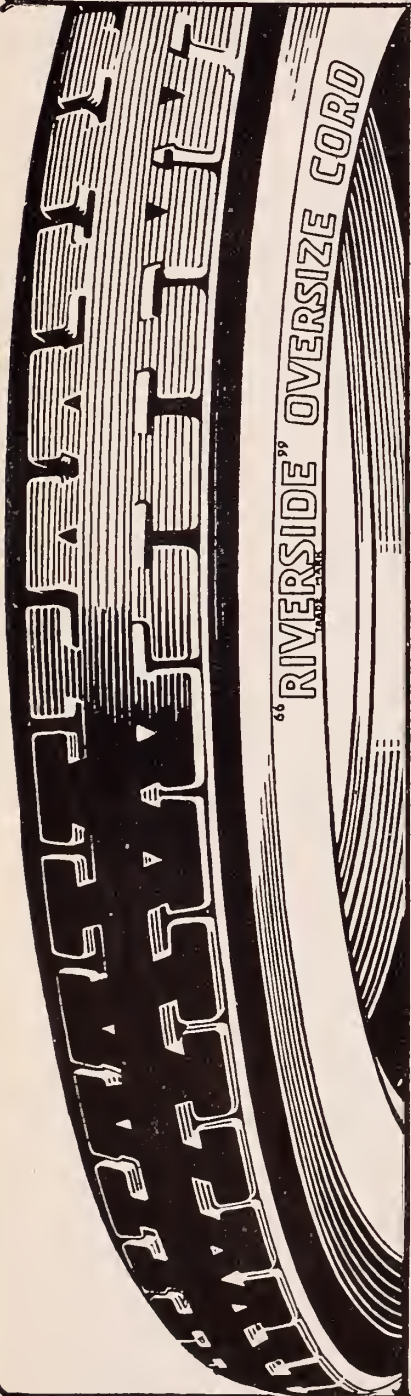
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So why not save one-third and use Riverside Cords? What more will any other tire do? Then why pay more?

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This exceptional quality of Ward's tires alone has made us the *largest retailers of tires in the country*. The tires themselves have convinced thousands that Riverside Cords are best.

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33 x 4	17.45	43c	33 x 5	28.75	58c
34 x 4	18.25	43c	35 x 5	29.95	61c

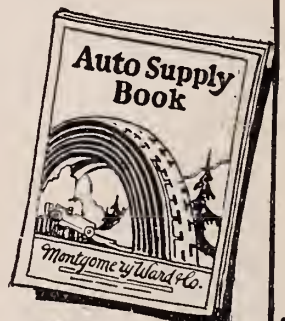
"I have used two Riverside Cords on the rear wheels of my car for two years. They have gone over 12,000 miles now and have never been off the wheels—and they still look fine."

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Use all three sets **30 days on Free Trial**, and if not more than satisfied, send them back and we will refund your money and pay transportation both ways. If you keep them, pay only for Aluminum Set, a little each month. Keep both the Kitchen Set and Canister Set as gifts from Hartman.

## Complete 32-Piece Heavy Gauge Aluminum Cooking Set

This is Hartman's famous, special, selected set of heavy gauge Aluminum Ware—a complete cooking outfit, light to handle, easy to clean, always bright as silver. Will never chip, crack or rust. So durable that we guarantee it for life. 32 utensils—everything you need for baking, boiling, roasting, frying.

## FREE 10-Piece Kitchen Set and 9-Pc. Canister Set

Both sets free with Aluminum Set. Kitchen Set includes: Potato Masher, Mixing Spoon, Measuring Spoon, Ice Pick, Egg and Cream Beater, Can Opener, Vegetable and Pan Brush, Fork, Egg and Cake Turner, Wall Rack. All have white enameled handles and hang on wall rack. Canister Set includes: Large containers for Tea, Coffee and Sugar, small containers for Pepper, Cinnamon, Allspice, Nutmeg, Cloves and Ginger, all enameled in colors with black lettering designating contents. Offer limited.



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Order by No. 417FMA9—Price for Aluminum Set, \$18.95. No money down. \$2 and postage on arrival. Balance \$2 monthly. 10-Piece Kitchen Set and 9-Piece Canister Set are Free.

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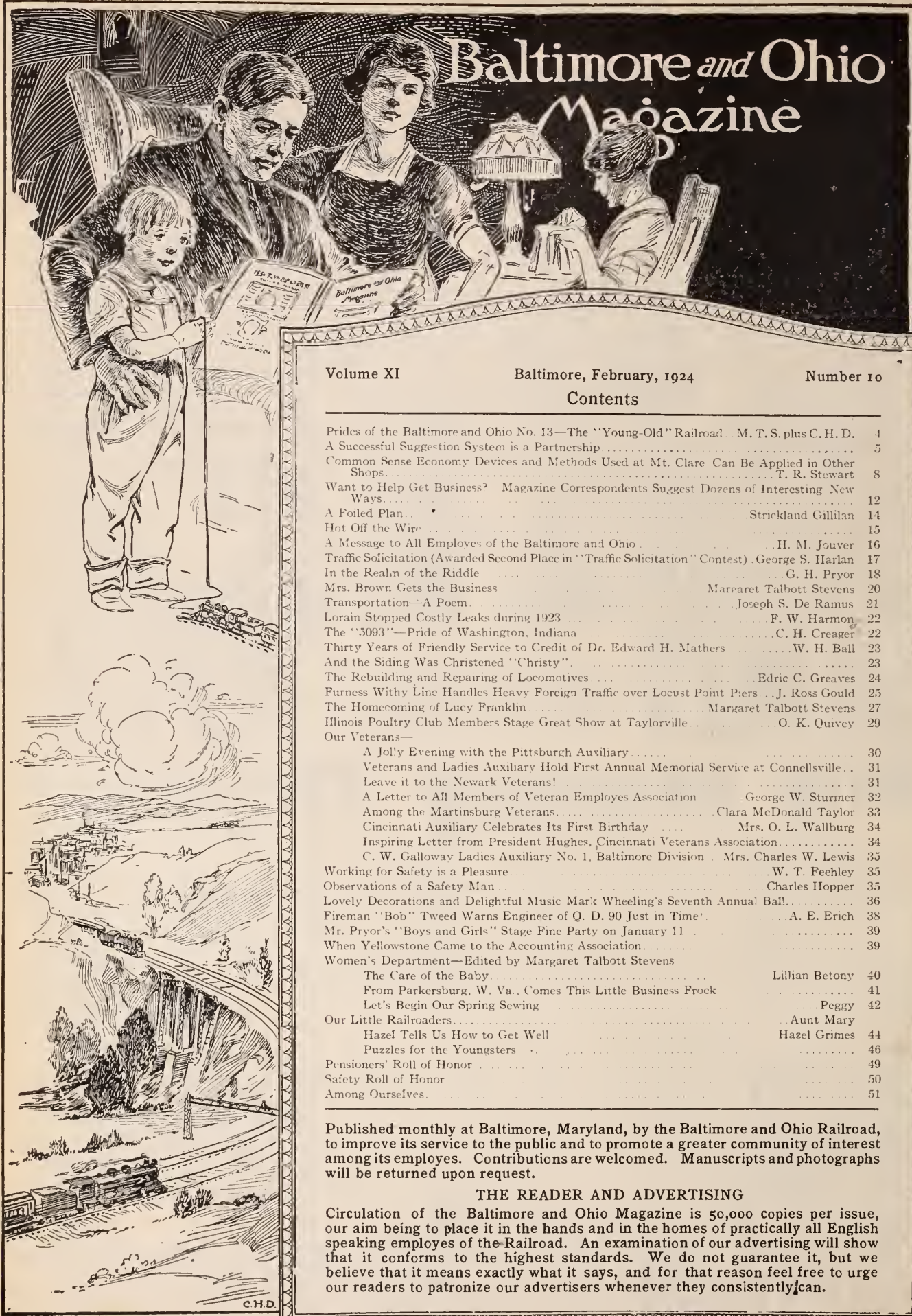
Send the 32-Piece Complete Aluminum Cooking Set, No. 417FMA9, Price \$18.95, and with it 10-Piece Kitchen Set and 9-Piece Canister Set. Will pay \$2.00 and postage on the Aluminum Set upon arrival. Kitchen Set and Canister Set are FREE. I am to have 30 days' free trial. If not satisfied, I will ship all three sets back and you will refund my \$2.00 and pay transportation charges both ways. If I keep them, I will pay you \$2.00 monthly until the price of the Aluminum Set, \$18.95, is paid. Title remains with you until final payment is made.

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R. F. D. Box No. or Street and No.....  
Town..... State.....  
Occupation of Head of Household.....  
How long have you lived at present address?.....

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# Baltimore and Ohio Magazine

Volume XI

Baltimore, February, 1924

Number 10

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

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.





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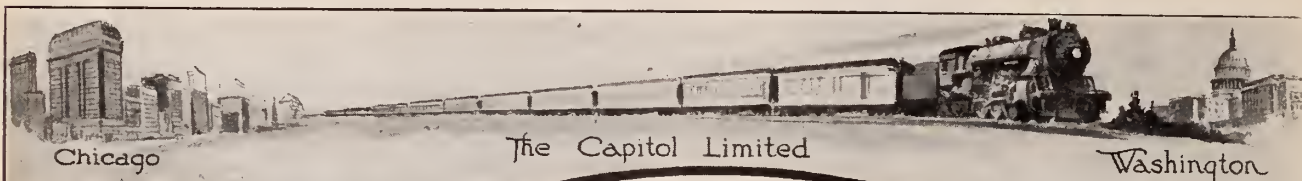
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ILLINOIS WATCH COMPANY,  
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# Prides of The Baltimore and Ohio—No. 13

## THE "YOUNG-OLD" RAILROAD



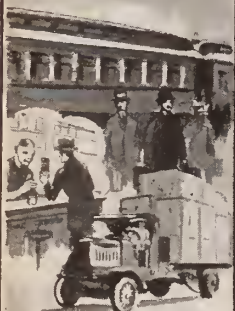
Chicago

The Capitol Limited

Washington



The Western Harvest



Commercial Traveling



Heavy Shipment for the Pacific Coast

*(On February 12, 1827, the first regular meeting was called by Baltimore merchants to consider the building of a Railroad from Baltimore to the Ohio River. See cut in panel below. On February 28, 1827, the charter was granted to the Baltimore and Ohio Railroad Company, the first Railroad in America, by the Maryland Legislature.)*

In council they sat, in Baltimore Town,  
This Philip E. Thomas, and good Brothers Brown,  
Howard and Patterson, Winchester, McMahon,  
And old Talbot Jones; and each had his say on  
The thought of a railroad—swift coaches—a "flyer,"  
The subject then setting the nation on fire.

For the world was opposed to the idea of power  
To speed transportation to ten miles per hour!  
Old Dobbin made six—Oh, 'twas simply absurd—  
Vile creatures who'd flit o'er the ground as a bird!  
A coach upon rails? Surely out of the question,  
And, besides, wouldn't speeding give folks indigestion?

But these Fathers of Progress defied such a creed,  
And bade Chairman Thomas forthwith to proceed.  
"Good Friends," he began, "our fair town's situation  
Will improve hundredfold with increased transportation;  
Our trade will expand and our incomes increase—  
For the Baltimore and Ohio let's sign up a lease."

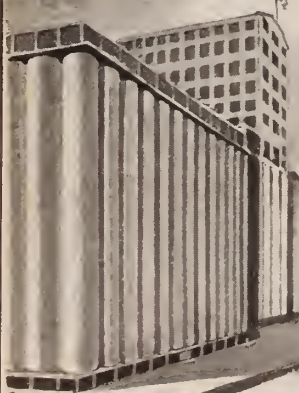
And thus was begun, nigh a century ago,  
The plans for the finest old railroad we know.  
But sometimes I wonder, if we'd lived in the age  
When folks went afoot or travelled by stage,  
Could we have withstood the guffaws of the crowd,  
And dared to lay rails while the world laughed aloud?

—M. T. S.



Messrs. Brown and Thomas explaining their scheme for a Railroad to the Ohio.

*(Illustration of the accident in "Rambles in the Path of the Steam Horse" by E. P. Bowen, 1855.)*



Grain Elevators Locust Point



Shipping Terminals Locust Point



# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, FEBRUARY, 1924

NUMBER 10

## A Successful Suggestion System is a Partnership

### The Good Will of Those Making Suggestions Must be Supplemented by the Responsiveness of Management

THE November 1923 issue of the MAGAZINE contained a full page article headed "Suggestions Are Always in Order." It briefly stated the earnest desire of the Management to have all employees feel free to make suggestions for the betterment of the service and also stated that suggestion boxes had been placed at convenient locations on the Railroad for the use of employees and that any employee unable to locate any of these boxes could send his suggestion to the Magazine Office where it would be promptly forwarded to the proper officers.

This article has developed some interesting comment—and from widely separated sources. For instance, it was seen by one of the editors of an internationally known newspaper, who commented on it as being a most hopeful sign of a better understanding between Management and employee. He also expressed the belief that a wider dissemination of this principle throughout the industrial structure of the country would bring about lower costs of production and thus help make for lower living costs.

Another comment came from an employee whose years of service and standing lend considerable importance to his statement. He said that he was fully convinced of the desire of the Management to secure suggestions from employees, but that experience had taught him that not all the members of the supervising forces of the Railroad entirely understood the full import of the slogan "Suggestions Are Always in Order" as applied to all activities on the Baltimore and Ohio.

It will be the purpose of this article, therefore, to point out as speci-

fically as possible why any business organization which wishes to take advantage of all the factors producing prosperity must of necessity permit of the widest application of the principle enunciated in this slogan.

The New York, New Haven and Hartford Railroad recently published in their Bulletin No. 4 some statistics developed at a hearing of the Senate Committee on Interstate Commerce. These data were caused to be published by Senator La Follette of Wisconsin and covered the year 1921, showing the following list of twenty-nine railroad presidents and the first positions they held in railroad service:

NAME	BEGAN AS
C. H. MARKHAM	Track Laborer
H. E. BRYAN	Call Boy
J. E. GORMAN	Office Boy
C. E. SCHAFF	Brakeman
E. PENNINGTON	Warehouse Man
J. KRUTTSCHMIDT	Eng'r on Construction
R. S. LOVETT	Local Attorney
DANIEL WILLARD	Track Laborer
W. T. NOONAN	Office Boy
N. D. MAHER	Surveyor's Clerk
HALE HOLDEN	Attorney
T. M. SCHUMAKER	Telegraph Operator
L. F. LOREE	Ass't in the Eng'r Corps
S. M. FELTON	Rodman
E. J. PEARSON	Rodman
W. B. STORY	Axeman, Eng'r Corps
B. F. BUSH	Rodman
HOWARD ELLIOTT	Rodman
SAMUEL REA	Engineer Corps
E. N. BROWN	Rodman
A. T. DICE	Flagman, Eng'r Corps
CHAS. DONNELLY	Attorney
A. H. SMITH	Messenger
WILLIAM SPROULE	Freight Clerk
W. G. BESLER	Trainmaster's Clerk
F. D. UNDERWOOD	Brakeman
J. H. HUSTIS	Messenger Boy
STANTON ENNES	Tele. Opr. & Brakeman
C. R. GRAY	Telegraph Operator

This list includes the presidents of the New York Central, Pennsylvania; Illinois Central; Chicago, Milwaukee and St. Paul; Rock Island; Buffalo,

Rochester and Pittsburgh; Norfolk and Western; New York, New Haven and Hartford; Northern Pacific; Philadelphia and Reading; Central Railroad of New Jersey; Erie; Boston and Maine; Union Pacific; and the Baltimore and Ohio among others. It unquestionably represents the directing heads of by far the larger part of the twenty odd billions of railroad property investment in the United States.

#### Officers Began in the Ranks

Getting closer to home ground it is interesting to note in the same connection that the four vice-presidents of the Baltimore and Ohio, Messrs. Shriver, Batchelder, Gallo-way and Fries, started their railroad careers respectively as clerk, operator, messenger boy and entry clerk. If space permitted one could continue through the list of the leading officers not alone of the Baltimore and Ohio but of other railroads and find the same average of humble positions first held by them in railroad service.

A recent article in our own MAGAZINE by J. C. Wilkens on the subject "Who Will Be the Railroad Executives of Tomorrow?" very properly pointed out the fact that the only way we can answer the question imposed in the subject is to judge the future by the past, and that if we do this we will find that the railroad executives of tomorrow are in the ranks and, in some cases, in the very low ranks of the railroads today.

#### And Talent is in the Ranks Today

*Is it any wonder, therefore, that as these future executives are in the ranks today, present railroad managements should not only ask for but should earnestly solicit suggestions from them?*



### Promotion Does Not Make Supermen

The mere fact that they are now in the ranks does not dull their powers of observation, of investigation, of initiative or of planning. In stepping from the grade of an engineer to that of a road foreman of engines, for instance, they are not miraculously clothed with new and theretofore unpossessed mental qualities. If they are of the stuff which present and future executives must have, they are constantly on the alert to better their methods of work and to make themselves more efficient in all respects. And there are literally thousands of such men in the Baltimore and Ohio service today, whose thoughtful cooperation through the medium of suggestions for the betterment of the service our Management earnestly solicits.

Of course, not all of these thousands of employes will rise to executive positions on the Railroad. Some perhaps will change their vocations or leave the service for one reason or another and many will fail to scale the heights because they lack some one or another of the many qualities which are necessary to make an all around executive. The quality which most often is lacking in men of this type is the executive quality itself—that rare ability to handle men, to so delegate work to others that it will be carried out with the same success as if the executive himself did it.

But that fact does not abate for a minute the other equally obvious fact that such men have certain qualities developed to as high a degree as have the executives themselves—such qualities as observation, analysis and planning—on which are built the ability to make the most worth while suggestions.

It is such men whom the poet Gray undoubtedly had in mind when he penned the immortal line:

"Full many a flower is born to  
blush unseen"

and of whose powers of analysis and suggestion the Baltimore and Ohio Management wishes to make the fullest use. It is such men as have come under my own observation, men of fine intellectual calibre, thoughtful and studious, but whose natural predilections they themselves admit have never carried them beyond the places which they have made for themselves in our organization and filled so satisfactorily.

But just because they will never be called executives is no reason why they should not wish to pass on suggestions looking to the improvement of the service. The Management cannot always see into every nook and cranny

of the Railroad. Executives cannot be constantly present in stations, terminals, classification yards, shops, roundhouses and other important localities on the Railroad. Nor can the supervising officers of lower grade see all the possibilities of improvement in the minutiae of operations. Hence, we get down to the men on the ground in the final analysis, the men who actually do the physical labor on the Railroad, for information concerning practices which permit of betterment. No man could tell what improvements could be made in the service if all such potential observations and suggestions were put into the refining pot and the worth while things saved from the dross. When we but recall the revolutions that have been accomplished in industry by such epoch-making inventions as the application of steam to machinery, the cotton gin in the textile grade, and others, we get a picture of what might be accomplished by the thoughtful and concentrated study of the manifold operations of a great Railroad by its 70,000 employes.

### Foremen Make or Break Suggestion System

The success of a program looking to the fullest use of suggestions in any organization depends, however, not more upon the response of the rank and file than it does on the sympathetic attitude of those to whom the suggestions must be made. Putting it bluntly—in order to get the best results from such a plan all the officers of the Railroad, from the lowest to the highest grade, must be completely convinced that the plan is worthy of their hearty support.

One of the finest mechanics I know on the Railroad put it this way:

"It's alright for the Management and the MAGAZINE to be preaching 'Suggestions Are Always in Order,' but you won't get the right results until you get the kind of cooperation that that means extended from the minor bosses to the employees."

And then he went on to particularize, giving two illustrations of waste that he had called to the attention of his boss without any action. The matters were eventually reported to the proper divisional officer and were immediately investigated. One was in such condition that the entire potential waste of about \$20.00 was immediately prevented. The other case was that of the application of an oversize part, which upon investigation, however, proved to be justified because previous installations of the smaller and cheaper part had been unsatisfactory.

Now that particular employe would not be soured on the whole principle of making suggestions if he continued to get rebuff after rebuff. He knows the value of suggestions and also that he is following the Baltimore and Ohio Way in keeping on making them. But he is a most unusual mechanic, with large experience in dealing with men, a good education and frequent contact with divisional officers who would never have risen to their present positions if they had been the sort to turn the cold shoulder on suggestions.

### Suggestions Must Be Encouraged

Consider, however, the other employe without these contacts and association (the more numerous type, of course) and who makes suggestions that he believes are good, to his immediate boss, only to have them turned down. Can you imagine what he thinks about the "system" that permits of such apparent indifference? Do you wonder that he questions the sincerity of the statements that he hears and reads that "Suggestions Are Always in Order?" Can you blame him much for getting careless not only of the wastes the other fellow is permitting but also as to how he does his own work? Can you imagine what a disastrous effect it has on the morale of all the men with whom he comes in contact when, discouraged as he willingly offers to lend his interest and intelligence to better operations, he becomes not alone a believer in but a preacher of the pernicious doctrine of *Don't Care*.

This is not to admit for a moment that any men in supervising capacities on the Railroad deliberately stifle suggestions from their men. The "suggestion idea" as now stressed on the Baltimore and Ohio is a comparatively new thing—it was not emphasized in the training of railroad officers twenty years ago, and it takes time to let the idea sink in. Again, foremen are extremely busy men—with difficult programs of work to get out—and in looking to the main job they may appear to be overlooking the suggestion idea.

### Successful Executives Solicit Suggestions

Putting the same thought in a more constructive way it may be said that the most successful and esteemed officers are, generally speaking, those who not only accept suggestions in a gracious way but actually solicit them from their subordinates. It might not be making it too strong to add that the greatest



strength of some executives is in their receptivity to ideas. They are not creative geniuses themselves but they know the value of keen appraisal and becoming appreciation of the other man's ideas.

### Think Twice before Speaking!

In this connection it would be unfair not to state that of the many suggestions that may be made in an organization as large as ours, relatively only a few are worthy of being put into effect. This observation is well illustrated by the case of the young man who got a job firing on an eastern railroad about twenty years ago. He was full of pep and after he had had a chance to look around he began to ask searching questions about things that did not look just right to him. He was trying in a constructive way to better operations, as he saw the light. One night he was reading in his boarding house room when there was a knock at his door and shortly he was in the midst of a friendly lesson in railroad deportment as taught by his caller, an older fireman. Said the teacher, in effect:

"Everybody around here knows that you are a live wire and doing your best to make things run smoothly, and they like you, even if you do talk a lot for a new man. But I've seen other chaps like you overdo it so I just dropped in to give you a word of friendly and timely warning.

"Keep on asking all the questions you need to ask—nobody will begrudge you information here. But when you find out what you want, don't be in too much of a hurry in forming conclusions as to how we can do the job better. Remember that this terminal has been here for fifty years and has turned out some fine men. Remember that there may be reasons for doing things the way they are being done that you have not even thought of. There are many conditions at places on this railroad hundreds of miles from here that affect what we do. I know little about a whole lot of these conditions and you know nothing about more of them. So after you have formed your conclusions about how we could do things better here than they are being done, don't go off 'half cocked' about them. Sleep on them for a while and ask more questions about them. Only when you have exhausted all the reasonable ways of finding out why they are being done as they are being done—and still think you have a better plan—should you spring it on the supervision. They will be glad enough to put your suggestion into effect if it is a good one. But if you

shoot a whole lot of half-baked ideas at them they will duck when they see you coming. You will help yourself a lot if you keep the soft pedal on."

(Parenthetically it may be of interest to know that the speaker later became a prominent officer of the Brotherhood of Locomotive Firemen, and that the young fireman is now one of the leading railroad educators of the country.)

As between the two men, however—the one of the rank and file who is perhaps too fertile in suggestion, and the other employe or officer who habitually discourages suggestions—the former is unquestionably the more valuable to the organization. He is the more valuable for the same reason that the fellow who makes mistakes but *does* things is more valuable than the fellow who never makes mistakes because he is of the type of Brown in the story. Brown asked Gray for a job and Gray got in touch with Brown's former employer.

"What kind of a fellow is Brown?" said Gray.

"Oh, just so-so," was the reply.

"Is he steady?" went on Gray.

"Yes," came the reply, "he's so damn steady you can't see him move."

### Not All Good Suggestions Can Be Put into Effect Immediately

Often the Management gets a suggestion, investigates it and finds it a good one, but is unable to put it into effect. It may call, for instance, for a capital outlay of \$5000 to assure a yearly saving of \$1000, a return of 20 per cent., a handsome return on the investment indeed. But there may be a dozen other suggestions considered at the same time and one or more may assure a return of 25 per cent. on the capital outlay. Obviously, with the amount of capital available for improvements strictly limited, the first improvement suggested has to be postponed until the other—and more profitable ones—are effected. To the person making the first suggestion this postponement

may appear most unwise, until he visualizes the above picture—with Management in the home office surveying the needs of 5200 miles of track and \$750,000,000 worth of property investment—and determining on the cold basis of relative value which improvements should be made first out of a limited budget.

### Baltimore and Ohio Committed to Suggestion Idea

That the Management is intensely interested in any suggestion designed to improve our operations could be proved by many, many examples. Two, however, should suffice.

The first is of the corps of upwards of twenty men, all drawn from our own personnel in the Motive Power Department, whose entire time is now being spent in improving shop methods. Here the Management has expert investigators taken from the ranks and trained in Baltimore and Ohio equipment and system, developing improved practices. How natural, therefore, that the Management should welcome suggestions which come spontaneously from, and represent the good will of the employes who make them.

The other illustration is of a number of suggestions sent in during the summer of 1923 by an employe at an important terminal. He had only been in the service for three years, yet his letter was deemed of such importance that it was discussed at a general staff meeting of the Operating Department, was later carefully investigated on the ground and resulted in a greatly improved situation.

What leaders in industry think of the value of a suggestion system is indicated in the three following paragraphs from "Review of Industry," of December, 1923:

"Every individual in an industrial establishment is capable of evolving helpful ideas. And a working force that displays sufficient interest to place before management workable ideas certainly is striving for good relations. But management must do

## Our Trains Continue to Use Pennsylvania Terminal in New York

There has recently been quite a good deal said in the newspapers about the time at which the Baltimore and Ohio will discontinue to use the Pennsylvania Terminal, 33rd Street and Seventh Avenue, New York, for its passenger trains, and we believe that these reports have caused a misapprehension in some quarters in this respect.

Therefore, we state for the information of all employes that the Baltimore and Ohio expects to continue to use the Pennsylvania Terminal in New York for its passenger trains until September 1, 1925.



its part if the best results are to be attained.

"Ideas will not come from the personnel of an establishment merely in response to wishes nor by whistling for them. If suggestions are to be brought forth the rank and file must be encouraged to think not in spurts but all of the time.

"Concerns that have paid attention to suggestion systems have profited from the ideas submitted. But a system of the character indicated should be properly planted, freely watered and constantly cultivated, for otherwise it will not be a success."

Suggestions from employees will be

welcomed by the Management of the Baltimore and Ohio and should be made through supervising officers or placed in the Suggestion Boxes provided. Where these facilities for making suggestions are not available they may be sent to the MAGAZINE where they will be handled in confidence with the proper officers.

## Common Sense Economy Devices and Methods Used at Mt. Clare Can Be Applied in Other Shops

By T. R. STEWART, *Superintendent Shops, Mt. Clare*

THE following exhibits illustrate improved facilities and practices used in the Automatic and Machine Departments at Mt. Clare Shops. Each exhibit is numbered and described:

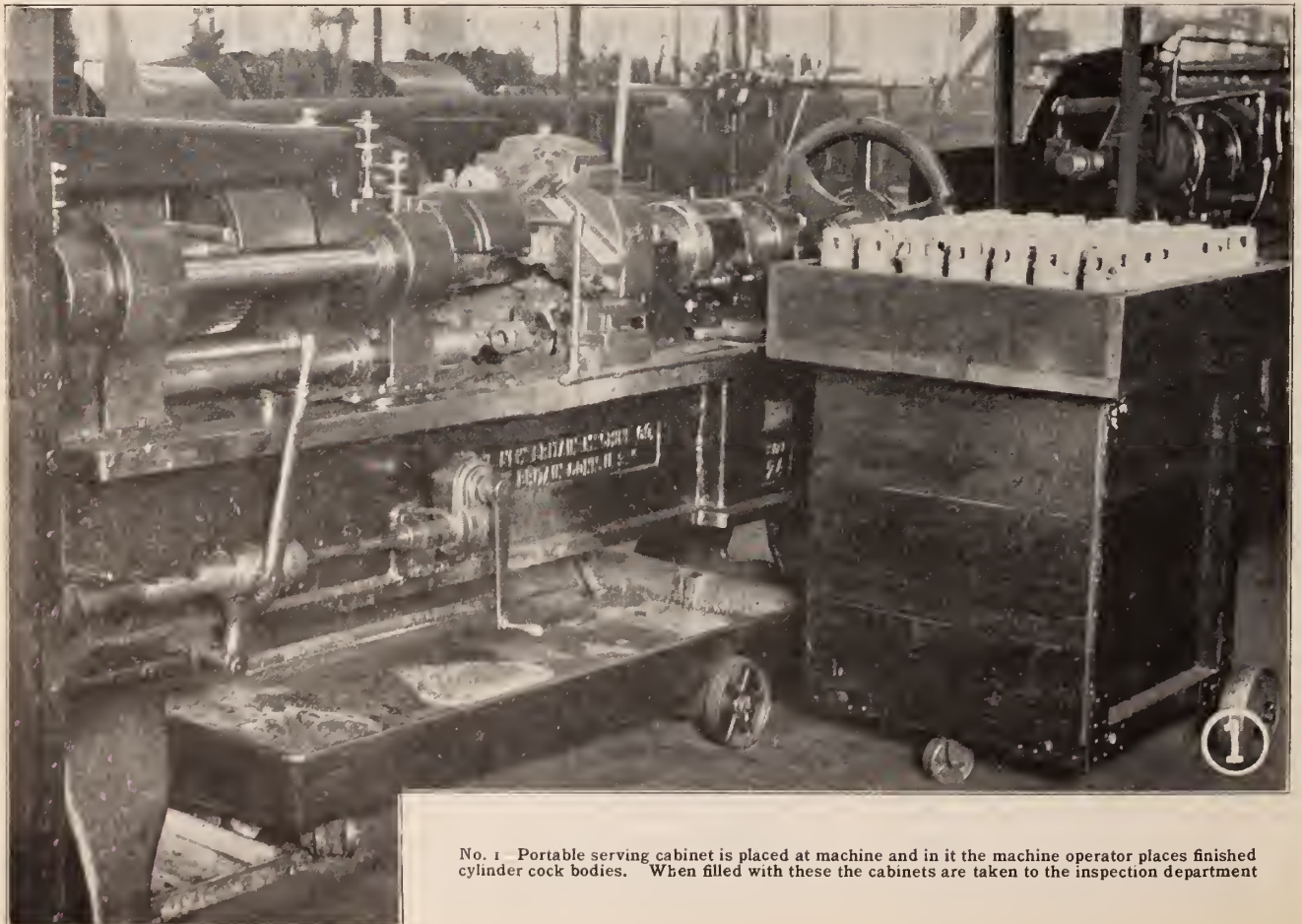
Exhibits 1 to 5 inclusive, show portable cabinets used in the Automatic Department. Although particularly adapted to the machinery in that department, they can be adapted in other shops by minor changes to suit local conditions.

Particular attention is directed to

Exhibit 2 which shows on the pedestal to the right of the machine nine oil cavity spuds set up in a holder to be applied in the machine when the set being machined is completed. The operator sets up this extra holder full of spuds during the time the machine is working. This particular feature can be worked out in several operations in almost any shop. The time saved in this manner represents a saving in the total time for doing a certain amount of work. While these exhibits cover

a manufacturing condition, the principle of getting the work to and from the machine can be applied almost anywhere, and the method of setting up jobs preparatory to machining can also be taken advantage of in any shop.

Exhibits 6 and 7 illustrate the utilizing of all tool heads of machines and conveys the idea of assignment of work to machines particularly designed for the peculiar operations, thereby utilizing machine equipment to its maximum by operating all tool heads simultaneously and resulting



No. 1 - Portable serving cabinet is placed at machine and in it the machine operator places finished cylinder cock bodies. When filled with these the cabinets are taken to the inspection department

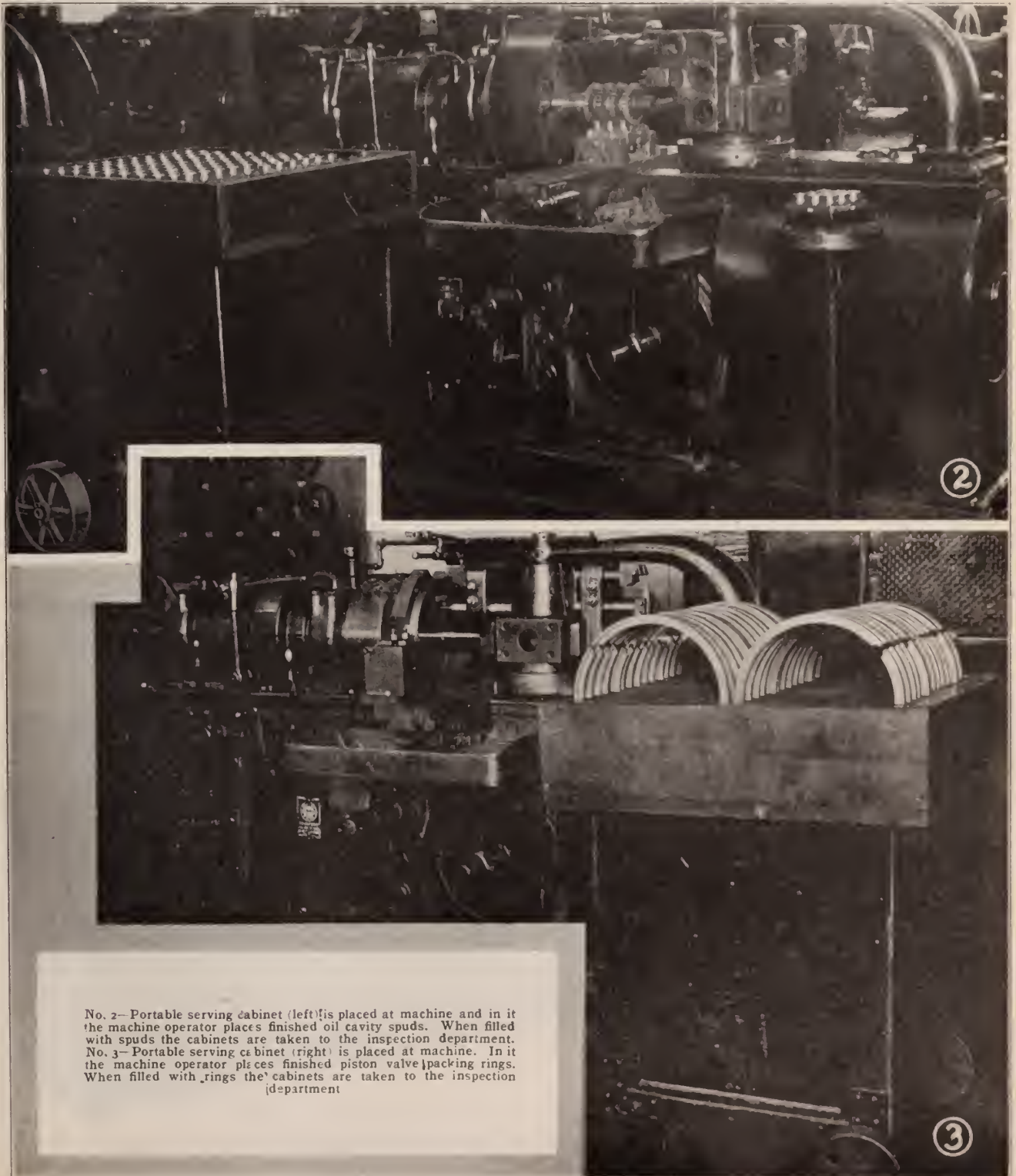


in increased production. The principle of utilizing all tools on the machine would not only apply to the operations as shown in the exhibits, but could be applied to almost any class of work being performed on the machine. By a careful study of the work assigned, correct tooling can be arranged to take advantage of the full capacity of the machine.

Exhibit 8 shows metal guards on boring machines. This principle can

be applied to practically all boring machines, and will eliminate sweeping the cuttings from the floor and improve the appearance of the shop. Attention is also directed to the off-set tool holder on the left hand head which is arranged for facing off the driving box at the same time it is being bored. This practice is also adaptable to other classes of work but is particularly adapted to the box as shown.

Exhibit 9 shows metal cutting box for accumulating cuttings and borings and is a practical arrangement which can be applied in almost any shop. This arrangement provides a means for the operator of a machine to keep the surroundings of his machine free from cuttings. This is desirable from his standpoint in that he does not have to be walking around in the metal cuttings. It also eliminates



No. 2—Portable serving cabinet (left) is placed at machine and in it the machine operator places finished oil cavity spuds. When filled with spuds the cabinets are taken to the inspection department.  
No. 3—Portable serving cabinet (right) is placed at machine. In it the machine operator places finished piston valve packing rings. When filled with rings the cabinets are taken to the inspection department



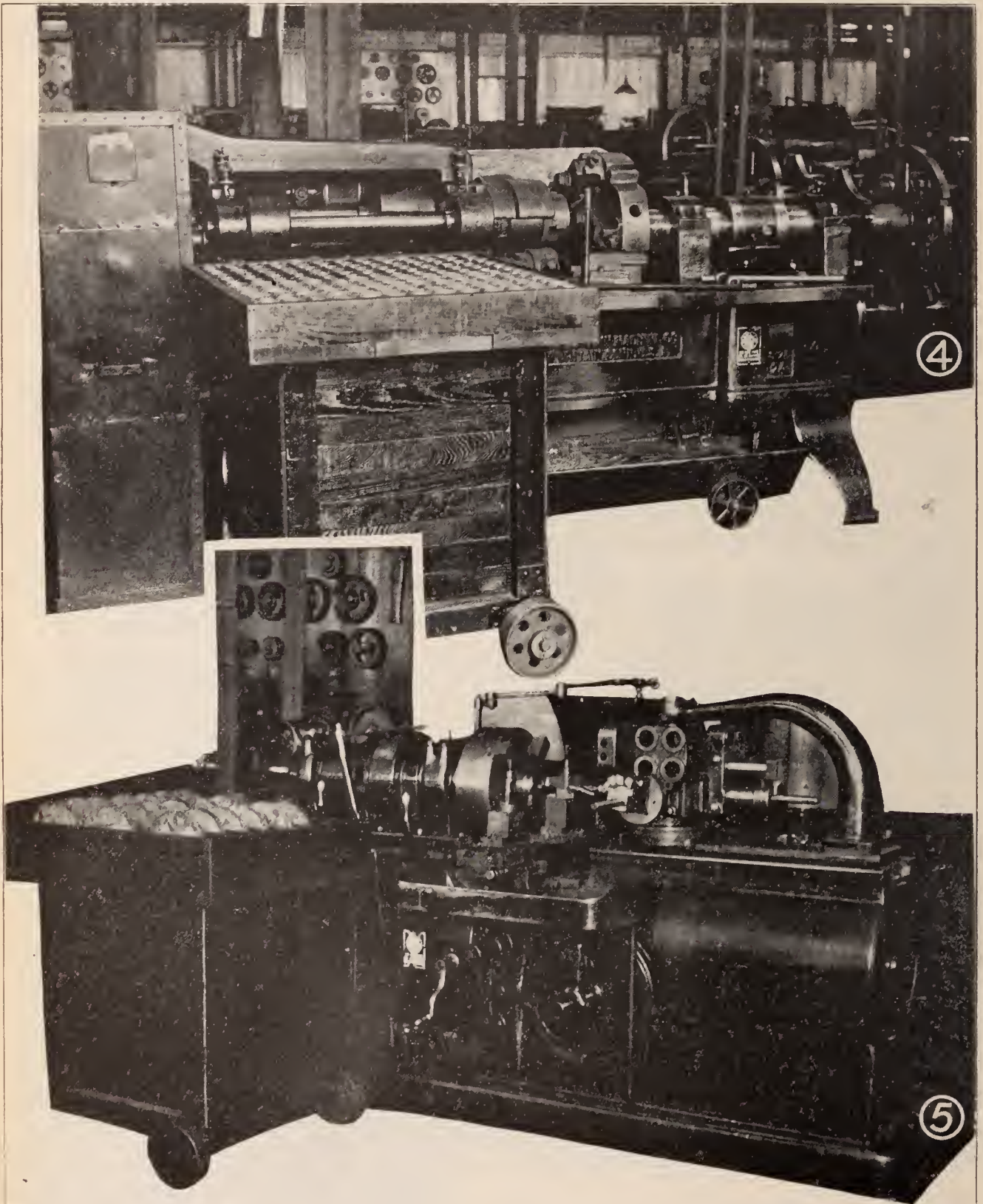
the necessity of laborer sweeping up the cuttings from the floor. Containers are made to hold an even wheelbarrow load, emptied through a slide bottom and eliminating the extra handling.

### Making Democrats of Princes

SEVERAL years ago the crown prince of Belgium, Leopold, went to his father, King Albert, and complained that the servants

were calling him familiarly by his first name, "Leopold," instead of addressing him in the prescribed manner "Your Royal Highness."

Whereupon King Albert in the democratic spirit which has endeared



No. 4—Portable serving cabinet is placed at machine. In it the machine operator places finished grease plugs. When filled with plugs the cabinets are taken to the inspection department. No. 5—Portable serving cabinet is placed at machine. In it the machine operator places finished crank pin washers. When filled with washers the cabinets are taken to the inspection department

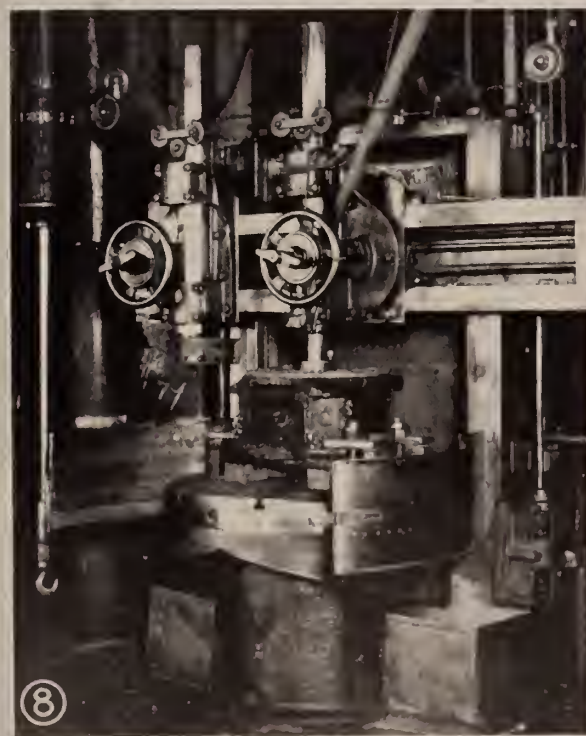
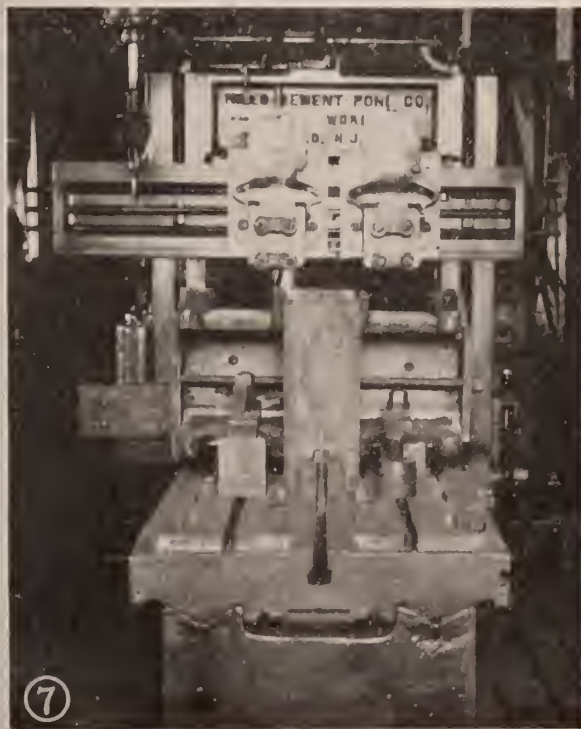
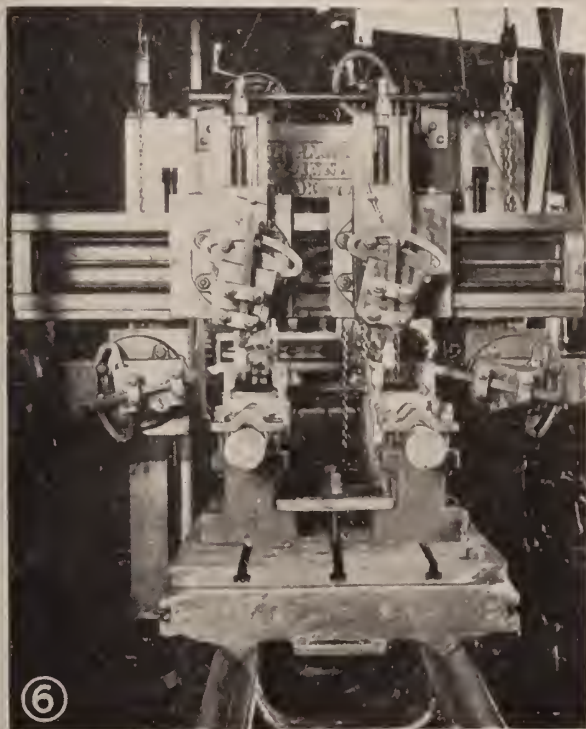


him to people the world over, replied: "The servants have done this at my instruction. You have been impertinent to them. When you learn that courtesy is as becoming to a

prince as it is to a servant, I will see that you are addressed in the prescribed fashion of "Your Royal Highness."

This interesting story was told me

by a gentleman who lived in Belgium for a number of years and to whom it was told by King Albert himself and, I believe, it has never previously been published.



No. 6—Planer with four crossheads set up and four tool heads in operation. An example of proper utilization of facilities, using all tool heads, correct feeds and speeds, thereby operating the machine at maximum capacity. No. 7—Jig for holding two driving boxes on planer with two tool heads, which results in planing driving boxes in pairs. No. 8—Metal guard applied to boring machine which catches and guides the cuttings and borings into two pans which are located one on each side of the machine. As these pans are filled they are emptied by the operator or the laborer who may be cleaning up the shop into a large pan which is taken from the shop by a motor truck. No. 9—Metal cutting box in which cuttings are placed when removed from machine. The capacity of the box is a wheelbarrow load and is constructed with a slide bottom in order that the cuttings can be dumped into wheelbarrow, eliminating extra handling.



# Want to Help Get Business? Magazine Correspondents Suggest Dozens of Interesting New Ways

*(The Editor of the Magazine recently asked all correspondents to report on what they had done in the way of individual business solicitation for the Railroad. Almost all correspondents responded promptly, thus indicating that they are making an individual effort to do what they are asking all employes to do. Some of the stories appear here, and there will be more in the next issue. If you have a new business getting idea the Magazine will be glad if you will send it in and thus help put this big campaign across)*

## From Under Our Rivals' Guns

THE president of the Men's Bible class in my church is also the president of a large manufacturing concern in our city. I know him real well. Two years ago he was using a competing road for his weekly trips to New York, but my solicitation for the Baltimore and Ohio made him try our service. Since then he has been a regular passenger because his trial trip convinced him of the superiority of our service in dependability, comfort and in good meals at fair prices.

Last Sunday, however, he told me that he had decided to go back to the other road because he felt that having been a stockholder in that road for a number of years and not owning stock in our Road, he had not been a consistent supporter of his own investment.

That was a poser for me—it was such a reasonable excuse for his going back to our competitor's service. When I got to the office Monday morning, however, knowing the approximate time at which he would leave our city next morning, and that on this occasion his wife was going with him, I secured good reservations for two and then telephoned him what I had done. It took the wind out of his sails and he said "Send the tickets over."

Now I may not be able to hold his business in the same way from week to week, but I still have an opportunity to put myself on an equal footing with our competitor, at least. Who knows but that with a little solicitation on my part and with his knowledge of the value of an investment in a Railroad whose employes are trying to make it "the Best Railroad in the World

in Point of Service," I may be able to persuade him that Baltimore and Ohio stock, in addition to Baltimore and Ohio tickets, would be a good buy for him?

—Name omitted by request

## Through the Newspapers

FOR years I have been a local correspondent of the *Flora Journal Record*, preparing regular copy for their railroad column. Most of the news consists of personals, but when I have a story which has real human interest in it and which illustrates a high point in railroad efficiency, my friend the editor is usually glad to have it.

Now it may be that the little paragraph which I ran in a recent issue setting forth the great record of the Capitol Limited up to January 1 (on time 450 out of 466 trips made), may not bring any direct returns to the Railroad. But I rather fancy that it may because many former residents of our city now live in Chicago and get the *Journal Record* and, of course, look over the notes about their old railroad friends. At least it can do no harm.

There are dozens, probably hundreds, of employes on the System who are more or less regular correspondents of their local papers. Railroading is an intensely human game, dealing, as it does, so largely with personalities, and all of the many good things that we can say about record performances of our engineers and other trainmen, and notable accomplishments in efficiency which are conducive to the public welfare and good service, are real bits of news which cannot but help reflect credit on the Railroad and its employes. Everybody knows the business value of a good reputation.

F. H. WRIGHT  
Flora, Ill.

## Local Business Depends on Railroad Prosperity

IT is interesting to note, especially in a typical railroad city like Newark, Ohio, how the prosperity of general business is conditioned on the prosperity of the railroad business. For instance, in our city the merchants are most prosperous when the railroad's forces are busiest. How natural, therefore, that the merchants should want the men of the railroad to be steadily employed.

Perhaps some of our merchants do not completely understand this, and, if it were brought to their attention, would see to it that the Baltimore and Ohio is given the long haul on all the products which they receive.

It seems to me that this question of mutual interest of merchants and business men in cities largely occupied by railroad employes can be advantageously emphasized by all of us in lining up traffic for our Railroad.

R. T. GEORGE

Accounting Department, Newark, Ohio

## Local Merchants Like This

STORE windows are much in demand for all sorts of advertising material. And, of course, store owners are particular what goes in them. But I'll give you an illustration of how it can be done.

Last spring one of our local druggists wanted to make a summer "drive" on the sale of cameras and camera supplies for vacationists. I heard about it and got him to dress up his windows, not alone with cameras but with a good deal of the advertising data which the Baltimore and Ohio gets out, time tables, etc., as a background. Of course, there was a big, fine picture of The Capitol Limited as the main feature.

The combination was fine, for the vacation seeker, looking in the window, had the pleasures of photography attractively presented to him (which helped the storekeeper) and the camera lover got a real tip from our literature on where the prettiest pictures might be obtained, (which may have helped our ticket sales).

Three railroads compete for business in



Always a welcome theme—

"Whether at small party or large," says one correspondent, "I'm always able to say something good and appropriate about my Road"



"Brighten the Corner"

The storekeeper will often be glad to "dress up" his windows with attractive Railroad pictures and advertising





"Just what I wanted" —

One correspondent hands Railroad advertising to the depositors of a bank in which he works one night a week

that town but the storekeeper never heard a peep from the other two. We just beat them to it!

—Name omitted by request

#### She Had the Telltale Stamp Made

I DO a little bookkeeping for a druggist in my town and he has promised to let us have some of his incoming shipments.

He also has agreed to permit me to use a rubber stamp requesting routing via the Baltimore and Ohio on all his orders.

I have had this made and on all his orders now appears in red ink:

BALTIMORE AND OHIO SERVICE IS BEST FOR ME. PLEASE ROUTE ALL ORDERS VIA THAT ROAD.

MARIE SLATTERICK

Wheeling, W. Va.

#### Exact Information

A GOOD salesman must know his line and an employee of a railroad who tries to sell freight or passenger service, even if he isn't a regular solicitor, should know something about our schedules.

Several years ago I tried to get a friend to use our line but the joke was on me when he asked me for exact information about the time of our trains and I did not know and a time table was not readily available. Thereafter I kept posted on this point and can now "tell the world." Why not carry the big blue time table with us always and find out something definite about our principal fast freight and Q. D. trains and the local freights in our own localities?

OSWALD EDEN

Engineering Department

#### Hands Timetable to Worthwhile People

I AM employed one night a week as assistant receiving teller in a savings bank in our city, the officers of which are friendly to the Baltimore and Ohio. So when I asked them if I could put a condensed timetable and Capitol Limited leaflet in each pass book as I handed it back to the depositor, they readily agreed and I have been doing it for the last few weeks.

People who save money know a good thing when they see it and I'm sure that they will be impressed by the thoughtfulness which an employee is showing in

advertising the service of his dependable Railroad.

—Name omitted for obvious reasons

#### Keeps Church People Informed

THINGS that can be done to stimulate interest in our road are suggested by the following: I place my copy of the MAGAZINE, after I have finished with it, in the reading room of my church in Washington, D. C. This will at least keep our road before the eyes of the people who frequent this room, and may cause some of them to ask questions regarding the "Best and Only."

W. L. WHITING

Washington, D. C.

#### December Magazine Won Five Carloads

WE have on our mailing list all traffic managers of the different industries in Youngstown territory to whom I have been sending a copy of the MAGAZINE. To show appreciation, one of the traffic men of the largest industry called on the 'phone and said he had just received a copy of our fine December MAGAZINE, the pictures of different people,



Get the Girls interested —

"The girls"—bless 'em. Watch for the story in next issue of the young woman clerk who has gotten sixteen carloads since last summer through friendship. The traffic manager says it would have gone by another road if it had not been for her

the old and new station, being very interesting. I called his attention to the solicitation card and he said, "Yes, I saw it and have just given your line five carloads of unrouted business, which could have been routed via four other lines."

Mr. Brown, passenger representative, Cleveland, was in the office a short time ago. He had a lot of literature advertising Washington, Baltimore, California and Florida tours and left it with me. In addition to enclosing the literature in our regular mail, I also sent it to people I think might be interested in taking a trip. I think this is an excellent way to advertise the Baltimore and Ohio.

PEARL SCHMUTZ

Youngstown, Ohio

#### Also Tells the Story

I AM the treasurer of a building and loan association in our city and as such have the job of sending out the quarterly dividend checks. Now the folks who get these also get a copy of our condensed timetable (which they are likely to save if

only because it has a calendar printed on it for convenient reference) and also a copy of The Capitol Limited leaflet. With these two pieces of advertising I enclose a card reading:

As an employee of the Baltimore and Ohio I want to recommend to you its dependable freight and passenger service. I will be glad to arrange to get accommodations for you on our trains and to give you full information about our freight service on request. My telephone number is

—Name omitted for obvious reasons

#### Carries Prospective Business Cards

LONG before the employees outside of the Traffic Department were appealed to through the MAGAZINE to act as individual solicitors of business for the Railroad, I had canvassed all my business friends in South Chicago. Through them I met others that I did not know, talked to them and even got promises of business. They said that they were instructing their shippers to route incoming business via the Baltimore and Ohio—which was really all I could ask.

I find that it is a good thing to have a supply of the prospective business cards with me. They give me a definite way of committing a shipper to sending at least some business over our lines.

ESTHER J. MOBERG

South Chicago

#### Somewhere on the System

SOLICITING in spare time has enabled me to meet a lot of nice people. Last autumn I attended the local Farm

Product Show and personally distributed about 500 pieces of literature describing our train service. Almost every night during the vacation season I frequent the lobbies of the local hotels and talk about the beauties of the "Blank" Caverns near here, to which we run special tours. For the past year I have made it a point to see that the racks in the hotels have a full supply of our timetables and passenger advertising folders, and whenever the opportunity offers I

(Continued on page 49)



"Make mine a Round Trip" —

One traffic manager said to a correspondent: "Bill, I wouldn't have even seen your regular solicitor today—but as it's you—well, you get the business." Personal friendship counts!





## A Foiled Plan

By

STRICKLAND GILLILAN



I had had a delicious breakfast, and  
had tightened my belt for lunch;  
I wished to repeat a pleasure, so I  
followed a hungry hunch:

I ordered, from hotel waitress, the  
thing that had pleased at dawn—  
A kopje of "bucks" and some sausage  
from succulent piggies drawn.

She brought what I asked and I sor-  
rowed to see the mistake I'd made.  
By bringing before my vision the  
terrors she there displayed.

The "bucks" were of Portland concrete,  
the sausage was powdered beef—  
I grabbed up my check and departed  
to hide my display of grief.

I shouldn't have been so foolish as to  
think I could elsewhere get  
The "quality" food I'd taken to  
deaden my daybreak fret.

An attempt at duplication could bring  
but a weight of woe—  
The breakfast I'd had that morning  
I got on the "B.&O."

C. H. Dickson







### Motive Power

MY attention has been called to a sign posted in the Cumberland Locomotive Shop which reads:  
"Every Dollar Saved Helps Give A Man Work."

If every employe of the Baltimore and Ohio would realize the full import of this statement, and keep it constantly in mind, many of them would undoubtedly make valuable suggestions for saving material, and increasing efficiency and production which would help us in working out plans for providing "more work for Baltimore and Ohio men."

In this connection I want to emphasize the fact that the Motive Power Department is solidly back of that Baltimore and Ohio slogan "Suggestions Are Always in Order."

G. H. EMERSON  
Chief of Motive Power

### Engineering Department

FIGURE this out for yourself. In 1923 there were 1,900 Forms 940 made in the "Authority for Expenditure Bureau" of the Engineering Department, ten copies of each required, each averaging five pages and blueprint. Under I. C. C. rules, an A. F. E. (Form 940) must be issued for all changes in capital account involving \$100 or more, and these must be registered in consecutive order on prescribed forms. Most of the above A. F. E.'s were for additions or betterments, and the number issued is an index of the improvements made to the Company's facilities during the past year.

H. A. LANE  
Chief Engineer

### Maryland District

#### Car Department

*Quick Dispatch loads cut out of Trains 94 and 97 at Brunswick, repaired and forwarded on regular schedule, same day*

WHEN the drive was recently started to increase car mileage, about the same time another drive was inaugurated to improve the performance and eliminate delays to Quick Dispatch freight.

Trains 94 and 97 are classified and re-switched at Brunswick, and given "A" inspection, which results in the shopping of an average of from 25 to 30 cars daily.

In the early part of July 1923, General Foreman M. E. Mullen, General Car Fore-

man Bissett and Assistant Car Foreman J. M. O'Conner, at Brunswick, conceived the idea that they could repair and replace in the same connections, the "QD" loads cut out of train 94. On July 9, after perfecting their plans, they arranged to put this into effect, and from July 9, 1923 to January 17, 1924, there were shopped out, repaired and forwarded in the same trains—3201 "QD" loads.

Finding this arrangement worked successfully on Trains 94 in the Eastbound Yard, they arranged to handle cars cut out of Trains 97 in the same manner. This was put into effect November 13, 1923, and up to and including January 17, 1924, they repaired and dispatched in same trains—1148 "QD" loads, making a grand total of 4349 "QD" loads so handled. In some instances wheels and arch bars were applied in 15 minutes.

This resulted in the consignees receiving their shipments 24 hours sooner than formerly, increased the car mileage and car supply.

### Heavy Tonnage—Fast Run

FREIGHT Train Performance, East End, Cumberland Division—Engine 6129 on December 30, with 121 loads, coal, 10,047 tons, left Evitts Creek Yard at 11.05 p. m., arrived at Cherry Run, a distance of 62.3 miles, 2.01 a. m. Total time consumed 2 hours 56 minutes.

C. W. VAN HORN  
General Superintendent

### What the Magazine Saw Last Month

A GENTLEMAN from Wisconsin, in the shipping business, telling us that many years ago he was a Baltimore and Ohio employe, working in a construction gang near Martinsburg. Riding our Capitol Limited, he said, "I never forget the Baltimore and Ohio and use it whenever I can."

Pullman Conductor A. L. Smith, on The Capitol Limited, with the smile that won't come off, answering questions, looking after the comfort of his passengers and in every way giving standard Baltimore and Ohio service.

The new sign on the engines of The Capitol Limited. In the center of the smoke box door, where the headlight was formerly located. It is of Royal Blue, with the words "Capitol Limited" on it, and with an electric light to illuminate it.

Overheard in the observation car of No. 7. "Fine steward in the diner today. He's just got the right amount of courtesy and friendliness toward patrons of his road. It's a pleasure to eat in his car." Investigation developed that the passenger referred to Steward D. L. Miller.

One of the most courteous men on the road. The brakeman who came to Baltimore on No. 18 from Pittsburgh on the

morning of January 9. Entering the smoker with a smiling "Good morning, gentlemen; may I have your checks for return transportation? You will be in Baltimore in about 15 minutes," he made everyone feel happy by his careful and courteous attention to their needs. His name is J. L. Gilhart.

### Knocks and Smiles

By T. H. MILES

Motto for open sneezers—"Let Us Spray!"

What kind of cosmetics does an actress use to make up her mind?

They are now filming a picture entitled "The Midnight Sky." It's an all star cast.

Some of the fellows that have only been cookin' since they were married now have it on chum wife in a hundred ways.

Yesterday a woman went into the ten cent store and asked for music for a shoe horn.

I know a girl named Ann who is an esthetic dancer and when she dances she can certainly put you to sleep—that is you cannot stay awake. That is the reason they call her Ann-esthetic.

The more I look at the pictures of the ruins of ancient Rome the more I think their downfall was caused by broken arches.

Someone once said: "Music is love in search of a word." Jazz then must be music in search of a brick.

The old fashioned woman that used to play Rubby-Dubb-Dubb on the "Cottage Organ" every Monday morning now has a daughter that plays an accompaniment to her electric washer on a saxophone.



Record from first trip, May 13, to February 1, 1924



# All Railroad A Message to the Employees of the Baltimore & Ohio ~~Chicago~~ ~~Terminal Railroad Company~~

By H. M. JOUVER

General Freight and Passenger Agent, Baltimore and Ohio Chicago Terminal Railroad

*Mr. Jouver addressed the following to the employees of the Baltimore and Ohio Chicago Terminal, but we felt that the suggestions and examples given were so well worth passing on that we have changed the salutation, as above, to include all employees on the System—Ed.*

PAGES 12 and 13 of our Magazine for December contained an appeal to the entire personnel of the System to solicit freight and passenger traffic, and I wish to emphasize this appeal as it applies to the employees of the Baltimore and Ohio Chicago Terminal Railroad Company. Getting business for the Railroad is a privilege. It is also a duty to our associates and ourselves, for has it not already been said that there is hardly an employee of the Baltimore and Ohio System, who, if shown how, by the exercise of a little effort on his or her own part, could create enough business to keep a fellow employee—even of another department or at another point on the Railroad—on full time instead of part time, but would be glad to do so.

It is comparatively easy to sell when you have a good commodity.

Our commodity is TRANSPORTATION, and when it is trade marked "VIA BALTIMORE AND OHIO," it is readily saleable because it is absolutely DEPENDABLE. It gives you a confidence in it that will make solicitation a pleasant and profitable diversion from your usual duties.

One employee asks, "How can we help the BALTIMORE AND OHIO secure NEW BUSINESS?"

Another asks, "How can we make the SERVICE better?"

Still another says, "How can we retain and build up the traffic we already have?"

These questions are not hard—they are completely answered by the one word—"COOPERATION."

To secure NEW BUSINESS, any Railroad, or as a matter of fact any line of industry, must handle its present business satisfactorily, and this can never be accomplished unless all pull the same way. To make SERVICE better, we must take a personal interest in the cars or passengers that move over OUR RAILROAD. Unless dependable service is rendered, we cannot reasonably expect a continuance of patronage. In order to obtain a "repeat" order, it is necessary to keep the "trial order" moving swiftly and safely.

And these important factors are all dependent on the COOPERATION extended by the Car Order Clerk, Billing Clerk, Yard Clerk, Switch-tender and Train Crews, in fact, by all the employees on the Railroad. Unless all of us realize our part in the service, we will be unable to secure NEW BUSINESS, make SERVICE better, or dependably handle the business now entrusted to our care.

That the employees of the Baltimore and Ohio Chicago Terminal Railroad have already responded very generously is evidenced by the following examples of COOPERATION which have come to the attention of the Traffic Department within the last few days:

## Cooperation of Yardmaster—Repair Track Forces and Others

Car of lard intended for export to Germany and movement in train "Ninety-Eight" was held out at East Chicago account bad order. Furthermore, it was found necessary to transfer lading. The

sailing date was close at hand and upon explaining the situation to the yardmaster, he offered to advance the time of his daily trip to South Chicago Yards, where transfer was to be made. This was accomplished, with the result that contents of car were transferred same day, the car moving east same night in train No. 94 from South Chicago at 7.39 P. M.

NOTE: Although, entire contents of car had to be transferred, practically no time was lost. These men all practice "C-O-O-P-E-R-A-T-I-O-N in capital letters.

## Cooperation between Car Order Clerks, Switching Crews and Yardmaster

(This is the "Capitol Limited" of switching service.)

An industry in our Homan Avenue District ordered at 11.00 A. M. a box car for rush movement to New York City. Car order clerk conferred with yardmaster. Yardmaster with switching crew placed car for loading 1.00 P. M.—car loaded—pulled out of industry 3.00 P. M.—moved three miles to 12th Street, delivered Baltimore and Ohio 5.40 P. M., moving east in Train No. 94, 6.30 P. M. same night. SERVICE!

The following is indicative of the valuable information that is being telephoned this office by our associates "outside." (These calls were made while this message was being written.)

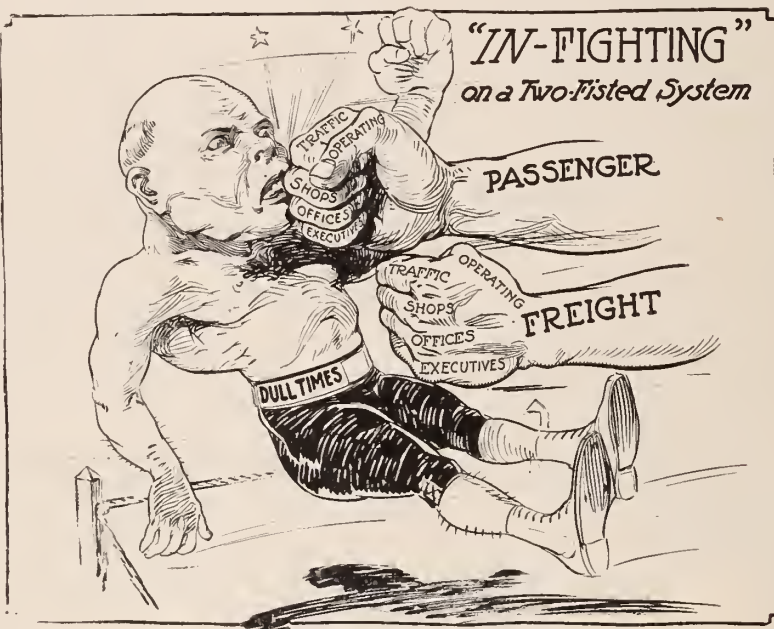
Assistant Train Master's Clerk: "Car you expected would be delivered late tonight by C. & A. for Baltimore and Ohio Train No. 94

tomorrow night, has just been set out at Brighton Park. Now 3.30 P. M. Have informed yardmaster and he will have car picked up shortly. Will deliver in time for (94) tonight."

Clerk in General Auditor's Office: "Mr. and Mrs. Brown, friends of mine, making trip to Washington. Talked to them about our "Capitol Limited." They will travel via Baltimore and Ohio.

These employees would not have gone to the trouble that they did, if they were afflicted with the indifference that is sometimes attributed to the "servants of the public." These instances of co-operation clearly indicate that our employees are loyally assisting the Traffic Department by giving the personal help which makes the Baltimore and Ohio System dependable, and just so long as the Business-go-getters of the Operating and other departments continue to display this interest in their work and in their Company, just so long will the Traffic Department be enabled to approach with confidence the "prospects" for Transportation.

We of the Traffic Department realize only too well our ineffectiveness unless we secure the wholehearted support of "those down the line" in "the yard" and on the "footboard." So far we have reason to be proud of the friendships we have made and we feel sure that this spirit of cooperation extended during the past year will be magnified this year in the interest of the Baltimore and Ohio and ourselves. Your wholehearted cooperation is therefore earnestly solicited.





# Traffic Solicitation

By GEORGE S. HARLAN, General Freight Agent

*This entry was awarded second place in the contest on Traffic Solicitation, concluded in December*

**B**EFORE any undertaking can be carried on successfully it must be thoroughly understood and appreciated in all of its ramifications.

First of all, then, what is "solicitation?"

Our dictionary says it is: "An earnest request in order to obtain something desired."

It is all of that, and certainly much more when the term is applied to the securing of freight or passenger traffic for a railroad, and the necessary qualifications for the most successful exercise of this highly necessary function of railroading today are not found in every man.

First of all, that something which for want of a better word we will call "personality" enters perhaps more largely than anything else into the equation, for if a man be not personally agreeable to transact business with, no one is glad to see him, and some will not even receive him: hence at the outset the opportunity to present his proposition, let alone press it to a favorable conclusion, is greatly curtailed, if indeed not entirely lost.

Perhaps the chief requisites of a pleasing personality are a sound mind in a sound body; these demand cleanliness, and from them, naturally, springs cheerfulness, whose hall-mark is a happy smile. Add to these knowledge and industry, and you have the best foundation upon which to build.

The fortunate man who possesses these qualifications has made, and will continue to make, many friends in every walk of life—real friends, good wishers who want to see him prosper, and it is to these he must largely turn for his successes. He will make the great majority of men with whom he comes in contact his personal friends, cultivating them accordingly, and one of the best ways to accomplish this is to be with them during their "off hours"—their play time.

There are so many angles to solicitation that it is safe to say that but few consecutive instances can be handled exactly alike, possibly because no two human beings were ever created exactly alike.

One of the most important factors in successful solicitation is as thorough a working knowledge of the resources of your Company as it is possible for you to secure, together with the ability to use them quickly to the best advantage of the Company, and to the greatest satisfaction of the patron.

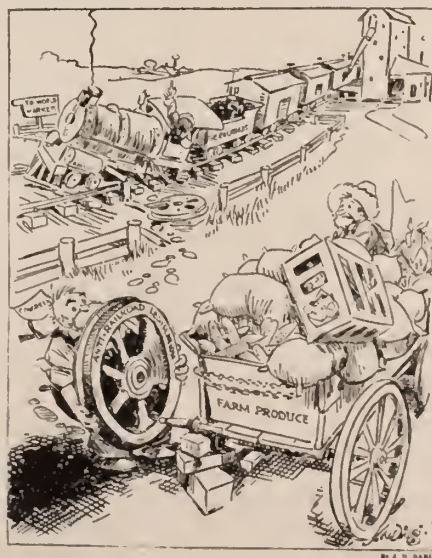
Next important is the most intimate knowledge you can obtain of the patron's business—the sources of his inbound supplies of all kinds; their nature; his handling of them at his plant—and his methods of marketing his output, as well as the location of the markets themselves.

This portion of the solicitation field presents almost unlimited possibilities, bounded, possibly, only by your own energy and resourcefulness.

Learn early the full meaning of the word "SERVICE," which covers everything in connection with a railroad's relations with a patron and his business—for it controls more traffic than anything else—far more than half that which moves each day. And by that is meant that by far the largest proportion of a railroad's earnings is derived from business that is not specifically solicited each day. It would be impossible to do so. It is either held to a road or diverted from it according to whether service, in all that the name implies, is rendered. Therefore, there can be no such thing as "fair service," "poor service," or "bad service." They are FAILURE, pure and simple. Solicitors are an integral part of SERVICE. Try, then, to make your part so complete in every detail that you and your Company will be the first thought to spring to the mind of any one who wants to ship freight, or to travel.

Be honest. Absolute loyalty to your Company demands this. Don't put them in wrong with their patrons. Be careful never to promise anything impossible or even doubtful of performance. Remember the old adage, still true today: "A liar is seldom believed though he may sometimes speak the truth." Your own personal effort is all you can safely promise—and that you should promise, and give, without reservation. For the rest, state clearly and concisely what can be reasonably expected, but don't promise it without reservation.

TAKING A WHEEL OFF THE RAILROADS TO MEND THE FARM WAGON WON'T HELP MUCH IN THE LONG RUN



Be courteous always to all men, big or little. No investment requires so small an outlay, and often none yields such large returns, frequently when and where least expected and at moments most appreciated.

Co-operate heartily with all departments of the Company for the one big interest—especially with those men in the Operating Department who are immediately associated with you in your daily work. You and they, working closely together, form a team that is a hard combination to beat. Consult freely with them, and frequently; learn what has happened, and what may reasonably be expected to happen from their standpoint. A thorough understanding of this kind will often get you far better results quickly, and many times save needless trouble both to you and the patron.

Don't worry. It can only result in wrinkles and bad health, neither of which, to say the least, is an asset in solicitation.

Don't chase rainbows. Your time is too valuable to the Company. If a certain line of traffic is absolutely unobtainable, and you have made positively sure that it is, go hard after something else that you have a chance of getting to take the place of it—and get twice as much of it. This is a great healer, and will help you a lot.

Remember always, results count—not dreams.

Be persevering, but not to the extent of causing irritation by constantly asking for something that has been (and possibly for good reasons) refused. Continue to call so as to be in touch in case your services are needed, but never permit any resentment to show if they are not availed of. Your competitor is not perfect. The day may come sooner than you think when you will be "wanted."

Never lose your temper no matter what the provocation. There is perhaps no more pitiful sign of personal weakness and it seldom fails to cause loss of respect on the part of the other fellow. Besides, his personal money is often involved in any controversy he may have with a railroad. Yours is not; you may simply have failed to render what you led him to believe when you solicited his business you would give, i. e., satisfaction. Try putting yourself in his place. Suppose it was your real money, your lost business opportunity—your inconvenience—wouldn't it look different? Always give him what you would want under the same circumstances—a square deal.

Never knock a competitor. It has never paid yet, in the long run and never will.

If you don't believe all of this, read "A Message to Garcia;" it will show you the real idea. Then read "That Something;" it will supply the key.

Last, now, but not by any manner of means least,—Don't wish you were a "GO-GETTER"—BE ONE.





### Note:

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

THE answers to puzzles published in the November issue are:

1. Nosegay

2. P  
M U D  
L U Z O N  
M U E Z Z I N  
P U Z Z L E D O M  
D O Z E N E D  
N I D E S  
N O D  
M

3. THE BALTIMORE AND OHIO  
MOTTO—SAFETY FIRST

4. Good—God

5. T I M B R E  
I N U R E D  
M U T U L E  
B R U T E S  
R E L E K S  
E D E S S A

6. Flam-boy-ant

7. M E W  
P A P A W  
M A R I T A L  
E P I G E N E  
W A T E R E D  
W A N E D  
L E D

8. Night—Thing

9. C A N A D A R O B I N  
M A C A R O N I S  
Y T T R I A S  
S E A L S  
S U S  
S

10. LIBERTY ENLIGHTENING THE  
WORLD

11. Impose

12. K A T A B A S I S  
A D O N I D I N  
T O P S M A N  
A N S G A R  
B I M A H  
A D A R  
S I N  
I N  
S

13. S-lip

14. Over-Lis-ten (Overlisten)

15. DINING CAR SERVICE

16. THE EMPLOYMENT AGENCIES

17. STIPEND

18. ESOTERIC

CORRECT solutions were received from the following:

N. Jineer, Comrade, S. T. Udent, Ben Franklin, Sammy, Atlas, Primrose, Pearlle Glen, L. E. Phant, Martelia, The Major, G. Hartman Pryor, J. F. Donovan, L. M. N. Terry, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Amaranth, Phil, The Poser, Pittsburgh, Pa.; T. Hinker, Jack O'Lantern, Bangor, Pa.; Arty Ess, Scranton, Pa.; Ann S. Thetics, Gemini, Poly, Brooklyn, N. Y.; Joaquin, C. Saw, New York City; Mam, Albany, N. Y.; Spica, Whitney Crossings, N. Y.; Wick-o-cincy, Cincinnati, Ohio; Reel, Zanesville, Ohio; Moleni, Gi Gantie, Petite, Dee, Ima Dubb, St. Louis, Mo.; Jo Mullins, Miami, Mo.; Gee, Asheboro, N. C.; Jemand, Wilmington, N. C.; Eureka, Charleston, S. C.; Kappa Kappa, Fargo, N. D.; Amor, Sioux Falls, S. D.; Emeline, Fairbury, Neb.; Sherlock Holmes, Worthing, S. D.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Em Jay, Eloise, Arcanus, Iowa City,

Iowa; Ellsworth, Forth Worth, Tex.; Osaple, El Paso, Tex.; Winkie, Charleston, W. Va.; Delmonte, Richmond, Va.; Towhead, Lafayette, Ind.; The Gopher, St. Paul, Minn.; Alec Sander, Philadelphia, Pa.; Dan D. Lyon, New Florence, Pa.; Ralph, E. Stroudsburg, Pa.; Tom Crestmore, Johnstown, Pa.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Lateo, Hoboken, N. J.; Kee Pon, Malden, Mass.; Mentor, Chicago, Ill.

The prize offered in the November issue for a copy of one of the six best sellers was won by P. M. P. (P. M. Pennington, Crossing Watchman, Cumberland, Md.).

### New Puzzles

1. BEHEADMENT (5)

Does the trend of modern days, sir,  
Bring a furrow to your brow?  
Does some woman's nerve amaze, sir,  
Is't perchance a SECOND now?

Will the future come revealing  
Stranger things than have been done?  
So there'll be no more concealing  
That the THREE are ruled by ONE.

Baltimore, Md.

N. Jineer

2. DIAMOND

1—A letter.  
2—A horse.  
3—A beverage.  
4—Fuchsia.  
5—A coarse sacking.  
6—A small inflamed swelling on the edge of the eyelid.  
7—A letter.

Albany, N. Y.

Mam

3. ENIGMA

Without me purity and truth  
And virtue all had never been,  
Their worth unsung by troubadour,  
Nor lauded by all righteous men.

Had I not been there the Crusades  
Had ne'er intrigued the paladin,  
Nor Coeur de Lion overcome  
The dark-browed hosts of Saladin.

Decree my absence, and behold!  
No joust or tourney e'er would thrill  
Maid Marian at Richard's court,  
With derring-do and knightly skill.

King Arthur and the Table Round  
From chivalry would disappear,



Nor would there have been mirrored  
there  
Sir Launcelot and Guinevere.  
Lose me and Beauty is no more;  
The rosebud bursts not into flower;  
The sun from out the Heavens falls;  
Yet I'll be found within an hour.  
Pittsburgh, Pa.                      Amaranth

#### 4. HALF SQUARE

1—A puzzler of Cincinnati, Ohio,  
2—Cromwell's cavalry in the English Civil War,  
3—(Oxford Dictionary) scated together (Obs.),  
4—In German Universities, social gatherings of students, usually characterized by drinking bouts,  
5—A puzzler of El Paso, Texas,  
6—One who is cited,  
7—A parish of England, County of Essex (Lippincott's 1866),  
8—Need (Obs.),  
9—Plural of the third letter of the English alphabet,  
10—A letter.  
St. Louis, Mo.                      Gi Gantic

#### 5. RIDDLE (6)

(To Molemi)

Ye youngsters, clever puzzle pets,  
What do you know of violets?  
One time I knew a little miss,  
Just tall enough to stoop and kiss.  
We strolled beside a shaded linn—  
She plucked a leaf, and, with a pin  
Pricked, of her name, the letters in.  
'Twas many, many years ago,  
Before our heads were crowned in snow;  
O, more than sixty! Guess again,  
I can't recall exactly when,  
Six letters in the name I see—  
'A palindrome—please tell it me.  
If violets you ne'er forget—  
I have the leaf she gave me, yet.  
Lafayette, Ind.                      Towhead

#### 6. PENTAGON

1—A letter,  
2—The bill of an anchor,  
3—(Old Eng. Law) A servile vassal (Obs.),  
4—Primitive (Rare),  
5—A breed of short horn cattle,  
6—(Engineering) Having the ends built into a wall,  
7—The spindle tree,  
8—(Greek & Roman Myth.) A wise sea god, ruling the Aegean Sea,  
9—A rank, coarse grass.  
Charleston, S. C.                      Eureka

#### 7. CHARADE (9)

Oh, the FIRST of some people is so strong,  
It takes all their FINAL to curb it;  
And their TOTAL battles all the day long,  
For trials and temptings disturb it.  
Baltimore, Md.                      Pearlle Glen

#### 8. PENTAGON

(Defined by New International Dictionary)

1—A letter,  
2—Wolframite,  
3—Neapolitan poet, 15th century (Philips Biog. Dictionary),  
4—A girl (Irish),  
5—An Irishman (Slang),  
6—(Anatomy) Small accessory or supplementary spleens,  
7—Corrupts,  
8—(Greek Myth.) Son of Poseidon and father of Nestor,  
9—Rice, a branch (Obs.).  
Baltimore, Md.                      Comrade

#### 9. ANTIGRAM

Rastus had a worn-out mule,  
His hair was white as snow—  
That's the reason Rastus called  
The old mule "Cicero."  
Rastus had a blacksnake whip  
To urge old Cic to go—  
Almost wore it out upon  
The old mule Cicero.  
Cic had just a steady gait,  
IN A MULE TIME, you know;  
Rastus never got speed from  
The old mule Cicero.  
Cic walked on the railroad track  
One night—the B. & O.  
The "Capitol Limited!" COMPLETE!!!  
Farewell, old Cicero!  
Fort Worth, Texas                      Ellsworth

#### 10. SQUARE

(Defined by New International)

1—Middle English form of escape (see escape),  
2—Town, Faizabad District India (Thornton's Gazetteer),  
3—Wine from the Chianti District, Tuscany, Italy,  
4—To frighten (Encyclopedic Dictionary),  
5—A jointed pasteboard doll, or mannikin forming a kind of a jumping jack, or toy in the 18th century,  
6—An understanding,  
7—A celebrated Baltimore puzzleress.  
New Florence, Pa.                      Dan D. Lyon

#### 11. REBUS (9)

D  
I

I think this rebus is quite fair,  
When meat is ALL, they say it's "rare."  
St. Louis, Mo.                      Gi Gantic

#### 12. REBUS (10)

C      R  
T      T

The arguments were always sound  
(Nix, nix! No pun's intended),  
But he, contrary euss, was bound  
To WHOLE them, ere they ended.  
Cincinnati, Ohio                      Wick-o-cincy

#### 13. REBUS

I      C  
O      C

A little concentration muster,  
And behold the "image buster."  
St. Paul, Minn.                      The Gopher

#### 14. ANAGRAMS

DEAL IN THEM FOR THE IDLER

For relaxation some play tennis,  
And some play golf, or polo;  
But at such games my surname's Dennis,  
Nor can I sing a solo.  
I might enjoy a movie show,  
But shun the boxing glove,  
You'll find what sets my heart aglow  
If you'll just glance above.

Baltimore, Md.                      Atlas

#### 15. USED NOM: YAP

Yazoo City, Miss.                      Spud

#### 16. TOLL GAINED ON SPEECH SENT

St. Louis, Mo.                      Molemi

#### 17. APART, SEE

Wilmington, N. C.                      Jemand

#### 18. SO WIN ME

Baltimore, Md.                      The Major

The solver sending the first complete list of answers to the Puzzles in this issue will be awarded a copy of one of the six best sellers, the selection to be made by the winner from a list that will be submitted.

To receive proper credit all lists of solutions must be in my hands by April 5, 1924, the answers and solvers list will be published in the May, 1924 issue.

#### Just between You and Me

The printer muffed one in the December issue. Puzzle No. 19 he made read "BOOM THE R I M RAILROAD," and it should have been "BOOM THE R I N RAILROAD," but our solvers are getting pretty wise and about fifty of them called my attention to the error but said it had not prevented them from working out the correct solution. Setting up a puzzle column in printer's type is no easy task and considering all the possibilities for errors I think our printer's batting average is mighty good up to date.

The Enigma, official organ of the National Puzzlers League, has been enlarged to twelve pages, and the Editor holds out the hope of a regular sixteen page paper in the near future. It is full of fine puzzles and interesting reading matter and if you want to get acquainted in puzzledom and know what is going on now is the time to subscribe. One dollar for six months, \$2.00 per annum, subscriptions to carry membership in the National Puzzlers League. Address, R. T. Strohm, 1325 E. Gibson St., Scranton, Pa.

Some of the teachers in the Western Female High School of Baltimore have become interested in puzzles and propose to set aside a page in the school publication to introduce the art to the pupils of that school. The value of puzzles as a means of imparting useful information is becoming more and more recognized and as mental developers they have no superior.

(Continued on page 50)



# Mrs. Brown Gets the Business

By MARGARET TALBOTT STEVENS

The story of a remarkable Baltimore and Ohio woman who helps her husband in his work for two big reasons: for the joy that she gets out of it herself and for the joy that it gives her husband. Read it!

"WELL, 'Billy,' how's The Capitol Limited today?"

This was the greeting of Mrs. W. G. Brown, wife of our general passenger agent, Chicago, to her husband on the evening of November 8 as we started out to the lecture. What lecture? Why, none other than a lecture on Washington, given by that adaptable little woman, Mrs. Brown herself, who finds the time not only to take care of her house and her two lovely children, to do the family sewing and to prepare the meals, but to help her husband in his passenger solicitation.

For a long time we have been trying to get a good story of how the wife of a railroad man could help him in his work. Then we heard of Mrs. Brown, and it didn't take us long to get out to Chicago to learn more about her and the splendid things that she is doing. Then it was that we decided to fool her. Did we succeed? Listen!

"Mrs. Brown does not know that you are coming," said the G. P. A. to me as soon as I arrived, "and perhaps it is just as well. She might be a little nervous about putting over the lecture, or a bit uneasy if she knew that you might be taking notes on her talk. So we've decided not to tell her until the lecture is over. My secretary will drive us out. You are supposed to be his friend *pro tem*. You have known him for a long time, all about his car, about his family and everything. We shall introduce you to Mrs. Brown as 'Miss Talbott.' She will never suspect that you are from Baltimore."

And so it was arranged. The joke passed off beautifully. As Miss Talbott, I told Mrs. Brown of my home in Ohio; of how I went out in Mr. Firman's car on Friday evenings during my stay in Chicago; of Superintendent Kruse and "our office force" at Newark (for I had to be a railroader in order to know Mr. Brown). It was great fun.

Mrs. Brown was in high spirits. She talked about Washington and about The Capitol Limited, about Baltimore and Ohio women, and about Mr. Brown's work. She laughingly referred to herself as "the lecturer" and asked her husband if he would bet her a new gown that she wouldn't get any business on that evening for the Washington Tours. But the G. P. A. didn't bet.

We arrived at the Hamilton Park Women's Club along with about 300 others. Mrs. Brown's lecture was to be the feature of the evening. With all due respect for

this little lady's personality, I was not looking forward to such a thrilling lecture. Why, I've been sightseeing in Washington many a time, and, of course, what she said would be nothing new for me. So I seated myself and prepared to listen in order to get the story.

The meeting was called to order by the president, who introduced Mrs. Brown. As I remember, I do not believe that Mrs. Brown's name was even mentioned. The president merely stated that, through the courtesy of Mr. Brown, general passenger agent of the Baltimore and Ohio, this lecture was being presented before the Hamilton Women's Club. Mrs. Brown stepped to the platform.

Immediately there was flashed upon the screen the picture of a magnificent engine and a fine looking train.

"Why," I exclaimed to myself, sitting up straight in my chair, "that's the——!"

"Here's our train all ready for us," began Mrs. Brown in a clear, pleasant voice, "and I am sure that if we were going to Washington today we would take the famous Capitol Limited."

It was The Capitol Limited, then!

Then followed in quick succession—no long waiting, mind you, as is frequently necessary in other lectures—a lot of lovely pictures. There was a scene along the winding Youghiogheny, others around Pittsburgh and Cumberland; the old Chesapeake and Ohio Canal and some fine ones of Harpers Ferry, following in sequence as we would see them on a journey from Chicago to the Nation's Capitol.

"And now," went on Mrs. Brown, "we find ourselves at Union Station." Here a magnificent picture of Union Station was shown, while the speaker told of the unusual features in connection with Union Station.

From that time on the story was told in a manner that was delightfully feminine. All of the things that might appeal to women were brought out in an interesting manner. The pictures, all colored, were handled rapidly and efficiently by Erwin Rasher, correspondence clerk in Mr. Brown's office. Stanley Nelson, another young man in the same office, alternates with Mr. Rasher in showing them. Prominent buildings of Washington were shown, inside and outside. Social affairs at the Capitol and the White House were discussed, even a conjecture as to whether or not Mrs. Coolidge will wear gloves as often as Mrs. Harding did. "For," went on the speaker,

"of course, whatever Mrs. Coolidge does, the other ladies of Washington will do. It's just like keeping up with the Joneses!"

The comments occasionally heard in the audience were interesting.

"It was a hard job for President Harding to shake hands with so many people," said Mrs. Brown, "but I really believe that he enjoyed it. I am sure that every time that I happened to be there at a reception he seemed to be enjoying it."

"Humph!" grunted a gentleman behind me, "who wouldn't be happy when you were there?"

"I am not a *speaker*," declared Mrs. Brown when she took her place on the platform, "my husband says that I am just a *talker*."

"And she's a mighty good talker at that," declared a woman at my left.

"Darned good," agreed her husband.

Nothing in Washington was forgotten, not even the Zoo. The home of Ex-President Woodrow Wilson commanded as much attention from the clubwomen as did the home of the League of Women Voters.

The lecture was more than an hour long, delightfully interesting from beginning to end. As she stepped from the platform Mrs. Brown found herself the center of an admiring group. Cards, bearing information concerning Mrs. Brown's address and information concerning the Washington Tours, had been distributed. One woman came forward with one of these in her hands.

"Will you make a reservation for me for the April Tour?" she asked Mrs. Brown. "And will next week be time enough for the ten dollars for the reservation?"

"Goodby to my new gown!" thought Mrs. Brown, but "Yes, indeed, I am so glad that you are going," she declared to the good woman.

"There, Daddy," she said, turning to Mr. Brown, "am I not a good little business getter?"

"You are!" declared the G. P. A., his eyes shining with pride of her, "You are wonderful!"

"Then," declared the little lady, "it's a wonder that you wouldn't introduce me to Miss Stevens!"

"Wha-a-a-t!" we all gasped, "And how did you know?"

"Ha, ha, Daddy, you thought you'd fool me, didn't you? Well, any time that you fool 'Miss B. and O. Brown' you'll have to get up early in the morning! It can't be did!"

And we agreed with her.

"Miss B. and O. Brown," as Mrs. Brown is known among her Chicago friends, is one of the greatest boosters that the Baltimore and Ohio has. Lecturing is only one of her self-imposed jobs. True, she has prepared this lecture for women's clubs, and she already has more than fifty engagements to give it within the next two months to women's clubs and church congregations



of Chicago. But besides all this, she gets business for the Baltimore and Ohio by telephone, on the street when she meets her many acquaintances, on trains, and wherever she happens to be. And all of it is done for the joy that it gives her husband to have her help him.

"Why, 'Billy' almost 'busts' when I get new business for him," she declared. "And each lecture engagement brings another. I got two new ones this evening. It is true that I love the work, but the greatest possible joy that I get out of it is the happiness that it brings to 'Billy.' You can't get interested in anything unless you love it and unless you love the force that impels you to do it.

"Every person I meet looks like a Baltimore and Ohio ticket to me, and if a person is not already a patron of our Road, I convert him into one.

"Working with your husband creates a bond of fellowship which outlasts everything; I've no doubt but that it would even outlast love. This might be a panacea for divorce."

Mrs. Brown is interested in nothing that does not count for something worth while. And her idea of something worth while is Baltimore and Ohio business.

From the evening and Sunday papers she compiles mailing lists. For example:

"Mr. and Mrs. Parker Jones announce the marriage of their daughter Alice Eugenie to Mr. Arthur Jenkins Smythe. The wedding will take place in June at their home, Richmond Manor."

Now what can Mrs. Brown do with this? Well, first of all, there are the names of four people, with the addresses of three.

These go down on her list. Then Mr. Arthur Jenkins Smythe's address is found in the telephone directory. These are people who later may receive Baltimore and Ohio literature. But that is not all. Mrs. Brown gets out her typewriter and sits down to write the little bride-to-be a personal letter. If she happens to know her, so much the better; if not, the letter takes on this form.

*My dear Miss Jones:*

Shortly before I was married I had quite a problem on my hands. My fiancé and I could not decide where to go for a honeymoon. I am wondering if you might have this same question confronting you. If you have, perhaps I can be of service to you.

Have you ever made that lovely trip to Washington, D. C. on the Baltimore and Ohio's new Capitol Limited?

And so on.

What is the result of such a letter? Watch out for the number of newlyweds who take the Capitol Limited out of Chicago! And if you see, amid the old shoes and confetti, a well-dressed little dark-haired woman bearing a bouquet for the little bride, why that's Mrs. William Gary Brown, wife of the G. P. A. at Chicago.

I wondered if Mrs. Brown went in for any kind of sports, or what recreation she took.

"Don't you even play bridge?" I asked her.

"Oh, yes," she replied; then mischievously winking her eye she added, "I always play bridge when I'm sure of meeting some Baltimore and Ohio prospects."

"And you manage your household and

do your own sewing?"

She nodded:

"Even to making 'Billy's' shirts."

"But how do you know so much about selling transportation? How did you happen to get into this business of passenger solicitation?"

"I was a business woman before I was married," she declared archly, "and now I'm 'Billy's' wife. That explains it all nicely, I am sure."

"And now, will you help me gather up all of these left-over cards?" she asked, starting at one end of a long row of seats.

"Certainly," I replied, wonderingly adding, "And what shall you do with these?"

"Humph! I'll use them again next time. Can't you see that I'm *stopping the leak*?"

## Transportation

By JOSEPH S. DERAMUS

I am the pioneer, the blazer of the trail;  
Upon my prowess mankind shall succeed  
or fail.

I am the benefactor and the artisan  
Whose skillful hand is evident in every  
plan.

I am a living monster huge whose endless  
girth  
Entwines and succors every nation of the  
earth.

I am the educator and the builder great;  
Upon my footsteps progress of the world  
shall wait.

All things of human consequence do I  
embrace;

I am the conqueror of distance and of  
space.



MRS. "B. AND O." BROWN AND HER WORTHY ASSISTANTS

In the center is Mrs. Brown herself. (Read the story of how she gets the business.) At the left is Mary Louise, Mrs. Brown's daughter, who is able to give the lectures almost as well as her mother, and who is cornetist for the Girl Scouts. At the right are Stanley Nelson and Erwin Rasher, who operate the picture projector in connection with the lectures



## Lorain Stopped Costly Leaks during 1923

By F. W. HARMON, *Timekeeper*

HERE is how a leak was stopped at the coal loading machine, known as Number 2, at Lorain, Ohio. In operating this machine the loaded car has to pass over a spring switch and make a return to the machine, the switch frequently causing derailments. If the car did not clear the switch it would return on two tracks and cause a derailment. This would delay the machine from three to five hours to retrack if it was at night and the wreck crew had to be called. This meant a loss in loading time and labor of from 60 to 100 cars.

Mr. Taylor, general foreman of docks, and Mr. Waitt, assistant general foreman, first put a man there to throw this switch when he saw that a car would not clear and that it would run out the same way it had come in. But as time went on, we still had derailments and loss of time as usual.

Mr. Taylor then decided to have an electric switch put in, took up the question with the division engineer, and showed him where he could "stop a leak" in doing away with three men, one man on each shift. At 60 cents per hour, or \$374.46 per month, working eight months out of the year this would save \$2995.20 and would in-

crease capacity of this machine from three to four cars per hour. The change was made at the cost of only \$400, thus saving heavy labor and delay costs and damage to track and cars. The new switch was worked during this season without a derailment at this point, unloading 75,700 cars of coal, 800,000 more tons of coal than was ever unloaded at this point before. This switch was electrically thrown twice to every car, making 151,400 times.

Mr. Taylor is very proud to think that he was able to stop the leak satisfactorily.

This is only one leak stopped. There are others. One of our machine operators, George Kendeigh, told Mr. Taylor that there were many knuckle pins going over the side of the pan and into the river on a certain series of cars commencing No. 238500 and coke rack series No. 134000, as they were being turned upside down for dumping. A steel basket was promptly erected to catch these pins, and to the surprise of all, in a few days 15 pins were found in this basket. These otherwise would have fallen into the river and been lost. It is safe to say that we have caught 10 to 15 pins per week, not an inconsiderable item at their cost of about 35 cents apiece.

General Foreman Taylor also has his car riders pick up truck springs that fall from cars as they are being dumped, and throw them off at the table before the next car is dumped; otherwise they would go directly into the boat and be a total loss to the Railroad. Incidentally they are worth about a dollar apiece.

Air cocks which lie on the tops of coal cars are also being thrown off and saved instead of being permitted to fall into the boat and lost. Another considerable saving.

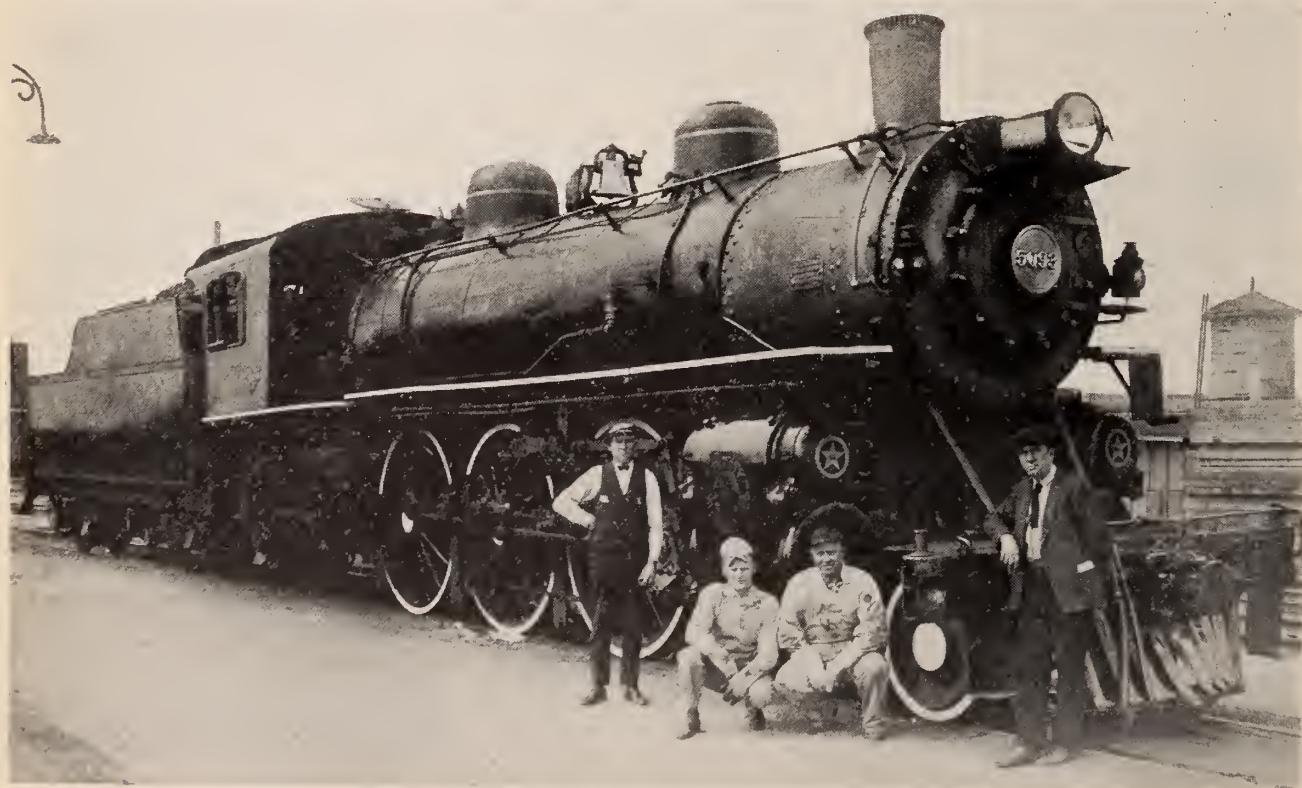
Mr. Taylor thinks that the damage to cars handled at this point this year does not exceed \$500 from careless handling, as he has had only one complaint this season concerning damaged cars.

## The "5093"—Pride of Washington, Indiana

By C. H. CREAGER, *Road Foreman of Engines*

THE accompanying photograph shows the "Pride of Washington, Indiana."

Engine 5093 was assigned to Trains 2 and 23 on May 28 last, and operates on the west end of the St. Louis Division. Since that date she has not operated these runs on 31 days, for various reasons, but excepting these days she has brought No. 2 to Washington on time except on four occasions, when the delay was respectively seven, sixteen, seven and twelve minutes.



THE PRIDE OF THE ST. LOUIS DIVISION

Here is Engine 5093 which runs between Washington, Ind. and St. Louis, on No. 2 and No. 23. This is the cleanest looking engine running into the St. Louis Terminal. The entire front parts of the boiler and the smoke stack are bronzed, as are also the braces on the pilot. The Baltimore and Ohio "Safety First" emblem has been put on the cylinder heads. The rest of the engine is kept highly polished at all times. This engine is the pride of the Cone Round House and of the engineer and fireman who run on it. Those in the picture, reading from left to right, are: Assistant Road Foreman of Engines B. A. Tharp, Fireman J. H. Williams, Engineer F. H. List, General Foreman I. L. Harper. The picture was sent in by Engineer List





Assistant to Purchasing Agent D. A. Williams  
On January 21, Mr. Williams celebrated his 40th year of service with the Baltimore and Ohio. He first entered service at Newark, Ohio, as storekeeper on January 21, 1884.

On the westbound trip, 166 miles, only two stops are made, 3 hours 52 minutes being the scheduled time. Eastbound, two station stops are made and side track taken for No. 1, the scheduled time being 3 hours 45 minutes. The trains consist of six to nine cars, and our people at Washington say that when Engine 5093 is on the train it can always be counted on to be on schedule time. (Record from May 28—November 1.)

Two crews operate engine 5093, Engineer List and Fireman Williams, Engineer Mischler and Fireman Lockhart, the latter being also an extra engineer.

Engineer List, Fireman Williams and General Foreman Harper of East St. Louis deserve credit for the manner in which this engine is decorated. Fireman Williams spends most of his lay over period at East St. Louis in cleaning his engine. The crew leaves Washington at 4.01 a. m. and returns at 4.18 p. m., working every other day.

"Rickety Dan" and "Blondie" are very proud of "their" engine and with the record they have made there is every reason why they should be. Although the crew running opposite these men did not originate the idea of cleaning up Engine 5093 they are equally careful in keeping it clean and in good condition.

### Thirty Years of Friendly Service to Credit of Dr. Edward H. Mathers

WE HEARD a radio lecture recently, the subject of which was "Fellowship in Business." The speaker emphasized the idea that "personality" is an indispensable requisite for success.

We who conduct the varied activities of a public service corporation have need to cultivate that fellowship which means mutual understanding and cooperation.

No institution can or will be prosperous where selfishness and jealousy are rampant among those to whom its administration is entrusted.

Although personality is an expressive term, and is an attribute which we instantly recognize in others, its characteristics defy that clear definition or classification which would enable those who seek its cultivation to follow or imitate an established standard.

Personality is that intangible power by which a person influences the actions or opinions of others; and a winning personality is not only an asset of great value to its possessor, but likewise extends its beneficent influence over all who come within its range.

There is a man of this calibre in the service at Baltimore who will need no introduction to many of the Company's employees—we refer to Dr. Edward H. Mathers, medical examiner, Relief Department. He has been in the service since 1893, and during that period of 30 years has been stationed at Newark, Ohio; Cumberland, Md.; Cleveland, Ohio; Washington, D. C.; and Baltimore, Md. He was born on April 18, 1866, and is a big man, both physically and as one who loves his fellow men. His interest in the welfare of the employees of our Company is constantly and strikingly demonstrated by his voluntary efforts to assist disabled members; to help them secure places in the service suitable to their diminished earning capacity, and generally to help a man who cannot help himself. We publish his photograph so that the entire Baltimore and Ohio family may know a man whose winning personality contributes so much to that fellowship in business which makes for efficient service and success.

W. H. BALL.

### And the Siding Was Christened "Christy"

OPERATOR J. P. Christy, Tontogany, Ohio, has been honored. No doubt but that during his life, which includes 25 years of faithful service with the Baltimore and Ohio, Operator Christy has had babies named for him. In a mining country it is no unusual thing to have mines called by your name, but to have a real, honest-to-goodness railroad siding named for you means that somebody thinks you're worthy of your name and that your name is worthy of a siding. So there!

The siding, or passing track, is midway on what is known as the Bowling Green Section of the Baltimore and Ohio, near Tontogany, Ohio. The naming of the siding became effective on September 20, the day when Operator Christy says he became "the happiest man in the state of Ohio."

"My heart is filled with emotions of gratitude," Mr. Christy wrote President Willard, "for your naming the siding 'Christy.' The boys are congratulating me from every quarter. We know that it would be a tribute that any official would be proud of. My



Dr. E. H. Mathers

wife and daughter Alvira join me in thanking you for it. It is really more than we could ever expect. It surely makes me happy."

The *Toledo News Bee* of that date carried an interesting item in connection with the naming of the siding, in which it called the act "a monument to the services of one of the veteran employees." Mr. Christy himself says he considers it greater than any headline carved in marble or in brass.

Mr. Christy came into the service of the Baltimore and Ohio as operator, Toledo Division, on September 14, 1898. He has held this position ever since. "Jack" Christy, as he is popularly known, besides being a good operator, is quite a historian and finds many things of interest in his section of the country.

"The Baltimore and Ohio is the only steam railroad that traverses historic Fort Meigs," writes Mr. Christy. "The fort is located on the eastern bank of the beautiful Maumee River, just south of Perrysburg, opposite Maumee City. The victory won there in 1813 by General William Henry Harrison, defending the post against the combined armies of the British and the Indians, retrieved the great Northwest Territory, lost by the surrender of General Hull's army at Detroit. This signal victory put into the Presidential Chair Presidents Adams, Jackson and Harrison.

"The state of Ohio has erected an obelisk 90 feet high, which can be seen plainly by the passing Baltimore and Ohio trains. Other monuments are being erected there by several states. The next station will be Hull Prairie, a station just north of Haskins, where General Hull, of the American Army, camped on his march to Detroit. There also will a fitting tablet be erected.

"The Rosteloo Rock, where 'Mad Anthony' Wayne formed his war plans, is now located in the Maumee River. Less than a mile west of Tontogany is where General Custer made his home. There also is the Green-Camp Trail, blazed by Generals Green and Camp from Findlay to Otsego.

"The writer predicts that the section of the country between Fort Meigs and  
(Continued on page 101)



# The Rebuilding and Repairing of Locomotives

What is a Back Shop? Why Are Apprentices?  
A Peep Into the Operations at Glenwood

By EDRIC C. GREAVES, *Secretary to District Master Mechanic*

**O**FTENTIMES we hear that a locomotive is in the Back Shop, and the question is often asked by those who are not in the Motive Power Department as to just what is meant by the term "Back Shop." In former years, when a roundhouse was erected, it was customary to construct an adjoining building, where classified or extra heavy running repairs to a locomotive were made—in other words, repairs that consumed a considerable length of time. In contrast the repairs made in the roundhouses were of an emergency nature or what are known today as "Running Repairs."

There are three large locomotive back shops on the Eastern Lines of the Baltimore and Ohio, which are conducted independently of the roundhouse, viz.: Mt. Clare, Glenwood and Cumberland, where a large percentage of the Railroad's classified and extra heavy running repairs to locomotives, as well as conversion work, is performed. By classified repairs is meant renewal of boilers, fireboxes, side sheets, flue sheets, flues, tires, cylinders, superheater units, arch tubes, etc. By conversion work is meant the application of new and standard parts, changing the locomotive from one type to another; as in the case of locomotive 1003, which was converted from the consolidated freight type to a switching locomotive and about which an article appeared in the November issue of the MAGAZINE.

## Coordinating Work

To successfully and economically operate these shops, it is necessary that the work be systematized and that the forces be divided into different units. Therefore, in order to prevent delays and loss of time, due to waiting for parts, etc., each unit is required to function with the other; i. e., each unit endeavors to complete that portion of the work assigned to it on the scheduled date in order to avoid interfering with that portion of work assigned to other units. All of this is figured out on a shop schedule system, and from this schedule each unit is supplied with information daily as to the progress being made.

Accompanying this article is a photograph of some of the apprentices, who are being trained in the Glenwood Locomotive Back Shop to become journeymen in the different crafts or trades. These young men were required to pass the Company's physical and mental examination before their applications were accepted. Reading from left to right in the picture are, top row: Apprentice Instructor George Hiller; Machinist Apprentices John Moeschler, M. J. Mulligan, Emmet Campbell, W. Kelly, J. Toth, A. Sullivan, Ed. Campbell, H. Rothranff, Oceloa Paxton.

Middle Row: Machinist Apprentices J. Jasko, Chas. Schuster, Ed. Doyle, John Kline, Joe Courcey, Ed. Kline, A. Kunkle, A. Gotch.

Bottom Row: Machinist Apprentices J. Lanase, H. Blair, J. Gannon, W. Murphy, T. Jenkins, F. Gotch.

The term of a first-class apprentice is four years, comprising 290 days each year, during which time an apprentice is required to carry out a schedule of work, which is specially prepared each month. For example, the following is a schedule to be followed by a first-class machinist apprentice:

	MONTHS
Drill Press.....	1
Nut facer.....	1
Mud plug lathe.....	1
Bolt lathe.....	3
Reverse lever bench.....	2
Link bench.....	2
Valve bench.....	2
Crosshead bench.....	2
Piston grinder.....	2
Brake gang (Erecting Shop).....	2
Valve gang (Erecting Shop).....	4
Shoe and wedge gang.....	3
Steam gauge.....	4
Planer.....	2
Boring mill.....	2
Slotter.....	2
Shaper.....	2
Air Shop.....	3
Millwright gang.....	2
Tool room.....	4
Heavy lathe.....	2
Total.....	48

In connection with this schedule, our Shop Efficiency Bureau, with the idea that the future mechanics, supervisors and officers on whom will depend the carrying on of the great work of successfully and economically operating the Mechanical Department of our wonderful railroad system, are the young men now serving



GLENWOOD LOCOMOTIVE BACK SHOP APPRENTICES

(For names, see story on this page)





their apprenticeships and those who will enter the service in the future, are devoting a great deal of time and study toward promoting the efficiency of these young men to a high standard of economic and productive ability.

The Bureau fully realized that to accomplish this would require close and constant observation on the part of the apprentices; fulfillment of the schedule, which has been prepared in a systematic manner; obtaining the maximum amount of knowledge of the different machines and classes of work, this to include the proper maintenance of machines, grinding tools for different kinds of material, knowledge of when and where to increase or decrease speed and feed of machines, etc. In line with these suggestions from the Shop Efficiency Bureau, the apprentices in Glenwood shops have a competent instructor, who supervises their work and aids them in every possible manner.

An apprentice is paid on a sliding scale; *i. e.*, he receives an increase in compensation every six months. At the end of his term, *viz.*, four years, he is given a diploma signed by the officials of the Baltimore and Ohio, and receives first consideration for any vacancy which may be open in his line of work.

The great advantages of learning a trade in the modern and well equipped shops of the Baltimore and Ohio Railroad need not be dwelt upon here, but it is of interest to know that nearly all of the Company's officials, both executive and supervisory, first entered the service of the Company as apprentices, in fact—if not in name.

We will endeavor in future issues of the *MAGAZINE* to outline the relations of the different units in Glenwood Locomotive Back Shop and the manner in which these different units function.

**Every Dollar Saved Helps  
Give a Man Work**

## Furness Withy Line Handles Heavy Foreign Trade over Locust Point Piers

*By J. ROSS GOULD, Magazine Correspondent*

**F**OLLOWING out our idea of getting our readers acquainted with the great interests that are using the facilities of the Baltimore and Ohio at Locust Point, we present here a picture of the steamship "Manchester Merchant," Furness Withy Line, which docks regularly at this terminal. We also quote verbatim from letter of the Baltimore manager of this line to the writer, giving a brief synopsis of the birth and growth of this line at this port, as follows:

"During the years 1880 and 1890 there were docking at Locust Point Terminals the Johnston Line from Liverpool and Neptune Line from Rotterdam. Robert B. Ways was foreign freight agent of the Baltimore and Ohio, and through his efforts, in cooperation with the agents of the lines named above, the import business grew rapidly.

"Early in 1900 Furness Withy & Co., Ltd., secured control of the Johnston and Neptune Lines of steamers, and they now have steamers plying between Baltimore and all parts of the world, but especially to and from England, Sweden, Norway and Holland. During the past eleven months Furness Withy & Co., Ltd., have had 70 steamers dock at Locust Point Terminals, discharging 77,995 tons of freight.

Many of our people are unaware of the customs laws which require that when import tonnage is discharged on a pier for delivery to the importer no one can remove it without first procuring a permit from the Government. In order to secure a permit each importer, or his agent, must present to the Collector of Customs an original bill of lading and invoice of contents of each case or package certified to by the American

Consul. On presenting permit to the dock clerk, they then can remove their shipment or reship it.

"In order to keep this import tonnage moving promptly there must be full cooperation between the steamship, customs and railroad employes and in a great measure most of the detail falls on the Railroad Terminal employes. They must have cars ready as soon as the steamer docks, and often this means they must be on duty early in the morning and late at night.

"The true spirit of cooperation is exemplified frequently between the steamship and railroad employes when a steamer arrives and has to sail again within 24 or 48 hours. Working hand in hand in receiving import cargoes and delivering export cargoes from the cars to the dock for loading into the steamers, is where your Locust Point employes frequently show their mettle.

"If everyone connected with shipping at the port of Baltimore would cooperate fully, it would bring larger returns in every way."

Carry on, don't pull back.  
Open the way for others.  
Overlook human shortcomings.  
Punctual be in all engagements.  
Earnestly act for mutual benefit.  
Round up the slacker.  
Assist wherever possible.  
Think before you act.  
Increase your knowledge.  
Offer to assist one another.  
Never say stop, but go ahead.

We are indebted to Mr. Milton Hurley, manager of this line at Baltimore (a former employe of The Baltimore and Ohio Railroad in the office of our friend and former



official, the late Robert B. Ways) for this, interesting story.

Mr. A. F. Sidebottom, as general manager, and Mr. Hurley as manager of import (with offices in the Furness Building at Baltimore), with Messrs. Westscher, superintendent, and Steen and Atwell as his assistants at our Pier 6, have fully exemplified the spirit of cooperation in their dealings with our Road.

They also find in our foreign trade forces,

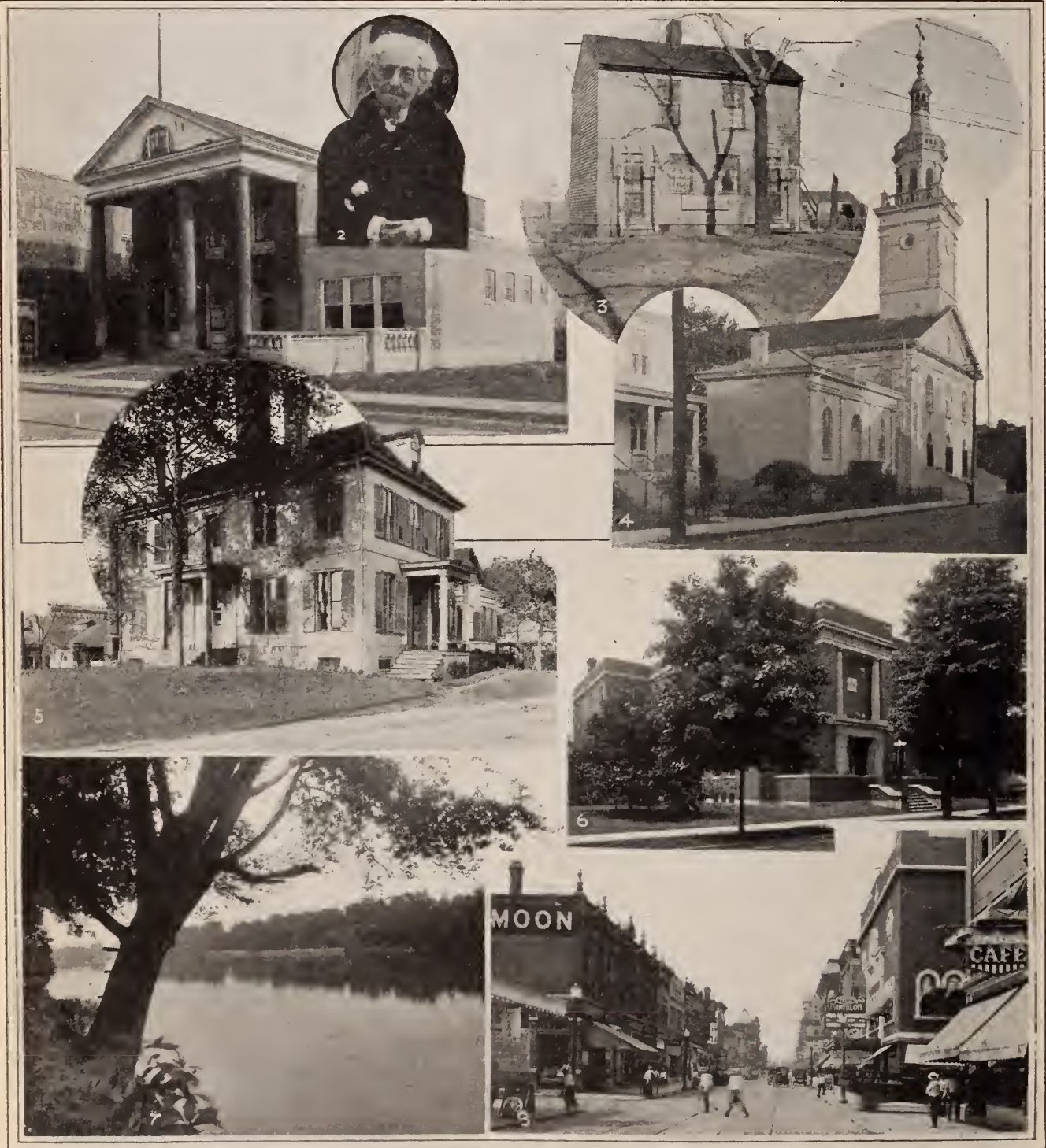
headed by Foreign Freight Traffic Manager F. J. Couse, and in our own agent at Locust Point, J. M. White, exemplars of the best kind of friendly cooperation, and the spirit of progress extends all the way down the line among our forces here.

Baltimore is already a great foreign trade port, but with the coordination of effort which exists among all the factors controlling this trade, and with the great natural and economic advantages of the

port, the future is bright for an ever accelerating increase in the amount of business done here.

"How happy does a man go forth to his labor or his business, and how doubly happy does he return from it when he knows that his means are carefully husbanded, and wisely applied by a judicious and well-managing wife."

Samuel Smiles, in "Thrift"



#### IN OLD VINCENNES

1. The old Ellis Mansion, now the home of the Pastime Club. 2. Mrs. Lucy Ellis Franklin, daughter of the first president of the old Ohio and Mississippi, whose homecoming to Old Vincennes was marked by a rousing reception given her by the citizens of the town. 3. Where the first legislature met in Indiana. 4. The cathedral, whose library is famous for its rich treasures of literature. 5. The old William Henry Harrison home, built with wooden pegs instead of nails, and containing many interesting relics of the early days. 6. The Masonic Temple. 7. Where Lincoln crossed the Wabash. 8. Looking down the main street of Vincennes



# The Homecoming of Lucy Franklin

## And a Bit of Railroad History of Old Vincennes

By MARGARET TALBOTT STEVENS

**E**IGHTY-FOUR years ago, scarcely a dozen years after the race between the horse and the steam engine from Baltimore to Ellicott's Mills, there came to the home of Abner T. Ellis, a prominent business man of Vincennes, Indiana, a little baby girl. Now, the birth of a baby girl in Vincennes in the year 1839, is not of itself particularly interesting; the significant fact, however, is that eighty-four years later, in November, 1923, this little girl, still small in stature, but rich in experience and as sprightly as in her childhood days, should return to her native town to be accorded a municipal celebration by the citizens thereof. This little girl's name was Lucy. She is now Mrs. Lucy Franklin, daughter of the first president and promoter of the old O. & M. Railroad, now a part of the Baltimore and Ohio.

When little Lucy Ellis was seven years old she went on a long journey by stage coach with her father and mother to the city of St. Louis. This remarkable journey was so important an event in the life of the little girl that she chose to record it on the window pane of the dining room of her father's mansion in Vincennes. She used her little diamond ring for the purpose, and the record still remains there. Therefore, it was no wonder that when the news spread about the old town that soon there would be a railroad on which she could travel, the child's interest knew no bounds.

Judge Abner T. Ellis was one of the most progressive citizens of the state in his day. His daughter recalls that he was judge of the Probate Court for ten years or more, and that he was at one time a member of the State Legislature. In "Railway Celebrations of 1857" we find the following extract:

"The organization of the Ohio and Indiana portions of the road was effected in 1850, Abner T. Ellis, of Vincennes, being elected president, and a number of the solid men of Cincinnati and Vincennes and of the country between those points chosen directors."

The "History of Vincennes," by Cauthorn, tells us that Abner T. Ellis was born in New England and came to Vincennes to practice law. He soon became wealthy and for many years was a trustee of the town. His activities as promoter and organizer made him one of the most progressive citizens. He helped to organize the Wabash Navigation Company, to build the lock and dam of the rapids of the Wabash River, and he was one of the persons who advocated the building of the Ohio and Mississippi, as that part of the Baltimore and Ohio was then called. It was Mr. Ellis also who

was instrumental in procuring a charter from the states through which that railroad runs, and it was his support that contributed largely to its building. Little wonder then that he was elected its first president, and that he should be re-elected several times thereafter. It was strange, however, that, despite the accumulation of his large estate, he lost it finally and died, leaving little, if anything.

### Lucy Played Piano for Abraham Lincoln

His daughter Lucy was reared in the midst of plenty. She is an accomplished pianist, and even as a little girl performed remarkably well. She tells with pride of how she played the piano for Abraham Lincoln.

"Mr. Lincoln loved music," she said. "He came often to our house, and nearly every time he came he asked me to play for him. I remember how he used to lift me up and set me on the piano stool. But do you know," she added cautiously, "I always hated to have him lift me up; he was so homely I was kind of frightened whenever he came close to me."

Then Mrs. Franklin told a little anecdote about her childhood.

"My father liked to entertain," she said, "and we had many delightful parties at this old house. One day he entertained a group of gentlemen. They were all having a jolly time and someone began to ask my father if there was any cherry bounce in the cellar. My father laughed and said that there was. My little cousin and I, who were just about six years old at the

time, listened with open ears. Cherry bounce! Why, we had never seen any cherry bounce in the cellar. We would go right away and look for it.

"At the first opportunity we left the room and crept down the cellar steps. Come and I'll show you just where."

She led us down the narrow steps of the cellar of the old Ellis Mansion, now used as the home of the Pastime Club. She pointed to a shelf in the first room that we entered. "There!" she exclaimed, "there is where the keg of cherry bounce stood. Father's cellar, as I afterwards learned, was famous for the best cherry bounce in Indiana. My little cousin and I examined the keg carefully. Yes, there it was, in big letters painted on the keg: C-H-E-R-R-Y B-O-U-N-C-E! Yes, that was it, all right. We turned the spigot. The liquid began to sizzle out and we didn't know how to stop it. We decided that since we had nothing to catch it in we'd better drink it, and so we did. Emma drank as much as she could, and then I did the same thing. Then we had more, and we finally had to let it run. We just felt so tired that we couldn't stand up any longer. We just lay right down on the cellar floor and went to sleep.

"In the meantime we had been missed by the family. An alarm was sent out through the neighborhood. There were still a few Indians around and who knows what could have happened to two little girls who might have wandered alone out on the streets at night?

"A general search was begun. For a long time they looked. At last someone suggested looking in the cellar. They came down and picked us up from where we were lying, in a sea of cherry bounce. I have no idea how long we had been there. When we opened our eyes we were in our own little beds, suffering from terrific headaches. Father never said anything, but I am certain that none of his friends had any cherry bounce that night."

Hundreds of Mrs. Franklin's old friends and neighbors, their children and their grandchildren, came in during the course of the day of the celebration on November 10, to speak to the little white-haired woman and to welcome her back to Vincennes.

"I remember," said one of them, "when Lucy Ellis was the belle of Vincennes. There was a great party given for her, but I was not invited.

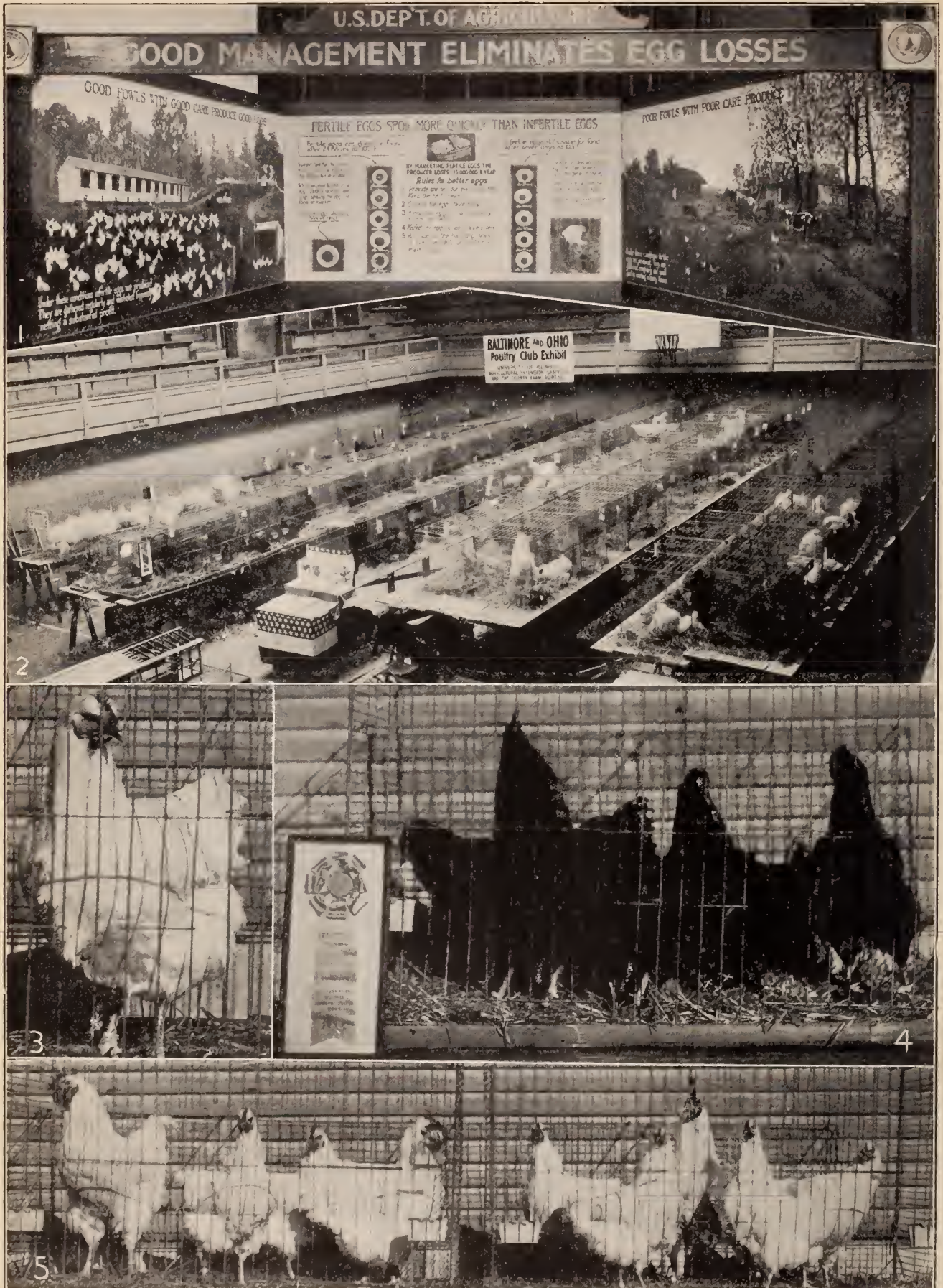
"I decided to go anyway. I did not live so far away, so I dressed up and sneaked in the back way. I just wanted to get a peep at Lucy to see what she wore. The young people were having a jolly time in the parlor. I crept up to the door and peeped in. There was Lucy, resplendent in a filmy something that seemed to take her right off her feet and lift her into the air. Yes, she looked like an angel."

(Concluded on page 47)



W. C. Mason, President of the Vincennes Historical Society, who knows more about the town than most people know about their family trees





BALTIMORE AND OHIO POULTRY SHOW, TAYLORVILLE, ILL.

1. Detail of U. S. Government educational exhibit. 2. In the High School gymnasium, where the hens clucked and scratched to their hearts' content. 3. Grand Champion of the show, a white Plymouth Rock hen. The value of this bird is estimated at \$50 or more. 4. Exhibit of Miss Faye Courtright, the sweepstakes pen of the show. These birds were hatched from eggs furnished Miss Courtright in March, 1923. 5. Pens exhibited by La Verne Gardner. The fowls on the right are from eggs laid by the fowls in the pen on the left! The latter are from eggs furnished by the Baltimore and Ohio



# Illinois Poultry Club Members Stage Great Show at Taylorville

By O. K. QUIVEY, General Agricultural Agent

Miss Faye Courtright, Fairfield, Illinois, wins Baltimore and Ohio Scholarship as Sweepstakes Prize.

Miss Dorothy Deal, Morrisonville, Illinois, wins first honors in Flock Management Project.

Government Exhibit creates renewed interest in Poultry.

IN appreciation of the poultry development work being done in Illinois by the Commercial Development Department through its Agricultural Bureau, the Taylorville, Ill., *Daily Courier*, under date of December 13, made the following comment:

"The Baltimore and Ohio management is to be congratulated upon its broad conception of service to the communities served, and by the same token those persons are to be congratulated who live in the counties served by this great transportation system."

This tribute was occasioned as a result of the second annual Baltimore and Ohio State Poultry Show which was held in the beautiful gymnasium of the Taylorville High School, December 10 to 15, 1923.

The exhibits which made the State Show possible were the result of two poultry projects which the Baltimore and Ohio has carried on in Illinois this year, namely, Illinois Egg Setting Project and the Illinois Flock Management Project.

The Illinois Egg Setting Project opened with the distribution last spring of high class Rhode Island Red egg settings to a total of 140 farm boys and girls in the fourteen counties traversed by our lines.

A series of fourteen county poultry shows last fall gave these young poultrymen an opportunity to exhibit their best birds in friendly competition. The winners of the county shows were required to exhibit their birds at the State Show, where a total of 26 pens of five birds each was shown.

The exhibitors, showing the first eight, the prize winners, in order of merit and with the prizes won, were as follows:

NAME	RESIDENCE	PRIZE
Faye Courtright.....	Fairfield.....	\$100
Mildred Lusk.....	Flora.....	15
Minnie Potter Book.....	Fairfield.....	12
Lester Schultz.....	Nokomis.....	10
Dora Peckham.....	Louisville.....	8
Lyndall Courtright.....	Fairfield.....	6
Ramona Read.....	Fairfield.....	4
Herman Warecke.....	Breese.....	2
Ethel Wieneke.....	Pana.....	
Nelson Bollman.....	Nokomis.....	
Helen Grimes.....	Rosemond.....	
Marjorie Taylor.....	Virginia.....	
Emmitt McIntosh.....	Mill Shoals.....	
Albert Austin.....	Flora.....	
Orville Helms.....	Belleville.....	
Fern E. Culver.....	Stewardson.....	
Hazel Quicksall.....	Trowbridge.....	
Alphonse Kalmer.....	New Baden.....	
Paul Williams.....	Calhoun.....	

Reed Ritchie.....Bridgeport.....  
Norma Kohil.....Shawneetown.....  
Dorcas R. Moore.....Shawneetown.....  
Hannah Stevenson.....Salem.....  
Lester Boyd.....Westervelt.....  
Noble Sands.....Shelbyville.....  
Paul Seibert.....Belleville.....

The show was judged by Mr. J. P. Quinn, United States Department of Agriculture, Washington, D. C., who stated:

"Never have I seen finer quality produced by poultry club members than is entered in this show. Their pens could enter in the open classes at any poultry show, and would not only give adult breeders some keen competition, but would unquestionably take a number of the blue ribbons."

The Baltimore and Ohio Poultry Club members thus started in poultry work with Rhode Island Reds are being transferred into the 1924 Baltimore and Ohio Flock Management Clubs. Each Flock Management Club member will keep an accurate daily record of the number of eggs laid, sold, consumed at home, set, hatched, chicks raised, sold, consumed at home, feed and equipment purchased, so that at the end of twelve months he or she can show just what his operations have been and the profit resulting therefrom.

## 1923 Flock Management Club

The farm boys and girls to whom White Plymouth Rock egg settings were distributed in 1922 carried on Flock Management work during 1923 and the winners were announced at the State Show, as follows:

First, Dorothy Deal, Morrisonville, Christian Co.; Second, Maude Thompson, Grayville, White Co.; Third, Lyman Gurley, Wayne City, Wayne Co.

Dorothy Deal not only carried off first honors, but her record is all the more remarkable because of her being only nine years of age.

As a reward to the winners of first, second and third places, the following prizes were given by the Baltimore and Ohio:

Dorothy Deal, pen of six pullets and one cockerell; Maude Thompson, pen of five pullets and one cockerell; Lyman Gurley, pen of four pullets and one cockerell.

The breed given was white Plymouth Rock, and the three pens were from the famous Fishelton Farms, Hope, Indiana, thus making a substantial addition to the breeding stock of each of the three winners.

Mention must be made of the two excellent pens of LaVerne Gardner, which swept the White Rock open class in the Christian County Show, taking first prize for "best old pen" and "best young pen," respectively. The older pen of birds was hatched from Baltimore and Ohio egg settings furnished Mr. Gardner in 1922, and the young pen of birds was hatched from eggs laid by the former.

## Best Bird of Show

Judge Quinn was called upon to pick the Grand Champion bird of the show, regardless of sex or breed, and he chose White Rock Hen No. 62 from LaVerne Gardner's pen of birds. Judge Quinn stated that she was one of the finest utility birds he had seen in a long time and that \$50.00 would be a most conservative value to place on her.

The outstanding feature of the show, particularly interesting from an educational standpoint, was the Government Exhibit from the U. S. Department of Agriculture. This exhibit, consisting of charts, panels and models, created renewed interest in poultry raising on the part of everyone who saw it.

With fourteen counties in Illinois focusing their attention on the production of poultry of the class shown at Taylorville, it is not hard to conceive what it will mean both to the communities and the railroad in the form of poultry and egg shipments and the steady cash return resulting to the producers of same.

The Illinois Poultry clubs were sponsored by the Baltimore and Ohio in close cooperation with the University of Illinois Agricultural Extension Service and the Illinois County Farm Bureaus. The University was represented by E. I. Pilchard, assistant state club leader, Prof. L. E. Card and C. W. McIlroy of the Poultry Husbandry Department. The County Farm Advisors have taken keen interest in promoting the club work and have had the assistance of able local leaders in a number of counties. The Baltimore and Ohio has been represented by Agricultural Agents P. O. Hurley and E. B. Baugh, the latter having spent a great deal of time on this particular project, and we would be guilty of gross negligence were we to fail to acknowledge the assistance given by C. E. Hay, County Farm Advisor of Christian County, who worked untiringly to make the State Show at Taylorville a success.

## A Fair Exchange

STORIES of the kind of food served at places like homes for the aged are in the repertoire of nearly every good story teller. We believe, however, that this is a new one:

An old gentleman living at the home for the aged had the regular beverage poured into his cup at the supper table. He tasted it, then turned to the waitress and said:

"Miss, if this is coffee, kindly bring me tea; and if it is tea, kindly bring me coffee."





## A Jolly Evening with the Pittsburgh Auxiliary

**T**RAIN for Hazelwood! All aboard! We were off to a meeting of the Ladies' Auxiliary.

"What's all this about?" asked Conductor Linwood.

"More Veterans," we declared, producing our transportation.

A few minutes more and we had reached our destination, where we were met by a delegation from the Auxiliary, led by the secretary, Mrs. Daugherty. A short walk brought us to Odd Fellows Hall, where already the meeting of the Veterans had been finished.

In the group of visiting members of the Ladies' Auxiliary were Grand President Mrs. F. M. Howard, Newark, Ohio; Grand Vice-President Mrs. J. M. Garvey, Wheeling, W. Va.; Grand Secretary Mrs. O. L. Wallburg, Lima, Ohio; Mrs. Leonard and Mrs. Chester Lewis, both of Newark, Ohio; Mrs. Menafee, of the Cumberland Auxiliary; Mrs. McKee, grand treasurer, Baltimore, Md. President H. G. Fletcher, of the Fairmont Veterans; Grand President George W. Sturmer and Grand Vice-President J. M. Garvey, and Chief of Welfare W. W. Wood were among the visiting Veterans.

Mrs. Hill, treasurer of the Pittsburgh Auxiliary, made an address of welcome to the grand officers and the visiting members. This was followed by a reading by Miss McAnich; a delightful Scotch dance by the McElroy children, in costume; solo, Miss May Lake, accompanied by Miss Helen Lake; piano trio, Misses Miller and Miss O'Roke; a clever little dance by Ruth Austin, accompanied by Miss Anna Pearl McMunn; Sailor's Hornpipe by little Miss McElroy; reading, Miss Jean McAnich, and an Irish jig by the McElroy children.

All of the talent, save that of the McElroy children, came from Baltimore and Ohio families.

The installation of the officers was taken in charge by Grand President Mrs. Howard. The newly-elected officers are: president, Mrs. F. S. Applebee; vice-president, Mrs. Nicholson; secretary, Mrs. Daugherty;

treasurer, Mrs. Robert Hill; chaplain, Mrs. John Peters; marshal, Mrs. John McMunn; outer guard, Mrs. O'Roke.

Grand President Mrs. Howard made a speech of appreciation for the splendid entertainment of the evening, and brought the greetings of the State of Ohio. She spoke of the growth of the Newark Veterans from a body of eight or ten men who met in a basement, to the splendid organization of Veterans now at that place and the addition of a Ladies' Auxiliary. She extended the invitation to all Veterans and Auxiliary members to attend the meetings of the Newark chapter on the first Thursday of every month.

Grand Vice-President Mrs. Garvey gave an inspirational talk on what it means to be a Veteran or the wife of a Veteran, and on what it means to live up to the standard of Fellowship, Socialbility and Harmony, the Auxiliary motto.

Grand Secretary Mrs. Wallburg expressed her pleasure at being present among the "young" men, and incidentally, among their wives. She said that she had met quite a number of these young men, but that she was willing to know them all.

Grand Treasurer Mrs. McKee expressed her appreciation of the invitation to be with the Pittsburgh folk on this occasion. She also told of the splendid work that is being done by the Charles W. Galloway Auxiliary in Baltimore, of the interest of the members in the work and progress of the Baltimore and Ohio Railroad.

Mrs. Menafee, of Cumberland, told of the growth of the Cumberland Auxiliary. She praised the fine work of the Pittsburgh chapter, and invited all present to attend the meetings of the Cumberland folk, on the first Tuesday of each month.

"Aunt Mary," of the *MAGAZINE*, told, by request, stories of her journey to France.

Grand President Strumer paid a tribute to womanhood and the Auxiliaries. He advised the Veterans to make sure that all all their wives become members of the Auxiliary.

Grand Vice-President Garvey said: "Brothers and Sisters, it is said that brevity is the soul of wit. I am chuck full of the former but lack the latter. Just let me know whenever there is anything going on in Pittsburgh, and I'll be there!"

Chief of Welfare W. W. Wood expressed his thanks for the splendid entertainment of the evening, and his pleasure at being present.

President Fletcher, Fairmont, invited all to the Fairmont party on January 25, and thanked all those who had put their shoulders to the wheel to make the entertainment a success.

Brother Cox, of the Pittsburgh Veterans, said in part: "If all of the words which have been said tonight were taken home and digested, we'd never grow old \* \* \* Today we are working under the best set of officials that a railroad ever had." He further urged cooperation of all Veterans with the management in furthering the success of the Baltimore and Ohio. Mr. Cox entered the service of the Railroad nearly 60 years ago.

Mr. Durant, chief clerk to the superintendent, Pittsburgh, reminded everybody of this year's picnic, urging all to get ready to help make this the most successful affair of its kind.

A splendid luncheon, served by the members of the Auxiliary, brought the interesting meeting to a close.

The visiting members wish especially to thank the Pittsburgh Auxiliary for the delightful entertainment which they received.

The Veterans elected the following officers by acclamation: President, G. K. Reed; vice-president, J. A. Schuck; secretary, G. N. Orbin; treasurer, C. H. Durant. The executive committee is composed of the following: William A. Cox, H. McLaughlin, H. L. Forney, W. F. Duncan, H. H. Hartley, George F. Kane, Ira Rush, H. H. Stork, R. W. L. Hill, John McCabe.



Mrs. Clara McDonald Taylor sends us this interesting picture of Veteran Howard Keedy



## Veterans and Ladies' Auxiliary Hold First Annual Memorial Service at Connellsville

At a meeting of the Veterans' Association, in the Y. M. C. A., Connellsville, Pa., on January 8, all old officers were unanimously re-elected. They are: P. J. Harrigan, president; S. T. Irwin, vice-president; John Layton, secretary; John Lindsey, treasurer; T. J. Brennan, delegate to annual convention.

While the Veterans were holding their business meeting, the Ladies' Auxiliary met in another room and installed their officers for 1924. The ceremonies were conducted by Past President Mrs. W. H. Pearson, assisted by Mesdames O'Donnell and Ida Kelly, past officers. The officers installed were: president, Mrs. M. H. Cadden; vice-president, Mrs. James Wardley; secretary, Mrs. Anna Snyder; treasurer, Mrs. Charles Gaskill; chaplain, Mrs. W. H. Pearson; inside marshal, Mrs. O'Donnell; outer guard, Mrs. Ida Kelly; musician, Mrs. Ida Vance. The lunch committee for the ensuing year consists of Mrs. Ira Beal, chairman, Mesdames M. C. Patterson, G. W. Woods, George Leonard, Edward Fenstermacher. Two candidates were elected to membership.

After the close of the business sessions, the ladies joined the men and a memorial service was held. Since 1917, fifty-two veterans have passed to the Great Beyond, while nine members of the Auxiliary have died since 1921. President P. J. Harrigan presided at the service, the memorial sermon being delivered by Rev. E. H. Stevens, pastor of the First Baptist Church, Connellsville. Grand President George W. Sturmer was present and made an interesting address on the subject of "Getting Business" for the Baltimore and Ohio. He was followed by Mr. Harrigan, who recalled the excellent work done by the Veterans in the campaign of 1921; he asked that everyone redouble their efforts now, saying that the prosperity of Connellsville was bound up with that of the Baltimore and Ohio. He read Mr. Willard's statement published on pages 12 and 13 of the December MAGAZINE, this being also read at the meeting of the Ladies' Auxiliary. Conductor H. G. Fletcher, of Fairmont, also made a fine address asking the support of all employes in securing business.

Several musical numbers were rendered between the addresses, including selections by a male quartette composed of Messrs. Homer Davis, Charles Bailey, Thomas Williams and George Laing, with Miss Grace Workman as pianist. Three vocal solos were rendered by Miss Genevieve Clarke, accompanied on the piano by Miss Lena Havener, who is the daughter of one of our engineers.

In recognition of his fifty-two years service, Patrick Scary, Connellsville, Pa., was

presented with a Veterans' button by Vice-President S. T. Irwin.

There were 110 people present at the memorial service and concert, including members from Smithfield, Somerset, Rockwood, Meyersdale and Hyndman.

## Leave It to the Newark Veterans!

THERE'S an old saying among the Veterans along our Western Lines that if you want to put anything across just "leave it to Newark." And when a visitor goes to the meetings of these Veterans and their wives, he is impressed with the truth of the idea. At least he learns that these good people know what it means to get together for a jolly time. The Veterans and the Auxiliary hold their meetings simultaneously; good fellowship abounds; there are no secrets the one organization has from the other, and the result is a community of interest and a fine understanding. These are the characteristics which should be uppermost in the relationship between the two bodies, and which are best promoted through the joint meetings.

On the afternoon of January 3 a meeting of the Grand International Auxiliary to the Brotherhood of Locomotive Engineers, to which many of our Veterans wives belong, held its regular monthly meeting in the B. of L. E. Hall, Newark, Ohio. This also happened to be the date of the meeting of our Veterans and the Auxiliary. Therefore, it was decided that there was no reason why these bodies could not work in harmony. Accordingly the B. of L. E. Auxiliary held its meeting in the afternoon. Each member provided herself with a number of sandwiches in addition to some other edible contribution. All these were spread upon the table at five o'clock, the pianist played a lively march, and the members filed to the table, where each served herself, cafeteria style, to whatever tempted her appetite. Then, picnic fashion, the members draped themselves upon chairs, stairways, etc., and the meal progressed with good cheer.

After dinner the members of the Auxiliary to the Baltimore and Ohio Veterans remained until the coming of their husbands, when the second meeting would be in progress. In the meantime, the writer, one of the Good Will Delegates to France, entertained the members with overseas yarns.

Then the old timers began to arrive—Russel Kyle, who is 61 years in service and still going; old Pat McGinley; W. G. Harrison, pensioned scale inspector, whose grandfather was present at the laying of the cornerstone of the Baltimore and Ohio, and whose father also was a veteran in the ser-

At the close of the meeting, a fine lunch consisting of ice cream, sandwiches, coffee and cake, was served by the ladies.

It is interesting to know that the officers, with the exception of one who died, are the same for 1924 as they were when the Chapter was organized seven years ago, and that under the guidance of President Harrigan and his able assistants the membership in this Chapter has grown from 75 in 1917 to 619 in 1924.

vice of the Baltimore and Ohio. Big Dave Murphy was on the job, as also were more than a hundred other Veterans and their wives, long before eight o'clock. Mrs. O. L. Wallburg, grand secretary of the Ladies' Auxiliary and president of her own chapter at Lima, Ohio, was one of the guests of honor. (All of the ladies who want to know how to manufacture a hula hula pocketbook from inner tubes may gain this information from Mrs. Wallburg.)

Mrs. Frank M. Howard, grand president of the Ladies' Auxiliary, and president of the chapter at Newark, was also much in evidence. (Mrs. Howard is getting that hair waving stunt down to a fine point; it adds a considerable amount of distinction, particularly when she tells the yarn about her flight in an airplane over the city of Newark.) Mrs. Leonard, the Auxiliary's press reporter had a few permanent waves to call her own, and which matched quite well with the monkey fur with which her gown was trimmed. Sister Little did full justice to the piano keys, and Uncle Dan Moriarity, with his air of importance, escorted Mrs. Dan to a seat of honor.

President Moriarity asked Sister Howard to open the meeting. Visitors were introduced, a prayer was offered by the chaplain, Mrs. Helfinger, one stanza of America was sung by the assembly, and the roll call was made. Minutes of the last meeting were read by the secretary, followed by the report of the treasurer. A number of bills were read and ordered to be paid. President Moriarity then read a letter of New Year's greeting from President Willard to the Veterans and employes of the Baltimore and Ohio. He also read a letter from the editor of the MAGAZINE suggesting that MAGAZINE correspondents be invited to attend the meetings in order to get the news for publication in the MAGAZINE. Mr. Moriarity further invited the men to take home the copies of the MAGAZINE to their families each month, and told them where these can be procured.

Applications for membership were read and passed upon. Upon a suggestion from Brother Murphy, the question of a turkey supper, to be held during the month of February, was discussed. The decision was made in favor of a chicken supper. It was further moved and carried that the



pensioned employees be the guests of the Veterans for this dinner, all others being required to pay. It was further moved and carried that the supper be followed by a dance in the Masonic Hall.

Mrs. Howard then assumed charge of the meeting on behalf of the John Doyle Auxiliary. The roll call, minutes of the last meeting and reports of the various committees occupied but a few minutes. Particularly interesting was the report of the Relief Committee, whose chairman had

visited a number of sick members and shut-ins since the last meeting, both among those of the Auxiliary and of the Veterans; she had looked after their needs and wants, sent flowers where they would do the most good, and made the patients comfortable wherever possible. She further reported the request for quilt patches from one Veteran shut-in, who while away his lonesome hours by making quilts. Sister Moriarity, having just recovered from illness, expressed her appreciation to the members

for the flowers which had been sent to her. "I think they made me well," she added.

Followed then the statement of various bills, which were ordered to be paid; the penny flower march, in which both women and men took part, and then an interesting talk by Mrs. O. L. Wallburg, Lima, Ohio. Mrs. Wallburg, the spirit of wit and humor, kept the assembly in smiles by her sallies. She discussed, among other things, the Flower March. "We introduced the flower march in Cincinnati," she said, "and nobody ever gets ill or dies there. At Lima it is quite different; we have had about 20 funerals recently, so many indeed that we have had to change the name 'Penny March' to 'Silver Offering.'"

"Aunt Mary," of the MAGAZINE, followed Mrs. Wallburg with an urgent request that those assembled get business for the Baltimore and Ohio, and appealed to all present to see that the MAGAZINE is taken into the homes.

Mrs. Wallburg and "Aunt Mary" were then voted in as honorary members of the John Doyle Auxiliary. The Veterans, not to be outdone by the ladies, promptly voted in "Brother Mary" as an honorary member. The latter made a speech of acceptance which is not for publication.

Brother Moriarity then announced that if the members knew of any cases where there are pensioned employees who may be unable to pay their dues, he would be glad to have their names—or such names might be turned in to the secretary—and they would see that these old employees received their membership cards. "Our pensioners should be our guests whenever they are not able to take care of themselves," said President Moriarity.

The installation of officers was the feature of the program of the evening. The election having taken place at the last meeting, the following officers were installed:

#### John Doyle Auxiliary

President, Mrs. Frank M. Howard; vice-president, Mrs. D. H. Moriarity; recording secretary, Mrs. E. Powell; treasurer, Mrs. E. E. E. Moore; chaplain, Mrs. J. W. Hughes; marshal, Mrs. Fred Hoffman; outer guard, Mrs. William Stewart; pianist, Mrs. Charles Markham; executive committee, Mrs. C. Lewis, Chairman; Mrs. Ed. Hopper, Mrs. Nettie Moore, Mrs. Marjorie Lake, Mrs. C. Smith, Mrs. Charles Mort, Mrs. Laura Howard, Mrs. Daisy Hollister, Mrs. Lulu Moore, Mrs. Mattie Kramer, Mrs. Nettie Rose, Mrs. J. W. Hoffman, Mrs. Ross Lynn.

#### Newark Division Veterans

President, D. H. Moriarity; vice-president, F. M. Howard; secretary and treasurer, E. E. E. Moore; outer guard, C. A. Anderson; executive committee, Messrs. Helfinger, Wiley, Stewart, Laird, Murphy.

Not the least important event of the evening was the presentation of a diamond

(Continued on page 38)

## A Letter to All Members of Veteran Employees Association

January 18, 1924

Gentlemen:

Having just passed through one of the most prosperous years in the history of our Railroad, we naturally are looking forward to even greater accomplishments in 1924.

In extending to us his New Year greetings, President Willard said that the year 1923 "definitely marked the beginning of an era of good feeling and sympathetic understanding on the Baltimore and Ohio which I hope will continue to grow stronger with the passage of years."

We of the Veterans' Association played no small part in the birth of this era and it is our earnest desire that we continue to give the maximum of service in 1924. We did our bit in 1923 because we were inspired by President Willard's injunction that we were to be helpful towards improving the operation of the property—

NOT BECAUSE WE FEEL OBLIGED TO DO SO,  
BUT JUST BECAUSE WE WANT TO DO SO.

In the nature of things and because our ideals are founded on progress, we must look forward to the accomplishment of even greater things in the coming months, than transpired in 1923. Instead of relaxing after the strenuous months that have passed, we should strive for even better records so that our Railroad may keep its head high among its neighbors and we share the just pride that will be ours by right of this accomplishment.

The prosperity that came to our Railroad was shared by all of us, and we who have been through some lean and trying years of service appreciate the contentment and happiness in pleasant work which was our lot in the year just passed.

Empty freight and passenger cars and "idle" locomotives are mute heralds of enforced idleness for some of us. Our Railroad can only maintain prosperity for us by moving loaded cars of freight. The loading for these cars can only be obtained by solicitation of manufacturers and other shippers. Unless shippers are frequently approached and exhorted to use our facilities, our competitors will gain the ascendancy.

For these reasons, then, please make a special appeal to all members of the Baltimore and Ohio Veteran Employees' Association when opportunity offers, to diligently canvass the shippers in their vicinity and urge the use of our Railroad for the transportation of their goods. Urge the grocer, the coal dealer, the clothier, the department store manager and others with whom we have business dealings that goods sent them shall come by way of the Baltimore and Ohio. Enlist the members of your families in the effort to obtain new business and retain the old, and by cooperative endeavor we shall be able mutually to enjoy with our Company continued prosperity in 1924. In each copy of the Baltimore and Ohio MAGAZINE a card is enclosed. Read it, use it, and if you need additional cards, these will be provided.

(Signed) GEORGE W. STURMER  
Grand President



## Among the Martinsburg Veterans

By MRS. CLARA McDONALD TAYLOR

*Note: A portion of the news told in these columns was sent in by Mrs. Taylor for our January issue. Unfortunately the copy was mislaid and we apologize to Mrs. Taylor—ED.*

VETERAN HOWARD KEEDY, one of the most faithful and accommodating employes whom we know, is pictured on third page preceding. Brother Keedy served the Baltimore and Ohio for 49 years. He is now 73 years old and a remarkable man. The picture was taken at his home on Winchester Avenue.

The float originated and used in the New Year's Mummers' Parade by the Martinsburg Chapter of the Brotherhood of Railway Carmen is pictured here, too. Martinsburg was very much on the map on New Year's Eve. All the kiddies turned out with Pa and Ma and everybody had a big time. The parade was sponsored by the Ashar Temple Dokies, and many lovely floats competed for the honors. First prize was won by the Anti-Tuberculosis float, which was truly a beautiful thing, showing the sacrifices made by our nurses in their fight for human lives. Every float entered was cleverly planned and credit is due all who entered. The one displayed by our Cumbo Carmen was a splendidly equipped miniature railway train and engine, complete in every detail. The work was done by A. A. Slaughter and Charles Hockenburg. The men on the truck which carried their prize were in their working clothes, ready for duty. As all of our Cumbo men are loyal boosters, the men that followed in line, 150 strong, were also

attired for work. They got the glad hand all along the line, and their prize was a barrel of Berkeley County apples, "the best in the land." Moreover, these men thoughtfully donated these apples to the King's Daughters Hospital. Much of the credit for this splendid float is due Carmen Rhodes, Smallwood, Tabler, Stoneburner, B. C. Williams.

We also have a picture of our deceased Brother W. A. Burkhart, of Martinsburg Veterans, and father of Yardmaster Harry Burkhart, Keyser, and Brakeman Carroll Burkhart, Martinsburg. Brother Burkhart began work for the Baltimore and Ohio as brakeman, later being promoted to conductor. He served the Company faithfully for 45 years. We miss him and we miss the pleasure that he used to bring to our meetings with his generous store of humorous poems, etc.

We trust that during the ensuing year the members of the George M. Shriver Auxiliary will do their best in helping to get new members for our organization. Congeniality, cooperation and sacrifice will work wonders. We owe cooperation to ourselves and to the lodge. It will increase efficiency and promote good feeling, develop energy and decrease cost, eliminate petty jealousies, create enthusiasm and get results. And results are what we want.

Although a little late, we extend our best wishes to John Tierro and Miss Edna Kastle, who were married on November 29 at St. John's parsonage. The bride is the daughter of Veteran and Mrs. J. W. Kastle.

James T. Hess, former resident of Martinsburg and former employe of our Railroad, was accidentally killed in Waynesboro, Pa. Our

sympathy is extended to the bereaved family.

The schools of Martinsburg and of the county set aside one day for donations to our local hospital. Each child brings something. Donations consist of staple groceries, vegetables, hams, chickens, etc. The Ladies' Auxiliary of the City Hospital welcomes the donations. This year's collection was the largest ever received.

We extend our sympathy to Brother Fauver and Mrs. Fauver in the death of their grandson, Harvey Walter Knadler.

"God needed one more child

Amidst his shining band,

And so he bent with loving smile

And clasped your darling's hand."

At our annual election of officers on December 13, all the officers of the past year were re-elected for 1924.

We hope that the New Year will bring to our George M. Shriver Auxiliary many new faces—new members. Our meetings are held on the second Thursday night of each month, on the second floor of the Baltimore and Ohio Building. We shall be glad to welcome all Veterans and their wives.

Our Auxiliary has been much saddened by the death of Sister Peer. Her life was that of a noble Christian. She was a member of the Church of the Brethren. The funeral services were held from St. Johns Lutheran Church, Rev. Caspar Miller, Rev. Wagner and Rev. Lowry conducting the services. Sister Peer will ever be remembered by the members of the Auxiliary, who extend their sympathy to her bereaved husband.

We also bow in humble submission to the hand of Death in the loss of Mrs. Nannie Grimes, mother of our Sister Margaret Bowers. May the One who has promised



THE FLOAT WHICH WON A BARREL OF BERKELEY COUNTY APPLES

In the New Year's Mummer's Parade, this interesting float was exhibited by the local chapter of the Brotherhood of Railway Carmen. The men are Baltimore and Ohio boosters. This float won a prize in the parade—a barrel of Berkeley County Apples, the pride of West Virginia

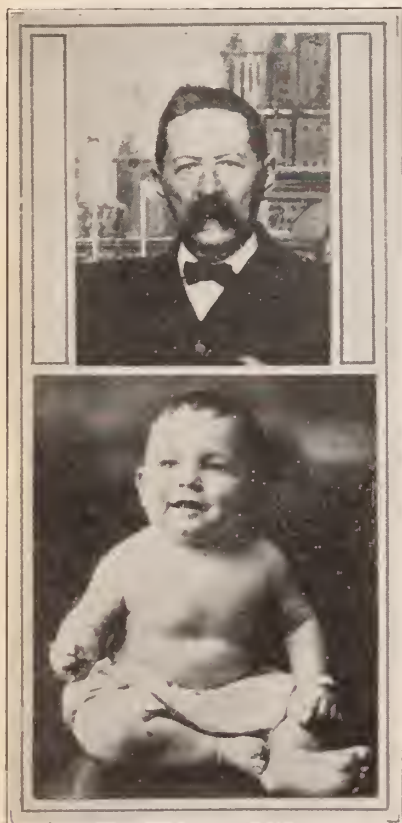


to go through the dark valley with us be the comfort of the bereaved family.

While your correspondent regrets that she was unable to be present at the conference of correspondents held in Baltimore, she heartily appreciates the letters and messages of good will sent her from other correspondents.

A sad accident befell Car Repairman Hobbs, Cumbo, in his effort to hurry the fire at his home recently. He used coal oil, and as a result of distressing burns received therefrom, died. His wife, in attempting to extinguish the blaze which caused the death of her husband, was severely burned, and at this writing is confined to the hospital. The community at large extends its sympathy to the bereaved ones. Mr. Hobbs was the grandson of Retired Engineer and Mrs. John Bowers, Frederick, Md.

Minor Furr, for nearly forty years a Baltimore and Ohio man, and a member of the Veterans' Association, died on January 14. He was 63 years old. His death was the result of high blood pressure and a complication of diseases. Mr. Furr was born near Keyser. He first entered service in the shops at Piedmont, but was later transferred to the position of conductor, which he relinquished in order to be nearer his home in Martinsburg. He was a member of the Brotherhood of Railway Trainmen for nearly 25 years. We extend our sympathy to his family.



Above: The late W. A. Burkhart, Martinsburg. Below: These ten little fingers and ten little toes belong to Master Fred Welschance. His grandfather, Veteran Kilmer Welschance, thinks Fred is the only boy in the north end. Grandfather and Father Philip are employed at Cumbo, W. Va.

## Cincinnati Auxiliary Celebrates Its First Birthday

By MRS. O. L. WALLBURG, *Grand Secretary*

ON January 9, one year ago, five women, wives of Baltimore and Ohio employees at the Cincinnati Terminals, met at the Grand Hotel, Cincinnati. These five were Mrs. Fred Richter, Mrs. A. A. Ginder, Mrs. John Naylor, Mrs. George Neal and Mrs. Peter Edrick. Their meeting was the result of an invitation sent out by the grand officers of the Ladies' Auxiliary. This meeting was the nucleus of the Cincinnati Auxiliary, which now has grown to a membership of 56, with \$250 in the treasury.

On January 9, this year, they celebrated the Auxiliary's first birthday. The original five, who formed the corps of officers last year, were re-elected this year. Invitations had been sent to the grand president, Mrs. F. M. Howard, at Newark, and to some of the members from that city who had assisted in forming the Cincinnati Auxiliary last year; to the grand secretary, Mrs. Otto Wallburg, and women of the Toledo Division Auxiliary, the latter numbering 22.

The parlors of the Grand Hotel are turned over to the Ladies' Auxiliary each month for their meetings. This privilege was secured through the courtesy of E. B. Russell, assistant to the general manager, Cincinnati. The meeting on this occasion was opened at 3.00 p. m. After the transaction of the regular business, the installation of officers took place. Grand President Mrs. Howard was the installing officer. Following is the line-up of officers for the ensuing year:

President, Mrs. Harry Howden; vice-president, Mrs. George Neal; secretary, Mrs. Fred Richter; treasurer, Mrs. August Ginder; chaplain, Mrs. Peter Edrick; marshal, Mrs. John Naylor; outer guard, Mrs. George Rethman; musician, Mrs. W. J. Murphy.

Mrs. Howden was also elected delegate to the Grand Convention to be held in Baltimore in May, with Mrs. Richter as alternate.

A silver offering march brought \$4.65 into the flower fund. The meeting closed with prayer by the chaplain, and the hymn, "God Be With You 'til We Meet Again." Mrs. William Wolfram, of Dayton, Ohio, presided at the piano during the installation ceremonies and assisted materially in the success of the meeting.

Following the meeting a fine dinner was served, especially prepared under the direction of the hotel management for the occasion. The ladies were loud in their praises of the splendid "home" cooking, and for the courtesies extended by the management.

A fine address was made by the vice-president of the Railway Clerks' National Bank of Cincinnati, who spoke in splendid terms of the Baltimore and Ohio management, particularly in its relation to this bank.



Chairman J. S. Rhodes, Carmen's Committee, Martinsburg, and his sister, Mrs. Alice Creque, Washington, D. C.

The members then returned to the parlors and enjoyed themselves as only young wives of Veterans can. Mrs. Sites, of the Cincinnati Terminal Auxiliary, presided at the piano, and soon footsteps were pattering in the old fashioned waltz, the Virginia Reel, and other old-time favorites. The star performers were Mrs. Van Horn, of Lima; Mrs. Wolfram, of Dayton, and Mrs. Rethman and Mrs. Richter, of Cincinnati.

Plans already are in hand for repeating such a birthday party next year. This "baby" Auxiliary meets on the second Tuesday afternoon of each month. A standing invitation awaits every member of the Auxiliary or of the Veterans' Association on the System who may be visiting or passing through Cincinnati, to attend these meetings.

## Inspiring Letter from President Hughes, Cincinnati Veterans' Association

THE Editor of the MAGAZINE has received some splendid letters from a number of the Veterans' Chapters promising that their members would do all in their power to get shippers and travelers to use the Baltimore and Ohio. Among the most interesting of these is the following:

CINCINNATI, O., December 26, 1923

To the Officers and Members of the Veteran Employees' Association, Cincinnati Terminal:

As stated in its Constitution, our Association is organized for the purpose of creating and promoting a spirit of friendliness and sociability among its members and to afford an opportunity for the discussion of matters pertaining to our mutual interests.

These purposes are legitimate and laudable, and cannot but be beneficial to all concerned.

However, it has occurred to your president, that as we start out upon another year of life and activity, we might with propriety add another purpose which is equally laudable, viz: the advancing and promoting, as far as we can, the interests of the Company we serve, THE BALTIMORE AND OHIO RAILROAD.

Much can be done by our members along this line:

*First*, by continuing to render the most efficient and faithful service possible in the departments in which we serve.

*Second*, by a watchful care and intelligent handling of all Company's property with which we have to do.



Third, by using our individual influence to divert traffic, both freight and passenger, from other channels to that of the Baltimore and Ohio.

At the present time there is a very marked decrease in the volume of traffic being handled as compared with that handled a few weeks ago.

President Willard is urging the Traffic Department to put forth every effort to increase the volume, and, if possible, bring it back to normal again.

We are asked by that department individually and collectively to lend a helping hand.

Let us then seek every opportunity to make known the superiority of the Baltimore and Ohio as a common carrier. Inquire of friends and others who may be connected with the Traffic Departments of the various industries in and around Cincinnati and make an earnest appeal to them that they favor the Baltimore and Ohio when shipping their products.

Should anyone, by accident or otherwise, learn of any traffic about to be moved, let such a one at once convey the information to a representative of the Traffic Department or C. E. Fish, Terminal Agent, and L. A. Cordie, Freight Agent, Second Street, west of Smith Street.

W. C. OWEN,  
Secretary

J. M. HUGHES,  
President

## C. W. Galloway Ladies Auxiliary No. 1, Baltimore Division

By MRS. CHARLES W. LEWIS, *President*

THE Auxiliary has completed a most successful and prosperous year and looks forward to 1924 with high hopes and ambitions. The past year has been full of pleasure for the members, with many instructive talks by prominent people, but the greatest pleasure and accomplishment of the organization is that we have actually helped others. We hope to be able to play a bigger part in the lives of others, in and out of the organization, in the year of 1924.

Our December executive board meeting was held at the home of Secretary Mrs. MacMillen and a tasty luncheon was served.

Our December meeting was addressed by our vice-president, C. W. Galloway, who delivered an exceptional address, it being a compliment to any woman's organization. With our election of officers and the exchange of the Season's Greetings we had a full program. An innovation is the appointment of representatives from different points around the city, such as the Baltimore and Ohio Building, Mt. Clare, etc. to serve on the executive board. The Florence Crittenton Committee under Mrs. McCaghey has been active and is accomplishing many things.

The Christmas season was celebrated by a tea for all the members on December 27 at the home of the president and on December 30, Mrs. Stier gave a tea in honor of the officers and members.

On January 18, the Auxiliary entertained the husbands of members with a New Year's party and Mask Dance as elsewhere described in this issue.

Our 1924 officers are: president, Mrs. Charles W. Lewis; vice-president, Mrs. J.

A. Wall; secretary, Mrs. George MacMillen; treasurer, Mrs. William T. Holmes; assistant secretary, Mrs. Edward Stier; chaplain, Mrs. George Sturmer; marshal, Mrs. William McKee; outer guard, Mrs. J. T. Schley; chairman, Sick Committee, Mrs. Lillie Flaherty; chairman, Entertainment Committee, Mrs. W. B. Whitsitt.

An invitation is extended to all those who are eligible to join.

## Working for Safety is a Pleasure

By W. T. FEEHLEY, *Safety First Committeeman, Riverside Shops*

HAVING gained some knowledge of Safety by attending Safety meetings, and looking through my Safety Book of Rules, I can approach a man who is disregarding a safety rule and explain to him the rule he is breaking, and also the seriousness that may result through his negligence. I am pleased to know that I can help prevent some careless accident, and by so doing can help to make railroading safe for humanity.

I want to help towards the success of "Safety First" at Riverside, and will endeavor to put forth my best efforts with the aid of the other committeemen to try and place this shop at the head of the list and maintain it in this place as the Safety First Shop on the Baltimore and Ohio Railroad.

## Observations of a Safety Man

By CHARLES HOPPER, *Safety Committeeman, Chicago Division*

I HAVE often noticed, especially with machinists, the careless practice of using a hand hammer instead of a backing punch to drive out a tight bolt. This is very dangerous as two pieces of hardened steel coming together will cause a piece to break off the hand hammer, or the sledge, which might cause a bad injury.

Another dangerous practice which one often sees is when a carpenter, making repairs, will throw out pieces of boards or planking with the nails point up. Of course the carpenter does not get hurt, but how about the other fellow? It is not necessary to speak to a man about this practice as he knows it would take but a few minutes to bend these nails over. But when you do speak to him he always has an excuse that he did not have time, or forgot it, or was called away from the job before he had it finished.

I often notice empty oxygen and hydrogen tanks standing up when it is just as easy to lay them down, but of course no one knows who does it.

I have often found roof braces where the nails are rusted off, causing them to fall. I have removed several of these myself rather than to wait to report them to the proper parties whose place it is to do this kind of work, as I think a Safety Man, or any other man should do this as I consider it is the

duty of every man to protect others from injury. Should he see something that he could not do himself he should get someone to watch this place while he gets help, but if he left this place and went to report same it might be too late and another accident would occur.

Thousands of dollars are spent each year by the Railroad to protect employes and the public, and when people disregard signs and protecting devices and take chances, it is very discouraging to the officers who want to run a safe plant.

## When the Train Goes By

By JOSEPH S. DERAMUS

What do you see as you stand by the track,  
When the train goes rambling by,  
It is just a mass of steel and smoke  
Like a streak against the sky?

Back of the steel and the smoke and noise,  
Do you see the human side;  
Do you see it all as a human thing  
Where the fates of mankind ride?

Do you see the countless folks who wait  
For the food and clothes it brings;  
Do you see it bearing unto the world  
All the daily needful things?

Do you see the lover who is hurrying back  
To the girl he left behind;  
Do you see the youth who is leaving home  
With the hope of fame to find?

Do you see the chap who has had his fling,  
And is longing to be back  
Where he'll be content to spend his days  
With the folks in the old home shack?

Do you see the heart downcast in gloom  
When a friend is forced to leave;  
And the sorrow and tears that death often brings,  
And a soul going home to grieve?

Oh, what do you see as you stand by the track,  
When the train goes rambling by,  
Is it just a mass of steel and smoke  
Like a streak against the sky?

## If We Would but Copy the



and exercise some of his pep and vigilance, and prepare for the rainy day, safety would not hang in the balance. Suffering would take a back seat.

MORAL: Secure from AGENT a Reliet Department PASS BOOK and deposit for the rainy day—ARTHUR HEINZENBURGER.



## Lovely Decorations and Delightful Music Mark Wheeling's Seventh Annual Ball

ON December 27 the employees of the Wheeling Division held their Seventh Annual Ball at the Market Auditorium, and all of the fifteen hundred or more employees and their families who attended voted this to be the most successful of the seven. Two things that contributed materially toward the spectacular and delightful affair were the unusually attractive decorations and the quality of the dance music.

On entering the hall, the first thing that met our eyes was a succession of colored moonbeams that danced over the ceiling of the auditorium and played over the walls and across the floor. From the ceiling were suspended two handsome myriad reflectors, scattering their vari-colored lights "along the Rialto," as John Michael Garvey put it. (And John Michael ought to know.) Along the walls and about the galleries were festoons of evergreens, reminding us of the Christmas season. Interspersed with these were beautifully draped American flags. Christmas trees were placed in every available nook, and across the end of the hall, blazing with electric lights, were huge letters spelling out the words: BALTIMORE AND OHIO. Investigation proved that this last named display was actually the 31-foot sign temporarily borrowed from our Baltimore and Ohio viaduct that spans Market Street. The display was one of the most attractive that we have ever seen at any similar gathering. Two bands, Heinie Kutch and his band, and Bonenberger's "Night Hawks," occupied the platform, the one relieving the other. Encores were aplenty and even the most rheumatic Veteran could not resist tapping his foot on the floor to the merry strains.

The attractive programs took the form of the Baltimore and Ohio Magazine, showing on the front cover the picture of the Capitol Limited, and on the back the cover used on the June issue of the Magazine, President Willard's message to Baltimore and Ohio people—" . . . not however, because they feel obliged to do so but because they *want* to do so." Special credit is due the various committees for the splendid handling of the whole affair. The General Committee, the Committee of Arrangements, the Floor Committee, the Decoration Committee, the Program Committee, the Reception Committees and the Boosters Committee all played their parts well.

The tickets were in the form of annual passes, each of which had to be signed by the holder, in order to make sure of the fact that the party would be as nearly as possible a Baltimore and Ohio Family party.

Crossing signs at the doorway bade visitors Stop, Look and Listen, and spaces along the sides of the hall were decorated with station signs from various points on the division.

### What the Moonbeams Saw

Assistant Division Engineer L. E. Haislip didn't miss a dance and the only thing he complained of was when some young thing tried to step backwards and climb up the back of his leg. Mrs. Haislip was there also and seemed to be enjoying herself immensely.

Track Supervisor W. C. Wright brought Mrs. Wright, who, though she has been on the sick list, gathered up enough strength to attend the Ball.

Assistant Supervisor Sole of the Monongah Division and Miss Edna Satterfield, telegraph operator, were two shining lights from Fairmont. Also, Miss ? (Mr. Peters knows who the other girl was.)

Supervisor W. D. Lucas and Mrs. Lucas were both there and I know they enjoyed themselves.

A. M. Six, better known as "Bert," and who is running for Sheriff of Ohio County in the Republican Primaries to take place next May, was a splendid booster for the Ball. Mrs. Six and the youngster were both there.

Mr. Detwiler, Dining Car Department, was being broken in, according to Mrs. Detwiler. Tried to tell us he wasn't very fond of dancing. We know better now.

Chief Dispatcher F. C. Moran brought his lovely daughter, Miss Madaline, but we didn't see Mr. Moran dancing.

Track Supervisor J. H. Wintermoyer was unable to attend the ball because of illness which had kept him at home for the past



THEY HELPED TO MAKE THE WHEELING BALL A SUCCESS

1. G. A. Keffner, Chief Clerk to Master Mechanic. 2. Master Mechanic F. A. Baldinger, Benwood.  
3. Engineer Harry Fleming, Fairmont. 4. F. M. Wittman, Fairmont, W. Va.





Any one who was at the Wheeling Ball can easily recognize them all!

few months. We hope to have him back with us at the first of the year.

Signal Supervisor and Mrs. Adam J. Penrod and Adam Jr. were there with bells on although neither the Mister nor the Missus could be persuaded to dance.

Sheik Fitzgerald danced until midnight, carefully looking over his dancing partners and wondering how many of them will propose to him during the leap year.

And did you see General Superintendent Scott making his way through the crowds, carrying two cups of punch without spilling a drop? Mrs. Scott was there, as also were Mrs. C. W. Gorsuch, Mrs. J. A. Fleming, Mrs. Proudfoot, Mrs. Baldinger and Mrs. Marsh. And incidentally we heard a bit of gossip which we could not keep. It went about as follows:

Mr. Scott (during the "moonlight" waltz): I say, Mr. Marsh, I wonder what became of Fleming.

Mr. Marsh: Lights are out. I wonder if he's out dancing with somebody.

Mr. Scott: Impossible. Here's Mrs. Fleming right here.

Mr. Marsh: Well, if he's dancing, he's hiding himself well. By the way, do you suppose there's any possible chance that you and I could hide ourselves like that right now?

Mr. Scott: Not a ghost of a chance! Why, my dear man, don't you realize that

your head and mine would shine like two billiard balls, and that we couldn't be hidden under any circumstances? Perish the thought. Let's forget it. Besides, the parson told me today that if I danced — — —". The rest of the conversation was lost in the dreamy melody of the waltz.

Mayor Thomas Thoner was there, all dressed up like a Christmas tree. He did not dance, although he was nice enough to give an address of welcome to all the out of town visitors to the City of Wheeling. He paid a nice compliment to the appearance of the hall and to the lovely decorations, and he wished all a Happy, Healthy and Prosperous New Year. Mayor Thoner has attended these annual employe balls for several years, so that now it seems that a party without him would be like having a Christmas celebration without Santa Claus.

John Michael Garvey and the Missus brightened up the corners with their smiles and kindly greetings for all. Among the Veterans long in service but full of pep were: Frank Howard, Newark Division engineer; Foreman William Ferguson, 56 years of service, Wheeling Division, Foreman T. Burke, Wheeling Division, 44 years service and Supervisor W. C. Wright, Wheeling Division, 39 years service.

Veteran M. C. Smith, claim agent, was looking them over and figuring on how to

get the time this winter to take up dancing. Conductor Carr was there in all his glory. The Police Department was all dressed up in new regalia for the occasion. The Fletchers, the Flemings and the Brennans were there from Fairmont, and the Howards from Newark. There were special trains from Parkersburg, Fairmont and Holloway.

They say John Hart's heart is in Baltimore. Maybe it is now, but it wasn't on December 27.

"Anyone with claims for injured toes, feet or shoes, step this way," said Albert Gatewood. "No claims after you have left the floor."

Who was the belle of the ball? That's tellin' but judging by the program of a Wheeling young lady, it seemed that city took the prize. "Line forms on the right only," said our officer, "no crowding please."

A young lady from Fairmont was anxious to dance. She did too, but the feather was a serious interference. "Suggestions are always in order." Remove the feather when you want to dance!

"The silver tongued orator" was on hand to see that every one enjoyed himself. He's from Baltimore and he needs no introduction. Everyone knows Mr. Wood.

Did you see Frank Howard dancing? Some high stepper, we'll say. He has it all



over many a youngster. Mrs. Howard didn't seem to mind either.

Miss Marie Slatterick, Magazine correspondent, Wheeling Division was very busy taking notes—but not for the Magazine—just names and addresses.

Twelve o'clock midnight, the witching hour. Engineer Fleming, Fairmont, shows indications of desiring to start for home. "Captain" Fletcher says "Train called for 1.30 a. m. If you don't want to dance any more, better go down to the coach and take a sleep!" They tell us, however, that there was not much sleeping in the coach on the return trip. Finally, Mr. Fleming gathers his flock, including, wife, daughter, son, other peoples wives, daughters, etc. and starts for the station. The bright lights of a Wheeling restaurant proved too tempting, and they all go in to "eat away the time."

Heart touching song by one of the ladies, several times during the evening. "Oh where, oh where is my little boy gone?" No answer!

Supervisor of Fuel Performance T. B. Burgess was on hand. He was much interested in the "performance" but we didn't see him taking part in it.

William Ferguson, 56 years of service, and T. Burke, with 44 years of service, were among the "Old Timers" who looked on.

E.W. Fiale, the C.N. & W. man, showed the world that he knew how to step off an old fashioned waltz as well as a modern fox trot.

Three cheers for Dancing Lew Foster! He made them dance who never had danced before.

And with all the fun it was surprising how many people had a word to say about business—"Best year ever—1923—for the road and all its people" was the general comment.

## Fireman "Bob" Tweed Warns Engineer of Q. D. 90 Just in Time!

By A. E. ERICH, Magazine Correspondent

ON Sunday night, December 30, during a very heavy rainstorm, Fireman R.F. "Bob" Tweed, who resides at Vigo, Ohio, was at his home on his rest or lay over day. He was awakened by the noise of the storm and on looking out found that the water was very high. He immediately thought of Q. D. Freight Train No. 90, which was due in a short time. He obtained a barnyard lantern and waded through the water up the track toward the approaching train. By the time he had reached the track he could hear the train coming, but succeeded in getting a sufficient

distance to flag the engineer; the train was stopped just before it ran into a place where the ballast had been badly washed from under the ties and rails. This train was running at a speed of 35 miles per hour when flagged by Mr. Tweed, and if it had not been for prompt action on his part a serious derailment would have occurred, resulting in bad delays, damage to property and perhaps loss of life.

Before entering the service as a fireman Mr. Tweed was employed as laborer, stationary fireman and boilermaker helper. On January 1, 1917, he was employed as freight fireman. September 17, 1917, he was furloughed for military service and after his service to his country was reinstated as fireman. At present he is on passenger run between Portsmouth and Parkersburg. Whether on or off duty he has the interest of the Company at heart, is a conscientious worker and a good employee. He has been highly commended for his prompt action in this instance.



"Bob" Tweed, Fireman, Ohio Division and his son, Robert, Jr.

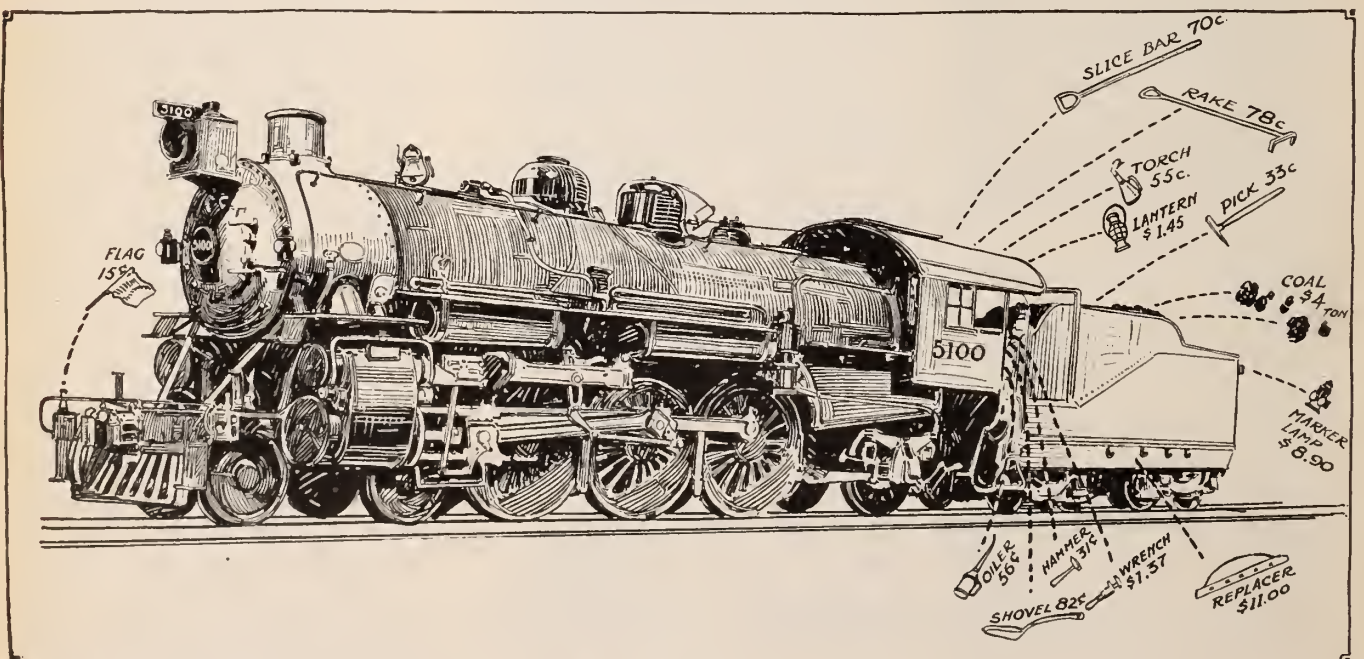
### The Newark Veterans

(Continued from page 32)

set Auxiliary pin to the grand president, Mrs. Howard, a gift from the Veterans in recognition of her splendid work as president of the John Doyle Auxiliary. Mrs. Howard's appreciation was evidenced in a few well chosen words.

Refreshments served after the meeting consisted of apple pie a la mode and coffee.

## Men—Don't Let 'em Fall off the Engine



Engine supplies, not including sand, cost \$253,000.00 in 1922. The 5,372,179 tons of coal used cost approximately \$17,529,472.00



## Mr. Pryor's "Boys and Girls" Stage Fine Party on January 11

THE clerks of the Auditor Disbursements' Office held their first annual dance on January 11, at Community Hall. The evening's merriment opened with four dances, music being furnished by a good orchestra—Bill Fisher's. After the dances the following program was given: Piano Duet—Mesdames Cuddy and Hoffman.

Tenor solo—Roger Hoffman, accompanied on the piano by his mother. "In the Garden of My Heart."

Soprano solo—"A Kiss in the Dark." Miss Marie Bredehoeft, accompanied by Mrs. Harry Bredehoeft.

Fancy Dance—"Blue Danube Waltz." Miss Verna Warner.

Tenor solo—"I'm Trying so Hard to Forget." John Murphy.

Monologue "Outside the Law," and an interpretation of Gallagher and Shean, using the names of Messrs. Deverell, Pryor and Donovan, by Arthur Shanahan and Charles McMannis.

After the entertainment came ice cream and cake, and then dancing continued until midnight.

The hall was donated by Auditor of Disbursements G. H. Pryor, who is interested in all the social and athletic activities of "his boys and girls," and is the enthusiastic manager of their baseball team.

Those in charge of the entertainment and dance, to whom credit is due for the success of the evening, are J. F. Donovan, chief clerk; Misses Regina Coster, Bessie Cusack, "Two Cents" Lattin, (Verle) Anne Fitzpatrick, Lilian Schueler. Messrs. John Hoffman, "Jimmie" Nolan, Jim St. Leger, Tommie Campbell.

### "Seen through the Keyhole" by the Magazine Reporter

Mrs. Cuddy and Mrs. Hoffman are splendid musicians. The latter is John Hoffman's wife.

Roger Hoffman has a fine voice. He was called on for an encore, but pleaded to be excused as he was suffering from a cold.

Miss Bredehoeft's encore was "I Love You Truly." Try as we would, we could not see, from our vantage point, whom she looked at while she sang it.

Much difficulty in seeing the "fine points" of Miss Warner's dance. Too much crowding up front. Why? Ask the bald heads.

John Murphy, during his song, kept his eyes "glued" on his fellow worker, Miss Regina Coster, and sang as if he were really trying to forget her. Fine detective work developed that it was only a joke and that nothing serious had occurred. As an encore, he sang the chorus again and was rewarded by a shower of pennies.

The Monologue of Messrs. Shanahan and McMannis was fine. Too bad the blue pencil won't pass it for reproduction in full.

Several young ladies tell us, with pride shining in their eyes, that Mr. Deverell is a splendid dancer.

Mr. and Mrs. Pryor were the center of attraction. To locate them, one had but to look for the crowd, and there they were, right in the center of it.

Young matrons gliding by on the arms of

the single men; the girls didn't refuse to dance with the married men, either.

Three former employes and their hubbies attended the dance: Mrs. John Schaffer, nee Miss Myrtle Fifer and Mrs. Harry Frank, nee Miss Ida Susemihl, both in the Coupon Bureau; Mrs. Vernon Thomas, nee Miss Katherine Miller, M. of W. Bureau.

During the last dance, the room was a maze of confetti and serpentine, which added much to its gay appearance.

The evening was such a success that it is said there will be another entertainment after Easter. Needless to say, we'll be there "Lookin' through our key hole."

## When Yellowstone Came to the Accounting Association

ON the evening of January 19, while the newly installed officers and the members of the Baltimore and Ohio Accounting Association made themselves comfortable and chewed on the ends of their cigars, Dr. George B. Shattuck, special representative, gave his famous Yellowstone lecture. The lecture was illustrated by beautifully colored slides which were made several years ago by Dr. Shattuck himself. The pictures were shown by Safety Moving Picture Operator Arthur D. Gans.

The meeting was one of special interest, it being the occasion of the installation of officers. With the exception of W. H. Orem, who was re-elected treasurer of the Association, those installed were all newly elected. John W. Sweitzer, chief clerk to Assistant Comptroller Deverell, was installed as the new president; J. C. McCahan, vice-president; R. M. Billmeyer, secretary, and W. H. Orem, treasurer.

The retiring president, F. F. Lollman, gracefully vacated the chair and President Sweitzer took his place. A shout, "Speech! Speech!" was heard, and the new president, declaring that he had prepared a speech but that he had forgotten it, took from his pocket an interesting looking document. The members "sat up and took notice," and the reading of the speech was begun. They wanted a speech and the president gave it to them. Unflinchingly he flailed them, collectively, then individually, for failing to attend meetings.

"We have a good attendance on special occasions like this," he declared, "but right here I want to know this. Where is Mr. \_\_\_\_\_."

And if the ears of the poor unfortunate who stayed at home did not burn, it was not the fault of the speech. But there was one who had his inning.

"Where," wailed the new president, "is Mr. J. P. O'Malley. Why isn't he here tonight? Is it because \_\_\_\_\_."

"But here I am," declared the assistant comptroller, rising from the depths of

a back seat. "But go on," he added, "I want to hear what you had to say about me."

So Mr. Sweitzer read on, and before he had finished there were a dozen or more pairs of ears that were in for a good burning.

J. W. Myers, chief clerk to the comptroller, hastened to assure the members that the new president was in the right; that he (Mr. Myers) had been one of the delinquents, and that he made a solemn promise to attend future meetings regularly.

Comptroller John J. Ekin, to whom Mr. Sweitzer had paid a glowing tribute; Auditor Coal and Coke Receipts L. A. Lambert, and Assistant Comptroller J. P. O'Malley were called upon in turn to talk to "the boys." Their words were few, but inspirational, commending the president on his stand in connection with the absentees, charging him with his new duties, and wishing success to the organization.

Following the business meeting came Dr. Shattuck's splendid lecture on Yellowstone National Park. His graphic descriptions of the geysers and hot springs, the magnificent acreage of wild flowers; the buffalo, bears and elk that roam over the Yellowstone; the everlasting beauty of the Yellowstone Canon—were followed with intense interest by everyone.

Refreshments were served at the close of the meeting by one of Restaurateur John Bopp's men, under the able supervision of the chairman of the "Eats Committee," T. Parkin Scott.

### Leap Year, Boys, Better Wear a Uniform

The country stationmaster did not wear a uniform, and one day when a train came in he stood at the platform gate to take the passengers' tickets. A pretty girl came up to him, and when he held out his hand for her ticket she seized it, gave it a tight squeeze, and followed by giving him a hearty kiss.

The station master was surprised, but managed to say: "That's all very well, miss, but I want your ticket."

"Oh," replied the girl with a blush, "aren't you Uncle John?"

—Cumberland Daily News



# Women's Department

Edited by Margaret Talbott Stevens.



## The Care of the Baby

By LILLIAN BETONY, Daughter of Section Foreman, Caddell, W. Va.,  
and Medical Student, West Virginia University.

OF all the duties that fall to the lot of woman the care and proper rearing of children is the most important.

Of all professions open to women "Motherhood" is second to none, yet it is called "the unskilled profession." The price of ignorance in caring for babies is suffering, disease and death. It is estimated that every year in the United States 375,000 babies die mainly from diseases that could have been prevented if their mothers had known how to prevent them. It should be considered as important for a woman to be taught the most fundamental principles of caring for the baby, as it is how to make a new dress or decorate a room, how to entertain, how to make good candy, etc.

Since this subject has not been discussed to any extent, and I think it will be interesting as well as instructive to discuss some of the main phases, after reading up and research I submit this article, which I hope will aid our younger Baltimore and Ohio women in solving the problem of the every day care of the baby.

The following are points on the baby's clothing which no doubt every mother knows more or less about.

It should be loose, soft and warm enough, but not too warm, clean, but not too elaborate.

The binder should not have rough edges next to the skin, and should not be too tight. Skirts should have high necks and long sleeves and be of a material that will not irritate the skin.

Skirts and bands should come well down over the abdomen and should be pinned so as to prevent chilling.

Skirts of petticoats and dresses should not be so long that the baby cannot exercise its legs. Diapers should be changed as soon as they are wet or soiled. They should be well rinsed after washing to remove every trace of soap. Badly washed diapers cause inflammation of the hips.

Stockings should come well up over the knees. Except in the warmest weather the baby's legs and knees should not be left bare.

Shoes should have broad toes and left and right kept for the proper foot from the beginning.

Every baby, unless it is so weak that it should not be handled, should have its daily bath. Its own wash cloth, towels and soap should be provided and kept separate from those used by the rest of the family. The hour for the bath may be either in the morning or evening. It should not be right after feeding. If the baby is troublesome at night an evening bath will tend to better sleeping habits. In the morning, if the full bath is given at night, the face, hands, etc., should be washed. The room in which the bath is to be given should be warm and free from draughts. The clean clothing should be well aired all ready to put on. A tub or large basin of lukewarm water should be ready, with soft towels and wash cloths; pure soap, free from injurious ingredients

and some bits of old cotton or linen for washing the baby's mouth. The head, neck and ears should be washed first, the scalp needs to be soaped daily to insure cleanliness. When the baby is a month old he can be put into the tub or basin to have the body washed. Tub bathing is always preferable for larger babies. The drying is done by soft patting rather than vigorous rubbing. Special care should be taken in drying the armpits and groin where chafing is likely to occur.

Chafing is caused chiefly by failure to keep dry the folds of skin in the armpit, groin, about the neck and ears, and sometimes behind the knees, and at the elbow joints, by lack of cleanliness or too rough clothing. To guard against it in the folds of the skin, these points at which chafing is liable to occur are dusted with a fine powder; talcum is commonly used. If the skin around these parts is dry and inclined to peel a little, cold cream or zinc oxides ointment may be used instead of powder. Chafing in a baby is nearly always due to neglect.

To wash a baby's mouth, a little clean lukewarm water, with a pinch of borax dissolved in it is used. A bit of clean cotton wrapped around the little finger is dipped into water and the inside swabbed out at least twice a day. Babies are likely to develop sore spots on the tongue. These can be prevented by proper care and careful daily washing.

The eyelids of a little baby sometimes become red and swollen with sometimes a creamy discharge. This is always a serious condition and a doctor should be called at once. Many babies have become blind because the doctor was not called soon enough.

Medium sized safety pins should always be used. Never under any circumstances use straight pins in a baby's clothes.

The baby from the beginning should have its own little bed. It may be a basket or a cradle; any other sleeping place will be better than having it sleep with its mother. Both will rest better.

Fresh air is essential to life. No baby can be healthy and strong and grow as it should without plenty of fresh air.

A baby will survive a great deal of



HAPPY PRIZE-WINNERS OF THE 1923 WOMEN'S CONTEST

1. Mrs. J. V. Klier, Baltimore, who tied with No. 5, Miss Marie Slatterick, Wheeling, for fourth prize. 2. Mrs. F. E. Cooper, Newark, Ohio, winner of first prize. 3. Miss Lillian Betony, Caddell, W. Va., second prize. 4. Mrs. Josephine Ausbrook, Clay City, Ill., third prize



neglect in other ways if it is properly fed. If it is not properly fed no amount of attention in other ways will compensate for ignorance or carelessness in this respect. The result of unwise feeding is usually a funeral. When there are signs that the baby's digestive organs are not working properly, mothers sometimes, acting on the advice of some well meaning neighbor, give it one thing after another because the neighbor said "it did her baby good." It requires only a very small amount of promiscuous experimenting with a baby's food to produce a sick baby.

The only safe way, if the baby's food seems not to agree with it, is to consult a reliable physician and follow his directions to the letter. The best food for a baby is its mother's milk. The baby's stomach at birth only holds about two tablespoonsful. At six months it holds three quarters of a cup full. The baby needs to be fed more frequently than grown folks because its stomach is small, but it is bad practice to train a baby to be fed every time it cries. Regular hours of feeding should be established from the beginning. After three months the daily feedings should be three hours apart.

Doctors all say that water should be offered to every baby two or three times a day, but experience goes to show that in the summer time in extremely hot weather water should be offered to every baby, but in winter there is enough water in the mother's milk, or the milk fed to a very small baby, that it does not require it. Quite often a baby of more than five or six months cries because it is thirsty. Cool boiled water should be given it in preference to water from the faucet or pump.

When the baby cries, do not think it is always from hunger. It may be indigestion. It is never good practice to take it up whenever it cries. Babies who have been trained to expect to be taken up every time they cry easily become veritable little tyrants and upset the peace of the entire household.

Colic is often relieved by a drink of warm water, by applying a hot flannel to the abdomen, by gentle rubbing of the abdomen beginning at the right groin and going up and around or by laying it on the stomach over a hot plate or a hot water bottle. If the pain persists it may be necessary to give an enema to empty the lower bowel.

Drugs should never be given to a baby to relieve pain except on a definite order of a doctor. Many of the pain relieving medicines contain opium or some other substance which acts on the baby's brain causing a stupor and seriously damaging its general health. Hundreds of babies are killed each year as a result of promiscuous drugging on the advice of neighbors and friends.

Beer, wine or liquor of any kind should not be given to a baby.

Bringing the baby to the table with the

family has often proved to be the first step to a sickness which caused its death.

The baby who is being nursed at its mother's breast does not need potatoes, nor pork rind to suck, nor bread and gravy, nor crackers and milk. If these are not given to the baby by some injudicious person, he will not know anything about them and will not want them. It is not unusual in some homes to find that a baby

of a few months has been given beer or sausage or a richly iced cake or candy, or decaying fruit. Cucumber pickles have been given to a baby of a year, while tea and bread constitute a staple article of infant's food in thousands of homes. Where such blunders in feeding are persisted in, deaths among babies under two years, as might be expected, are common occurrences. (Continued on page 46)

## From Parkersburg, W. Va., Comes This Little Business Frock

MISS JANICE THORN, Agent's Office, Parkersburg, is the artist who fashioned for herself this practical dress of tan linen. It was made from Baltimore and Ohio Pattern No. 4216.

This pattern should appeal to the business girl, for it is a pretty costume that can be utilized for business wear as well as for the home. The collar is convertible. The sleeve may be finished in wrist length or to the elbow. The graceful, becoming fullness of this model is held by the belt sections over the back and front. Prunella or twill for service and kasha, crepe or velvet for a more dressy costume would lend themselves to this pattern.

The pattern is cut in seven sizes, 36 to 48 inches, inclusive. A 38-inch size requires 3¾ yards of 54-inch material. To make the collar of contrasting material,

36 inches wide, requires ¼ yard. The width of the dress at the bottom is 2¼ yards.

The price of the pattern is only 10 cents. Please use the coupon provided on the pattern page.

### Letters Opened by Mistake in the Magazine Office

Baltimore, Md., February 1, 1924

Dear Aunt Mary:

Our friend who writes the "Good Evening" column in the Baltimore Sun says that if a man gets harsh discipline and is compelled to sew his buttons on he does not have time to sow wild oats. Better tell the readers of your Women's page to keep the men sewing buttons on.

Yours as ever,

UNCLE EZRA



Pattern 4216 was used by Miss Janice Thorn, Parkersburg, W. Va., in making this practical, good-looking frock. Price of Pattern, 10 cents. Use coupon



# Let's Begin Our Spring Sewing

By PEGGY

**N**OW is the time to begin our dress-making for the Spring. The shops are full of lovely new materials, and an early start in dressmaking saves a hasty grabbing of some ready-made frock at the last minute. Plan now and by making your own clothes you'll find that you may have two or three for the price of one. Economy is our watchword for this year.

The new fashions are simple and delightful, making our fingers simply itch to get at our spring sewing. If you do not find the pattern for which you are looking, the new Spring and Summer Book of Fashions is now ready. The price is 12 cents in stamps. Use the coupon and send your order, as well as the orders for all patterns shown here, to Baltimore and Ohio MAGAZINE Pattern Bureau, 1188-1190 Fulton Street, Brooklyn, New York. This will give you quick, first class mail service.

**4621.** Collar and cuffs of this neat model are of checked white and yellow gingham, the frock and sleeves are of yellow poplin. This is a good style for challie, poplin, or linen. It could also be of batiste with collar and cuffs of embroidery.

The pattern is cut in 4 sizes: 2, 4, 6 and 8 years. A 4-year size requires  $2\frac{1}{2}$  yards of 27-inch material. For collar and cuffs of contrasting material  $\frac{3}{8}$  yard is required. Price, 10 cents. Use coupon.

**4641.** The straight line dress is here shown with pleasing and attractive features. One may have the fronts rolled low and open, or buttoned to the neck. The sleeve is pretty in wrist length with the narrow tab cuff, and very smart and comfortable in elbow length.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 38-inch size requires  $4\frac{1}{4}$  yards of 40-inch material. The width at the foot is  $2\frac{1}{8}$  yards. Price, 10 cents. Use coupon.

**4637.** Here we have the latest expression in blouses, coupled with a smart skirt in wrap effect. This style is especially suited to growing girls. It may be developed in wool rep, jersey, serge or broadcloth. Braid or binding, or a simple finish of machine stitching is nice for decoration.

flounces. It is a good style for broadcloth, mohair, serge, twill or kasha.

The pattern is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $6\frac{1}{4}$  yards of 40-inch material, if made with flounces. If made without flounces  $4\frac{7}{8}$  yards will be required. The width at the foot is  $1\frac{1}{2}$  yards. Price, 10 cents. Use coupon.

**4610.** Easy to adjust and very comfortable is this apron. One could make this of sateen or gingham. It is also attractive for cretonne with binding in a plain contrasting color, or, for unbleached muslin, with bands of striped seersucker.

The pattern is cut in 4 sizes: small 34-36 medium, 38-40; Large, 42-44; extra large 46-48 inches bust measure. Medium size requires  $2\frac{3}{4}$  yards of 27-inch material. Price, 10 cents. Use coupon.

**4644.** The "Domino" is a simple time honored masquerade "dress," suitable for all figures, and for many materials. One could choose black satin or sateen with the lining in self or a contrasting color.

This pattern is cut in 4 sizes: small, 34-46; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. Medium size requires  $6\frac{3}{8}$  yards of 32-inch material. The width at the foot is 2 yards. Price, 10 cents. Use coupon.

**4666.** The new and pretty plaids are nice for this model, or, one could use serge, or wool rep. Wash materials are also attractive for this style.

It is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size requires  $3\frac{3}{4}$  yards of 32-inch material.

To make revers, collar and cuffs of contrasting material will require 1 yard. Price, 10 cents. Use coupon.

**4634.** Plaid woolen in brown tones was used for this model. The trimming bands are of tan color wool crepe. This is a good style for velveteen and for all wash materials.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires 3 yards of 40-inch material. To trim as illustrated requires  $\frac{3}{8}$  yard of 32-inch material cut crosswise. Price, 10 cents. Use coupon.



4621



The pattern is cut in 5 sizes: 12, 14, 16, 18 and 20 years. A 16-year size requires  $2\frac{3}{4}$  yards of 54-inch material. Price, 10 cents. Use coupon.

**4647.** Here is a very attractive model, that may be finished with or without the



4620



4617



4349. Embroidered voile and organdy were chosen for this pleasing model. It is also nice in silk, gingham and crepe. Dotted Swiss and organdy could also be combined for this style. The bertha trimming may be omitted. The closing may be at the centre back, as illustrated or on the shoulders.

This pattern is cut in 4 sizes: 6, 8, 10 and 12 years. A 10-year size will require 3 yards of one material 40-inches wide. If made as illustrated,  $\frac{7}{8}$  yard of contrasting material, and  $2\frac{1}{8}$  yards figured material is required. Price, 10 cents. Use coupon.

4612. Household duties will be lightened when one is attired in so comfortable and pretty an "apron frock" as is here portrayed. The closing is at the left side, and the right side boasts of a very convenient pocket.

The pattern is cut in 4 sizes: Small, 34-36; medium, 38-40; large, 42-44; extra large, 46-48 inches bust measure. The width at the lower edge is 2 yards. Medium size will require  $5\frac{1}{2}$  yards of 27-inch material. Price, 10 cents. Use coupon.

4619. This model provides a separate blouse. The overalls are sleeveless, and the body portion of the back is buttoned to the waist portion. Scrsucker, denim, or gingham could be used for the overalls, and cambric for the blouse, or the entire suit may be of one material.

The pattern is cut in 4 sizes: 2, 3, 4 and 5 years. A 4-year size requires  $1\frac{1}{2}$  yards for the overalls, and  $1\frac{1}{8}$  yards for the blouse.

4315. Checker percale was used for this model, with chambray for trimming. This

style also lends itself well to gingham, cretonne, crash and linen. In pongee with cross—or pass-stitching it will make a serviceable, washable dress.

The pattern is cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size requires 3 yards of 32-inch material. If collar, bands and facings are to be of contrasting material  $\frac{3}{8}$  yard is required.

4620. This is a good model for twill, serge, corduroy, velveteen and for all wash materials.

The pattern is cut in 4 sizes: 3, 4, 5 and 6 years. A 4-year size requires  $3\frac{1}{4}$  yards of 27-inch material. Price, 10 cents. Use coupon.

4617. The plait fulness and "V" neck line are new and attractive style features. In black satin or blue serge this design will make a serviceable day dress. It is also good for crepe weaves or wool rep.

The pattern is cut in 7 sizes: 36, 38, 40, 42, 44, 46 and 48 inches bust measure. A 40-inch size requires  $4\frac{3}{4}$  yards of 40-inch material. The width at the foot with plaits extended is about  $2\frac{5}{8}$  yards. Price, 10 cents. Use coupon.

4636



4636. Green jersey cloth or brown serge, or, the ever reliable navy blue in wool crepe would be very serviceable for this model. Braid or stitchery could be used for the decoration.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 10-year size requires  $1\frac{1}{4}$  yards of 34-inch material. Price, 10 cents. Use coupon.

4615. This portrays a one piece straight line model, with a sleeveless overblouse in tunic style. It is a good model for combining two different material. Velvet and figured crepe, or lace would be a good contrast. Or satin with brocaded silk or chiffon.

### PATTERN ORDER COUPON

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1188-1190 Fulton Street  
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Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

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The pattern is cut in 5 sizes: 34, 36, 38, 40 and 42 inches bust measure. A 38-inch size requires 6 yards of one material 40 inches wide. To make as illustrated requires  $2\frac{3}{8}$  yards for the tunic and  $3\frac{5}{8}$  yards for the dress and facings on the tunic. The width of the dress at the foot is  $1\frac{1}{2}$  yards. Price, 10 cents. Use coupon.

If you want quick service on patterns, please send all orders for patterns on these pages to our New York Office (see address on coupon), NOT to the MAGAZINE Office at Baltimore.

4615





# Our Little Railroaders

*Ding, dong, dell!  
What will keep us well?  
Fresh air and exercise—  
Listen while I tell:*



*Food and lots of light  
From the sunshine bright,  
And many hours of pleasant sleep  
Will keep us feeling right.*

## Hazel Tells Us How To Keep Well

**D**ID you ever visit a hospital where there were ever so many little sick children? If you did I am sure that you felt sorry for them. If you have ever been ill in a hospital yourself, then you probably know what it means to lie on your back for weeks and weeks without

### Getting Straight

There was a crooked man

Who walked a crooked mile,  
He bought a tube of tooth paste,  
Said he, 'I'll be in style.

'I'll brush my crooked teeth,  
I'll wash my crooked face,  
'And down the crooked mile I'll run  
And try to win a race.'

He set about quite crookedly,  
But something happened soon,  
His face when washed quite thoroughly  
Grew rounded like the moon.  
His crooked teeth, brushed properly,  
Grew straighter every day,  
He won the race; the crooked mile  
Had straightened out straightway.

wet weather. This will save health, time and money.

2. If you must kiss a baby, kiss it on the cheek, not on the mouth. If it isn't your baby do not kiss it at all.

3. Germs are killed by light and ventilation. Keep your room well ventilated and have plenty of light.

4. Fruit that is handled by the public is likely to contain germs. Wash your fruit before eating it.

5. Children should have plenty of fresh air, exercise, sunshine, healthful foods and lots of sleep.

6. Take good care of the hair. Wash it often and brush it thoroughly. Do not wet it everytime you comb it.

7. Clean your teeth three times a day if possible. Enamel is easily broken off by biting things like nuts, string, opening a



being able to walk. And you know what it means not to be able to play with other girls and boys: you know what it means to Father and Mother to have you ill; you know that, besides worry and work for them, it costs a lot of money for doctors and nurses. Besides, think what a lot of suffering sickness brings.

I know, then, that none of our Little Railroaders will want to be ill this year. This is why we are giving the most of our page this month to telling you some ways in which you can keep well.

One of the nicest helps we have is a health booklet sent us by Hazel Grimes, of Martinsburg. Hazel made this booklet at school. Each page is nicely illustrated, and I wish that I could show each picture here. However, here are some of the splendid rules which she gives. I wonder how many of these Our Little Railroaders are already following.

1. Cheat the doctor by wearing warm clothes and keeping your feet dry in cold,

knife blade, etc. Never pick your teeth with a pin; use dental floss.

8. Get the right size in shoes to fit your feet. Shoes that are too small cause corns and foot trouble. Do not wear pointed shoes.

9. Give the girls and boys plenty of fresh fruits. Apples, pears, peaches, oranges and prunes are especially good.

10. Plenty of hot water is good for everybody. Wash your hands before eating. Housekeepers should always wash their hands before preparing a meal.

How many of you girls and boys observe these splendid health rules? What do you think of them? For every letter that Aunt Mary receives during the month of February from little girls and boys, telling how they keep well and happy, she will send to the writer a little surprise. Let's hear from all of you. Address: Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Maryland.

### Mary and Her Mother

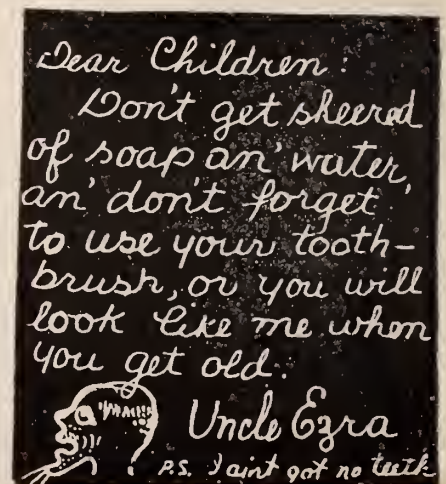
By AGATHA TYSINGER, Cumberland, Md.

**T**HERE was once a little girl named Mary who did not like to work.

Day by day she became more lazy. Mary's mother was very poor and had to carry wood every day from the forest to the little town to sell it.

One day, Mary's mother said to her. "Dear daughter, will you help me to carry wood to town?" "Oh, I guess I'll have to work all my life," said Mary, in a loud voice, as she started to pick up the wood.

As Mary started down the road, she became lazy, and without thinking what she did, threw all the wood on the ground.





"As she sat down by the roadside she heard an old man singing. She saw him coming up the road and this was his song;

"If a task is once begun  
Never leave it till its done,  
Be the labor great or small,  
Do it well or not at all."

Mary was frightened, but the old man said he did not come to harm, but to help her. She told him all about the wood on the ground and how hard her mother had to work. The old man told her to go home and tell mother that she would help to

carry wood every day. She thanked him for curing her of laziness.

Every day Mary helped her mother to carry wood. One day as she was picking up the wood, she found a large sack under it, filled with gold. In it was a note saying, "To Mary and her Mother from the little old man of the forest." After that, Mary and her Mother lived very happily.

Teacher—"Johnny, why are you so late?"

Boy—"I've got new boots on, and mother forgot to cut the string."—Exchange.

### This One Came from France

"So is it your brother who tied the frying pan to the poor cat's tail. That was a naughty thing to do. You wouldn't do such a thing, would you?"

"Who? I? Oh, never, never!"

"But why did you let him do it? Why didn't you beg him not to do it?"

"Oh, I could not. I was very busy."

"And what were you doing?"

"I had to hold the cat."

—Nord Revue, Lille



### SMILES OF OUR LITTLE RAILROADERS

1. Arline, daughter of Box Packer Tysinger, Cumberland, Md. Arline made the lovely paper flowers which she holds. She has made more than a hundred dollars worth of these. 2. Hazel, seven-year old daughter of A. E. Frankton, Secretary to Assistant General Attorney Weber, Baltimore, Md. 3. Eleanor Frances Kidd, daughter of Flagman Kidd, Bridgeport, Ohio. 4. Edna Hipsley, Cumberland, Md., and her beloved violin. 5. (Right) Veronica, daughter of Boilermaker Sobolewski, Baltimore, one of her friends and two of her "doggies." 6. Happy Catherine, daughter of Fireman Poteet, Brunswick, Md., brings out her kittens for a picture. 7. Ruth E., daughter of Track Foreman French, Point of Rocks, Md., one of the first prize winners in our contest. 8. Madge, daughter of Pump Station Repairman McCune, Gassaway, W. Va. 9. Charlotte Ferguson, Spencer, W. Va., also a prize winner in our Helping Daddy Contest. 10. Frederick, son of Janitor John Garner, Washington, Ind., Shops. Frederick has five brothers in Baltimore and Ohio service. 11. Freda, daughter of Foreman E. Battersby, Philadelphia Pa.





### Dear Girls and Boys:

I have a little surprise in store for each one of you who sends in an answer to the puzzles. A man who lives in New York, and who manufactures something that is, or should be, used by every little girl and boy, has sent me enough of that *something* to give a package of it to every girl and boy who answers the puzzles on this page.

Now, there are two puzzles this time. If you guess one right, you will receive one little package as a reward; but if you guess both puzzles correctly, you will get two. Here are the puzzles:

#### I

Guess what is in the package, and what it is used for.

My Whole is the name of the article in the package which is offered as a prize for the correct answer to this puzzle. It is made up of two words, of five letters each.

The first word is the name of something used by every little girl and boy in eating and in talking.

Take away the last letter and leave the sound of a horn.

Take away the last letter from this, and leave a word meaning also.

Take away the last letter from this and leave a preposition of two letters.

The second word means to stick, as with glue.

Take away the last letter and leave a word meaning that which has come and gone.

Take the last letter from this and leave a French word meaning a step.

Take the last letter from this and leave a nickname for father.

The one letter remaining is one of the most frequently used letters in the dictionary. Can you guess what this prize is?

#### II

This is a puzzle of three words; there are five letters in the first word, four in the second, and five in the third, making fourteen in all.

My first is in SICK, my second in WELL, My third in SEE, in FEEL, in TELL; My fourth is found in EAT and LAUGH, My fifth is in ONE, but not in HALF.

My sixth is in CRY, my seventh in GO, My eighth in RUN, my ninth in NO.

My tenth you'll find in TAKE and PUT, My eleventh in FEET, but not in FOOT; My twelfth is like my eleventh, you know, My thirteenth and fourteenth are both in THROW.

My whole is what the doctors say  
You should do at least twice every day.

Send all your answers, as usual, to:  
Aunt Mary, Baltimore and Ohio Magazine,  
Mt. Royal Station, Baltimore, Md. And  
please write your full address on each letter.



Lorraine, little daughter of Car Inspector J. W. Thorpe, West Newton, Pa.

### Care of the Baby

(Continued from page 41)

A good general rule is to give the baby no solid food until it has teeth. Until a child is seven or eight months old its digestive organs are not able to digest

starchy foods or solid foods of any kind. Every change in a baby's diet should be made gradually. Before weaning it should gradually be accustomed to other foods. It is a very bad plan to wean a baby in hot weather. If a baby gains in weight, is ordinarily contented and does not vomit, his food both in quantity and quality must be nearly right. It is a good plan to weigh the baby every month for the first year.

Some points well worth remembering when a baby is teething are. Don't blame teeth for all the signs of sickness a baby shows. If a baby is a year old and shows no teeth it is wise to consult a doctor and try to find out the reason. The custom of thrusting a "dummy" into the baby's mouth and trying to keep it exercising its jaws all the time is one to be ashamed of. It proclaims to the world the ignorance of the mother. Besides it may be the cause of serious throat trouble later on, even if it doesn't appear to be injurious immediately.

Protect the baby's eyes from the bright sunlight when it is out of doors.

Keep flies away. Flies are disease carriers.

The baby's bowels should move every day. Four passages may be expected during the first few weeks. No baby should be allowed to go over 36 hours without a movement.

From the time a baby is four or five months old training in controlling the bowels should begin, and it is usually a mother's or nurse's fault if a baby at eighteen months does not know enough to save soiling or wetting diapers during the day.

Physicians have found that babies who have been trained to keep a dummy in their mouth during teething, or to use a comforter, are more frequently the victims of adenoids and other throat troubles than other children.

From the time a baby is three months old it is a good plan to lay it flat on the floor on a blanket every day, where there are no draughts and let it stretch and kick. If it attempts to stand up on its feet too soon its efforts should be discouraged. The bones are soft and "bow legs" may be the result of too early attempts at standing or walking. Trotting the baby on the knee is one of the worst forms of exercise.



DRAWN BY OUR LITTLE RAILROADERS

The rooster was drawn by Gordon Lewis, son of section foreman, South Webster, Ohio. — The other pictures are by Harley H. Kight, our little Safety Man at Keyser, W. Va.



## The Homecoming of Lucy Franklin

(Continued from page 27)

"Oh," laughed Mrs. Franklin, "I had lots of beaux then. Those were the days of the horse and buggy. It was quite nice to go driving behind a spirited horse with a nice young man. But sometimes there were too many nice young men with horses and buggies. Then I would choose the one that I wanted, and to the others I would say, 'you will have to ask my papa.' I knew that when they asked him he would always say no. My father never wanted me to marry, and when at last I did decide to marry, the ceremony was performed at my father's bedside as he was dying."

The reception given Mrs. Franklin by the Pastime Club was quite informal. Decorations of chrysanthemums and the laughter of happy voices of young people, most of whom were descendants of the friends of Lucy Ellis Franklin, must have reminded her of the time when, years ago, the halls rang with the gaiety of her many friends and admirers. Frequently, in a spirit of fun, Mrs. Franklin called these young people by the names of their grandparents whom she used to know, and, to her great delight, some of them did not know whether she meant to tease them or not. She was in a gay mood that day and she met everybody with an amusing anecdote or some witty remark. When she saw the stars and stripes hoisted before the door she jumped from her chair and cried: "Hurrah for Lucy! They're doing for me what they did for George Washington!"

Refreshments were served by the young women of Vincennes. In the ice cream were moulded the significant figures "'46," recalling the date on which Lucy Ellis visited St. Louis.

"It has been one of the loveliest days of my life," said Mrs. Franklin as with her daughter-in-law, Mrs. Franklin, from Rankin, Ill., she bade farewell to those who had gathered to do her honor. "If I live for another fifty years I'll come back again to celebrate."

The Baltimore and Ohio MAGAZINE was invited to participate in the celebration by Mr. George W. Purcell, editor of the "Vincennes Sun." The "Vincennes Commercial" was also represented by Mr. O. V. Agar. The general committee on arrangements for the reception consisted of President John Boyd, Ex-President W. C. Mason, and Secretary Harry V. Sommes, of the Pastime Club. These were assisted by George Gardner, J. T. Lindsay (one of our travelling freight agents), Robert Foulkes, C. E. Gregg, Leroy Badollet, Guy McJimsey, R. C. Gibson, W. A. Willmore, R. D. Robinson, Oscar Laue, B. F. LeMond and O. V. Agar. There was also a large committee of women of Vincennes who did everything possible to welcome Mrs. Franklin and her friends, and the stranger as well.

## Vincennes Hospitable and Quaint

Vincennes is a city of hospitality. Quaint old town, established by the French, the home of a number of Indian tribes, made famous by such people as Colonel Vigo, General George Rogers Clark, Father Gibault, William Henry Harrison, Zachary Taylor, and a host of others, not the least of whom was Judge Abner T. Ellis, Vincennes has grown to be a staunch little railroad center of the West. It is necessary to be seen to be appreciated. From the time that you arrive at the station and meet the old blind fiddler, who, for your benefit and his own financial reasons, greets you with "Down in Poverty Row," until you have gone through the old William Henry Harrison House, rich in historic significance as is the town itself, you seem to be under the magic spell of that famous novel, "Alice of Old Vincennes."

The old fort of Sackville, the first newspaper office, the spot on which the women of the town fed the forces of George Rogers Clarke; the old Cathedral Library, rich in antique literature; the first capitol of Indiana Territory, the trysting place of "Jeff" Davis and Jessie Taylor, and all of the modern buildings as well, are justly the prides of the citizens of Vincennes. Then, too, there are the modern factories, thrusting up their columns of steam and flame on the grounds where once the Indians built their campfires, and where the French had their trading posts. Old Vincennes and new Vincennes! The two are united and this union, together with the spirit of those who dwell therein, makes a town well worthy of song and story. Her citizens are loyal and stalwart; latchstrings hang outside for the visiting stranger; every doorway seems to swing open at our approach; the spirit of such citizens as Abner Ellis still abounds. And long afterward, when the swift Baltimore and Ohio train is carrying us over that section once known as the Ohio and Mississippi, homeward bound, we dream of a pleasant day in a pleasant little town.

## Cigars Are Passenger's Token of Courtesy of Conductor Reese

**S**HORTLY before Christmas, Conductor N. E. Reese, Baltimore Division, had occasion to extend to one of our passengers the kind of courtesy which is always forthcoming from Baltimore and Ohio conductors of his type. He did not know that it had made the impression which was evidenced a few days later when the postman played Santa Claus and delivered to him a box of fine cigars with the card of Mr. Alex. Milne, manager of the Ingle-Nook furniture studios in Washington, D. C., enclosed therein. On the reverse, over Mr. Milne's signature, were the words: "With compliments and thanks for your courtesy."

Baltimore and Ohio employees do not expect rewards from passengers for extending to them the type of courtesy which we

think is peculiarly our own on the Baltimore and Ohio, but it is always nice to know that our efforts are worthy of a token of the kind mentioned. In acknowledging the kindness of Mr. Milne, Mr. Reese wrote him as follows:

Baltimore, Md., December 5, 1923

Mr. Alex. Milne  
2015 F Street, N. W.  
Washington, D. C.

My Dear Sir:

I hasten to acknowledge receipt of the elegant box of Rosa de Bulgaria which I received this evening for which please accept my sincere thanks. I also want to assure you that I will enjoy every one of them during my spare time.

It is a pleasure for Baltimore and Ohio men to render faithful service. We are sincerely interested in the success of those who are endeavoring to manage our Road successfully and make it the best railroad in the world.

I sincerely hope that when you find it necessary to make a trip either for business or for pleasure you will always choose the Baltimore and Ohio in order that you may enjoy the best service of any railroad in the land.

Sincerely yours,  
(Signed) N. E. REESE

## Special Note—St. Louis Division

*"Not, however, because they feel obliged to do so, but because they want to do so"*

**O**N July 7, 1923 when Bedford local was leaving Mitchell, Conductor Lynn Robinson and Brakeman James Purkhiser noticed smoke issuing from a car in the extreme east end of Mitchell yard. They stopped their train and upon investigation found Baltimore and Ohio 96586, loaded with lime, on fire. They switched car out, took it to cinder pit and after working on it for an hour, turned it over to the yardmaster. Car was taken to the Lime Company's quarry where contents were transferred to another car. Investigation developed that rain during the night, and a leaky roof, had permitted water to get into the lime, causing it to slack. Prompt action on the part of this crew averted serious loss.

On December 10, 1923, the same crew was switching at Bedford, with Engineer "Sam" Green and Fireman Roy Carr. The track spread, derailing engine drivers. After rerailling engine, track was in such condition that work could not be completed. The section men were at the other end of section. On December 12, while doing work at Bedford 18 inches were broken out of rail. Sectionmen were again at the other end of section. The entire crew, consisting of the four men mentioned, in each case went to the section house, secured material and repaired track, after which they went ahead in the usual manner as if nothing had happened. To have called section men to make repairs would have resulted in at least two hours delay.

These men have been highly commended by Superintendent Stevens for their interest and for their action in helping to "Stop That Leak."



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

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

#### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

#### Statement of Pension Feature

Employees who have been honorably retired during the month of December, 1923, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Brown, Saib D.....	Trackman.....	Maintenance of Way.....	Baltimore.....	27
Finch, Calvin B.....	Engineer.....	Conducting Transportation...	St. Louis.....	49
Herrold, William N.....	Station Master.....	Conducting Transportation...	Wheeling.....	42
Hiatt, Buchanan.....	Conductor.....	Conducting Transportation...	Baltimore.....	41
Hoffman, August C.....	Carpenter.....	Maintenance of Way.....	Baltimore.....	28
McGee, Thomas D.....	Targetman.....	Conducting Transportation...	Akron.....	31

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

During the calendar year 1922, \$400,008.10 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884 to October 31, 1923, amount to \$5,386,420.55.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Burrows, James.....	Watchman.....	Conducting Transportation	Pittsburgh....	December 9, 1923.	24
Clarke, John.....	Laborer.....	Maintenance of Way.....	Pittsburgh....	December 21, 1923.	30
Crampton, Joseph H....	Pumper.....	Conducting Transportation	Chicago.....	December 24, 1923.	42
Duvall, Daniel W.....	Foreman.....	Maintenance of Way.....	Baltimore....	December 21, 1923.	46
Hoffman, Jacob B.....	Foreman.....	Maintenance of Way.....	Chicago.....	December 25, 1923.	27
Martin, W. T.....	Foreman.....	Maintenance of Way.....	Connellsville..	December 7, 1923.	41
Moran, Edward A.....	Yard Brakeman.....	Conducting Transportation	Baltimore....	December 26, 1923.	30
McCormick, John E....	Mill Mach. Hand....	Motive Power.....	Baltimore....	December 14, 1923.	44
Rice, George W.....	Deck Hand.....	Conducting Transportation	Baltimore....	December 24, 1923.	30



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## William N. Herrold

Was born on May 17, 1858 in Madison Township, Pa. He was educated in the Public Schools. He entered service of the Allegheny Valley Railroad in March, 1878 and served three years as brakeman. From April to September, 1881 he was in the employ of the Pittsburgh, Titusville and Buffalo Railroad. He entered Baltimore and Ohio service on October 2, 1881 and in June, 1882 was promoted to conductor. In August, 1883 he was appointed yard master and in 1913 station master. He held the latter position at the time of his recent retirement.

## Thomas D. McGee

Was born on May 29, 1857 at Medina, N. Y. His first railroad experience was with the Buffalo and Jamestown R. R., now a part of the Erie, as brakeman, in 1876. He was then in the employ of the D. L. and W. M. K. and T., Santa Fe, Southern Pacific, Mexican Central and B. R. & P. He entered Baltimore and Ohio service on April 15, 1892 as brakeman on the old Valley Railroad, now a part of the Baltimore and Ohio. In 1892, because of an injury received in an accident, he was transferred to position of targetman, which he held at the time of his recent retirement.

## Daniel Younkin

Was born in April, 1855. He entered Baltimore and Ohio service as a watchman on August 18, 1886 on the Connellsville Division. In October, 1892 he was transferred to position of laborer and on August 1, 1910 was again made watchman. On June 16, 1913 he was transferred to trackman which position he held at the time of his recent retirement.

## Thomas Lawlor

Was born in County Tipperary, Ireland, on March 17, 1858. He came to New York in 1859. In 1873 he went to Chicago, and was employed on various railroads until 1901. On July 16, 1902 he entered Baltimore and Ohio Chicago Terminal Railroad service, as flagman and held this position until his recent retirement.

## Buchanan Hiatt

Was born in May, 1858. His first railroad experience was in 1878, when he was employed in a gang under John Kelly, grading at Red Rock and later at City Farm, between McKeesport and Pittsburgh. His special recollection of the latter place is that almost every other house had a small pox quarantine flag. His next work was at Round Bottom, Cumberland Division, on a stretch of track known as Seven Curves. He was grading third track, under "Dick" Welsh, and later moved to Rollings Station, repairing track, under Supervisor "Pat" Templeton and Foreman Coleman Donahue, after which he left the service temporarily. In May, 1884 Mr. Hiatt secured a position as brakeman and in 1886 was promoted to conductor, his first trip being with John Billmyer and his second with "Jim" Chapman. Because of a physical breakdown, Mr. Hiatt was given position as watchman in January, 1922 which he held until his recent retirement.

## S. D. Brown

Was born on August 1, 1857. He entered Baltimore and Ohio service on August 1, 1897 as trackman and held this position at the time of his recent retirement.

## Peter B. LeGates

Was born at Laurel, Del., on June 6, 1854. He entered Baltimore and Ohio service on June 1, 1885 as fireman on the Philadelphia Division, working out of Wilmington. In 1888 he went to Philadelphia as tender repairman, the shops being then located at 58th Street and Woodland Avenue. He was one of the first employes at East Side Shops and had been in continuous service at that point until his recent retirement.

## Business Getting Suggestions

(Continued from page 13)

talk Baltimore and Ohio service to the traveling men I meet. Only recently I got a man to use the Capitol Limited from this point to Chicago—he had intended going on the train of a competing road.

—Waybill Clerk and Magazine Correspondent

## Dont Let Go!

WHILE waiting for my car (Brill) the other morning, a prosperous looking man came driving down the road and offered me a lift to town in his limousine. In the course of conversation he said that he was in an exceptional hurry as he wanted to get to his place of business and catch a train for New York. It didn't take long to find out that he was going via the Baltimore and Ohio from Camden Station. Among other things he said:

"What has happened down there at the Baltimore and Ohio? I have recently been approached by three or four of my friends from various departments asking me to ship via that line. In my particular case, it wasn't necessary because I feel that the Baltimore and Ohio is a home enterprise and should be supported by the people of Baltimore, but a business man can't help noticing and appreciating the interest that is being manifested among those down the line. To me, such solicitations have much greater weight than those from men especially designated for that purpose."

You can see that this thing has taken a hold on the public, so don't let go.

PAUL L. FAUSTMAN  
Office General Superintendent  
Transportation



OUR PENSIONERS

1. W. N. Herrold. 2. Thomas D. McGee. 3. Daniel M. Younkin. 4. Thomas Lawlor. 5. Buchanan Hiatt. 6. S. D. Brown





# Safety Roll of Honor

## BALTIMORE AND BALTIMORE TERMINAL DIVISIONS

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
Nov. 14.	F. B. DeVouges...	Operator	Halethorpe...	Defect on engine
Dec. 9.	I. E. Beard...	Operator	Frederick Jct...	Defective car

## CUMBERLAND DIVISION

Dec. 11.	A. G. Roy	Brakeman	Kingwood	Defective car
Dec. 14.	J. L. Schroder	Operator	Martinsburg	Defective car
Dec. 14.	E. H. Gross	Operator	Okonoko	Defective car
Dec. 16.	J. L. Schroder	Operator	Martinsburg	Defective car
Dec. 16.	A. C. Hardy	Operator	Cacapon	Track
Dec. 26.	H. U. Arnold	Operator	Cacapon	Defective car
Dec. 23.	J. D. Rockwell	Operator	Green Spring	Defective car
Dec. 30.	J. D. Rockwell	Operator	Green Spring	Defective cars
Jan. 4.	W. A. Ditto	Operator	Orleans Road	Defective car
Jan. 5.	J. L. Schroder	Operator	Martinsburg	Defective car
Jan. 6.	E. C. Chatterbrick	Operator	Orleans Road	Defective car
Jan. 9.	J. L. Schroder	Operator	Martinsburg	Shifted load
Oct. 15.	R. L. Hamilton	Leverman	Cumberland	Track
Dec. 7.	F. W. Sellars	Conductor	Fairmont	Defective car

## CHARLESTON DIVISION

Dec. 15.	T. J. Wilson	Engineer	Gauley	Gave valuable assistance in clearing wreck
	W. B. Peterson	Conductor	Gauley	Gave valuable assistance in clearing wreck

## NEWARK DIVISION

Dec. 10.	C. Knight	Operator	Toboso	Defective car
Dec. 14.	F. R. Thomas	Operator	Lore City	Track
Dec. 6.	F. R. Johnson	Section Foreman		Defective car
Dec. 7.	C. H. Mort	Conductor	Dillon	Track

## ST. LOUIS DIVISION

Nov. 13.	G. W. Fritchey	Operator	Bridgeport	Defective car
Nov. 23.	G. W. Fritchey	Operator	Bridgeport	Defective car
Dec. 6.	F. W. Kline	Operator	Milan	Defective car
Dec. 8.	G. G. Moore	Operator	Sumner	Defective car
Dec. 12.	G. G. Moore	Operator	Sumner	Defective car
Dec. 28.	E. C. Rice	Operator	Olney	Defective car
	C. Shaw	Conductor	Breese	Fire extinguished
Dec. 13.	C. Greer	Conductor	Quarry	Track
Dec. 19.	Edmiston	Operator	Xenia	Defective car
Jan. 9.	T. R. Scoopmire	Operator	Dillsboro	Defective car

## PITTSBURGH DIVISION

Dec. 14.	O. L. Wetzell	Operator	Etna	Defective car
Dec. 30.	J. T. Williams	Operator	Downieville	Defective car

## AKRON DIVISION

Nov. 16.	C. C. Lohr	Operator	Niles Jct	Defective car
Dec. 2.	A. L. Breneman	Operator	TF Tower	Fire
Dec. 20.	W. G. Hall	Engineer		Defective car
Dec. 7.	J. Welsh	Brakeman	Haselton	Defective car
Dec. 23.	Forbs	Conductor	Brady Lake	Track

## CHICAGO DIVISION

Dec. 12.	A. R. Heese	Operator	Galatea	Defective car
Dec. 24.	Theodore F. Town	Operator	Whiting	Defective car

## In the Realm of the Riddle

(Continued from page 19)

"The Good Guessers" is an organization of Baltimore puzzlers that meets once a month at the homes of its various members. There are no constitution, by-laws and rules, no officers and no dues or assessments. The crowd just gets together and has an enjoyable evening according to its likes. The first meeting was held at the home of N. Jineer in November, the second meeting at the home of Primrose and Pearlle Glen on January 10, and the third meeting at L. M. N. Terry's home in February. Other meetings will be held monthly and any puzzler, whether a resident of Baltimore and vicinity or from afield, will be made welcome. If you want to know about these meetings drop a line to me and I will keep you fully posted. The Good Guessers would like to embrace every active puzzler in Baltimore and its vicinity, whether a member of the National Puzzlers League or not.

## Fine MAGAZINE Representation on Newark Division

THE best illustration of how a MAGAZINE correspondent can literally honeycomb his division for news is afforded by the example given by the Newark Division under the able lead of Division Correspondent B. A. Oatman.

Those who note the comparative representations from the various divisions in the MAGAZINE have probably been impressed by the amount of space given to Newark Division notes in the MAGAZINE during the last couple of years, and the reason therefor is easy to find. It is in the organization of fifteen assistant correspondents appointed by Mr. Oatman, as follows:

Edith Roach, Freight House, Columbus; R. Kennett, Columbus Station; F. G. Hadley, agent, Mt. Vernon; G. R. Steen, Freight House and Marietta Station; Mary Timberlake, Division Engineer's Office, Newark; R. T. George, Accounting Department, Newark; C. R. Stone, Office of Division Freight Agent, Newark; B. A. Oatman, Newark Division and Shops, Newark; R. Schemenauer, Station, Sandusky; C. H. Somers, Station, Zanesville; Edw. Fisher, Station, Mansfield; F. C. Horn, Shelby; R. C. Moorehead, cartoonist, Dillon; H. Markham, cartoonist, Newark; C. C. Grimm, general yardmaster, Newark; A. S. Wahl, Yard Office, Newark.

Although the volume of material sent in by these correspondents each month is always embarrassing to the MAGAZINE staff because of the large amount of blue penciling which must be done, we nevertheless are glad to have such full representation because we then know that probably not an issue of the MAGAZINE goes by without there being some items in the Among Ourselves department of particular interest to practically every employee.

Of course, this splendid organization of Mr. Oatman's reflects also the hearty co-operation on the part of Superintendent Kruse and other division officers.

**Business men like to see employees help their employer and will reward such loyalty with traffic orders. Don't let go!**



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Buildings

### Law Department

Correspondent, GEORGE W. HAULENBEEK

When I receive my copy of the Baltimore and Ohio MAGAZINE, I begin at the very beginning and read it through, advertisements and all. In this way I absorb all the good things.

One of the interesting things in the December number was L. E. Scarborough's article on the running of a train in England, making the longest non stop run in the world. The interesting part to me was the practice of detaching coaches placed at the end of a train, at certain stations, while running at high speed. This is something that might be practiced in the case of our Capitol Limited making the run from Washington to Cumberland, cutting out Martinsburg, and thence on the run to Pittsburgh, eliminating all stops by the slipping of cars placed at the end of the train.

Our January number was a thrift publication, and had I known of it, I could have made a readable paragraph anent the thrift of Albert E. Frankton. After the time had expired for sending in copy for the January MAGAZINE, this young gentleman produced a Christmas check and declared that he was about to deposit it in our Relief Savings Department. Mr. Franklin is a good stenographer. I look in vain for slips in his work, but they are not there, and now that I know that he is inclined to habits of thrift, he has risen still higher in my estimation. Please understand that to be thrifty one is not necessarily stingy. By no means!

The Law Department needed a high class stenographer in December, and Miss Kimble was welcomed into our fold. The Law Department seems to have oceans of luck in getting the best stenographers obtainable. The touch system as exemplified by this young lady is really an art.

When I came to the Law Department forty-two years ago, the touch system, as applied to the typewriter (and not to one's pocketbook) was in an embryonic state; had not been thought of, and now, noiseless Remingtons manipulated by skilled operators, are an every day sight; that is—in the Law Department.

On December 22, I traveled to Bethlehem to see my little sweetheart, Susan Anne Trageser; returned to Baltimore on Sunday following, and then went back to Bethlehem on Monday to be present and enjoy the Christmas festivities. Some one remarked that I was silly to make the extra trip; that I would be worn out, whereupon I responded there was no danger of that, as riding on Baltimore and Ohio and Philadelphia and Reading trains today, over 100 pound rails, is the summit of contentment and ease.

### Engineering Department

Correspondent, O. K. EDEN

The "Prospective Business" card, enclosed with each copy of the MAGAZINE, is for each of us to use. While not everybody can solicit business, some of us have friends who patronize competitive lines and it is up to us to try and procure their business, be it passenger or freight, for our road. Boost The Baltimore and Ohio Railroad—the Company for which you work!



Our department was not lacking in Christmas spirit last year, as was indicated by the beautiful little tree and trimmings. Headed by our "wild Irish rose" "Jerry," who acted as buyer, Vernon Bromwell and Miss "Jennie," who did the decorating, and "Alf" Herr, who supervised and did everything but work, we soon had a tree that anyone would have been proud to own.

As in former years, a collection was taken up and the proceeds, amounting to thirty dollars, sent to *The Baltimore News* to be divided among the Twelve Opportunities.

We understand that Harry Thorne made a hit at the Christmas party given by the Auditor of Passenger Receipts, Sutton Building, with his "vocal(?) solo." Never knew you could "sing" so well, Harry!

A meeting of the Engineering Department accountants was held in Special Accountant Skilling's Office, Baltimore, on January 3, to devolve a method to expedite the handling of operating expenses in connection with 940 improvement work. It was decided that department bills, together with Form 930-B, will be sent direct to the district engineers for checking, distributing and approval, and be returned to the Engineering Department Accounting Bureau through the Chief Engineer's Office. The Stores Department bills, heretofore made up as one bill covering the System, will now be rendered according to district engineers' jurisdiction. If necessary, further meetings will be held. Those present at the meeting were: Messrs. C. F. Bennett, cost engineer; J. K. Skilling, special accountant; F. E. Johnson, assistant general storekeeper; H. L. Pfeiffer, inspector of accounts, Accounting Department; C. T. Kunkel, chief clerk to Mr. Skilling; H. C. Harrison, chief clerk, and C. L. Righter, accountant, District Engineer Mather's Office; C. H. Holtzworth, chief clerk, and F. C. Eberly, accountant, District Engineer Clarke's Office; J. J. Kolker, accountant, District Engineer Griffith's Office; D. M. Sauerhammer, head clerk, M. of W. Department; George Hohman and R. N. Frye, accountants, Cost Engineer's Office, and F. M. Schultz, chief accountant, Engineering Department.



Engineering Department Boys—A. Mitchell, Jr., and C. E. Zeman

The accompanying photograph is of two of our "shieks" from the Surveys Department, A. Mitchell, Jr., and C. E. Zeman. We understand that when they returned from Staten Island, after spending several weeks there working on plans, etc., they broke many a maiden's heart. "Alex" is quite a poet (even though he does know it) among other things, and "Charlie," well, the girls just have to dance with him to fall head over heels in love. That boy certainly shakes a wicked hoof! (George J. Goolic, please note!—O. K. E.)

With the experience recently obtained by our drafting force in the use of the newly purchased hair drier (in connection with preparing maps used as exhibits in the recent hearings before the Interstate Commerce Commission on the proposed consolidation of railroads), it should not be difficult for any of them to secure employment in the most exclusive beauty parlor.

I want to thank those of you who were kind enough to heed the call for back numbers of the MAGAZINE. Bear in mind, please, that old numbers can always be used.

### Office of District Engineer, Pittsburgh

Correspondent, J. M. WHEALAN

Our recent statement to the effect that if the public is once sold on Baltimore and Ohio service there would be no further need for worry, has been borne out by actual experience. Miss Ward has demonstrated the fact, and we hope to have the story for the March issue. Do not be afraid to talk your Railroad, in season and out. There are shippers and travelers without number who are putting up with indifferent or ordinary service elsewhere, who cannot be blamed, as they no doubt imagine that they have the best service obtainable. You and I know better and it is our particular job to sell them The Baltimore and Ohio IDEA. Once sold on that IDEA, my friends, and we have made a lifelong friend and customer for the Railroad. How can we let the opportunity go by?

### Office of District Engineer, Cincinnati, Ohio

Correspondent, GEO. F. DAUBENMERKL

It is with deep regret that we announce the death of George Kopp, Jr., former stenographer in this office, on December 28. We all extend our sincere sympathy to the bereaved wife and family.

Levelman "Joe" Rowan will be careful whom he snaps at in the future. You can't tell by the clothes they wear, "Joe." How 'bout it?

Assistant Engineer Callahan has taken up the side line of "Art Critic." Any aspiring students should confer with "Pete."

F. W. Klein is employed as stenographer vice the late George Kopp, Jr.,

H. L. Scribner is popular around the Cincinnati office. You can always hear the boys asking "You ain't worried now, are you?" What do they mean, "Scrib?"

Ask F. W. Klein how the butter and egg business—mostly egg, is getting along.

Levelman Rowan says that working along Mill Creek is not without its advantages, the air in some localities being surcharged with an aroma of by-gone (?) days. So near and yet so far, "Jide," what?





This is the wonderful little danseuse, whose exhibition at the Christmas Entertainment of the General Freight Claim Department was much appreciated. Miss Dorris Perry

#### Office of General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

We are sorry to report that Wallace Oest, clerk, is ill with diphtheria. We hope that the case will not be serious, and that he will be back soon.

Dan Cupid must have been a busy little fellow just before Christmas, judging from the number of diamond rings that have made their appearance. Ethel Stephens is the victim of his arrow in this office. As yet, she hasn't confided in us when it will be.

"Bob" Burnett, Information Desk, Camden Station, by his keen and well trained eye for a particular shade of green, won the gratitude of a passenger, Mr. H. M. Fleishman, using Train 524 to Philadelphia. Mr. Fleishman stopped at the ticket window to purchase his ticket and in taking out the money, unconsciously pulled out a roll of bills. It was not missed until enroute for Philadelphia. The conductor wired back, but the money, consisting of six ten dollar bills, had already been found and turned in by Mr. Burnett. Mr. Fleishman called in person to express his appreciation.

#### A Few Observations on Economy or Thrift as Practiced By This Office

Stooping six feet, two inches to pick up a pin.

Using memorandum paper, no matter how small, on both sides.

Borrowing your neighbor's pencil to make your own last longer.

Reusing the large, brown envelopes and file backs until they are "thread-bare."

#### Office of General Freight Claim Agent

Correspondent, NORMA H. APPLGARTHE

We are told that "from little acorns, great oaks grow," so from the inception of the idea of a Christmas Entertainment (which was OUR Mr. Glessner's), this idea blossomed into a full grown tree, or in other words, a wonderful entertainment. We owe a vote of thanks to our entertainers, who were as follows:

Orchestra: Messrs. F. B. Weber, H. G. Carlisle, E. F. Chlan, E. P. Wooten, H. Bunn, R. Ryan, Miss Margaret A. Wagner. Soloists: Misses Fahey, Wagner and M. Bredehoeft.

Minstrels: Messrs. J. J. Hagerty, H. V. Chaney, E. K. Williamson, H. B. Stagge, C. P. Bullinger and C. M. Perry.

Also to Miss Dorris Perry, whose dancing was appreciated by everyone. She has every right to look forward to becoming a great artist. We are also indebted to Miss Ritter, Miss Katherine Costello, Mrs. Bredehoeft and W. W. Wood, chief, Wel-

fare Department, known as the "Silver Tongued Orator," for their contributions.

Our Entertainment Committee is to be congratulated upon the success of their efforts in providing the entertainment as well as the Buffet Luncheon, which was enjoyed by all.

Last, but not least, we extend our thanks to Mr. Glessner for permitting us to have the Christmas tree and entertainment, all of which has created a better spirit of fellowship in the department.

It will be well for us to remember that the post card business getting campaign is still open. There is a card every month in our MAGAZINE for the purpose of securing business, either freight or passenger. You might tell some traveling friend that our Capitol Limited has been on time 450 times out of 466 trips and that our other trains also make good records.

If some one Askew, would you take a Chance and Gamble on the Day, or would you rather ask Hall to have a Heart and Loane you the Keys to Love a Fineman like a Brewer, a Goldsmith or a King, and Garner in the Horn of plenty so that you would be the Gaynor; or would you care to take a dip into the Waters of the Fountain of youth and drive a one horse Shea and Chew a Bow (of) Hay. THE OFFICE NUT

J. M. Wheeler, who has been absent because of ill health, has returned from a trip to California. He is much improved; the sights of Hollywood did a lot of good.

We are pleased to know that Carl Eger, former secretary to assistant chief clerk, has been promoted to private secretary to Foreign Freight Traffic Manager Couse. Having been a member of our department for nearly five years, we naturally preferred to have him remain with us. However, the chap who has succeeded him is a "Peach" (by name, if not by nature) and we welcome him, extending our congratulations and hopes for success to each of the young men.

#### Purchasing Department

Correspondent, S. I. O'NEILL

Edward C. Goldsborough, Purchasing Department, was married to Miss Elsie Shreck, at St. Paul's Church by Rev. Walter Hayes, on January 3. Talbott Mann, a fellow clerk, was best man and Mrs. Mary Long, bridesmaid. After a reception at the bride's home, Mr. and Mrs. Goldsborough left for New York on their honeymoon. Congratulations!

John Simmering, price clerk, Purchasing Department, is looked up to as the adviser of our boys. John is at his desk working at 8 a. m., and he is polite and obliging to all. This would be a good trait for all of us to acquire. John entered the service of the Baltimore and Ohio in 1884 and resides with his family at Elkridge, Md. We only find one fault with John, and that is that he won't get an automobile. His answer to his friends is that he will get one when his "old gray mare," Nell, dies. The animal has been in the family many years.

It seems that the Purchasing Department will be hard hit in the near future. From present indications, Miss Minerva Simon, Miss Katherine Swinger and Miss Maudie Quigley will leave our department for the purpose of making someone else happy, which, of course, will make the P. A. boys sad. These three young ladies have sunny dispositions, are good workers and obliging. Our best wishes to Maudie, Katherine and Minerva.

Harry Householder, order clerk, Lumber Department, entertained our boys at his home, 1716 Homestead Street, on January 5. After dancing, solos were rendered by

Otto Kamberger and Chap Laupus (the Weber and Fields of the Lumber Department), accompanied by Miss Frances Sherlock on the piano. We were then entertained by "Pete" Evans and "Jake" Huber with their saxophones and flute. These boys were so noisy that they disturbed the peaceful slumbers of Homestead Street. After they were finally quieted, a buffet lunch was served. "Tommy" Ennis, while anxious to add his bit to the merriment, was somewhat handicapped, as his "girl friend" kept a pretty close eye on him. The boys then retired to the cellar and Steve O'Neil gave an exhibition of his skill as an acrobat, and almost dislocated the gas pipes. Chap Laupus was penalized by his better half for indulging in too many cigarettes. Homestead Street is just recovering from the shock of it all, and Mrs. Householder and Harry have sworn off the bunch for life.

#### Office of Superintendent of Telegraph

Correspondent, E. M. BRYAN

Early in January we experienced severe snow and wind storms on some of the Western Divisions, which interrupted many of our telephone and telegraph circuits; however, we wish to extend a word of praise and appreciation for the commendable manner in which the staff handled this serious situation. The road forces and linemen rendered admirable assistance in rapidly restoring the wires to normalcy.

The wide world is familiar with the Baltimore and Ohio Glee Club, and we are proud to say we have a member of that wonderful chorus among us—W. C. Donnelly. When time permits, Mr. Donnelly gives us the benefit of his clear Irish tenor, his favorite selections being "Sweethearts and Wives, May They Never Meet" and "Kiss Me Darling." Apart from being a good singer, he is right there when it comes to getting business for the Capitol Limited. Good for you Mr. Donnelly, keep it up.

Oft times when people shake hands, they extend a hand that is almost lifeless, but not so with M. C. Allen, division plant superintendent, Western Union Telegraph Company. He gives you a hand clasp that rings true, and the charm and sincerity of his personality invigorate the whole office. Sorry we cannot have him with us all the time, but hope he will visit us often.

Big locomotives, drawing an endless chain of freight cars or swiftly moving passenger trains over gleaming rails, actually mean our daily bread in the form of a pay check at the end of every two weeks. Fellow employes, what are you doing to keep these cars filled with freight and passengers? Have you secured any new business for this year? Aside from office duties, let traffic solicitation be your second thought. Speak of the Baltimore and Ohio service to your friends and business associates. If you hear of people who contemplate a trip, send them time tables, let them know



Mr. and Mrs. E. C. Goldsborough, the former employed in the Purchasing Department, Baltimore



you really want their business, and you will probably get it. Think what the result would be if each and every employe would secure at least one passenger or shipper for the Baltimore and Ohio. Let's try it.

#### Mail and Express Traffic Department

Correspondent, T. E. REESE

Mable Hand Cross started the New Year in the proper way. She reported at the office on the morning of December 29, just to say, "I am going to be married this evening at 5.00 p. m. and then leave for a short honeymoon so that 'we' may be back for turkey dinner on New Year's Day with Papa and Mama." Our hearty congratulations!

Paul S. Smith, formerly in the Mail Room, was transferred to the Main Office on January 1. We welcome him among us.

#### Relief Department

Correspondent, H. IRVING MARTIN

"What are the wild (Radio) waves saying" to the members of the Relief Department Radio Club? They, like Prospero and Ariel, are conjuring tempestuous sounds and swelling music from the vast deep, the earth and the air. What would the voices of the air repeat to us if the dead and the living could tell of the good done by the Relief Department—if every widow and fatherless child could tell how the benefits paid at the death of the husband and father kept the family from going "on the rocks" or prevented the child from leaving school.

Twenty-five thousand employes, borrowers from the Savings Feature, could express their pride in the homes they have been enabled to create for their families. An army of pensioners would tell of the monthly checks coming regularly and punctually to the thirty-five hundred employes retired since 1884. Suppose that each Baltimore and Ohio rail could speak of the passengers or freight diverted from other rails and carried in Baltimore and Ohio cars. Each bolt and spike might give their story of painstaking devotion to duty on the part of each employe.

The ranks of the radiologists grow daily. "Brer" Ball and "Shake" burn the midnight electricity while New York, Cleveland, Atlanta, Louisville, Kansas City, Omaha, Montreal and near-by Pittsburgh unloose their canned music or broadcast the voices of their orators. One writer however, cautions, us thus against allowing the accessories of life to usurp the place of life itself.

"John Keats never had the treat of hearing a phonograph record conveyed by the wireless over five hundred miles, but he did once hear a nightingale, and it may be that there was more to be gained by listening to the nightingale's song and preserving the beauty and inspiration of the moment in immortal verse than hearing the uninspired strains of mechanical music even though it traveled twenty-five thousand miles."

Miss Katherine Meyers has been spending some time at the Hebrew Hospital getting acquainted with the nurses and studying New Year's cards. We hope that the operation for appendicitis will prove to have corrected all her troubles and that she will return made over and A-1 for her old job. Her absence gave us the opportunity to become acquainted with her substitute, Miss Marie L. Bavis.

The members of the "Gold Fish Club" are taking their duties as guardians seriously.

Death depleted the number of the fantails to such an extent that it was necessary to call in medical experts and now the meetings of the Club are enlivened by talks on Red Cross Work for ailing gold fish. As long as Miss Helfrich doesn't offer to give the fish swimming lessons she will hold their attention.

The Bowling Team is coming into its own. Under the directorship of H. C. Shakespeare it is getting within handshaking distance of the leaders.

#### General Superintendent of Transportation

Correspondent, PAUL L. FAUSTMAN

Miss Vogts has returned and we are glad to report that she looks better than ever after her prolonged illness.

Clifton Wilson is still taking the rest cure at Phoenix Sanitarium. He is gradually improving and we hope to have him back in the fold in the near future.

Some people are always breaking into print. I believe "Brose" Hardwick has been mentioned in every issue of the MAGAZINE since I have been correspondent. This time he has given a party to the boys on the desk, and from all reports, they had a big evening.

Our baseball team may not have shown to good advantage last year but some tennis champions may lose their crowns next season. There will be a tournament, if tentative plans materialize, for the purpose of determining the champion tennis player of the Transportation Department. Single and double matches will be arranged and the champions have already been challenged by Harry McCracken and Geo. McClellan, Car Service Department. Although I think a great deal of both Harry and George, I doubt if they will be able to even make things interesting for us.

Two of our Beaux Brummels recently went cavaliering. After spending a pleasant evening, their car suddenly stopped on the way home. It didn't take long to find out that the rear axle was broken. There they sat. What would they do? Then out of a clear sky came a taxi. After a little persuasion, the driver consented to tow them to a garage where they left the car, and were later driven home in the wee hours; incidentally they met the milkman at the door. It's a good thing these two fellows were of the higher social set. If it had happened to some of us, we might not have been able to pay a taxi bill. We would have either walked home or sat there.

The question of car supply is always a live one. In times of shortage, it's getting rid of them, but at all times it's a question of properly handling foreign equipment. Superintendent of Transportation Clarke recently spoke on this subject at a meeting of the Traffic Class, in the Assembly Room, Baltimore and Ohio Building, after which an old time quizz was held, which reminded me of my schooldays and which proved helpful to all those present. Since the present administration of the Transportation Department began there has been an intensive drive to educate the men on the



Relief Department Radio Club

ground as to the proper handling of equipment, and although results have been most gratifying, there is still room for improvement. Those on the outside will do well to keep their eye on the foreign car and handle it strictly in accordance with instructions.

Our old friend C. J. Fellows is sojourning in Florida. We would like to hear from him.

#### Superintendent of Car Service

Correspondents, H. V. OBERENDER and C. P. BAYN

Nature fits all her children with something to do, He who would write and can't write can surely review.—Lowell

This expresses our sentiments exactly, so we shall spend our time reviewing and leave more space for boosting our Company.

We waited patiently for Christmas to announce the engagements of some of our fair sex. We can believe only what our eyes see, on the left hands of the following girls we see sparklers that foretell a tinkling of wedding bells: Loretta Grogan, Julia Eierman, Muriel Bricker, Amelia Fritz, Elizabeth Morgan and Ethel Rogers. Nellie Gray, Ellen Simms, Adelaide Eckmeyer, Hilda Stewart and Lillian McCann will be among the early 1924 brides.

We are glad Marie Bopp has returned after a long absence. Hilda Stewart and Cleons Cooper also returned with the coming of the New Year.

E. W. Greenfield, one of our older members, is still confined to his home, also Mr. Gilbert, another of our older clerks. These friends who have given many years of good service would be happy to receive a message from us. Let us not forget our friends when they are ill. Nothing helps to brighten a sick person more than friendly greetings from those with whom they associate daily.

Elsie Slingerland was forced to return to the sick room after a few weeks at the office but we hope, in a short time, to have her with us again, in good health. Amanda Aler and Katie Zimmerman were at home for a short time during the holiday season.

We hope things will be brighter for Mrs. Skinner is the New Year and that she will be in her accustomed place among us.

We are sorry to report the death of Mary Allen's sister and Margaret Haenschler's father. Our hearts go out to them in their hours of bereavement and sorrow.



## Valuation Department

Correspondent, J. A. RENEHAN

The Mid-Western Mechanical Valuation Committee, composed principally of men who are responsible for the handling of mechanical valuation of about 40 carriers, mostly operating in the West, held their regular meeting, their first in this section, in our Central Office Building, Baltimore, on January 17 and 18.

A number of representatives from eastern and southern roads were invited to attend, and most of them expressed themselves as being glad of the opportunity to be present and learn of the activities of this committee on valuation matters.

An inspection of our port facilities was made by train.

Further report of the activities of this meeting will appear in the next issue.

James Spires, formerly of the Accounting Department of the C. H. & D. R'y but now of the Valuation Accounting Engineer's Office, was married in New York at the Little Church Around-the-Corner on January 19, 1924. The lucky girl was Miss Marguerite Gregg of Baltimore. After an extended honeymoon trip through New York, Canada and Bermuda, Mr. and Mrs. Spires will reside at 630 N. Gilmor St., Baltimore, Md. All of Jimmie's old friends extend to him best wishes for success and happiness. Cincinnati and Higgensport papers please copy. Jimmie extends to all his old friends on the old C. H. & D. R'y a cordial invitation to call when visiting Baltimore on business and otherwise.

Miss L. E. Burman, formerly of the General Freight Office, is now a member of the Valuation Department.

## Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

"Here lie the remains of Reed Harley Blight, who trusted his bootlegger. Lead Kindly Light."—*Portland News*.

Add last verse to Fred Stone's old but famous "Baffin Bay" song which is original and will interest our correspondents, bringing to mind an incident during the Conference:

'Twas on the good ship "Stoney Creek" we sailed for Curtis Bay—

But our coal piers weren't working as we passed 'em by that day.

A. D. October 26, 1923.

Lady: "What have you in the shape of cucumbers today?"

Grocer: "Nothing but bananas." Yes, we have no bananas—

Now the Baltimore and Ohio has neither cucumbers or bananas for sale, but the following brief conversation which is supposed to have taken place at Camden Station or some other terminal on our line will suggest our best advertisement:

Racing Fan (from force of habit): "What have you in the line of fast one's today?"

Baltimore and Ohio Ticket Seller: "Try our Capitol Limited, its' a sure winner."

The MAGAZINE recently contained a very good, inspirational jingle; it is rather long so I'll just quote the first and last stanzas and then conclude with my own spasm, as we are cautioned to be as brief as possible:

"If you can't be the pine on the top of the hill,

Be a scrub in the valley—but be  
The best little scrub by the side of the rill;  
Be a bush if you can't be a tree.

If you can't be a highway, then just be a trail,

If you can't be the sun, be a star;  
It isn't by size that you win or you fail;  
Be the best of whatever you are."

If you can't be an author in the hall of fame,  
Be a writer in the ranks—but be

The best little writer this MAGAZINE has  
To further our Company's good name.

## Auditor Coal and Coke Receipts

Correspondent, J. LIMPert

After an illness of three weeks we are glad to see Assistant Auditor W. B. Dudderar with us again.

Cupid was busy in this office during the month of January, claiming Miss Esther Brannon, who resigned her position January 12, and was married on the 23rd. She will reside, after the ceremony, honeymoon, etc., at Greenville, S. C. J. J. Conroy also

took unto himself a wife on January 23. The latter couple will visit Niagara Falls and other points of interest in the north.

We wish both couples all the luck in the world and a long, happy married life.

In view of the fact that several young ladies of this office seem to be casting covetous eyes in the direction of O. R. L. (of course, we do not censure them for doing so, because he is such a likely chap), we think it our duty to inform them that they are wasting good time. If anyone wishes to find out who "The Girl" is, let him or her first discover who gave him that stick pin; then their search will have ended.

December 12. Capitol Limited sprung a form reversal and took three from Royal Blues.

December 19. The first half of our schedule was completed tonight and showed the four teams as being pretty evenly bunched, with the final result a guess; any one of the four teams can finish in the lead. Several good scores were rolled: Pritchard, 328; Atwell, 322; Lehman, 320 and Reichert, 310.

January 2. By a strange coincidence the beginning of the second round of games started in the same manner as the first half, i. e., Royal Blues taking two from Head Lights and Capitol Limited taking two from Pull Men.

January 9. Cellar champs since October 31, Capitol Limited climbed out of that position over the prostrate form of the Royal Blues and are now riding one game back of second place. Standing of teams at this date shows:

	WON	LOST	PER CENT.
Pull Men.....	25	17	595
Head Lights.....	21	21	500
Capitol Limited..	20	22	476
Royal Blues.....	18	24	429

The first Christmas Entertainment arranged by our office was held on December 22 with the following program:

1. Orchestra—"The Bridal Rose Overture"  
W. Fitzpatrick, Clarinet; C. L. Hammond, Piano; W. F. Henry, Cornet; L. G. Levee, Cello; J. Limpert, Violin; R. Limpert, Violin
2. Christmas Carol—"Adesta Fideles"  
"Silent Night"  
Entire Office Force
3. Short Talk.....L. A. Lambert, Auditor
4. Solo—"Night of Nights".....Miss Edith Ritter
5. Reading—"College Days".....Miss Lydia Starke
6. Christmas Carol—"It Came Upon the Midnight Clear".....Entire Office Force
7. Solo—"Jesus of Nazareth".....Miss Esther Brannon
8. Harmony Five—Selected  
M. L. Dell, First Tenor; O. R. Lutz, Second Tenor; E. F. White, First Bass; P. E. T. Houck, Second Bass; E. B. Pierce, Second Bass
9. Cello Solo—"Traumerei".....L. G. Levee
10. Christmas Carol—"Joy To The World"  
Entire Office Force

Refreshments ..... Dance

Entertainment Committee.....H. I. Bunn  
Refreshments Committee—Miss E. E. Heidrick and Miss W. J. Marley, assisted by Misses Rose Dahne, Margaret Shea, Helen Lang, Ida Donovan, Emma Ray, Bertha Stansbury  
Tree Committee—W. D. White and Miss Grace Wedmore  
Tree Ornaments Committee—Misses Olive Bryan and Ida Donovan  
Music Committee.....J. Limpert  
Piano Committee.....W. R. Johnson  
Piano loaned through courtesy of Kunkle Piano Company

The various committees worked hard and successfully. The entire program was rendered by office talent, with one or two exceptions, and all who participated are to be congratulated on the fine showing made. Here's hoping for a bigger and better entertainment next year.

Please read also in the forepart of this issue the many ways in which employees are helping increase our business. They're interesting!





### Auditor Disbursements

Correspondent, LILLIAN E. SCHUELER

We challenge any office to beat Dan Cupid's A. D. record for the past month. Just cast an eye over this list.

Ramon Turner, Voucher, File and Index Bureau, after weeks of quizzing on the part of his fellow clerks, has finally admitted his engagement to Miss Tess, Western Maryland Railway Company. From what we saw of Miss Tess at the dance we admit that Turner has shown splendid taste.

David Williamson, Pay Roll Bureau, received a beautiful Elgin watch for Christmas and is proud of it. When one of our girls, who happened to be at the Charity Ball, met the lady who gave him the watch, she noticed on her left hand a sparkler that just about blinded her! We have been wondering why "Dave" wears that blissful expression and now we know.

On December 26, Miss Lillian Atherton, A. R. A. Bureau, and Phillip L. Gowen were married, and after a honeymoon went to Washington, where they will make their home.

The latest addition to our lighting system comes from the left hands of Misses Mildred Betsworth and Marie Whitfield. Proves our childhood lesson that Santa never forgets us when we're good.

On January 5, BANG, like a bolt from a clear sky, came the announcement of the resignation of Miss Rae Euzent; reason—matrimony. Chin dropping and question mark expressions were quite vivid, from the loft of the office to the coal bin, and through it all Rae swiveled merrily on her chair and proudly displayed a beautiful diamond set in platinum. The congratulations will bring her enough happiness to last 200 years now that she has become Mrs. Sigmund Libowitz. The wedding was on January 20.

To all who have just taken the important step, or have decided to, we extend our hearty congratulations and wishes for lives of happiness and good luck.

Well, what do you think of that! The stork made another visit to the A. R. A. Bureau, this time leaving at the home of T. J. Saddler, on January 2, a fine boy. A stronger word than "proud" will have to be coined before we can express Saddler's joy over this event. Congratulations!

Here's a good example of a Baltimore and Ohio business getter. A friend of Thomas Campbell's was going to St. Louis to bring another friend, who was very ill, to Baltimore. He was going to use a competing line because he had always used it. Mr. Campbell placed before him the advantages of the Baltimore and Ohio and so his friend decided to try it. When he returned he was full of praises for our service and especially for the courtesy extended to his sick friend. Since then this gentleman and a party had occasion to go to New York and, of course, they went via Baltimore and Ohio.

Did we have a good time at the dance? Well, I should say we did. Read the story of it on another page.

### Auditor Freight Claims

Correspondent, GRACE L. STANFORD

"Christmas comes but once a year, Ever' nigger gits his shear" is an old plantation rhyme which I frequently heard in my childhood. (Remarkable that I have such a memory, you say? Well, that's a mean dig, but I'll accept it unchallenged this time, not being in a position to refute it.) Whether or not you all got your share I am



unable to say, but if you didn't it was your fault, for there was plenty. Mr. O'Toole promised us a real treat, and we are ready to lick the first one who says he didn't keep his word.

The festivities were opened with addresses by Auditor J. F. Schutte, and Assistant Comptroller Deverell, who, knowing our impatience to get at the goodies waiting for us, cut their talks short, and bade us "go to it," which we did with a vim.

Sandwiches of various kinds, salads, relishes, hot coffee, ice cream and cake—the home made variety at that—all did their bit towards eliminating that aching void which is usually felt at that hour of the day (and 'most all day by some of us); "feeding our faces" is the most pleasing part of any program and from general observation this did not differ from others. I caught a glimpse of our editor stuffing (now, that's an undignified term to use on such a dignified gentleman, but truly that is the only word I can find for adequate description), yes, stuffing and gesticulating wildly at intervals, I presume to the waiter, to fill up his plate for the —th time. I haven't yet learned whether or not he got his share, but presume he did, for when I saw him again his countenance registered supreme satisfaction—that after-dinner, sleepy, contented look, don't you know.

(The look of supreme contentment, Miss Stanford, was occasioned not alone by the delicious lunch which I enjoyed, the good addresses, music and all—but by the satisfaction that I had in knowing that all I had to do was eat, drink and be merry—while you, poor girl, had to worry about this story—Yours in fun—The Editor.)

The orchestra struck up a fox-trot. Then followed the ever beautiful "Holy Night," sung by ensemble. Herbert Brown followed this with "I loved Her on the Back Porch." Well, if he can love like he can sing, oh boy! "Southern Melodies" sung by Messrs. O'Toole, Hines, Brown and Lauder, struck an answering chord on our heart strings. "Nuff Sed." A sketch from the humorist John J. Sweeny, brought forth chuckles, and not a few of us almost went into convulsions.

J. H. Krager favored us with a violin selection, accompanied by his daughter, Mrs. Edith Krager Bates. "Roses of

Picardy" by Mr. Hines, and "Call Me Back, Pal O'Mine" by Miss Smith were thoroughly enjoyed.

Donald Frank and Miss Catherine Clark cleverly imitated Rudolph Valentino and Madame Hudnut, delighting the eye with a Spanish dance, which was not nearly long enough to suit the audience.

Miss Edith Ritter, Coal and Coke Department, surprised us with her song "Night of Nights" and Miss Charlotte Eitze gave us a piano solo.

A. V. Lauder concluded the entertainment with vocal selections, effectively rendered.

Because of limited time, many numbers were eliminated, among them "The Face on the Bar Room Floor," by J. P. McElgunn, and a vocal selection by R. G. Borrell. These omissions were greatly regretted.

The orchestra allowed us just three dances before they decisively packed up their instruments and departed, much to the disgust of the dancers.

(Right now I'm issuing a word of warning to that little "Tar Heel"—either she loses part of that popularity in our entertainments, or else we girls are going to pack her off to her native wilds.)

I do not believe it is necessary to write anything to emphasize "Everybody had a great time" for everybody knows that. We'll do this instead—come on everybody in unison—"three cheers" for our committee

In the midst of our joy and merry making we could not forget the sadness which has unfortunately come into the hearts of some of us this Christmas time. Mr. Schaeffer lost his father on December 24; at the same time his little seven year old grandson, the sunshine of granddad's life, lay very ill, because of a fall on one of his toys. E. J. O'Connor lost his grandmother on December 10, and his mother on December 28. John Prenger lost his uncle on January 1. Our deepest sympathy to the bereaved.

Miss Lillian Dittmar and Bruce Southerland have returned to work, after illnesses of long duration. Miss Alta Baker is ill—nervous breakdown, we are told. Best wishes for a speedy recovery!

Have you gotten YOUR passenger for the Road? The trains have to run and every extra fare is VELVET!





Frieda Murray missed the six day bicycle race this year but hopes to be heavy enough to enter in 1924. Pier 22, New York

#### Office of Auditor Passenger Receipts

Correspondent, C. C. WARWICK

The annual Christmas entertainment given by the Welfare Association of our office was held on December 22. A beautiful tree, tastefully decorated, had been erected, providing the holiday atmosphere.

The program opened with group singing of Christmas carols, with Richard T. Luke accompanying at the piano. Auditor Passenger Receipts C. H. Poumairat, Assistant Auditor L. M. Grice and Chief Clerk G. W. Jentner made brief addresses, extending the season's greetings and dwelling on the spirit of cooperation and good fellowship which exists in our office. Howard E. Hullett, chairman of the Office Committee, speaking on behalf of the employees, tendered Christmas greetings to the Management.

We always expect a rare treat when Harry Holstein performs for us at the piano and were not disappointed in his rendition of Rachmaninoff's Prelude, in C Minor.

Your correspondent did his bit, singing a few songs, including, "Yes! We Have No Cincinnatis Today." The real surprise of the entertainment came in the brilliant performance of Joseph Morrison. We were not aware that he was such an accomplished musician. Harry Thorn sang "Love Sends a Little Gift of Roses." He has a pleasing voice. Miss Helen Meeks, introduced as the star of the United States Fidelity and Guaranty Company players, entertained with songs and dances. Her title is well merited. Luncheon was served, after which an orchestra furnished music for dancing.

The affair was well planned and was enjoyed by all who attended.

Miss Netta Walter, formerly of this office, was married to R. A. Grubbs, on December 8, at Kensington, Md. Our best wishes are extended.

Head Clerk Wilson T. Jenkins, Statistical Bureau, boasts of the only group of clerks in the office, having "Harte" and "Sohl" in their work.

Miss Naomi Mason has recently become an ardent basketball enthusiast, following St. Andrew's team to such distant points as Westminster. What can be the reason?

At this season of the year, when railroad traffic has decreased let's think of personal solicitation of business for the Company.

Most of us do not come into personal contact with shippers of merchandise, but all of us should be able to persuade passengers to use the Baltimore and Ohio.

You only have to get them on our trains once. There was a time, not so long ago, when the Baltimore and Ohio was the butt of many jokes, but now the joke is on the fellow who doesn't know Baltimore and Ohio service.

## New York Properties

### New York Terminal Lines

#### Divisional Safety Committee

##### Permanent Members

E. J. HAMNER	.....	Superintendent.
B. F. KELLY	.....	Trainmaster.
W. B. BIGGS	.....	Terminal Agent.
A. L. MICKELSON	.....	Asst. Terminal Agent.
E. A. ENGLISH	.....	Marine Supervisor.
J. L. SUSSEROTT	.....	Division Engineer.
J. F. BOWDEN	.....	Master Mechanic.
A. J. CONLEY	.....	Road Foreman of Engs.
J. P. MCGOWAN	.....	Division Operator.
FRANK ROBMAN	.....	Division Agent.
P. DEVERE	.....	Medical Examiner.
W. G. TRAISTER	.....	Storekeeper.
J. N. GOODMAN	.....	Superintendent of Police.
H. C. LEONHARDT	.....	Chief Train Inspector.
G. H. STYLES	.....	Supvr. Crossing Watch.
LEO MELOY	.....	Secretary.

##### Rotating Members

A. H. BEEDE	.....	Conductor.
JOS. KEIGHER	.....	Brakeman.
WM. BOWE	.....	Engineer.
WM. DEWATERS	.....	Fireman.
P. DEVER	.....	Shop Employee.
P. LEAHY	.....	Car Dept. Employee.
WALTER VIDLER	.....	Telegraph Operator.

## Pier 22, North River

Correspondent, WALTER SANDS

We are interested to learn of the engagements of Louise Bowen, Claim Department, and Margaret Cronin, Revision Bureau. Both young ladies are the proud possessors of "the distinguishing ring" that tells the story. We wish them every happiness.

We would like to ask C. McAllister why he locked the safe and the clothes locker at the same time.

At Christmas, "Joe" Coffee carried three chicken heads for good luck.

There is a station known as Bellaire in Ohio, on the Baltimore and Ohio. About a month ago, we learned that there is also a Bellaire on Long Island. It was dis-

covered by Louis Gouline (Robinson Crusoe) and his Man Friday, Nathan Serper, both of them now residing there. They eat breakfast every night so as to be at the office on time in the morning, and in addition, Nathan sings to "Louie:"

You and I now live in Bellaire

If we are late any more we will travel by air

We will pass the expresses all along the line  
It's the only way we can be on time.

Frank Going told General Foreman L. Oswald that he, Frank, and "Tony" Ross are the only men that can work on the dock. Those who know "Tony" Ross will appreciate this.

## Staten Island Lines

Correspondent, G. J. GOOLIC

Now that the holiday season is over, we must settle down for a vigorous and eventful year, one which, when time makes us old and grey, will bring back to our memories the thought that we made progress.

Let's make our work our pleasure and put our shoulders to the wheel, resolved that with the added impetus we may put into our work, we will derive the maximum benefit. If our employer prospers, we do also!

Presidential year is known as a slow business year. Let us regard this as heresy and make a firm resolution that the year 1924 will be the biggest, most prosperous and most eventful year of our lives.

With regret we announce the death of Mrs. E. E. McKinley, wife of Trainmaster E. E. McKinley, on the morning of January 9. The employees of the Staten Island Lines extend their heartfelt sympathy to the bereaved family.

Congratulations to Mr. Hasslebrook and wife, on the arrival of a baby boy.

Ha, Ha, Ha! Here we are again. We have with us today, the boy with the big feet, "Jimmy" Hyland, pipefitter's helper, Clifton Shop. "Jimmy" says every night he gets home from work, he takes his horse out for exercise. "Jimmy's" horse is so near the ground that when "Jim" gets on, instead of riding, he walks because of his feet.

#### Heard in the Division Accountant's Office

C. H.—Let's have your time slips.

R. McC.—They were beaten last night—I didn't play.

H. M.—Want a good car, buy an Elgin.

M. C.—You big Turk!

H. V.—Hey, Cap, what'll I charge this to?

W. H.—Did you get the slips from George yet, Harold?

J. S.—Hey, Harold, I can't find a 101 for this guy.



PIER 22, NEW YORK

Left: Frank W. Prather, Porter, Pier 22. Center: James Ryan, our faithful Messenger. While the photograph was taken many years ago, "Jimmy" still wears the same bright smile. Left: Mary Ann, daughter of M. Pearigen, Collection Department



D. McB.—Well, I'm using it just now—  
How long d'ya want it?

W. M.—Did ja stop at the Coal Pocket,  
Harry?

T. B.—What ja say?

J. D.—Aw! They're a piece o' junk!

A. O.—Hello, Sweetheart!

H. D.—Did ja ever hear the one about—?

T. K.—Got 'ny candy?

R. D.—Let me have your stationery list  
for the next two months.

B. F. L.—What's the matter?

H. K.—Got C-H-I-L-E last night, Mac.

W. J. McN.—There's something radi-  
cally wrong.

A. H.—I want a timeslip from you for  
the 6th, 7th and one for yesterday.

C. B. C.—This is O. K.

Uncle "Dick" Farlow has met his match.  
Wandel of the A. K. Bridge knows more of  
the Bible than he does.

"Jimmy" Lynch has discovered the  
fountain of youth, only "Johnny" puts it  
on his hair instead of drinking it.

"Hughie" Canlon, our genial inspector,  
base ball genius, etc., is with us again.  
"Hughie" is tired checking up garbage  
floats.

Mrs. Larkin, ticket agent, has a com-  
petent protector, a Bow Wow, in her  
ticket booth.

Mysteries will never cease. Who should  
have been off on Christmas and New  
Year's. Where'd that book go?

Sign on an old upright boiler between  
Docks 15 and 16, Clifton, reads "Jesus  
Saves" and when the children burn wood  
in this boiler, and the flames shoot up  
through it, it looks very suggestive. Use  
your imagination!

Looks as though there was going to be  
another romance in the Division Account-  
ant's Office, the way B. Mc. and M. C.  
walk down from the office together every  
night.

George Goolie's favorite saying—"Who  
got my pencil? Now my eraser is gone!"

Louis Keppler says that if he has to work  
overtime many more nights he will have  
to ride "Jim" Hyland's horse so he can get  
home early to go out with his gal to the  
movies.

Notice "Tony" Stuhl these days? He is  
practicing to go on the stage. He hops on  
one foot from his desk to the window of the  
cashier's cage, tells a few jokes and walks  
back, two, feet, to see the effect on his  
patient hearer.

Conductor Musier recently acquired a  
set of Christmas lights from his landlord.  
Maybe the landlord has method in his  
madness. Might be contemplating a raise  
in the rent, and gave the lights so that  
Musier could be well lighted to see his way  
to pay.

Mr. Wright is now a full fledged process  
server. Anyone not paying bills to the  
Company better not let Wright see them.  
Method: "Pay up or I'll sue you."

Milton Curry had better behave himself  
now. The way he sprung that joke on Mr.  
Gibb at the Minstrel so embarrassed our  
worthy trainmaster that he is out for  
revenge.

Notice the sad look on Frank Rebham's  
face these days? His wife kept him home  
New Year's, and after having it all arranged!

*Lots of the boys on our division have friends  
outside the service who travel—why not in-  
troduce them to the "Best and Only?"*



THE PHOTOGRAPHER WANDERS 'ROUND BALTIMORE TERMINALS AND FINDS:  
1. Electrician R. L. Kingsbury. 2. Electrician James Gardiner. 3. Car Cleaner W. W. Woodall.  
4. Car Cleaner H. L. Lay

## Baltimore Terminal Division

Correspondent, J. B. HIGDON

### Divisional Safety Committee

#### Permanent Members

C. M. SHIVER	Superintendent.
G. S. CRITES	Division Engineer.
F. W. FRITCHEY	Master Mechanic.
W. T. R. HODDINOTT	Trainmaster.
G. P. HOFFMAN	General Car Foreman.
J. C. CANNON	Road Foreman of Engs.
J. J. MCCARRON	Captain of Police.
E. H. MATHERS	Medical Examiner.
T. E. STACY	Secretary, Y. M. C. A.
W. E. NEILSON	Agent, Cam'een.
J. M. WHITE	Agent, Locust Point.
W. F. BERETT	Supervisor.
B. H. PRINN	Signal Supervisor.
T. H. SEAL	Supt. Elevators.
G. A. BOWERS	Genl. Foreman Yd. Engs.
B. E. DEAN	Secretary.
B. S. STURAT	Storekeeper.

#### Rotating Members

M. V. FOX	Female Representative.
J. A. SMITH	Section Foreman.
D. J. CORWIN	Conductor.
J. L. FOXWELL	Brakeman.
G. H. LONG	Motor Conductor.
S. J. BOSLEY	Fireman.
T. J. MILLER	Car Repairman.
J. O. F. COVELL	Engineer.

Division Engineer's Office. Congratula-  
tions!

At last, our friend Ed. "Ham" Hughes  
has received word from Ty Cobb to report  
for spring training. We all know that  
"Ham" will make "Good."

Probably by now friend Lincoln, who re-  
cently selected the Wilds of West Virginia,  
has his "Still" in full bloom. Be careful,  
Abe, of the agents.

Mr. Ralston has a hard task, since he has  
tried to learn how to operate the Baby  
Lincoln he purchased. As far as parking  
is concerned there is no law, he seems to  
think. Fords won't run by steam, Mr.  
Ralston!

Baltimore employees will be interested to  
know that the *New York Tribune* carried a  
copyrighted article recently, under London,  
England, date line, praising highly the  
loading facilities in American ports. It is  
the first of a series of reports to be issued  
under the auspices of the Chamber of  
Shipping. An example is made of the coal-  
ing station at Curtis Bay, where no less  
than 40,000 tons of coal have been shipped  
in one working day of twenty-four hours.  
In three days teeming (production) this

Alas, our question has been solved. Our  
friend Mr. Hubbard, Camden Freight  
Office, has joined hands with Miss Carr,





General Foreman L. H. Martyne, recently presented with fine gold watch by his associates

staith (dock) equals practically all the work done in teeming (the production of) 16 berths in a Tyne dock in one work. The *Tribune's* article was copied in the *Baltimore Sun* of December 24, 1923.

Here is a picture of our good old friend L. H. Martyne, who, on February 2 completed 37 years' service with the Baltimore and Ohio, and who has filled the position of general foreman at Camden Station for many years.

Mr. Martyne is not a big fellow in stature, but he has as big a heart for work as any man on the Railroad. For years hours meant nothing to him, it not being an uncommon thing for him to be on the job at seven o'clock in the morning and from then on until ten thirty at night. He is a friend of everyone down at Camden and is as much an institution here as is the tower on the passenger station. In his long years of service he has missed less than two months from illness and is still going strong.

#### Camden Station

Correspondent, W. H. BULL

Cupid has traveled up a flight of stairs at Camden, and darted his arrow at one of our inbound revision clerks, Andrew F. Bauernschub. Just when he will embark upon that well known Steamer "Marriage" is not definitely known, but judging from the rumors it will be soon. The lady's name as we understand it, is Miss Gertrude Litz, stenographer, Buck Glass Co. Here's hoping marriage will not interfere with the splendid cartoons with which Mr. B. has been entertaining our readers.

And still another one. Leo C. Hubbard, Inbound Freight Department was married to Miss Elizabeth Carr at St. Martin's Church on January 7. Congratulations, Pete!

Mrs. Lawrence, matron, Ladies' Rest Room, was the hostess at a luncheon tendered on December 26. The room was tastefully decorated in the prevailing holiday colors. Cream, cake and candy were served and an enjoyable time had by all. Mrs. Lawrence was the recipient of a hand-

some umbrella, leather purse and hand-bag, the gifts of the ladies of all departments in the station.

L. H. Martyne, general foreman, is the proud possessor of a handsome gold watch, the gift of the men under him. The presentation speech was made by Freight Agent W. E. Neilson. Mr. Martyne was much surprised but managed to express his thanks in a neat little speech. Mr. Martyne's picture appears in this issue of the *MAGAZINE*.

Are you doing your work because you have to do it or because you like to? There's a lot more fun in the "liking" way!

#### Locust Point, Md.

Correspondent, J. ROSS GOULD

Assistant Correspondent, R. W. MORAN

Dan Cupid's dart struck Miss Martha V. Fox, clerk, Agent's Office, who was married on December 17 to F. E. Bailey, fireman, Philadelphia Division.

We extend to Mr. and Mrs. Bailey (who, we understand, intend to reside at Wilmington, Del.) our sincere congratulations and wish for them a bright and happy future. May their honeymoon be perpetual.

We are glad to welcome J. H. Buckley, our fellow clerk, to the office after an absence because of sickness. His gentlemanly demeanor and smiling face, which have endeared him to all, have been sadly missed. May his return to health be permanent.

H. Snell, Pier 8, Locust Point, became the proud father of a baby girl on December 15. Congratulations!

#### Revery

Many times and oft I've wondered

As I've sat—at twilight glow,  
Of the scenes of yore, and wondered  
As through the mist, they come and go.

Whether scenes, as laid, were ordered,  
Or whether flashed at fancy's will;  
When the days were pleasure bordered,  
And dull care we tried to kill.

Retrospection has its pleasure;  
It has also thoughts of pain.  
For of those, who "trod" the measure,  
Many will not "tread" again.

So 'tis well to live the present,  
With a hope for future's goal,  
Let the past be ever absent—  
Live to satisfy your soul. —J. R. G.

*When you do a good turn for one of our shippers in freight service, do him another good turn by asking him to travel "Best and Only!"*



#### A REASON FOR MOUNT CLARE'S POPULARITY

Back row, left to right: Misses J. Hintenach, L. Bird, E. Rullman, Mrs. E. Bender, Misses L. Buchanan, and H. Leopold. Front row: Misses D. Dunkerly, J. Pincus, E. Schafer, M. Wenzel. Photograph taken on roof of new office building

#### Mount Clare Shops

Correspondent, W. H. ZELL

##### Safety Committee

##### Permanent Members

T. R. STEWART..... Superintendent of Shops.  
H. A. BEAUMONT..... General Car Foreman.  
G. F. KLINE..... Supervisor, T. & M.  
W. H. ZELL..... Secretary.  
J. E. TATUM..... Supervisor of Labor.

##### Rotating Members

J. C. HARRISON..... Machinist.  
R. G. BOND..... Machinist.  
J. H. WILSON..... Machinist.  
R. O. PASTERFIELD..... Machinist.  
ELMER JONES..... Helper.  
WILBUR BAYNARD..... Tender Repairman.  
W. C. DUVALL..... Moulder.  
J. H. HAWKINS..... Blacksmith Helper.  
GEO. MALLERY..... Carpenter.  
W. H. SAUMENIG..... Car Man.  
EDW. SHEPPARD..... Pipe Fitter.  
W. J. CHAPMAN..... Car Man.  
E. J. STALEY..... Clerk.  
J. C. WALSH..... Blacksmith.  
W. L. CHILDS..... Boilermaker.  
G. W. BRADFORD..... Pattern Maker.  
C. GRADY..... Pipe Fitter.

It is with much regret that we record the death of George W. Cromwell, 57 years of age, on January 6, 1924.

Mr. Cromwell was the third son of former Superintendent of Motive Power A. J. Cromwell, who produced some of the most successful classes of locomotives the railroad has ever operated. George was born in Piedmont, W. Va., and at an early age moved to Baltimore. After passing through the grade schools of Baltimore and Friends School, he entered the service of the Baltimore and Ohio as a pattern maker apprentice, in July, 1884. He afterward held the following positions: mechanical draftsman, inspector of blueprints, gang foreman, round house foreman at Riverside, foreman at Mt. Clare and pattern maker. While serving his time as an apprentice he graduated from Maryland Institute, night classes in mechanical drawing. He was a member of the Baltimore and Ohio Veterans' Association and John H. B. Latrobe Lodge of Masons.

He is survived by Mrs. Marian E. Cromwell and three sons; Cameron, Custer and Robert; also by seven brothers and one sister, Mary C. Warner. Four brothers are now, or have been, connected with the Company: O. C. Cromwell, assistant to chief of motive power and equipment; A. Grant Cromwell, ticket agent, Mt. Royal Station; J. E. Cromwell, apprentice instructor, Mount Clare Shops, and H. C. Cromwell, mechanical draftsman, who was in the Mechanical Engineer's Office until January, 1919.

Mr. Cromwell, although afflicted, was a loyal worker and was known for his honesty, tenacity of purpose, his sterling character and manliness. His loss is mourned by many friends and relatives.

The Veterans' Association held their regular monthly meeting on January 7, at



Moose Hall. M. V. Pascal, formerly chairman, Entertainment Committee, who was elected financial secretary for the year 1924, was presented with a beautiful ring by the Ladies' Auxiliary, as a token of their appre-

ciation of the interest he has shown in the Veterans and Ladies' Auxiliary. The ring, which has the emblem of the Veterans' Association on it, will recall the many interesting times he has enjoyed while being

faithful to his duties. We know he will continue his good work for 1924 as financial secretary.

The Freight Car Forces, after enjoying the holidays, have all returned to work.



#### AT MOUNT CLARE

1. Freight Track Apprentices. Left to right, back row: A. Scalio, E. Cavey, C. Raspi, E. Oster, E. High, C. James. Center Row: U. Gassaway, W. Drury, E. Jackson, M. Damico, G. Shiloh, A. Johns. Front row: L. Halfpenny, R. Oliver, T. Wyatt, M. Hess, E. Purcell. 2. Margaret, daughter of Stenographer and Mrs. C. L. Reisinger. 3, 4, and 5. Carman M. J. Anderson, Fannie May, age 11 months and Mrs. Anderson. 6. Spark Plug, trained goat belonging to Carman George Nichols, Freight Track. 7. August Charles, son of Carman and Mrs. Charles Mosmiller. 8. The late George W. Cromwell and his family. 9. Joseph Edwin, son of Carman and Mrs. Charles Mosmiller



Some spent their holidays out of the city, others made themselves useful around their homes. However, now that we are at the beginning of a new year, we will all put new vigor into our work and put the Freight Department on top.

The Business Men's Council, Pocket Testament League, had one of their representatives, "Bill" Shannon, at Mount Clare, and several meetings with the foremen and men were held. "Bill," as most of the men call him, gave a brief talk, telling us that formerly he was one of the rank and file of a railroad shop, and how this little book had helped him in his dealings with mankind.

Pocket testaments were distributed to the foremen and men, and it is felt that the majority of the men who accepted them will read at least a chapter a day, as an inspiration in their daily lives.

## Baltimore Division

Correspondent, W. B. WEIS

ASSISTANT Correspondent, G. K. SIEBERT

### Divisional Safety Committee

#### Permanent Members

F. G. HOSKINS	Superintendent.
F. W. FRITCHEY	Master Mechanic.
J. P. HINES	Master Mechanic.
G. S. CRITES	Division Engineer.
C. B. HARVESON	Division Engineer.
C. A. MEWSHAW	Passenger Train Master.
C. E. OWEN	Freight Train Master.
F. D. H. BISER	Medical Examiner.
I. J. MCCARRON	Captain of Police.
F. B. STANSBURY	Captain of Police.
E. E. HURLOCK	Division Operator.
H. K. HARTMAN	Division Operator.
S. B. KELLAR	Signal Supervisor.
B. H. PRINN	Signal Supervisor.
J. E. SENTMAN	Road Foreman of Engrs.
C. H. NORRIS	Road Foreman of Engrs.
A. W. WALTER	Master Carpenter.
R. JAMISON	Master Carpenter.
T. E. STACY	Secretary, Y. M. C. A.
W. H. TARR	Clerk.

#### Rotating Members

C. E. ASHER	Section Foreman.
G. H. WILLIAMS	Yard Master.
C. T. GROVE	Conductor.
B. S. DANIELS	Engineer.
A. C. DEENER	Brakeman.
E. T. SULLIVAN	Fireman.

Ex-Correspondent H. R. Lincoln, formerly of the Baltimore Terminal Division, dropped into the office the other day straight from the Wilds of West Virginia—He doesn't show any bad effects yet, but—Time will tell.

Have had a number of changes in the office recently—H. L. (Goofy) Goodman has been appointed secretary to general superintendent, W. B. (Joe) Weis took his place as secretary to superintendent, E. L. (Slippery Elm) Mallery fell in line for the position as clerk to passenger trainmaster and B. E. Bell (The Boy Wonder—looks just like Harold Lloyd—girls) is the new correspondence clerk in place of "Slippery Elm." Congratulations to all.

We regret to say that so shortly after his appointment to his new position and just when he is getting to like it, "Slippery Elm" had to go away for his health. Here's hoping that he will be back with us soon.

Dispatcher I. S. (Old King Tut) Williams has been down in Miami, Fla. From the looks of the Postal Card he sent to the office we all regret that we are not with him—the wording on the card was—"What is waiting for you in Florida." A picture of a young lady—well for particulars see "Skeeter" Hubbard. He's better at describing that sort of thing than anyone else around Camden.

Dispatcher H. H. (Ham) Hamilton was stranded on his "Ranch" down on the Magothy during a recent cold spell. To make it worse when he did get started he had to leave the windshield of his machine open in order to see and he almost froze to death. Terrors of high life—"Ham." You ought to get a chauffeur.

We extend our sympathy to Dispatcher C. A. Hopwood and hope that by the time this goes to press his wife will be well and strong again.

Operator L. B. (Robby) Robinson knows a lot about the "True—Blue" Oakland. There is also an automobile show in town this month. Don't ever get him started. The boy is an orator from the heart.

Don't know whether Elizabeth Carr's marriage had anything to do with "Slippery Elm's" bad health or not. It was rather a shock, wasn't it?

Overheard a conversation on the train the other day—four traveling men were talking about service. Two of them had never traveled over the Baltimore and Ohio before and commented on the fine service and politeness of our trainmen compared with those of other roads. One of the other two men was a real "Baltimore and Ohio Booster," said he had been traveling over



Engineer J. H. Carver, Harrisonburg, Va.

the line for about five years and did not have a complaint to make. That went for the entire System, of course, but we know he was talking principally about Baltimore Division trainmen.

We are glad to see Car Distributor J. F. Whiteley walking around the office again—"Joe" has been off since Christmas—not because of any celebration but because of sickness. We extend a regular Baltimore Division welcome to you, "Joe."

The Baltimore Division has been making some new records during the last few months. During the period—September, October, November and December, 1923, Philadelphia handled 5341 cars of fruit, which is a great increase over 1922 and a new record. All those concerned in the handling of fruit at Philadelphia are to be highly congratulated on this wonderful performance, which stands out as a Baltimore and Ohio record in one of the principal cities of the United States. It is further gratifying to have the Fruit Growers Association advise us that Philadelphia was the only principal city in the United States that handled fruit currently without the necessity of placing of embargoes. Well—we can only say that this is BALTIMORE AND OHIO SERVICE—the Best and Only.

The business handled through our Northern Gateway—at Park Junction has been increasing by leaps and bounds. On January 14, 1924 we made a new record of 1682 cars handled. This also indicates the kind of service that is being given by our Railroad, and can largely be attributed to the efficiency of our people at Philadelphia.

At Brunswick the Baltimore Division has again demonstrated its ability to perform new things to obtain better operating efficiency. During the period November 13, 1923 to January 14, 1924 there were 1148 cars shopped out of Trains 97 on arrival at Brunswick, which were repaired promptly by the car forces at that point and replaced in the same train from which they were shopped and the trains dispatched without a minute's delay. During the period July 9, 1923 to January 14, 1924, 3201 cars were shopped out of Trains 94 on arrival at Brunswick and were repaired and replaced in the same train without delay. Brunswick Transfer Shed has also made a record. Cars loaded at the shed are placed in Train 97 on the day loaded. Previously freight loaded one day did not go forward until the next day. This indicates teamwork on the part of all our people at Brunswick and they are to be congratulated on these performances.



Inspector J. J. Reiser, Dining Car Department, is proud of his 13 months old son, J. J. Junior (left). He has reason to be. Right: J. J. Junior's little cousin



Don't feel that Philadelphia, Wilmsere and Washington Terminals are being slighted—they have also accomplished much in the same kind of handling of cars. Brunswick performances have been mentioned in detail as this was our high point on the Baltimore Division.

The apple orchards on our Shenandoah District were heavy producers during 1923 and a large portion of this business was moved over the Baltimore and Ohio. During the season, up to January 15, we handled a total of 1725 cars of apples from Winchester and other points on the Shenandoah District, while during the season of 1922 we handled only 715 cars. Our service has been responsible for a large part of this increase in competitive territory. Teamwork on the "Valley" has been responsible for the good service.

As the MAGAZINE goes to press we are happy to know that we have broken another record—the Baltimore Division is in first place in freight train performance—a position we have been trying to reach and hold for the past several months. Increased train load and decreased overtime, brought about by strenuous effort on the part of all concerned, are responsible for this.

Upon showing the above notes to our superintendent he made the comment that "it was only through the help, teamwork and cooperation of the officers and employees on the Baltimore Division that we have had the wonderful success in all branches of operation."

We can make the superintendent have this impression all the time if we "Pull Together." Let's show him and the other general officers that we can do this all the time. The more records we make the more business we will get for the Baltimore and Ohio. Think of the record made by the "Capitol Limited." This has only been accomplished through the team-work and efforts of the conductors, brakemen, baggagemen, engineers, mechanical people and passenger department (the passenger trainmaster on this division). There has never been a complaint from any of the passengers using this train over the Baltimore Division.

Rae Edmonson, one of our employees living in Strasburg, Va., recently persuaded one of his friends to use the Baltimore and Ohio to New York, and with the following result:

*My Dear Mr. Edmonson:*

I have traveled quite a great deal on different railroads and am glad to say that I have found the Baltimore and Ohio one of the cleanest and most accommodating roads of them all. Even the porters are on

the job to the limit, and one doesn't need to worry about anything. From my varied traveling I am sure that no one has a kick coming on the treatment afforded by the Baltimore and Ohio.

Respectfully,  
(Signed) ROBERT H. SHERMAN

The accompanying photograph is of Engineer J. H. Carver, trains 85 and 86. He is a member of the Veterans' Association, belonging to Brunswick Lodge, and is one of the oldest men in service on the division.

Mr. Carver is a man full of life and very fond of practical jokes. Needless to say he is popular with his fellow employees and our patrons.

#### East Side, Philadelphia, Pa.

Correspondent, CHARLES H. MINNICH

We wonder if "Andy" has set the date for his wedding yet!

"Joe" McGovern, the "original fusser," has bought a new Ford touring car. He has picked out the widest and best used street in West Philadelphia for practicing driving. Careful pedestrians are warned to keep off the street until his course is completed.

We were all grieved to hear of the death of Conductor Wallace Shay, early on January 9, while performing his duty at Lumbrook, near Newark, Del. Our sympathy to his surviving relatives!

We have been requested to ask "Flossie" how she enjoyed the record dance. Will someone tell us?

A letter recently came in addressed to "Billie" Gillespie, assistant chief clerk. He now feels like a man of grave responsibilities.

#### Pier 22, Philadelphia, Pa.

Correspondent, MARY G. GUTHRIE

J. H. Peak, former cashier, Washington Freight Station, has taken position as cashier, Pier 22, Philadelphia. We all join in best wishes for his success.

What do you think of Helen McDevitt, girls? She wears a solitaire on the third finger of the left hand and tries to tell us "It's only a friendship ring." Isn't that a good one!

Frank Turner has resigned as cashier, Pier 12, to accept position of traveling auditor. Congratulations to "Mike" Torpey, his successor.

We all want to improve conditions and one of the best ways to do it is to take deep interest in the Baltimore and Ohio Railroad Company. Successful operation means

more satisfied and contented employees. I ask the cooperation of every employee in the Terminal to keep our operating expenses at the minimum by turning off electric lights not needed, saving stationery, coal and all sorts of material.

#### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

We are now fairly lunched into the New Year, a year that will bring many vital issues to the front. Of primary interest to railroaders are the hearings on Railroad consolidations that are being held in Washington. Then, for the politicians, it is Presidential election year, and that is "enuff sed." We must also remember that is is "Leap Year," at which time the ladies are, by an unwritten law, permitted to take the initiative in certain matters pertaining to their future health, wealth and happiness. Well, bless their hearts, we wish them joy in the use of their prerogative.

As far as business at this station is concerned, we are busy enough to keep us out of mischief, both in and outbound freight keeping well up to the mark for this season. Our automobile trade is still booming, the procession of machines along our platforms being as much in evidence as it ever was.

During the year 1923 we received over Three Thousand carloads of automobiles, about fifteen thousand machines.

Is it any wonder that the streets of Washington are not very safe for the ordinary down-trodden pedestrian!

The campaign for new business, of which we are ever being reminded by the editor, as well as in every issue of the MAGAZINE, is a good thing to boost. Let us, however, not forget that it is good to hold the business we have obtained as well as to get new customers. A case in point is that of a prominent minister in this city who comes from New England, and as most New Englanders have a habit of doing, usually patronizes other railroads than ours. Lately, however, he had occasion to go to Chicago and decided that the Capitol Limited would be a good train to travel on.

The beautiful Christmas spirit of giving where giving does good was finely exemplified by a number of our boys at the festive season. One of our force, who has been paralyzed for a long time, and has been unable to work, and whose circumstances are by no means prosperous, was called upon a day or two before Christmas by two of the boys, Chief Delivery Clerk T. E. Frey and Delivery Clerk C. J. Mattimore, who drove up to his house in Mattimore's automobile, which was loaded to its capa-



A MEMORY OF OLD PHILADELPHIA

The Clover Wheelmen Bicycle Club taken in 1890, in front of Memorial Hall, Fairmount Park. Second from left (with beard) is Rev. M. R. Minnich, City Missionary, Lutheran Church, Philadelphia and official visitor to prisons and hospitals. Mr. Minnich is now in his 77th year, he is the father of our correspondent, C. H. Minnich, East Side





General Foreman and Mrs. John T. Mathews of Washington, D. C., at Havana

city with Christmas cheer of every description. Christmas was indeed made a time of joy and thanksgiving for our afflicted friend.

Those who participated in the happy thought may rest assured that the gift was "bread cast upon the waters," and will return to them in some form after "many days."

Please examine the reports of check weighing that are given in the MAGAZINE and note that Washington, D. C., holds her own with the larger stations on the System. The amount of \$89.38 for November is gratifying.

Changes in force will always take place in the best of businesses. This time it is

when he got married, but records do not show any time since, recently conceived the idea that he needed relaxation, and resolved he would go to Cuba. John and his good wife spent the Christmas holidays at Havana. Talk about being enthused over a trip! It does one good to hear John describe his experiences among the Cubans, and to see his face light up when he is talking about it. It must have been an interesting journey, and one that was well earned by those who enjoyed it.

#### Wilmington, Del.

Correspondent, C. W. BAILEY, Chief Clerk

It is a long time since Wilmington has had anything to say in the MAGAZINE. With the New Year, however, we have turned over a new leaf and resolved that this important point will, in future, let the rest of the System know what it is doing.

One of the accompanying photographs shows the Cumberland Car Department Sunday Force. It was taken in 1914. It has been loaned to us by Yardmaster Hollen, Wilmington, who, at the time the photograph was taken, was employed at Cumberland. Reading from left to right you will find Chief Clerk B. J. Coulehan Passenger Car Foreman W. H. Hollen, Yard Checker Ralph Weedy, Material Distributor M. J. Mathews, Gang Foreman J. H. Krause, Storekeeper H. A. Lapp, Steel Car Foreman B. Randalls and Black-

and their families which will be of interest for publication in the MAGAZINE.

Would also appreciate reports of business secured for the Railroad by any of the boys in this territory.

#### Hagerstown, Md.

Correspondent, G. R. PACKETT

Local Ticket Agent S. A. Gates, who has been seriously ill, has returned to duty. We are glad to see him again. Mr. Gates is always accommodating and assists materially in the prompt and courteous handling of patrons.

George Younkens, chief clerk to Freight Agent F. S. Bowman has been absent because of illness. We hope for his early return.

Car Inspector G. W. Packett has just completed thirty-three years service with the Baltimore and Ohio.

Warehouse Foreman D. E. Kinsey gave a New Year's supper to his Sunday School class at his home in Mt. Lena, Md. Twenty youngsters were present.

Hagerstown employees are always glad to see any members of the Baltimore and Ohio Family. A cordial invitation is extended to everyone to visit us when in our city.

Crossing Watchman C. E. Ricketts, Lee Street, Hagerstown, while on his way to



The Car Department Force at Cumberland, Md., in 1914. See Wilmington, Del., notes for names

our old friend John H. Peak, who has been connected with this office from time immemorial, and has been cashier for a number of years, who has arrived at the "parting of the ways." He has left us to take up the duties of cashier, Pier 22, Philadelphia. Charles E. Warfield, also an old timer in the service, succeeds John as cashier at this station. Our best wishes to both.

Death has brought sorrow to two families of employees at this station. On December 7, William Floyd Provance, engineer, died. He worked for a number of years on the Metropolitan branch way train; he was operated on about a year ago for cancer of the stomach. He recovered sufficiently to resume work for a time, but about two months ago was taken with the same dread disease, and finally succumbed to it. He was buried from his home at Martinsburg, W. Va., on December 9, 1923.

On December 19, Loretta B. O'Leary, daughter of Timothy O'Leary, car foreman, died at the home of her parents in this city. Miss O'Leary was a native of Washington and a graduate of Notre Dame Academy. She was highly esteemed by her many friends, and leaves, besides her parents, three brothers and three sisters to mourn her loss.

Our sincere sympathies are extended to the sorrowing families in their bereavements.

General Foreman John T. Mathews, who is one of the real old stand-bys at this station, and who, we think, took a day off

smith Foreman E. V. Dalbaugh, the latter gentleman loaning the camera with which the photograph was taken. It is interesting to note the style of "headgear" as compared with today.

Our other photograph is the wife and baby of Chief Clerk to General Yardmaster C. W. Bailey.

General Yardmaster W. M. Murphey is "right on the job" when it comes to moving cars. He does not permit them to stay in the terminal. His motto is "Keep 'em moving." By the way, Mr. Murphey and First Trick Booking Clerk "Buddy" Barrows were in Washington New Year's Day. It is said they spent the best part of the day with the President and General Yardmaster N. O. Clark.

The "Sheik of Wilmington," E. A. Herbert, is busy looking after his social official duties.

We read with interest the story in the December MAGAZINE about the Capitol Limited of freight service. We were sorry to note, however, that all the terminals where the New York sections might stop, were mentioned, with the exception of Wilmington. Wilmington is the first stop 97 makes after leaving Cranford Junction, where the Central of Jersey and Reading crews get it for movement to Wilmington. Our crews move the trains to Brunswick from here.

The correspondent will be glad to have any news and photographs of employees

work found a pocket book which contained valuable papers belonging to Mr. Dorenberger, of this city. Mr. Ricketts reported his find to the Freight Office and Mr. Dorenberger called for it. At the same time he rewarded Mr. Ricketts for his honesty.

Gail H. Wolfe, local rate clerk, sent three local people to the New York Auto Show, via Baltimore and Ohio. He called on them and requested that they give our lines a trial and they are now Baltimore and Ohio



The fine family of Chief Clerk C. W. Bailey, Wilmington, Del.





## This is the Watch for You— If You Need Accurate Time

**P**RACTICALLY every railroad man must have a watch that can be depended upon—a watch that will keep accurate time.

That is why you'll find Hamiltons in the hands of Conductor Christner and Engineer Brown of the B. & O., Chicago-New York Limited. And that is also why you'll find Hamilton Watches predominating wherever accuracy and dependability are everyday necessities.

The Hamilton is a watch that owes its enviable reputation to faithful performance. It is a watch that will, with proper care, give you accurate service for a score of years or more. In other words, the Hamilton gives most accuracy and service per dollar of investment.

The favorite Hamilton among railroad men is the No. 992; this model is doing duty in engine cabs and coaches, signal towers and dispatchers' offices, from coast to coast. The Hamilton No. 992 betters the most rigid time inspection requirements and will serve you, as it serves thousands of other railroad men, day after day and year after year.

For other than time inspection service, we recommend the Hamilton No. 974 movement, which gives you the famous Hamilton workmanship in a watch of lower grade and lower price.

Your jeweler will be glad to show you the "992" and the "974." The next time you pass his shop drop in and ask to see them.

*We will gladly send a copy of the Hamilton "Timekeeper"—our booklet about Hamiltons—to any railroad man requesting it.*

**HAMILTON WATCH COMPANY**  
LANCASTER, PENNA., U. S. A.

# Hamilton Watch

"The Railroad Timekeeper of America"



boosters. This is the kind of work you will find every man at Hagerstown doing and I hope to be able to report many long lists of passenger and freight from this section each month.

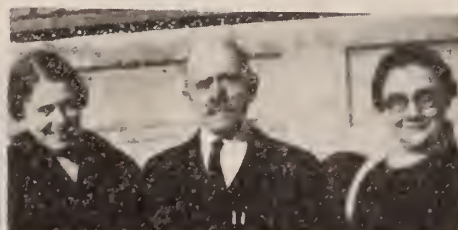
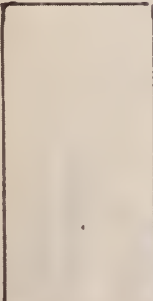
### Brunswick, Md.

Correspondent, MILDRED T. FISHER

On January 3 our terminal was visited by the fire insurance inspector. We are

proud to say that he was pleased with conditions here.

Local Storekeeper H. E. Litchfield has left to take up his duties at Lima, Ohio. He left with the good wishes of his fellow



### ON THE CUMBERLAND DIVISION

1. Cumberland East Bound Hump Crew. For names, see notes. 2. Baggageman George Anderson, who has been handling baggage at Cumberland since September 1, 1885. 3. Mary Hollen Gross. 4. Mr. and Mrs. E. F. Decker, the "Newlyweds" and Mrs. T. Beel. Mr. Decker is in the car. 5. Leonard and Eleanor Arnold. 6. W. Kline. 7. Irene Minghini. 8. Home of Conductor C. P. Arnold purchased through the Relief Department. To right of house, Paul Kline. 9. Ticket Agent C. H. Taylor. 10. Warehouse Foreman G. Fletcher, in service 34 years. 11. Ruth M. Cheuvrout, Stenographer, Superintendent's Office; Pensioned Machinist J. H. Harmon and Mrs. C. H. Taylor. 12. Mike Diehl. Crossing Watchman, Cumberland



employees. Mr. Litchfield will be succeeded by Mr. Wheeler of Keyser. We welcome Mr. Wheeler.

The accompanying photograph is of Lucille, daughter of Machinist James A. Chambers. She is much interested in the Children's Department of the MAGAZINE and is contributing stories to it.

We are glad to have "Eddie" Nuse as clerk, General Foreman's Office.

Miss Mildred Phalen, who was furloughed from General Foreman's Office, has taken a position in Car Record Office. E. L. Wright, furloughed from the same office, has taken position in Transfer Agent's Office. C. T. Harrington was recently transferred to Transfer Agent's Office.



Lucille, daughter of Machinist James A. Chambers, Brunswick, Md.

### Cumberland Division

Correspondents, JOHN J. SELL and  
RALPH L. KETZNER

#### Divisional Safety Committee

##### Permanent Members

R. W. BROWN	Superintendent.
E. C. GROVES	Train Master.
E. P. WELSHONCE	Train Master.
P. PETRI	Division Engineer.
A. H. HODGES	Master Mechanic.
M. A. CARNEY	Road Foreman of Engrs.
L. J. WILMOTH	Road Foreman of Engrs.
E. C. DRAWBAUGH	Division Operator.
I. G. SELBY	Medical Examiner.
H. D. SCHMIDT	Captain of Police.
J. G. LESTER	Signal Supervisor.
C. G. SUTTON	Storekeeper.
F. A. TAYLOR	Master Carpenter.
A. W. McDANIELS	Sec. R. R. Y. M. C. A.
A. N. MARTIN	Secretary.

##### Rotating Members

H. E. CHILDS	Electrical Foreman.
J. J. FROMHART	Freight Conductor.
H. A. HOOK	Freight Engineer.
W. R. KESECKER	Freight Engineer.
L. D. SIMMONS	Freight Fireman.
H. C. THOMPSON	Freight Fireman.
W. V. STEWART	Yard Conductor.
J. W. MANFORD	Yard Conductor.
G. S. HARDY	Freight Brakeman.
C. F. ASHENFELTER	Freight Brakeman.
C. W. BUCKALEW	Track Foreman.
C. W. ROBY	Track Foreman.
A. C. HARDY	Operator.

It is with sincere regret we report the passing of one of the Cumberland Division's best known employees, Supervisor ASI O. Tederick, age 43 years, whose territory extended from Weverton to Hancock, with headquarters at Martinsburg. He died at his home, Martinsburg, on January 1, having been ill since January, 1923. He is survived by his wife and six small children. Mr. Tederick entered the service as trackman on March 4, 1901, and was promoted



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These are the three big reasons why men who use a bag week in, week out, regularly are carrying Naugahyde Bags.

Naugahyde Bags are specially made to stand the hard knocks and punishment of constant travel. Built over a strong steel frame and vulcanized into a single piece with no seams to rip or rivets to come loose, Naugahyde Bags offer a combination of service and good looks that can't be beaten.

Designed with the special needs of railroad men in mind, they are both water-proof and heat-proof. The experience of thousands of railroad men is proving that Naugahyde will outlast anything at the price, or anywhere near it!

Naugahyde Bags are made with a handsome black grain finish, English check lining and solid brass fittings of the finest quality. Ask your dealer about them. If he cannot supply you immediately, write direct to us. Made in three sizes—16 inch, 18 inch, and 20 inch.

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Trade Mark

## NAUGAHYDE BAGS





The late Supervisor A. O. Tedrick

to foreman, January 1, 1906, general foreman, July 13, 1910, and supervisor, December 1, 1913. Funeral services were held from his home at 2 p. m., January 4. He was well and favorably known by almost every employe on the East End of the Cumberland Division, and was considered an expert trackman. He was awarded first prize for several years, for having the best maintained track on his sub-division. Our condolences are extended to his family.

Recently, our attention was called to a case where the Baltimore and Ohio again displayed its right to the title of the "Good Neighbor Railroad." Mr. Webber, who operates a greenhouse near Oakland, Md., was about out of coal and it was badly needed to prevent the freezing of valuable plants, flowers, etc. He explained this to local offices and found that a car of coal for him was in train of local East. The local conductor arranged to have car set out at Mt. Lake Park, so that it could be returned and placed for immediate unloading, thus averting the delay which would have resulted from hauling car into Keyser for weighing in the usual manner. The prompt handling of this case was much appreciated by Mr. Webber.

The annual award of prizes for the best maintained track on the Cumberland Division resulted as follows: East End: best supervisor's district, Supervisor C. Foltz,

Hancock. Best maintained main line section, Foreman J. F. Keller, Round Bottom, W. Va. Greatest improvement, Foreman L. E. Whisner, North Mountain, W. Va. Best branch line section, R. & P. Branch, Foreman L. R. Kasecamp, Glebe, W. Va.

West End: best supervisor's district, Supervisor M. W. Laffey, Rowlesburg, W. Va. Best main line section, Foreman J. S. Rhodes, Wilson, W. Va. Greatest improvement, Foreman T. E. Dunbar, Terra Alta, W. Va. Best branch line section, Foreman G. R. Buckalew, M. & K. sub-division, Dellslow, W. Va. Almost every section showed improvement, and everyone is to be congratulated upon the splendid work done during 1923.

Some of the boys received fine pocket knives for Christmas. Our division operator remarks that they must have been 1916 models, or why the corkscrew attachment?

Our genial agent at Newburg, W. Va., "went an' done it." Yes, he was married on October 9, at Kingwood, by Rev. Margussion. We are able to present a good picture of Mr. and Mrs. E. F. Decker and their car, accompanied by Mrs. T. Beel, wife of machinist at Hardman. We wish the newlyweds much happiness. Mrs. Decker was Anna Lee Sager before her marriage.

Our old friend W. H. Virts, general yard master, Keyser, W. Va., is visiting Florida, no doubt looking for the fountain of perpetual youth. It is our opinion that "Bill" does not need this fountain. Although a veteran in the service, he is still a hustler.

We are always glad to note instances of prompt handling of cars, and particularly so when it brings favorable comment from our patrons. Such an instance occurred on January 3. Swift & Co., Cumberland Plant, were badly in need of a car of meat then in transit to them. It arrived about 1 p. m. and was placed on the consignee's siding less than thirty minutes after arrival, although it had to be switched out of Train 94 and moved through the East and West yards before placing. Local manager of the plant congratulated all concerned upon the splendid handling given this car. Keep up the good work, boys!

We are pleased to present a photograph of the charming daughter of Mr. and Mrs. H. J. Minghini. Miss Irene is nine years old and is in the fourth grade, St. Mary's School. Irene has many friends, and, needless to say, is the pride and joy of her daddy, our popular clerk in Cumberland Yard.

Much has been said about the Baltimore and Ohio Railroad being a good neighbor—and here is another example. When an elderly lady died during the first week in the new year she was survived by her husband, who is 77 years old and in rather distressing circumstances. While friends were trying to make arrangements for the funeral, Yardmasters Helbig and Krouse kindly offered their cars and Yard Clerk J. H. Mosner and Yard Brakeman L. J. Blough attended the funeral as pallbearers. With the help of these boys and other friends from the outside, the old man was comforted by seeing his wife laid to rest properly. They had been together constantly since married, about 54 years ago. In the last few years, through a series of misfortunes, the case was made quite pitiful. We know our boys are equal to any occasion but when they go out of the Railroad family and assist, as in this case in no way connected with the Railroad, we cannot find words properly to express our admiration.



Genevieve and Elizabeth Trappe, granddaughters of Checker John W. Cole, Cumberland Freight House

We have been asking you to look into the Relief Feature and make an effort to own your own home. Here is the pretty home of Yard Conductor C. P. Arnold, No. 950 Maryland Avenue, Cumberland, purchased some years ago through the Relief Department. Don't you want to do likewise?

We are able to report a case of loyalty which shows the splendid manner in which our employes respond in an emergency. At 12.05 a. m., January 6, the roof of the sawmill in the Car Yards at Keyser took fire from an undetermined cause. An alarm was promptly sounded and a number of the day forces, members of the fire brigade and others, who were at home in bed, upon hearing the alarm immediately responded and succeeded in extinguishing the blaze in short order, the fire doing very little damage. They are to be commended for their prompt action, which prevented what might have been a serious loss.

One of our photographs is of Mary Hollen Gross, an accomplished young lady of the Division Accountant's Office, who has just completed six years' service with the Company. Mary was a great help in the offices during the war, doing her bit while the boys were away.

Our staff photographer recently secured a good picture of a familiar figure at the Queen City Station, Cumberland, George Anderson, baggage transferman. He has been handling baggage since September, 1885, and while almost all competitors have motors, George still sticks to his horse and wagon.

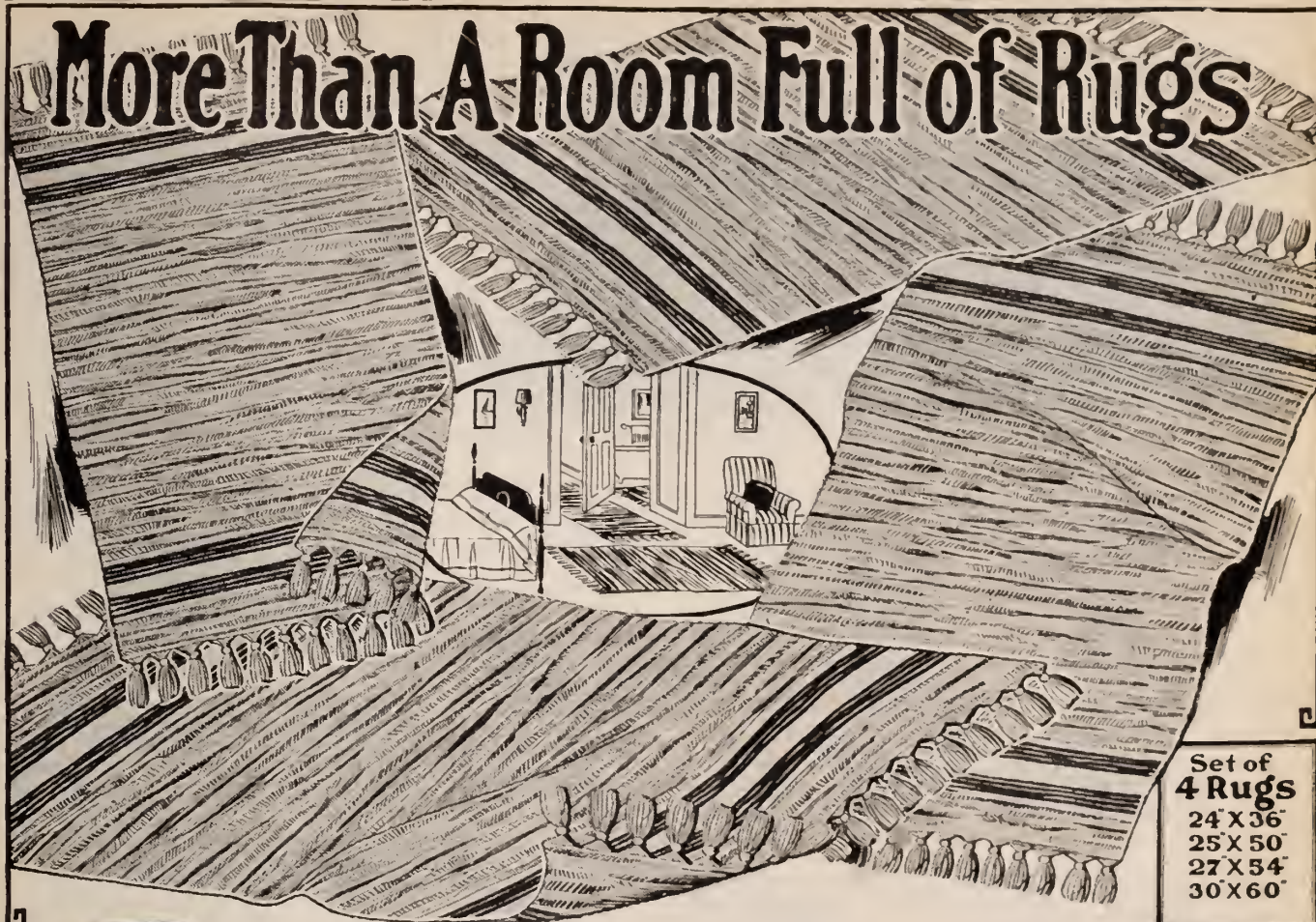


Don Kight, son of Travelling Passenger Agent Harry B. Kight, Cumberland, Md. Don's cousin Harley drew a cartoon of Don, but it was just so frightful we couldn't think of using it



Operator J. L. Schroeder, Martinsburg, W. Va., who has been mentioned in our Honor Roll several times





Set of  
4 Rugs  
24' X 36'  
25' X 50'  
27' X 54'  
30' X 60'

**\$1.00  
Down**

Brings

**All 4 Rugs**

Only \$1 Down  
Total Price

**\$4.95**

made in practical colors—easy to wash and keep clean. Send only \$1.00 with the coupon and we'll ship this set of 4 beautiful rugs on approval. Think of it! All 4 rugs for only \$1.00 down — \$4.95 in all — and on easy credit terms. Use them, put them in your bedroom, in your hallway, and in your bathroom, anywhere you wish. There are more rugs in this set than you will need for the ordinary bedroom. Judge this great bargain in your own home. You will find that a set of 4 rugs like this would cost you \$7 to \$8 cash in retail stores; but we make you this special bargain price of \$4.95 for all 4 rugs and we give months to pay besides.

We guarantee these rugs are made throughout of brand new, fresh, clean strips of cloth — factory trimmings. The material has never been used before; the cloth strips have never been washed. These rugs are closely woven in newest, attractive patterns. They are reversible; can be used on either side. Ends finished with fringe. Made in practical colors; easy to wash and keep clean. This bargain set includes: 1 rug 24x36 in.; 1 rug 25x50 in.; 1 rug 27x54 in.; and 1 rug 30x60 in. Positively only one set of rugs to any one customer on this offer. Order all 4 rugs by No. S-37. Terms: \$1 with coupon, \$1 monthly, total \$4.95

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Open a charge account with us. Buy this set of four beautiful rugs on our easy credit terms. No extra charge for credit. Only \$1 brings the four rugs on approval. When they arrive, pay no C. O. D. Pay the balance of our bargain price in small payments — only \$1 a month — less than a nickel a day.

Thousands buy on credit the Elmer Richards way and save money. When you have established your credit we will send you our regular monthly style bulletin showing hundreds of bargains in wearing apparel; newest styles in women's, men's and children's clothing such as worn by well dressed people in Paris, New York and Chicago. So send \$1 today with the coupon and open that charge account with us. Get this special rug bargain now while they last. No C. O. D. to pay.

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**Elmer Richards Co.** West 35th Street Dept. 4012 Chicago

**Elmer Richards Co.,** West 35th Street Dept. 4012 Chicago, Ill.

I enclose \$1.00. Send set of 4 rugs No. S-37. If I am not delighted with the rugs, I may return them and get my money back. Otherwise I will pay the bargain price on your terms; \$1.00 with coupon, and only \$1.00 monthly. Total price \$4.95.

Name of Husband.....

Address .....

Post Office..... State.....

I have lived in this town..... years And before that I lived in.....

For..... years. Own or Rent..... Nationality or Color.....

Occupation..... Age..... Married or Single.....  
Give names of merchants who know you personally

Name..... Town..... State.....

Name..... Town..... State.....

If you have ever bought goods on credit by mail, tell us from whom. If there is anything else you wish to tell us about yourself, write on a piece of paper and enclose it with this coupon. But the coupon alone, fully filled out, will do.

That's all we want to know and we're ready to ship the 4 rugs at once.  
No red tape. No C. O. D.





The pride of Cumberland Shops. Engine 5218 which handles The Capitol Limited. Note the new sign

Phone 3161

**W. T. COULEHAN & BRO.**

Wholesale Dealers in

**Groceries, Flour, Feed and Coal**

**CUMBERLAND, MD.**

All employees are to be congratulated on the fine showing made in the handling of the heavy holiday business, passenger, mail and express being handled without complaint. Favorable comments were made by Post Office Department, as well as many of our pleased patrons.

Another picture is of our Veteran Warehouse Foreman Geo. Fletchinger, Cum-

are glad to give credit to Foreman John M. Fuss, Section 13, East End. While Mr. Fuss did not take first prize, he was a close second. All the boys were on the job and it took close checking to determine the winners.

The Veterans' Association is holding some enthusiastic and entertaining meetings during the present winter season. We look for some good stories from our fellow correspondent, Miss Vada Pearl Drumm. Vada is "some" singer and always in demand, and, with other entertainers, is much appreciated.

Our old friend G. Frank Messman, report clerk, Superintendent's Office, has been unanimously elected president, Diabolt Club, for the coming year, succeeding M. J. Fleming, now past president.

Agent Burr Flag, North Mountain, has been on the sick list for some time, his son filling the agency temporarily. Burr's many friends hope for a speedy recovery. In 1923 North Mountain had one of the heaviest apple seasons ever experienced when over 500 cars were loaded at that station. Agent Flagg is to be congratulated on the fine handling given these highly perishable shipments.

Our fellow correspondent Harry B. Kight, traveling passenger agent, was right on the job during the Christmas rush, looking after the comfort of our patrons, putting them on proper trains, etc. Keep up the good work, Harry!

One of our photographs is of Leonard and Eleanor, the pride and joy of Conductor and Mrs. C. P. Arnold. Leonard, age 15, attends Allegheny County High School, and Miss Eleanor, who is 13, is leading her class in Pennsylvania Avenue School. Both our young friends take a great interest in the Baltimore and Ohio MAGAZINE and can boast of their father being a one hundred per cent. railroad man. Everyone likes "Pete" and there is none better as a conductor.

Here is a picture that will make the boys in Cumberland Yard sit up and take notice—the hump crew when the eastbound hump was first put into operation in 1910. On the engine, left to right: G. A. Crass, A. C. McNeill, E. J. Huff, L. R. Barley, J. E.

*The Store for Men and Boys*

**SCHWARZENBACH & SON**

**CUMBERLAND, MD.**

**PALACE OF SWEETS**

*Wholesale and Retail*

**FINE CONFECTIONERY  
ICE CREAM**

28 North Liberty Street Cumberland, Md.

Give us your order for the Easter Bunny. On those organization treats we will be pleased to serve you.

*There are some interesting notes in the fore-part of the Magazine suggesting a number of interesting ways in which employees are getting business for the Road. Read them!*

berland, who has completed 34 years' service. He is doing his bit in the Stop That Leak campaign by making a fine showing in checkweighing freight passing through his station.

We have heard many favorable comments on the manner in which Crossing Watchman "Mike" Diehl, Frederick Street Crossing, Cumberland, handles traffic safely over his crossing. We are glad to be able to present a good picture of him on the job.

In noting the splendid showing made by our track forces during the year 1923 we



Dismantling the old trestle, which carried traffic while the bridge at Viaduct Junction was being reconstructed in 1908. This will be of particular interest to "Old Timers"

*Please mention our magazine when writing advertisers*



O'Donnell, J. F. Watkins and W. H. Kennedy. Front row, F. W. Hamilton, A. J. Kelly, A. R. Conner, C. P. Arnold, A. F. Williams, C. R. Cramer, R. H. Guthridge and L. Apple. Nearly all of them are still in service. They will have "some time" now telling each other how it was in the "Old Times."

Our sympathy is extended to Conductor W. H. Nolan, who lost his father-in-law on Christmas Day and his brother on New Year's Eve.

C. K. Hixson done gone and "did" it! Yep, on Christmas Day, and he is still sailing through space. Much luck, "Hix," but remember we haven't met the happy bride as yet. Do we get an invitation to that good home cooked dinner you've been talking about?

Talk about railroading! You should see one of the 6100 class engines pick up 10,000 tons and ramble down the East End of the Cumberland Division to Millers, with one stop. Come on, you faithful, get the business; we are hungry to handle it.

An interesting recent development in connection with the notes covering the Cumberland Division is the number of business men advertising in our columns. Go see them! They are asking for our business and you can rest assured that you are perfectly safe in giving it to them.

We extend sympathy to General Yardmaster J. H. Read in the death of his mother. This occurred just before Christmas. It is uncommon to see such a close bond of affection between mother and son. Her's is an eternal reward for a life's work well performed.

The various campaigns conducted during 1923 were not without result, but let us keep them in mind and redouble our efforts during 1924. Saving coal is an everyday job, getting more business is for our individual welfare. "Stop That Leak" can always be practiced. The Careful Crossing Campaign should never be lost sight of and to start the New Year right we have THRIFT before us. Plan your work this year and then work according to the plan, and ere another New Year rolls around we shall all have prospered.

Agent W. A. Vermilyea, Moorefield, W. Va., is to be congratulated on the showing made in checkweighing freight at his station during November, 1923. He was able to show a gain of sixty-three dollars, which is very good for a station the size of Moorefield, and shows what can be done.

Agent C. R. Grimm, Cumberland, made a splendid showing in checkweighing for the year 1923. He and his force are to be commended for the interest displayed. We believe an even better showing will be made during the coming year.

Our infallible twins, W. H. Shaw and W. E. Wall, are adept with the cue. They have challenged a number of "pool sharks" to contests and in every instance those that have been challenged refused to play. They are looking for some real opposition and any one on the Railroad who can play a good game should communicate with Mr. Wall. This is an open challenge and no one is barred.

We hope our employes will "come to the front" with the postal cards that accompany the MAGAZINE each month. Let's make it a point to get business of some kind each month. We owe this much to our Company. The cards are there for a good purpose and they should be used.

# Special Offer To Railroad Men

**I will Show You How Without Investment,  
Experience or Training, You Can Make From  
\$30 to \$50 Every Working Day In The Year**

**Railroad Men**—if you are making less than \$20 a day, write to me at once. I will show you how you can double your earnings. You can be your own boss—work when and where you please—and make from \$4 to \$10 every hour you work.

**Head made \$69.50  
In One Day**

I want Railroad Men in every community to act as my representative—to call on my customers and take their orders for Comer All-Weather Coats. If you only take four average orders a day, I'll pay you \$96.00 a week. That's easy. J. R. Head of Kansas made \$69.50 clear profit for himself in one day. George Garon made a net profit of \$40 his first day. A. B. Spencer made \$625 in one month's spare time.

## No Experience Needed

It is not necessary for you to be a salesman. You don't have to know anything about selling. I give you all the information you need—tell you where to go, what to say and how to make money. E. A. Sweet of Michigan had never sold a thing in his life. Yet in one month he made \$1,200 with this proposition.

There is no trick to taking orders for Comer All-Weather Coats. The Comer Manufacturing Company is the largest concern of its kind in the world, selling high-grade coats to the consumer through the mail. There is no delivering or collecting to do.

My representatives just take orders and they get their money *the minute they have an order.*

## Get Started—Accept This Special Offer

— The important thing is to get started. I know that you can make more in a day than you sometimes make in a week. You can work every day—rain or shine—and you can make from \$30 to \$50 every day you work.

Just mail the coupon below for the facts of my special

offer to Railroad Men. It won't cost you a cent. In return, I will tell you about the easiest, quickest, most pleasant way to make big

money that you ever heard of. I'll show you how, without investment, experience or training, you can control a business of your own, be your own boss and make up to \$1,000 a month. Don't delay a minute. Let me get you started at once in this money-making business, where you can make more money than you ever thought possible. Sign and mail the coupon to me NOW.

**The Comer Manufacturing Co.,  
Dept. BX-612 Dayton, Ohio.**

## MAIL THIS NOW

**THE COMER MFG. CO.,  
Dept. BX-612, Dayton Ohio.**

Please send me full information of your special offer to Railroad Men, without the slightest cost or obligation to me.

NAME.....

ADDRESS.....

Print or write plainly



J. R. HEAD



**FREE**

In addition to your big earnings, we offer you an opportunity to get a Buick Touring Car free.



On December 14, the Social Club of Cumberland held their third annual dance, attended by many merry makers. It was held in the Offices of the Division Storekeeper and Superintendent of Shops, which were decorated under the supervision of Harry Childs, electrical shop foreman.

A Christmas tree greeted the guests as they entered the offices, and many lights of various colors dotted the walls and ceiling. Pine and laurel were used throughout the building, which presented an attractive picture.

Spates' orchestra of Frostburg furnished music which was exceptionally fine.

Delicious refreshments, prepared by the girls of the Storekeeper's Office were served throughout the evening. It was evident that our last dance was too much for Assistant Division Storekeeper W. E. Wall, who was among the missing, with a severe case of "High Fever."

John Phillips, the "Shiek" of the Stores Department was there in all his splendor and pomp, breaking hearts, and wrecking homes, but we know the boy means well and will some day repent for his many sins.

John Howe, our congenial superintendent of shops, and Division Storekeeper C. G. Sutton, were the honored guests of the evening, and enjoyed every minute.

Efficiency Expert E. E. Emerick and his gang endeavored to vamp a number of the young ladies, and last reports indicated that they won a great victory.

Dancing continued until midnight, and when the last strains of "Home Sweet Home" echoed through the corridors, it was voted by all that better dances are not held. Everyone is looking forward to the next one.

Our ever happy and smiling shop order clerk, D. M. Scott, has joined Company "G," Maryland National Guard. "Scotty," as he is better known, will make a fine soldier for Uncle Sam.

#### Cumberland Shops

Correspondent, VADA PEARL DRUMM

A meeting of the Baltimore and Ohio Veterans' Association was held on January 8, at Odd Fellows' Hall, Virginia Ave., Cumberland.

After the reading of various reports submitted by the president, secretary and



A FINE MARTINSBURG FAMILY

Left: Blacksmith Helper W. F. Harrison, with Corrine, Raymond and Clayton.  
Right: W. F. Harrison, Jr.

treasurer, J. M. Buckner, engineer (retired) was presented with a gold 50 year service medal. A number of interesting short addresses were made, including a brief description of the formation and progress of the original body of the Ladies' Auxiliary No. 1 (Baltimore) of the Association, by Mrs. Charles Shipley.

All business having been disposed of, the following program of music and elocution, arranged by Mrs. Elizabeth Menefee, was given, followed by a dainty buffet lunch:

Piano solo, H. V. Spring; reading, Miss Essex Botsford; solo, Mrs. L. A. Lanich, accompanied by Miss Elizabeth Hauger; violin solo, William McDonald, accompanied by Mrs. T. E. Mewshaw; solo, Mrs. T. E. Mewshaw, accompanied by Miss Elizabeth Hauger; interpretative dance, Miss Alice Brinker, accompanied by Mrs. H. V. Spring; reading, Miss Frances Hess.

The accompanying picture shows engine 5218, the pride of the Cumberland Roundhouse and one of the reasons why The Capitol Limited has been on time 450 times out of 466 trips from May 13, 1923 to January 1, 1924. This engine is petted like a two year old; and if you have never

enjoyed flying in comfort and safety, ride behind our pet out of Cumberland.

It has been found that "STOP THAT LEAK" is instilled into the hearts of the Roundhouse and Car Department supervisors at Cumberland—

Shuck  
Tracey  
Connell  
Perdew  
sTille  
Howdyshell  
gAno  
sTanley  
Lueek  
pErdeu  
hAnsrote  
Kennedy

At a meeting held by the Baltimore and Ohio Shop Band on January 8, the following officers were elected for the year 1924: President, Sylvester J. Clark; Vice-president, John Knoll; Manager, Clifton Lewis; Treasurer, Earl Drenning; Secretary, Maurice Taylor; Director, Prof. Frank E. DuLuca; Trustees, Jack Howe, A. Y. Wilson and E. F. Warner. Plans were formulated for several concerts to be given in Cumberland and surrounding cities.



OLD RAILROADERS, STILL WITH US, REMIND US OF PIONEERING DAYS

Engineer H. T. Toup, whose death is reported in this issue, is the man with oiler. Conductor J. S. Cage, standing at front end, is still in service at Martinsburg; his son William is standing on the bumper. To the right of Mr. Toup stands L. M. Van Horn, now retired and living in Martinsburg. At extreme right is Charles Linthicum, deceased



We are glad to see the smiling face of J. E. Holtzman who is again back on his run after several days illness.

### Cumberland Back Shop

Correspondent, J. C. GLENN

Our Rolling Mill and Bolt and Forge Shop are running full blast, the finished product being sent out efficiently. A place of this kind is a credit to our Road.

In the December issue of our MAGAZINE the girls of the Master Mechanic's Office claimed the Bowling Championship. This is news to the Girls' Team, Storekeeper's Office, as they played a number of games last year and didn't lose one. How could the Master Mechanic's girls claim a Championship Team when the Storekeeper's Outfit gave them a grand and glorious walloping when they came together? We believe in giving credit where credit is due, and in the Girls' Bowling Team of the Storekeeper's Office, we have what one would call—*A Real Championship Team*.

All Back Shop employes furloughed December 23 returned to duty January 2 with the determination to make 1924 the banner year. Everybody is working to the end that the Cumberland Back Shop will be the most efficient and best operated on the Railroad. Let's all get together and accomplish this.

The Shop Band held a meeting on January 8, and the following officers for 1924 were elected: Cliff Lewis, manager; S. Clark, president; L. Knoll, vice-president; E. F. Warner, business manager; E. Drenning, treasurer. The trustees are: J. Howe, A. Y. Wilson, E. F. Warner.

The meeting was attended by all band members and the prospects for 1924 were gone over. Indications are that this year will be the best in its history; already some important engagements have been arranged. We believe that we have in our Shop Band the best in Cumberland and probably the best on the Baltimore and Ohio System. A fair was held in Chaney's Hall in January under the auspices of the band, and a concert will be given in the Maryland Theatre on February 24. This aggregation is one of which we may be proud, and all officers and employes should give it their loyal support and cooperation.

Much is expected of the Shop Quartet, composed of the following: A. Y. Wilson, N. Krieger, E. Murray, E. F. Warner.

They have been practicing and are in readiness for the year. Everyone is looking forward to hearing them.

Keen interest is shown in the Jiggs being put into use on the various machines in the Cumberland Back Shop, which increase output and facilitate the manufacture and machining of various items. A bulletin board has been placed in the shop and mention is made of the individuals who devise the various Jiggs. In addition to this, Superintendent of Shops Howe sends a letter of appreciation to the various employes to assure them that their efforts are not unheeded.

### Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

Caller Paul B. Johnson, Cumbo, and Miss Ranna Violet Johnson were married at Hagerstown, Md., on December 18. Congratulations!

Norman E. Whittler and Miss M. E. Tedrick were recently married in this city. The bride is a daughter of George Tedrick, employed in the local shops, and the groom a son of Carpenter Whittler, local shops. Congratulations!

We regret to report that the New Year brought sorrow to several railroad homes in and near Martinsburg. Supervisor Tedrick passed away on January 1. (A full report of his service will be found in Cumberland Division notes.)

Mrs. Amanda Catherine Peer, wife of Veteran J. H. Peer, died at her home, age 54 years. James W. Wilson, Cumbo, died at his home on East Perry Street, following an attack of Bright's disease. He was 51 years of age and had lived his entire life in this county. He had been in the Baltimore and Ohio service for many years.

E. Flick Hobbs, car repairman, Cumbo, died in the King's Daughters Hospital on January 7. While lighting a fire in a stove at his home, he used a can of oil; the oil exploded and the burning oil splashed over Mr. Hobbs and his wife. Neighbors, hearing their cries, hurried to their assistance, and succeeded in putting out the fire before Mrs. Hobbs had been seriously injured, but her husband was so severely burned that he passed away a few hours later. Their home, near Falling Waters, was completely destroyed. Mr. Hobbs was born in this city on January 31, 1899.

## "From Stake Driver to Railroad President"

**W**ILLIAM BENSON STOREY, President of the Atchison, Topeka and Santa Fe, started his railroad career forty-one years ago as a stake driver at twenty dollars a month.

The story of his life, as told in *The American Magazine*, should be an inspiration to every railroad man. It shows that there is no limit to how far a man can rise if he really tries.

Mr. Storey says that too many men deliberately choose small jobs.

"One of the great shocks of my boyhood occurred when I learned that the local telegrapher in the railroad station in our town had refused promotion to the dispatcher's office. He decided to stick to his key; and the reason he gave was the added pay that dispatchers received was not sufficient to compensate him for the added responsibilities that he would have in the higher office.

"To me his decision seemed almost criminal. I saw it as a step upward. But he was thinking of his ease. That man died a telegrapher in a small station. He didn't get further because he didn't want to; or, if you like, because he didn't dare to.

"There is only one way to win promotion, and that is by doing the job a little better than those around you—a little better than you are expected to do it. If you need special training, don't complain because you haven't got it—get it!

"Work along. If you put one foot ahead of the other, day by day, in pursuit of a worthy object, and keep on doing it for a lifetime, the sum of your acts will be the thing you are after—*achievement*."

years from now. Make it the *right* answer!

No matter where you live, the International Correspondence Schools will come to you. No matter what your handicaps or how small your means, we have a plan to meet your circumstances. No matter how limited your previous education, the simply-written, wonderfully-illustrated I. C. S. lessons make it easy to learn. No matter what career you may choose, some one of the 300 I. C. S. courses will surely suit your needs.

When everything has been made easy for you—when one hour a day spent with the I. C. S. in the quiet of your own home will bring you a bigger income, more comforts, more pleasures, all that success means—can you afford to let another single priceless hour of spare time go to waste?

*This is all we ask: Without cost or obligation, put it up to us to prove how we can help you. Just mark and mail this coupon.*

TEAR OUT HERE

### INTERNATIONAL CORRESPONDENCE SCHOOLS BOX 8480-C SCRANTON, PA.

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

<input type="checkbox"/> LOCOMOTIVE ENGINEER	<input type="checkbox"/> Pharmacy
<input type="checkbox"/> Locomotive Fireman	<input type="checkbox"/> TRAFFIC MANAGER
<input type="checkbox"/> Traveling Engineer	<input type="checkbox"/> BOOKKEEPER
<input type="checkbox"/> Traveling Fireman	<input type="checkbox"/> Cost Accountant
<input type="checkbox"/> Air Brake Inspector	<input type="checkbox"/> BUSINESS MANAGEMENT
<input type="checkbox"/> Air Brake Repairman	<input type="checkbox"/> Private Secretary
<input type="checkbox"/> Round House Foreman	<input type="checkbox"/> Business Correspondent
<input type="checkbox"/> Trainmen and Carmen	<input type="checkbox"/> Stenographer and Typist
<input type="checkbox"/> Railway Conductor	<input type="checkbox"/> Good English
<input type="checkbox"/> MECHANICAL ENGINEER	<input type="checkbox"/> SALESMANSHIP
<input type="checkbox"/> Mechanical Draftsman	<input type="checkbox"/> ADVERTISING
<input type="checkbox"/> Machine Shop Practice	<input type="checkbox"/> Railway Mail Clerk
<input type="checkbox"/> Toolmaker	<input type="checkbox"/> CIVIL SERVICE
<input type="checkbox"/> Boiler Maker or Designer	<input type="checkbox"/> ELECTRICAL ENGINEER
<input type="checkbox"/> Gas Engine Operating	<input type="checkbox"/> Electrician
<input type="checkbox"/> CIVIL ENGINEER	<input type="checkbox"/> Electric Wiring
<input type="checkbox"/> Surveying and Mapping	<input type="checkbox"/> Elec. Lighting & Railways
<input type="checkbox"/> R. R. Constructing	<input type="checkbox"/> Telegraph Engineer
<input type="checkbox"/> Bridge Engineer	<input type="checkbox"/> Telephone Work
<input type="checkbox"/> ARCHITECT	<input type="checkbox"/> Mining Engineer
<input type="checkbox"/> Architectural Draftsman	<input type="checkbox"/> Stationary Engineer
<input type="checkbox"/> Blue Print Reading	<input type="checkbox"/> Airplane Engines
<input type="checkbox"/> Contractor and Builder	<input type="checkbox"/> AUTOMOBILES
<input type="checkbox"/> Structural Engineer	<input type="checkbox"/> AGRICULTURE
<input type="checkbox"/> Concrete Builder	<input type="checkbox"/> Painter Railing
<input type="checkbox"/> CHEMIST	<input type="checkbox"/> RADIO

Name \_\_\_\_\_ Employed \_\_\_\_\_ 6-26-22

Present Occupation \_\_\_\_\_ By \_\_\_\_\_

Street \_\_\_\_\_

and No. \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

Canadians may send this coupon to International Correspondence Schools Canadian, Ltd., Montreal, Canada



Our older employes will learn with regret of the death of Henry Clay Toup, at the ripe old age of 80. He was, at one time, an employe of the Baltimore and Ohio. His service dates back to the time of the "grass-hopper," one of which he operated. Many men still living will recall his work on the old camel engine, 103. He left the service many years ago. His greatest pleasure was to talk to old time railroaders, relating happenings of the past and he could tell many incidents connected with the early days of the Baltimore and Ohio. Another pioneer has "crossed the bar."

To the bereaved families, we extend sincere sympathy.

G. Stewart, an employe at Green Spring, and Miss Mary Virginia Pearrell, Martinsburg, were married recently; they will live in Green Spring. Congratulations!

### Keyser, W. Va.

Correspondent, H. B. KNIGHT

It is with deepest regret that we report the death of another Baltimore and Ohio wife and mother. On January 4, Mrs. James P. Burns passed away at the Cumberland Hospital. She was the wife of Passenger Conductor J. P. Burns and mother of Miss Anna, clerk in Cumberland, and of "Jinx" Burns, clerk at Piedmont. We extend to the bereaved family our deepest sympathy.

The editor has requested that we solicit business for our Company. He wants us to use the cards that are placed in the MAGAZINE for that purpose. It is my duty to solicit business all the time, 24 hours a day if need be, and I am trying to take care of my end. Nothing pleases me more than to receive a traffic tip. Send 'em in, fellows, I will try to do the rest in my territory.

DEPOSITS \$1,055,260.26

## The First National Bank Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

We extend to "Doc" Dickel and his brother Joe, our deepest sympathy in the death of their father.

"Ginnie" Ravenscroft, who has been absent for some time with an injured knee, has thrown his crutch away and is able to be about.

We extend congratulations to Henry Dayton and Miss Rosalee Tucker on their recent adventure on the sea of matrimony. Mr. Dayton is a switch tender, Keyser Yards. Miss Tucker was employed in the Keyser Coal Billing Office.

Sorry to report that Car Foreman W. D. Wright had the misfortune to break his ankle a few days ago.

We wish to thank Mr. I. M. Long, one of Keyser's leading merchants, for the use of his window in displaying advertising matter about the Washington Tours. Mr. Long realizes the historical and educational value of these trips and wants to do his bit so that Keyser people may visit the Nation's Capitol and learn more about the country in which they live. Mr. Long was a Baltimore and Ohio employe years ago, and he is proud to mention this to those with whom he talks. Miss Brown and Miss Nine, clerks in his store, are distributing Washington tour circulars to interested persons, and to them we also express our appreciation.

BOOST WASHINGTON TOURS—THE  
EDUCATIONAL TRIP!

A recent issue of the *Piedmont Herald* contained this interesting item:

David R. Barrett, former resident of this place, an employe of the Baltimore and Ohio Railroad Company for 50 years and yet in active service, has supplied us with information relative to the locomotives and names of engineers on the Third Division of the railroad in December 1865, 58 years ago.

ENG. No.	ENGINEER	CLASS
13	George B. Clay—1st.,	Pass.
14	Collins Hepburn—1st.,	Pass.
29	George Hernicka—1st.,	Pass.
36	Augustus Hilleary—1st.,	Pass.
45	Schuyler Moore—1st.,	Reg.
104	Thomas Helmes—2nd.,	Ton. Helms.
105	Peter McClaren—2nd.,	Ton. Helms.
110	George Dixon—2nd.,	Ton. Helms.
115	George Wheeler—2nd.,	Ton. Helms.
121	R. McWilliams—1st.,	Ton. Helms.
123	F. A. Hamill—1st.,	Ton. Helms.
124	William Golden—1st.,	Ton. Helms.
130	William Paxton—1st.,	Ton. Helms.
133	David Hershner—1st.,	Ton. Helms.
135	William Mentzer—2nd.,	Ton. Helms.
136	Thomas Elliott—1st.,	Pass.
140	Joseph Lackey—1st.,	T.
141	Frank Ford—1st.,	T.
143	James Gleason—1st.,	T.
148	William Graham—2nd.,	T.
154	Sam Ravencraft—2nd.,	T.
161	John Milstagle—1st.,	T.
169	George Cox—1st.,	T.
172	David Lohr—1st.,	T.
175	James Swearingen—1st.,	T.
183	William Jenkins—1st.,	T.
184	Ed. Ward—1st.,	T.
185	George Rice—2nd.,	T.
187	Alfred Boogher—1st.,	T.
188	John Dayton—2nd.,	T.
189	George B. Holmes—2nd.,	T.
190	George Anderson—1st.,	T.



### KEYSER FOLK WILL RECOGNIZE THESE PEOPLE

1. The Potomac State College Football Team. See notes. 2. Little son of West End Fireman E. F. Hartman. 3. Berkeley Springs day crew: left to right; Baggageman R. E. Jones, Fireman W. W. Smith, Brakeman D. G. Shipley, Engineer W. M. Holland, Traveling Passenger Agent H. B. Knight, Conductor A. B. Rockwell. 4. C. B. Gosnell. 5. Master Mechanic G. T. Hice

Please mention our magazine when writing advertisers



- 191 Joseph Ellis—1st., T.  
 192 Jacob Wise—1st., T.  
 194 William Hardy—1st., T.  
 196 William Frazier—2nd., T.  
 198 Alex Porter—1st., T.  
 206 John Welsh—1st., T.  
 228 Ransom Tibbetts—1st., T.  
 229 Charles Lorton—1st., T.  
 243 Kuhn Onglehart—1st., T.  
 Henry Paxton—Ex. Man.  
 Dan McDermott—Ex. Man.  
 John Dixon—Ex. Man.  
 Elias Stewart—Ex. Man.  
 George Spangler—Ex. Man.  
 142 Robert Buter—Ex. Reg.

Some of these engines were built by the Baltimore and Ohio Railroad. No. 228 was built by Denmeade and Son in September, 1857, and No. 228 by the railroad company the same month. Nos. 104 to 196 were built in the early fifties, not later than 1854. The Perkins ten wheeler was constructed about 1863. Nos. 9, 13, 14, 18, 29, 35, 36, 136 and 147 were originally built with fire box combustion chamber, crowbar stays, boiler shell iron 5-16 diameter at smoke box, wheel diameter 47½; cylinder 19x20 inches.

I appreciated the greetings from my fellow correspondents during the holiday season. They brought me much happiness. I have tried to read between the lines of the notes of my fellow correspondents and I see there just the kind of people I want for friends. Now with the New Year in full swing, let's put our respective divisions on the map through our MAGAZINE. I shall appreciate the cooperation of employes in my territory in assisting me in furnishing our readers good, clean, constructive notes.

It was my good fortune, as all of you know, to be awarded a beautiful set of Ridpath's History of the World for MAGAZINE work done during the past year. I did not earn this alone; my thanks are due those who so kindly assisted me. We have an important division on which things of interest are happening all the time. Let us continue the good work and keep our division in the place it should be in the MAGAZINE.

Agent Stover and his force at Keyser brought happiness to several families at Christmas by the distribution of baskets. Good work, fellows!

The public, whom we serve and try to serve well, is sometimes hard to please, but when one rides the trains as I did during the holiday rush, finding passenger conductors and brakemen meeting our patrons with a smile, we cannot wonder that patrons were so good natured.

Are you boosting Washington Tours?

We are glad to welcome Claude Clevenger as correspondent. "C. C." is a former Keyser employe, now stationed at Painesville. We are watching your notes, Claude.

I had often been told that Engineer Jeff Buckner, Rowlesburg, kept a diary and could give information pertaining to railroad events, as far back as the stone age. I have seen that interesting diary. Part of it had passed through a flood and two of its pages were missing. It is indeed interesting, and Mr. Buckner feels mighty proud of it. I am after him for his photograph and a story of his railroad life. Watch for it.

The Wheeling Employes Seventh Annual Ball must have been fine, judging by the special edition of the MAGAZINE they used as their program.

Have you noticed the bulletin boards showing the time of trains on this division?

# THIS HOUSE GIVEN!

**SIX ROOMS**



## STOP PAYING RENT NOW

Surely you want a fine six-room house of your very own, and you can have one too, without a cent of cost to you, if you promptly answer this advertisement and do as I say. I am going to give this fine six-room house away just to advertise my business. Surely you have longed for the day to come when you could cease paying rent to a landlord and call your home your own. I am now offering you the opportunity and at no cost to you whatever. Send me your name and address, before you lay this paper aside. Just picture a handsome six-room house, nice lawn and pretty shrubbery and flowers growing in well-arranged beds, and you will have a picture of what I want to do for you.

**Built Anywhere in U. S.** It does not matter to me where you live—the house can be built anywhere you want it. I give the house away to advertise my business, and I don't care where you want it built—Maine, California, or anywhere in the U. S.

**I Will Even Buy the Lot** If you do not own a lot or have no place to build, I will arrange to buy a lot for you. This beautiful and comfortable home may be yours if you promptly send me your name and address and do as I say. This offer may never come to you again. Be first in your neighborhood. Rush name and address—QUICK.

**Costs Nothing to Investigate** You run no risk whatever. It costs you nothing to investigate this liberal offer. I would like to place one of my houses in each locality in the U. S. Rush me your name and address TODAY—a post card will do. Just say "I want one of your six-room houses."

**C. E. MOORE, Pres., Home Builders Club, Dept. 22, Batavia, Ills.**

They are a most important factor in the handling of the public who look for correct information on them. Keep them clean, properly dated and correct information on them at all times. I have heard many favorable comments regarding these boards recently.

One of our photographs is of Assistant Car Foreman C. B. Gosnell and Master Mechanic G. T. Hice, Sabraton, W. Va. Mr. Gosnell was born in Martinsburg—a long time ago. Dr. Baker, father of former Secretary of War Baker, named him. He is the son of former Conductor James Gosnell, deceased, who was employed by the Baltimore and Ohio for 33 years. He is also a brother of East End Flagman A. Gosnell, who has a service record of 20 years. Mr. Gosnell has three letters of commendation for preventing accidents. Mr. Hice was in charge of Sabraton when Mr. Gosnell was employed there.

Another photograph is the Potomac State Football Team, Keyser, W. Va. This team played in Charleston, W. Va., last November, moving from Keyser to Charleston in a specially chartered Pullman car. The trip was enjoyed by all of them. The photograph shows the following Baltimore and Ohio boys, who are members of

the team. 1, Howard, son of Engineer W. H. MacFarland. 2, Stanley, son of Machinist Osear Spotts. 3, Howard, son of Engineer J. E. Holtzman. 4, Raymond, son of Ex-ticket Clerk Davis, Keyser. 5, "Chip" Grindell, ex-shopman. 6, Glenn McDaniels, ex-shopman. 7, Leo, son of Engineer L. J. Casey. 8, Herman Winters, ex-shopman.

### Yowls of a Yardmaster

A touching story, pathetic but true  
 If you'll listen a moment, I'll relate to you.  
 Of tasks performed that are exceedingly hard,  
 And how they do things around Keyser Yard.  
 At midnight sharp comes our old friend Neil  
 Fresh from his downy to take charge of the wheel.  
 He sharpens his pencil, bites off a chew  
 And in about one minute the air turns blue.  
 What? No yard engine? In the name of Heaven  
 How am I going to handle Ninety-seven  
 And get them out in terminal time?  
 If that is the prospect, I don't give a dime.  
 Repair tracks to spot and OK's to pull  
 Shop yard and way siding, both of them full—



A big six on for twelve-fifteen,  
Don't it beat anything you've ever seen?  
Haven't had any sleep for a week.  
What time? You say 97 by the Creek?  
Brownie, hustle that westbound over,  
Then place that car for Mr. Stover.  
Make up the local down in the hole,  
And go to the hump and put up coal.  
After which I'll give you half an hour  
To explore the receiving yard up at "Z"  
Tower

And dig up a condemned old steam ditcher,  
Or there'll be comments in a. m. from our  
Mr. Pitcher.

An S. O. S. now from Jawn Melody  
Says, please put that caboose on three  
And after that if you're still alive,  
Get the 626 out for fifty-five;  
For that's our regular morning function—  
Sending that bloomin' cab to M. & K.  
Junction.

But before you do that, we'll run the dinky—  
(Gee, but this head work makes my hair  
kinky).

Even too much is not half enough  
When we yardmasters start doing our stuff.  
What's next on the program? Now let me  
see,

Just slide on down to the T. M. & P  
Take two cars out and set one in—  
Hurry up now, don't stand there and grin;  
You gotta do business and loop the loop,  
Or I'll turn you in to one Leroy B. Stupp.  
On this third trick you get a full measure.  
It sure is one continued round of sweet  
pleasure.

No-bills, home routes, back-offs galore,  
Work and more work in sight for evermore.  
In comes a broadcast from W. H. Hare  
Saying: "Listen Bo, is O'Connell there?"

This is the last straw—Am I here?  
Here, there and everywhere, never you fear.  
The train dispatcher just treated me shabby,  
Says "Slip down to 21st and hunt for a  
tabby.

Get onto yourself and get things in line  
Or we'll have to detour advance Twenty-  
nine."

Immediately following this part of the fun  
Are instructions to call up Number One  
And tell J. L. M. (who just now exploded)  
What delayed 97 and why overloaded.  
Come boys, snap to it and we'll try and see  
If we can't get things cleaned up for W.H.V.  
Yoo Hoo there Central! Good night and  
great Heaven!

Wake up, and give me two-seventy-seven.  
The world's upside down, but still going  
strong.

When will the next QD be along?  
Have a carload of apple sauce for Naragan-  
sett Pier

That I'd like to get moving some time this  
year.

Backed off for a brass, but feels cool to the  
hand,

"Stick" says it could have easily run to  
Japan.

Oh, what a night; and many are such,  
It's sure my delight to find things in dutch.  
By some hook or crook, plan, scheme or  
guess,

Try to decipher the diabolical mess.  
Make molehills out of mountains, turn  
work into play,

Then go home and get breakfast and crawl  
in the hay.—*Schnitzelheimer*

I thank the supervising and clerical  
forces and also the men under my jurisdic-

tion, in different positions I have held as a  
supervisor, for their kind and courteous  
treatment of me as their new foreman.

I wish each of you a Happy New Year  
and a continuation of the friendships that  
exist.

C. B. GOSNELL  
Assistant Foreman

Car Foreman Wright and family spent  
the holidays in Washington, seeing the  
sights. "W. D." will be a Washington  
Tour Booster from now on.

Miss Longsdorf and Miss Tasker are to  
be commended for the efficient manner in  
which they handle the check board. Always  
ready to confer a favor, and it is appreciated.  
And they always wear a smile. Smiles is  
ketchin' at Keyser. Thelma Harrison  
thought we were not going to say anything  
about her. Well, Miss Thelma, we include  
you with Miss Longsdorf and Miss Tasker.

General Car Foreman Gillum should feel  
happy to know that the men have pledged  
each other to help make his position the  
success he wants it to be. Cooperation—  
that's it!

"Jim" Steadman, night ticket clerk, had  
a dandy automobile. All the girls liked to  
ride in it. He doesn't have it now! The  
other night when the mercury registered  
four below, the car froze up. "Jim" got it  
to his garage and tried to thaw it out.  
About that time the shrill fire whistle woke  
everybody in Keyser and the Fire Com-  
pany made a record run to "Jim's" garage  
saving the remains. About all "Jim"  
saved was the 1924 license which he hopes  
to be able to use again.



Photos by J. C. Alexeuer

In oval: Fireman's Helper and Pumper Michael Skelly. Home of Mr. Skelly, Oldtown, Md., built in 1912. On porch, Mr. and Mrs. Skelly. On steps, left to right: Carrie, Florence and Grayce, their daughters. Carrie is the wife of a prominent Oldtown merchant; she is also Postmistress. Florence is a successful school teacher, having taught in Oldtown and vicinity for a number of years. Grayce remains at home with her mother and father



B. J. Davis, freight house clerk, was recently stricken with appendicitis, his appendix bursting before he could be gotten to the hospital. His life was despaired of for a few days but he is now on the road to recovery. We hope he will be with us again shortly.

Green Spring, W. Va.

Correspondent, E. E. ALEXANDER

Faithful in whatever task assigned, for 42 years, with an unblemished record, without one single demerit mark, is the unbroken service of Michael Skelly, fireman helper and pumper at the Timber Preserving Plant, who celebrates his 76th birthday on February 28.

Mr. Skelly entered Baltimore and Ohio service on July 5, 1882 as trackman, Cumberland Division; promoted to pumper in 1906, and transferred to the Plant on January 1, 1914, when the pumping station at Green Spring was abolished, which position he is still filling.

Daily he performs his duties with a regularity and dependability pleasing to his foreman. "Always on time" is another of his slogans.

Mr. Skelly owns his lovely home at Oldtown, Md., which, together with pictures of his beloved helpmate, who was formerly Miss Emmaline Virginia Furlong, and his charming daughters, Carrie, Florence (Mrs. Chas. Shanholtz) and Grayce, we are glad to publish herewith; also a closeup of "Uncle Mike," as his fellow workers prefer to call him.

We wish Mr. Skelly many happy returns of the day. His clean record will be a satisfaction to him and such records should be an inspiration to young employes entering service. "He that is faithful in that which is least is faithful also in much."

#### An Extraordinary Switch Design

In the handling of ties at our treating plant, a system of three rail tracks is used; connections to facilitate movements, at times, are found rather difficult to make. With the installation of new track No. 8 last December, two 5-point switches designed by C. C. Cook, maintenance engineer, permitting efficient movement of either standard or narrow gauge tie cars, were placed in service.

Believing this of special interest to track engineers, photograph on next page shows a view of two of these switches connecting tracks Nos. 6, 7 and 8, narrow and standard gauge, now in use and very satisfactory.

#### Connellsville Division

Correspondents,  
C. E. REYNOLDS and E. E. SHANK

#### Divisional Safety Committee

##### Permanent Members

G. W. MARTIN.....Superintendent.  
S. C. WOLFSBERGER.....Asst. Superintendent.  
M. L. McELHENY.....Train Master.  
J. W. SCHAD.....Master Mechanic.  
W. N. FOSTER.....Road Foreman of Engs.  
J. RILING.....Division Operator.  
H. R. GIBSON.....Division Engineer.  
W. E. LOVE.....Master Carpenter.  
R. C. BLEDSOE.....Captain of Police.  
L. ABRAIR.....Storekeeper.  
H. H. McINTIRE.....Medical Examiner.  
C. L. SENHEISER.....General Yard Master.  
T. W. SCOTT.....Signal Supervisor.  
M. E. AKERS.....General Car Foreman.  
R. L. PYLE.....Agent.  
P. L. ANDERSON.....Signal Maintainer.  
P. A. McMAHON.....Secretary.  
D. E. MILLER.....Agent.

##### Rotating Members

T. M. BOWMAN.....Conductor.  
E. MALONE.....Track Foreman.  
I. J. BAER.....Operator.  
C. R. TAYMAN.....Carpenter Foreman.  
R. C. BURKET.....Track Foreman.  
L. H. DURNELL.....Engineer.

Please mention our magazine when writing advertisers

W. H. BAER.....Brakeman.  
F. S. KAUTZ.....Brakeman.  
A. H. PATTERSON.....Conductor.  
J. H. LININGER.....Conductor.  
G. W. McDONALD.....Engineer.  
C. H. HAMPSHIRE.....Conductor.  
S. T. IRWIN.....Yard Brakeman.  
W. E. HARBAUGH.....Air Gang Foreman.

J. L. SNYDER.....Boilermaker.  
J. G. BEAL.....Car Repairman.

Effective January 16, F. C. Turnley was appointed instructor, Fuel Economy, Connellsville Division, vice Morgan Smith, resigned.

# Every Railroad Man needs a

## JIFFY KEEREEL



## The Safe, Ever-ready Way to carry your Switch-Key

### FASTENS SECURELY TO YOUR BELT

The sturdy metal loop on the back of Jiffy KEE-REEL holds it securely. Just run the belt through this loop and buckle it in its usual place. Can't work loose—can't come off. All Jiffy KEE-REELS are made with this loop unless otherwise specified. If you wish, however, yours can be had with either a heavy catch pin or safety pin fastened firmly to the back of the reel, or with a screw fastener to put through a hole in your belt. Be sure to specify the type of fastener you prefer.

### STRONGLY MADE LASTS A LIFETIME

Jiffy KEE-REEL is made to stand rough treatment and hard wear. The body is of heavy gauge brass, heavily nickel plated. The spring is of special steel which has been given rigid tests. The chain is of special steel, 21 inches in length and the case is only 5-16 inch thick so you will never feel it at your belt.

Price, complete  
with chain and  
key ring ..... **\$1.50**

Right at your finger tips—ready  
when you want it, never in the way

### INVENTED BY A CONDUCTOR

Jiffy KEE-REEL was invented by F. W. Corey of Mobridge, S. D., a conductor on the C. M. & St. P. He realized the need among railroad men for a safe, handy, reliable means of carrying a switch key, where it would be ready for any emergency, and Jiffy KEE-REEL is the result of his labors.

### WORKS LIKE A TAPE MEASURE

Jiffy KEE-REEL looks and works like an ordinary spring tape measure. Your switch key fastens to the end of a long flexible chain which reels up on a long spring reel when not in use, and the key hangs close to your body, out of the way but always handy. You'll appreciate your Jiffy especially in cold weather, for it isn't necessary to remove your gloves to find your key.

When you want to throw a switch it is out in a Jiffy—ample chain length to reach the lock—and when the lock is open just let loose and ZIP!—it flies back to its place at your belt.

## SPECIAL OFFER TO RAILROAD MEN

Here is your opportunity to pick up some easy money on the side. We need a live representative in every locality to take orders for Jiffy KEE-REELS on a liberal commission basis. Every railroad man needs one of these handy accessories and you don't have to be a salesman to sell them—they sell themselves. Every one of your acquaintances on the road is a live prospect for a Jiffy KEE-REEL. Send in your order today for your Jiffy and we will outline our plan and reserve a territory for you. Do it NOW! Be the first in your community to get in on the big profits.

THE GREENDUCK CO., Dept. 7, Van Buren & Hoyne Ave., Chicago, Ill.

## MAIL THIS COUPON—TO-DAY

THE GREENDUCK CO., Dept. 7,  
VAN BUREN & HOYNE AVE., CHICAGO.

GENTLEMEN: Enclosed find \$..... for..... Jiffy KEE-REELS at \$1.50 each.

☐ I am interested in your agent's plan and would like to receive complete details regarding it.

Name..... City.....

Street..... State.....







Photo by J. C. Alexander

Switch used at Tie Treating Plant, Green Spring, W. Va., for narrow and standard gauge cars. For details see notes

Now that most of us have discarded all superfluous resolutions and finally acquired the ability to write 1924 instead of 1923, it is hoped that everyone will put forth an extra effort to make this the banner year, in all departments, on our division. Watch for your opportunity to win a passenger or secure a freight shipment and cinch it by explaining the merits of our service!

We are glad to acknowledge the cooperation of many employes in furnishing us with interesting items for publication in the *MAGAZINE*. The spirit is fine and with the coming months, and more cooperation, we expect our division notes to be A 1.

King Winter reigned supreme for the greater part of the week beginning January 6, and a number of the Superintendent's Force took advantage of the cold snap to go skating. We understand why Misses Stafford and Grace have shown an inclination to perform service standing.

Miss Loretta Rottler, file clerk, Superintendent's Office, has recovered her voice. The force thinks it was a case of worn out

vocal cords, but the doctor, Loretta says, diagnosed it as laryngitis.

G. R. Beniston, switchtender, Connellsville Yards, was quietly married in Cumberland, Md., on January 14. Mr. Beniston was so anxious to get to Cumberland that he reached the station in plenty of time for the train but was overcome with happy thoughts of the future and permitted it to depart without him. Undismayed, he waited for a later train which carried him safely to his journey's end. Congratulations! Anyone with experience can understand how this could happen under the circumstances.

We understand that Miss Catherine Menster, clerk to Road Foreman of Engines Foster, is wearing a diamond. The lucky man is M. J. O'Conner, hostler, Connellsville Shops. We wonder when the wedding bells will ring?

C. E. Watson, passenger engineer, F. M. & P. Sub-Division, who has been off duty since the first of the year on account of a nervous break-down, is in Asheville, N. C., recovering. We wish him a speedy recovery.

J. R. Driscoll, age 59, general yard master, Johnstown, died of apoplexy, at his home, Johnstown, Pa., on January 2. He had been in railroad service for over 35 years. He began work on the Delaware Division, Penna. R. R., and later transferred to the Southern Railway, before starting to work for this Company 23 years ago. He was on the main line of the Connellsville Division between Connellsville and Rockwood for a short time before being appointed yard conductor, Johnstown. In 1916, he met with an accident while coupling cars near Locust Street Crossing, and has since served as yard master. Mr. Driscoll was a member of the Brotherhood of Railway Trainmen. Funeral services were held at the Memorial Baptist Church at 1.30 p. m., January 4. He is survived by his wife and three children. We extend our heartfelt sympathies to the bereaved family.

Assistant Track Foreman Samuel E. Hoover died at Somerset, Pa., on December 10. Funeral services were held on December 13, and burial took place at Smithfield Baptist Cemetery. To the family of the deceased, we extend our sympathy.

At 6.45 a. m., January 1, a ten pound baby girl was born to Mr. and Mrs. S. W. Huddleston, Cumberland, Md. The little one has been named Nannie Catherine. Little Miss Huddleston was the winner of the Daily News silver cup and prizes awarded by Cumberland merchants for the first baby to be born in Cumberland, Md., in 1924. Mr. Huddleston is a conductor on the Main Line. Congratulations! May the good luck of Little Nannie continue throughout the coming years.

The accompanying photograph is of President Willard's Special, passing east end of Montana, W. Va., on his last inspection trip over our division, December 14. This was train 2-61, engine 5026, in charge of Conductor L. J. Schrock, Engineer W. C. Crouse and Fireman C. E. Jordan. Photograph was taken by a passer-by, Mr. J. A.



Photo Courtesy of J. A. Hartley

President Willard's inspection train passing Montana, W. Va





# 4%

and more—

ON SAVINGS

Profits Shared With  
Savings Depositors.

Banking By Mail.

\$1 Opens an Account.

## Several Reasons Why You Need to Know This Brotherhood Bank

It is YOUR bank.

You can bank by mail here. Write for circular.

You will receive 4%—and more—on your savings deposits.

Every savings depositor is a partner in this bank, sharing in its profits.

This is a National bank—a member of the Federal Reserve—that does everything a National bank does—and more.

Your patronage is invited.

In return this bank promises safety, security, cooperation and a share in its profits.



Hartley, Montana, W. Va. Note no black smoke!

Richard Rice, third trick operator, Jerome Junction, died of heart failure at his home, Rockwood, on December 26. We extend to the bereaved family our sincere sympathy.

A bowling contest has been started between Master Mechanic Schad and his foremen and the male employees of the Superintendent's and Division Accountant's Offices. Two matches have been played, three games each, each team winning one match. The next match will decide the victors.



W. Zinn, Section Man, whose close observation probably prevented an accident

Miss Emma Shaw, clerk to Master Mechanic Schad, is wearing a beautiful diamond on the third finger of her left hand. J. D. Butler, shop clerk, is the lucky man. Emma and John won't say when the happy event is to take place, but we'll be there with wedding bells just the same. Congratulations!

One of our photographs is Trackman William Zinn. We are glad to give him a place of honor in our columns. On October 13, 1923, Mr. Zinn discovered a broken wheel on car in the train of No. 94, engine 4628, at Meyersdale. He advised the train crew and car was set off. Mr. Zinn's close observation and prompt action probably prevented an accident.

### Pittsburgh District

Correspondent, E. N. FAIRGRIEVE

I would like to call the attention of employees of the Pittsburgh and Pittsburgh Terminal Divisions to the little postal card found in each issue of the MAGAZINE for the purpose of soliciting business for the Railroad. Remember this is your Alma Mater, as it were! A boost for the railroad will often result in a passenger or a shipper trying our service. Be enthusiastic in your community and be a "Go-Getter" and keep the business getting idea constantly in mind, so that when opportunity presents itself, you will have done your part to stimulate the prosperity of the Railroad.

The stork made a visit to the home of J. J. Flaherty, yard clerk, Allegheny, on New Year's day and left a baby girl. This

is starting the New Year right. Congratulations!

The accompanying photo is of Melva Louise Casswell, niece of Miss Alberta McCracken, one of our efficient operators at Hazelwood Exchange. Isn't she attractive?

Here also are the pictures of the son and daughters of Trainmaster W. J. Carroll. The younger Mr. Carroll is employed in the Freight House Office, Pittsburgh, and the Misses Carroll are attending High School. The doggie occupying such an enviable position in the photo is called "Shep" and "Bill" says he is a pest. He may be a pest, but his position between Constance and Beatrice indicates that he is a "good mixer."

We were grieved to learn of the death of Alexander Black, which occurred on the morning of January 14. Mr. Black was our Company's counsel at Pittsburgh. He was a graduate of Princeton and a member of the law firm of Gordon and Smith.



Home of Hostler B. B. Brant, Somerset, Pa., purchased through the Relief Department. Mr. Brant and his family are standing in front of the house

Please mention our magazine when writing advertisers





#### ON THE PITTSBURGH DISTRICT

Left: Beatrice and Constance Carroll. Center: Melva Louise Casswell. Right: J. W. Carroll

#### Pittsburgh Division

##### Divisional Safety Committee

##### Permanent Members

J. D. BELTZ	.....	Superintendent.
W. F. BOOTH	.....	Superintendent.
G. W. C. DAY	.....	Division Operator.
H. H. HARSH	.....	Division Engineer.
C. E. MCGANN	.....	Master Mechanic.
W. J. CARROLL	.....	Train Master.
J. J. DOWNS	.....	Asst. Train Master.
H. ALLEN	.....	Asst. Train Master.
J. F. MILLER	.....	Asst. Train Master.
J. L. NORRIS	.....	Road Foreman of Engs.
T. H. ROBEY	.....	Asst. Rd. Foreman Engs.
F. R. BERG	.....	Asst. Rd. Foreman Engs.
J. E. HURLEY	.....	Medical Examiner.
J. GROSS	.....	Captain of Police.
J. R. ORNDORFF	.....	Storekeeper.
H. L. FORNEY	.....	Master Carpenter.
J. T. CAMBELL	.....	Asst. Terminal Agent.
H. D. GRAFFIOUS	.....	Terminal Train Master.
J. P. BUZZARD	.....	Signal Supervisor.

##### Rotating Members

S. WADDELL	.....	Engineer.
J. J. DWYER	.....	Conductor.
M. J. FINUCAN	.....	Brakeman.
E. A. BRICE	.....	Fireman.

H. G. WALTOWER	.....	Conductor.
L. D. MURPHY	.....	Brakeman.
T. GAITHER	.....	Section Foreman.
J. S. AULD	.....	Water Station Foreman.
R. M. MALONE	.....	Carpenter Foreman.

#### Pittsburgh Freight Station

Correspondent, GEOFFREY OBERDICK

On January 8, Martin Devine, pensioned freight handler, celebrated his 99th birthday.

Martin came to the Baltimore and Ohio in 1871 as trucker in the Freight House. He never changed his occupation, but remained here until he was pensioned a few years ago. Before coming to work with the Baltimore and Ohio, Martin followed the sea. His remarkable memory still enables him to tell yarns of his seagoing ventures. Says Assistant Terminal Agent J. T. Campbell, "Martin can name more South Sea Islands than ever were published in any geography."

He enjoys visiting the boys at the freight

house, and whenever you see Martin you see a smile. Veterans will recall how Martin demonstrated a clog dance at the Versailles picnic last summer. He is ready to repeat the performance whenever invited. His favorite pastime is to sit in a chair in Mr. Campbell's office, light up his pipe, and begin to spin his yarns.

Long live Martin Devine!

#### Glenwood Roundhouse

Correspondent, JANE P. PASSMORE

We see some new faces in the Master Mechanic's Office. Miss Anna Kartub, statistical clerk, left to take a position as stenographer to cashier, Freight Department; her place was filled by Miss Anna M. Donohoe. Welcome to our circle, Anna.

Our deepest sympathy is extended to Engineer C. J. McGregor in the death of his sister, Bertha M. McGregor.

We are always glad to see visitors and especially glad to receive a call from our former Timekeeper Charles T. Francis, now pensioned and living the life of the "idle rich."

Another stenographer for the Baltimore and Ohio, and, as a result, General Foreman J. M. Applebe wears a broad grin; a little stranger arrived at the Applebe home on December 14, and was named Anita.

We have seen some of the gifts certain people received for Christmas, but I know one person who received a diamond ring. No, this happens to be one of our pipe-fitters. We don't blame Voltz for being conscious of it; it is a dandy.

Not long ago our well known friend "Jim" Conlin was absent for a day, and we all wondered what had happened. "Jim" came in next morning with a sad story of how he had his pocket picked and his wallet containing a large amount of money stolen, and the saddest part of it was that some of the money belonged to



#### AN INTERESTING FAMILY AT GLENWOOD, PA.

1. Dickie Poekert, age 5, and his Baltimore and Ohio train. 2. Mrs. R. A. Poekert with Helen and Richard. 3. Helen and Ruth, ages six and two. 4. A bucketful of mischief. Dickie visiting his grandmother at Crewe, Va. Mr. R. A. Poekert, the father, is employed as Machinist at Glenwood



Mrs. "Jim." Don't carry large amounts of money with you, "Jim," let Mrs. Conlin have it and I'll wager that no one will get it from her so easily. The Savings Feature of the Relief Department would be a safe place to keep it, too.

It is perfectly all right to receive gifts for Christmas, but we don't think it is right when it is the means of teaching a bad habit. Someone had the idea that R. M. Stock, chief clerk, might like cigarettes and presented him with a nice pipe and cigarette holder. The pipe is all right, but the holder doesn't look like our chief clerk. He is never able to smoke a cigarette! Someone is always coming in to admire the holder.

C. E. Chamberlain, pipefitter, has returned from a trip to California, having been called there because of the serious illness of his sister, who is now a little better. While there he called on W. M. Huston. "Bill" was formerly employed in the roundhouse at this station but now resides in California. C. E. reports "Bill" is looking fine, and was glad to see him. So, fellows, when you go down that way in your cars, don't forget to look "Bill" up, he will supply you with first class gasoline, he's in the business.

We are waiting to attend the housewarming we think Assistant Trainmaster Allen should give in his new home on Gertrude Street, Hazelwood.

E. E. Dean has been appointed car foreman, Pittsburgh, Pa., vice C. P. Bonifield. Mr. Dean was formerly employed at Wheeling. Welcome to our city, Mr. Dean!

#### Glenwood Back Shop

Correspondent, FRANCES E. LEEPER

Let's endeavor to keep the New Year going right by keeping our good resolutions—"Stop That Leak!"—"Cross Crossings Cautiously!" and "Boost the Baltimore and Ohio Whenever You Can."

Spring Gang Foreman W. W. Bowser thinks he has put something over on us, but it can't be done. We know that he was secretly married and wish he and his bride all the happiness in the world.

Joseph Courcey is contemplating sailing on the sea of matrimony. Here's wishing you smooth sailing, "Joe."

The next time General Car Foreman Battenhouse received a package resembling a catalogue he is going to investigate its contents before telling anyone he may have it. How about it, Mr. Whalen?

J. A. O'Malley, pipe shop foreman, recently lost his father. Our sympathies are extended to the family in this, their time of sorrow.

#### District Master Mechanic's Office, Glenwood

Correspondent, EDRIC C. GREAVES

While we dislike to blow our own horn, we cannot resist the temptation of bringing to the attention of the wide, wide world that Glenwood Locomotive Back Shop turned out a Class L-1-a locomotive in seven days without overtime.

One of the most thrilling and pleasing sights is to see the "Capitol Limited" under way and we can fully appreciate the pleasure a passenger must enjoy from a trip on it. In this connection, we are quoting an excerpt from a letter received by Glenwood Shop Trial Engineer Weaver from William and Mildred Kossman, dated Richmond Hill, New York:

"We had a most wonderful and delightful trip. Train was exactly on time and the food we bought in the dining car was fit for a king and very

## FINE WATCHES

**WATCHES!** Yes, they are considerably more than an ornament—more than a something you have need of to comply with your watch inspection rules.

A watch is a good timepiece, a faithful companion, an additional safety first measure to its owner, as well as his fellowmen and the public in general. Therefore, your watch really being a something that is important, useful and necessary for the safe and efficient performance of your duties, why not exercise great care and precision in selecting your watch? Be safe and select it from PUGH BROS.' stocks of fine railroad watches, especially timed and adjusted for Railroad service. Our stocks consist of only the Very Finest of American Watches.

## Pugh Bros. Jewelry Co.

5410 SECOND AVE.,  
Pittsburgh, Pa.

2nd FLOOR HOUSE BLDG.,  
Pittsburgh, Pa.

14 HIPPI ARCADE,  
Youngstown, Ohio

### SPECIAL OFFERING FOR FEBRUARY

**\$1.00**      10,000      **\$1.00**  
                 Pairs

#### HIGH-GRADE WHITE AND GREEN GOLD CUFF LINKS

Regular \$5.00 Value - Special at \$1.00

*Money refunded if not fully satisfied*

CUT OUT COUPON AND MAIL TO ANY OF OUR STORES

Enclosed find \$..... for..... Pairs

Cuff Links. Color of Gold.....

Name.....

Street.....

City.....

reasonable—could not be bought cheaper anywhere else. We thank you for giving us the information and showing us how to enjoy a wonderful trip, as well as receive the most courteous attention. Telling it in a few words—it was the finest trip we ever made and we have traveled some in our day."

Needless to say, these people are writing about their trip on the "Capitol Limited," which train is the pride of everyone connected with the Baltimore and Ohio.

Your correspondent frequently travels over the Pennsylvania District, and it was

his good fortune recently to be in Somerset, Pa., with District Master Mechanic Pfahler, on an inspection tour. Because of the class of work performed in a roundhouse, it is difficult to keep the premises clean, but Somerset is almost faultless—everything in connection with the plant being as clean as a whistle. General Foreman Cage and his assistants certainly believe that "Cleanliness is next to Godliness."

Miss Kathryn Farrell, District Master Mechanic's Office, has returned from a ten-day trip to Roanoke, Va. This is the second time within six months that the McKeesport songstress has favored Roanoke. We

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FOXBURG, PA.

Capital \$125,000.00 Surplus \$45,000.00

YOUR PATRONAGE IS SOLICITED

OUR GOODS—QUALITY

OUR PRICES—RIGHT

OUR AIM—SERVICE

**SIBBLE & WELLMAN**

General Merchandise

St. Petersburg, Pa.

are wondering if Cupid has an agent at that point whispering sweet, golden words into our Kitty's ear? Time will tell.

Recently, we were favored with a visit from Miss Stevens (Aunt Mary), associate editor of the MAGAZINE. Now, Aunt Mary, we enjoyed your visit, having luncheon with you, posing for our photograph and basking in your presence. Please come again soon.

There is a lot of geniality existing in the Storekeeper's Office these days. Dame Rumor has it that Assistant Chief Clerk C. L. Tucker has popped the question and been accepted. We are acquainted with the young lady, and Charlie is to be congratulated.

Miss Elizabeth Passmore has accepted position as stenographer, Office of District Master Mechanic. We wish her every success.

H. F. Schwab, chief clerk to storekeeper, and Mrs. Schwab have returned from a trip to their home in Washington, Ind.

During the holiday season General Car Foreman Battenhouse received a package, which appeared to contain a catalog. Having a bad cold, he was unable to detect that the package contained a delicious fruit cake. Chief Clerk Whalen's scent, however, was keen and he obtained a clear title to the package. Mr. Battenhouse, being a good sport, stood his loss admirably.

The accompanying photograph shows the first snow plow built in Glenwood Car Shop. This is a right-hand running single shear steel plow, which was built on a Rogers ballast car. It is considered the best of its kind for heavy work and was constructed for use on the Northern District, where the snow storms are usually severe. The length of the shear is 15 feet and the height

from the rail to the front tip is nine feet: the width being nine feet. The mold board has a double steel tip made of  $\frac{5}{16}$ " sheet iron and rivetted neatly together. The cutter is made of  $\frac{5}{16}$ " sheet iron. Under the front tip of the mold board are two  $\frac{1}{2}$ " steel shoes, which ride the rail when the plow is performing a heavy operation or comes in contact with heavy snow.

In the small house built on the front end of the car is the flanger operating device, which is operated by air furnished from the train line. This flanger, when in operation, is  $\frac{1}{2}$ " from the rail and takes off any ice that may be frozen to the rail. At switch-over frogs, road crossings, etc., the flanger is raised by means of air so that it will not be broken off by obstructions. The back portion of the car is separated from the cab by an end gate and is filled with ballast to balance the car.

There is a neat coupler arrangement, which is used when it is necessary to pull the plow from the front end. In case the plow should drag on the rail, there is an arrangement for adjusting the rods at the front end of the cab, which, when tightened, raises the front end of the plow, thus releasing it from the rail and giving proper clearance.

Before the plow left our Car Shop, a test was made to insure the strength of the mold board frame, which is constructed of wood and channel iron, by jacking the car up at the front end and placing two blocks under either side of the mold board tip. The jacks were then removed and the whole weight of the car, from the back truck to the front mold board truck, rested on the mold board tip without showing any undue strain on any part of the frame.

With 709 men engaged in general repair work, including clerks and supervision, the output of Glenwood Locomotive Back Shop, during the month of December, 1923, where operations were suspended for eleven days, was as follows:

CLASS	REPAIRS	NUMBER OF LOCOMOTIVES TURNED OUT
1		2
2		2
3		5
4		4
5		3
HRR		6
3	Cranes	1
4	"	1
HRR	"	4
Total.....		28



Engineer J. A. Cottrell and one of his pets,  
Northern District

**Northern District**

Correspondent, D. H. KIRKWOOD

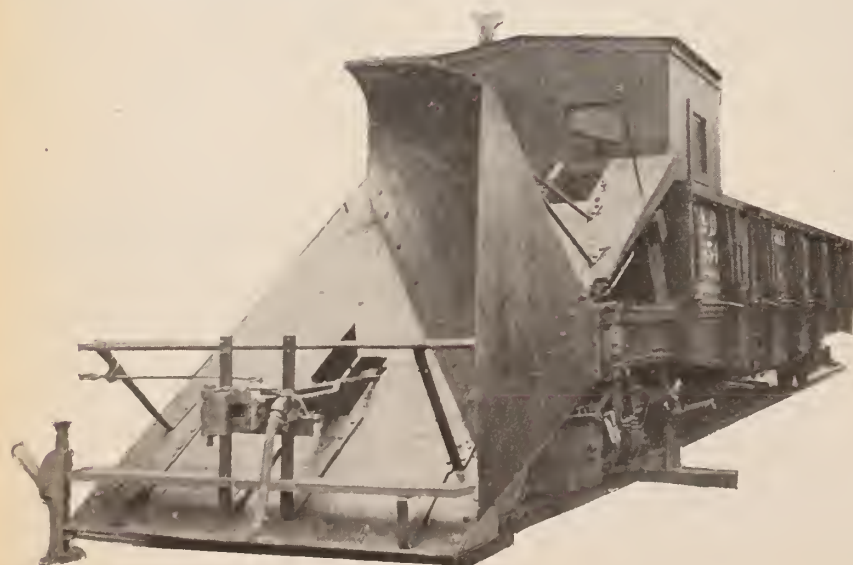
Born on May 10, 1861, on a farm, in Harrison County, W. Va., Engineer James A. Cottrell became a member of the Baltimore and Ohio family on his 17th birthday. He entered the service as a trackman on the Parkersburg Branch under Foreman T. D. Armstrong, who passed away many years ago. On New Year's Day, 1881, Mr. Cottrell transferred his activities to the position of freight brakeman on the old Third Division between Grafton and Keyser. At that time a brakeman's pay was \$1.50 per trip, whether the trip was of 6 or 60 hours' duration. On January 1, 1890, Mr. Cottrell was transferred to the Pittsburgh Division, working on the W. & P. district as fireman until July, 1895. He was then transferred to the Pittsburgh Junction Railroad, and one month later was again transferred to the old P. & W. R. R. He was promoted to engineer in September, 1898. For the past three years he has been running trains 47 and 48 between Pittsburgh and Clarion Junction.

Mr. Cottrell's home is in Glenwood, and when not on the road he is engaged in looking after his pets, which consist of Funchie, a dog that spent his early life as one of the mascots of the 37th Division, A. E. F. in France; Girlie, a 47-pound raccoon, gentle as a kitten; Ted, a three-year-old fox that loves to romp with its master, and Boy, a large white cat with a successful record as a "Midnight Sere-nader."

One of our old and loyal employees, Mr. Cottrell has many friends on the road and among our patrons, and we hope he will be spared to be with us many more years.

On December 13, President Willard visited Butler as a guest of the city. He was accompanied by Vice-Presidents Galloway and Fries, General Manager Scheer, General Superintendent Peck, Superintendent Beltz and other officers. He arrived at 2.00 p. m.

Members of the Chamber of Commerce were at the station and took the party for a visit to the principal industries. A banquet in honor of Mr. Willard and party was held at the Nixon Hotel, immediately after which he was taken to the auditorium of the new Senior High School, where he delivered a splendid address. After Mr. Willard's address, Hon. Hart Graham, chairman, Board of Commerce, spoke



Snow Plow built at Glenwood, see Glenwood notes for details

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briefly, telling his audience of several instances in which the Baltimore and Ohio had proved to be a "Good Neighbor" to Butler.

Through the courtesy of Trainmaster J. F. Miller a special train was run from Foxburg so that employes could hear the president speak. Agent C. A. Smith, Knox, Pa., hearing of this arrangement, mentioned it to citizens of Knox, who got in touch with Mr. Miller and arranged to have the train extended to their station.

Retired Superintendent R. M. Sheats, Foxburg, was much disappointed that he could not hear the president speak because of an accident which had occurred a few days before.

#### Heard on the Foxburg-Knox-Butler Special

Rah, Rah, Riff. Rah, Rah, Ruff.

B. & O. employes, we're hot stuff.

We have no yell, we have no yell, but when we yell, we yell like h—— for Willard.

On page 46, December MAGAZINE, there was a reprint of a train order copied at Newark, on March 26, 1884, by Operator D. M. Lovejoy. It is interesting to know that Mr. Lovejoy is a Pittsburgh passenger conductor and has held trains 47 and 48 on our district several times. He is still a "crack brass pounder" and the "op" at the other end would have to move lively to put him under the table even today. "73" to "DM."

The dance held by the O. R. T. Club of Pittsburgh, at Moose Hall, on December 14, was well attended by Baltimore and Ohio folk. The music was furnished by Prof. Harry Signors' V. of F. W. Orchestra. More dances will be held during the winter.

Your correspondent recently received a note from Assistant Road Foreman D. B. Fawcett, Washington, D. C. Weather fine, radishes growing "N everything." We are kicking snow up here! Mr. Fawcett wishes to be remembered to his friends on our district.

Agent S. T. McDaniels has been transferred from Sheffield Junction to Renfrew. Relief Agent C. K. Holverstott is at Sheffield Junction.



#### IT'S COLD ON THE NORTHERN DISTRICT!

1. Left to right: Bruce Johnson and John Armstrong. Unfortunately John Sanders didn't get into the picture. 2. An old photograph of the Shop Force at Foxburg. 3. An old pass. This railroad is now a part of the Northern District. Mr. Collier was one of the original directors. 4. Conductors George Wise and Charles Anderson, "all dressed up." 5. Baggage man W. H. Yocum, a Lieutenant in the World War. 6. Left: Agent G. Edmonds, Kane, Pa. Right: Operator Stoops, now Agent at Butler, Pa. Old time employes will probably recognize the two employes in the center



The James City Glass Works were recently sold to the Durant Motor Co., and the town of James City re-named Durant City.

We are glad to show you a photograph of Conductors George G. Wise, right, and Charles Anderson. This was taken several years ago. They dressed up, left their cab and went uptown for some fun. In the midst of it, they met the photographer. "Shot in Kane" is right, but—by the photographer. Conductor Wise has been in the service thirty-five years and Conductor Anderson almost twenty years. Mr. Wise has many interesting stories to tell of the old narrow gauge days.

Hostler R. G. Johnson, Kane, recently killed a 34 pound wildcat.

On December 9, Extra 1359, east, light, Engineer McCoy, hit a doe weighing 190 pounds at Paint Creek Trestle, near Clarion Junction. The engineer did not know what had happened until crew of following train told him. The deer was brought to Foxburg, game warden notified. He had it dressed and sent to Butler Hospital.

We are sorry to report that Engineer J. W. Edinger is in a Pittsburgh Hospital undergoing an operation. We hope for his speedy recovery.

Northern District boosters are on the job. We have been told of several instances where



#### MONONGAH DIVISION CELEBRITIES

Above: James Dent, six months old, son of A. A. Powell, Accounting Department. Below: Clyde Cabell, age 18, weight 301 pounds, height 6 feet 5½ inches

our employes have persuaded shippers to say "Ship our orders via Baltimore and Ohio." Keep it up, boys. We're with you.

Machinist R. J. Millett, Foxburg Shop fire marshal, attended the first meeting of fire marshals at Cumberland on December 3. Many important subjects were discussed and those who attended were much interested. Full details of the meeting were reported in January issue.

A short time ago, on a dark rainy night, a King Eight was left out all night near the lower yards, Foxburg. In his rush to get inside, Inspector Ritts evidently made a mistake, as the owner found a card on his car next morning, reading, "Shopped for wheels, springs, seats, upholstery, etc." Blacksmith W. T. McDonald does not know who did it, but says his King will beat any other in town.

The roll has been called. All hunters have answered "here." Nobody lost this season. Have you heard "Curly" tell the story about the big black bear he "just missed?" Some of the boys did well, bagging jack rabbits, and other game.

One of our photographs is Train Baggage-master W. H. Yocum, who was a lieutenant in the World War. He has seen lots of country and is now away seeing more. Space forbids telling all the cities he will visit, but he finishes in Havana, Cuba.

Years ago Conductor John Walpol, now deceased, had an accident on Bakerstown



#### WHERE ON THE SYSTEM ARE THERE PRETTIER BABIES? THESE ARE FROM CLARKSBURG, W. VA.

1. Thelma Irene, daughter of Car Repairman W. E. Gatrell. 2. Compton, son of Assistant Division Engineer W. C. Pembroke. 3. Mary Betty, daughter of Brakeman H. D. Ross. 4. "Jimmie," son of Car Foreman J. B. Gatrell. 5. Dorothy Jean and Rosemary Ross, daughters of W. G. Ross, Ticket Clerk. 6. Samuel, son of Car Repairman's Helper G. Genneiglianna. 7. Edith Marie, daughter of Blacksmith Helper H. M. Nicholson. 8. Betty Regina, daughter of Ticket Clerk E. T. Stephens. 9. Frederick and Ruth, children of F. W. Cole, Chief Clerk, Yard Office. 10. Left to right: Weighmaster C. D. Fleming, General Yardmaster Ray Harper, Yardmaster Coy Winters



Hill, train breaking in two, then derailling at Mars. Knowing the rule "Be Brief" he wired our dispatcher: "The night was dark and stormy, we couldn't see the cars, we broke in two at Downieville and piled them up at Mars."

Conductor W. T. Bogart and his wife, Kane, Pa., will spend the winter in Florida.

Have you noticed the "Capitol Limited Freight Service" we are getting from Chicago and other points? Tell the other fellow about it and help increase the revenue. The liveliest subject before us just now is getting business and the liveliest bunch of business getters I know are on the Northern District. The other boys are good—but they will have to hustle to beat us.

All freight crews were at home terminals on Christmas Day. They want to express to Trainmaster Miller, through the MAGAZINE, their appreciation of his assistance in giving them a truly Merry Christmas.

## Monongah Division

Correspondent, ANNA MARY UNKS

### Divisional Safety Committee

#### Permanent Members

M. S. KOPP.....	Superintendent.
T. K. FAHERTY.....	Asst. Superintendent.
W. B. PORTERFIELD.....	Master Mechanic.
C. F. DOTSON.....	Road Foreman of Engs.
A. N. PETERS.....	Division Operator.
C. W. TRAVIS.....	Captain of Police.
W. S. LASWELL.....	Signal Supervisor.
H. O. MILLER.....	Storekeeper.
C. M. SCOTT.....	Car Foreman.
D. B. TAYLOR.....	Master Carpenter.
C. I. BORST.....	General Yard Master.
A. F. MCWILLIAMS.....	Asst. Train Master.
A. H. FREYGANG.....	Division Engineer.
W. E. CLAYTON.....	Secretary.

#### Rotating Members

W. A. COFFMAN.....	Conductor.
W. G. HUFFORD.....	Engineer.
O. D. BROWN.....	Yard Conductor.
C. K. BRADFORD.....	Brakeman.
J. F. STEPHENS.....	Fireman.
ROBERT PITTMAN.....	Section Fireman.

One of our photographs is James Dent Powell, six months old, son of A. A. Powell, Accounting Department, Monongah Division. The other is Clyde Cabell. Mr. Cabell is 18 years old and weighs 301 pounds; his height is six feet, five and one-half inches. He is at present attending Parkersburg High School and will graduate in February. Our congratulations are extended to him. He is the son of J. R. Cabell, a well known engineer on the Parkersburg Branch.

We have received the following letter from Monongah Division Engineer Harry J. Meek, which shows what can be accomplished in securing business when we go after it with determination:

"Almost every time I pick up one of our MAGAZINES, I notice an instance where some brother has obtained business for us. I have an instance in mind now.

"Some time ago, I sold a Chevrolet car to a lady in Grafton. She came to Parkersburg from Grafton to see the car and have it demonstrated; it was satisfactory. The deal was closed and she wanted the car in Grafton immediately, so she suggested that I drive it through. I had the car cleaned and shining for this special occasion. I knew just what it would look like on its arrival at Grafton, so I decided not to drive it. I had railroaded on that territory since I was a youngster and knew the condition of the 135 miles of red clay, rock and water road would be in at that time of the year (April.) My suggestion was to ship

it Baltimore and Ohio; it was then that I discovered our reputation was not good with my customer. The lady had more arguments to give me than Frank Gotch or Farmer Burns ever had in their wrestling school. I eventually succeeded in having it sent via Baltimore and Ohio by promising to pay half the freight charges, to load and unload and to deliver it to her door by a specified time.

"I went to Yardmaster "Charlie" Southworth and told him that I wanted an automobile car—quick. And that was just how he dug it out and placed it on the old freight house track. My car placed and moved before six o'clock, I left for Grafton, W. Va., on No. 4 with a normal pulse. My car was right after me on good old Baltimore and Ohio Train 90. My first thought, the next morning, was the East Yard, where the venerable John Haddix located my car and placed it in the hands of "Billie" Mitchell, now our stationmaster, then conductor on the Freight House Turn, who, with our Best and Only methods placed it alongside the unloading platform. Needless to say, I was not long in unloading and cleaning the car up and at 1 p. m. I delivered her to the house of Miss Jane Moran on Maple Avenue. Her Chevrolet was bought, shipped and delivered from Parkersburg, W. Va., to Grafton, W. Va., in just 31 hours via the Baltimore and Ohio Railroad.

"This, I know, changed that lady's mind regarding our freight service.

"Now, to those of you who have occasion to transact business with any railroad:

TRY OUR LINES!  
OURS  
IS  
EFFICIENCY,  
SAFETY,  
QUICK SERVICE  
AND  
FAIR TREATMENT."

Clarksburg, W. Va.

Correspondent, VERNON A. LYON

I want to thank Samuel Hall, Miss Monnie Underwood and Miss Theresa Naughton for their help in making Clarksburg notes interesting. I appreciate the cooperation of all who help me in securing notes for the MAGAZINE.

Automatic red flashlight signals have been established at Barnes Crossing and are being tried out to determine their efficiency. The signals flash continuously when a train approaches the crossing. If they prove effective in preventing accidents, they will be installed at other crossings.

E. E. Yerkey, conductor, is spending the winter in Florida.

A. Smith, brakeman, who has been absent for some time because of illness, has resumed duty.

The heartfelt sympathy of the employees of the Monongah Division is extended to Arthur B. Cutright, relief agent, in the loss of his mother, who died recently following a short illness.

Sympathy is also extended to Curtis D. Fleming, weighmaster, in the loss of his father, who died suddenly.

Car Repairman and Mrs. J. B. Gatrell are the proud parents of a baby girl, born January 6. Congratulations!

C. B. Dailey, Benwood, W. Va., is the new night car foreman here. E. Burk-  
Please mention our magazine when writing advertisers

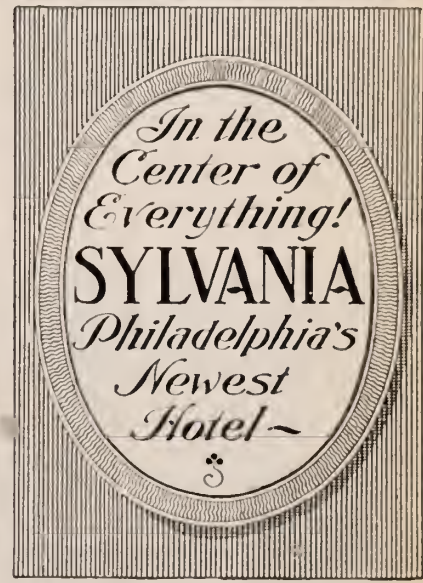
Agents \$47.50 a week  
Free Suit and Big Extra Rewards



This notice is written to interest the man who wants to earn some money and in return for very liberal pay, would be willing to use his spare time introducing to friends and neighbors, the finest and best clothes that we have ever produced, now better than ever, and the biggest values ever offered.

We will give one man in each community a fine suit. Special cash rewards, extra cash bonuses, beautiful presents, and 250 prizes, including \$1000 in gold, Ford Sedan, Elgin watch, diamond ring, etc. If you would like a free suit and would be willing to show samples to at least five men each week, send me your name and address and I will be glad to send you full details.

C. A. MILLIGAN, Mgr.,  
Chicago Tailors Assn. Dept. 541, Sta. C, Chicago



### CLASSIFIED

TO introduce our old, mellow sweet-flavored Star Brand Green River Tobacco, will sell 10-pounds Best Grade Mild Smoking, \$1.75. 10-pounds Best Grade Green River and Burley Smoking, \$2.55. 10-pounds Best Grade Chewing, \$3.45. A Genuine \$1.00 Wellington French Briar pipe free with each 10-pound order. Postage extra Satisfaction guaranteed or money refunded. 15-pounds Common Smoking, \$1.45 and postage.

KENTUCKY TOBACCO COMPANY

Department 18

Owensboro, Kentucky

hammer has been promoted to passenger car foreman, Wheeling, W. Va.

Miss Nellie Comer, posting clerk, Clarksburg Freight Office, accompanied by her father, Patrick Comer, signalman, returned the first of the year from a tour of the Southwest. They report an interesting trip which was, however, marred by an unfortunate accident. Mr. Comer was struck by an automobile while on the streets of San Antonio, Texas, and while he was able to continue the journey home, he has been confined to the hospital since his arrival. We all hope for his early recovery.

On January 11, Mr. J. W. Wilson, Jacksonburg, W. Va., discovered about two tons of stone that had fallen on the track at Knuckles Cut, just before the arrival of passenger train No. 46. He waited until the train arrived in order to flag it. Conductor C. P. Dunigan and Engineer W. W. Carr were in charge of No. 46, which was stopped in time to prevent accident.

Get your passenger yet? Every extra fare is "velvet." The trains must run!



**Fairmont, W. Va.**

Correspondent, OLIVIA HAIGHT

On December 27, Supervisor Harry H. Tedrick, Fairmont, was given a banquet by his foremen and was presented with a thirty second degree Masonic charm. The presentation speech was made by Division Engineer A. H. Freygang; other speeches being made by Supervisor J. F. Shafferman, Mr. Hoffmaster and W. H. Nicholas. The banquet was given in the Virginia Tea Room, Fairmont, and at the same time a check was presented to Frank Sermo for having the cleanest yard on the Monogah Division.

At the last business meeting of the Veterans, the annual election of officers took place, and the following were elected for the ensuing year: F. H. Brummage, president; F. M. Wittman, vice-president; A. Atha, treasurer; E. Bartlett, sergeant-at-arms and J. A. Downey, secretary. H. G. Fletcher, the retiring president, arranged for an oyster supper to be given by Veterans and their wives on January 25, this being the last evening that Mr. Fletcher presided as president.

The many friends of Supervisor Harry H. Tedrick extend sympathy because of the

death of his brother, A. E. Tedrick, supervisor, Martinsburg, W. Va.

W. W. Satterfield has resumed his duties as first trick operator at Monongah after a trip to California.

Agent George Morris has been very ill for some time. We hope for a speedy recovery; he is a faithful employee.

Assistant Telephone Supervisor D. S. Holton has returned to Fairmont from a business trip over the Charleston Division, including Gassaway, Elkins and Orlando.

Fairmont was well represented at the annual ball of the Baltimore and Ohio at Wheeling on December 27. A number of our employes attended and thoroughly enjoyed themselves. Among the many there was a junior supervisor from Fairmont who wore socks so loud that all the girls wanted to play checkers with him.

Congratulations to Yardmaster and Mrs. W. B. Stewart on the arrival of a little son to brighten their new home on Field Street. "Bill" Jr. arrived on January 5.

*Get your friends to try Baltimore and Ohio passenger service. The courtesy of our employes will win them.*

**Wheeling Division**

Correspondent, MARIE SLATTERICK

**Divisional Safety Committee****Permanent Members**

C. B. GORSUCH.....	Superintendent.
A. H. WOERNER.....	Division Engineer.
F. A. BALDINGER.....	Master Mechanic.
C. R. RADCLIFFE.....	Road Foreman of Engrs.
C. HIGINBOTHAM.....	Train Master.
F. C. MORAN.....	Division Operator.
C. R. KINCAID.....	Division Storekeeper.
G. W. JOHNSON.....	Captain of Police.
W. U. CHARLTON.....	Medical Examiner.
A. J. PENROD.....	Signal Supervisor.
H. M. POTTS.....	Master Carpenter.
J. C. LEE.....	Secretary, Y. M. C. A.
J. R. PADDEN.....	Secretary.

**Rotating Members**

B. COX.....	Conductor.
H. C. MOORE.....	Brakeman.
F. R. DEAN.....	Fireman.
J. COXON.....	Engineer.
H. F. NIGHTENGALE.....	Yard Brakeman.
G. F. SPRING.....	Repr. Wheeling Frt. Hse.
C. AULT.....	Repr. Belpre Frt. Hse.
J. A. ROBERTS.....	Supervisor.

After being on the sick list for some time, J. H. Wintermoyer, track supervisor, paid us a visit at the office recently and we were glad to see him. "Jake" expects to be on the job in the Wheeling Terminal soon.

**TWO FINE PARKERSBURG GROUPS**

Above: The Freight House Force. Below: Round House Force, Low Side, Parkersburg





## ON THE WHEELING DIVISION

Above: Betty Leulse, daughter of Conductor M. B. Burris, Bridgeport to Cleveland. Photograph was taken while the Burris Family spent the summer in the North Woods of Michigan. Below: Fireman Lester Thomas and Brakeman "Bill" Argue, who take turns washing dishes at Mother McIlvain's boarding house, Holloway. The picture was generously contributed from Mother McIlvain's mantelpiece by Patrolman V. Wright, who never has to bother with the dishes because he "Stands in"

Readers of last month's MAGAZINE will remember the picture of "Tony" Torchi, platform cleaner at Wheeling Station. "Tony" was hurt in a hand car accident recently, which prevents him from attending to his duties on the platform, and he certainly hates it. "Tony" can't wait for the doctor to "O. K." him for duty; he doesn't like to loaf.

"Jimmie" Michel, Division Accountant's Office, declares one of his four New Year's resolutions was never to have anything more to do with women! But he wouldn't tell us what the other three were.



Four of the reasons Conductor Berlin works everyday—Richard, Helen, Carl and Eileen

Glad to see Carpenter Foreman A. E. Smith back after an illness of over a month. We missed you, "Smitty."

Extra Gang Foreman L. Batton, Bellaire, couldn't help grinning the other day. And no wonder! Guess a thirteen-pound baby girl is something worth grinning over, isn't it? Congratulations!

The following letter was written by Superintendent C. B. Gorsuch to Engineer W. M. Harden on January 2:

"I have a report from Assistant Road Foreman of Engines W. H. Powell that you showed unusual interest in why you broke loose while running west near BN Tower, December 23. You came from your engine, 58 car lengths, and assisted in repairing and correcting the trouble.

"We appreciate such actions and display of interest and it can only result in more efficient and safe operation of this division, which will benefit the Company as well as yourself and fellow employees."

Ivan Spear, of Spear & Riddle Co., 10th and Market Streets, Wheeling, presented to Wheeling Division Veterans' Chapter, No. 22, a Delco electric lantern, to be raffled for the benefit of the Veterans. Ticket No. 236, held by Mrs. Edward Dwyer, 34 Alley 15, won the lantern.

On behalf of the train crews of the Wheeling Division, Passenger Conductor G. E. Gatewood, train No. 44, thanks the Dining Car Department for the fine Christmas dinner given to those who were on duty on that day. Those who could come



A. W. O'Toole, Machinist Helper, Low Side, and little daughter

were invited to eat in the diners, and those who were not, such as firemen and engineers, received delicious basket lunches. It was a treat that was heartily appreciated.

## You Can't Beat an Irishman

The other day while the thermometer was at zero, Jones left the door of the lunch room open at noon. His buddy, "Sandy," yelled at him, "Shut that door! Where were you raised—in a barn?"

Jones shut the door—but "Sandy," looking at him a moment later, observed that he was in tears. Going over to his victim he apologized. "Oh, come," he said soothingly, "you shouldn't take it to heart because I asked you if you were raised in a barn."

"That's it; I was raised in a barn, and it makes me homesick every time I hear an ass bray."

## Silence is Golden

Mother—"Betty, John brought you home very late last night."

Betty—"Yes, it was late, Mother. Did the noise disturb you?"

Mother—"No, dear, it wasn't the noise. It was the silence."—Cornell Widow

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and if your friend or even you yourself can tell it from a genuine diamond, send it back. "Rabon" diamonds look exactly like genuine, place a "Rabon" and a genuine diamond together, see if you can tell them apart. They have the same fiery blue white appearance as the genuine diamond, the same sparkling glistening rainbow brilliancy and are actually alive with fire. "Rabon" diamonds almost defy the life time diamond expert. Neither science nor man has ever created anything more realistic. Give "Rabon" the same test you would a genuine diamond. Prove to yourself its amazing qualities.

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Mountings are exact duplicates of latest style original genuine creators. Unconditionally guaranteed for twenty years.

**SEND NO MONEY.** Send size shown by slip of paper fitting end to end around your finger. When ring arrives by return mail, deposit with the postman the amount shown here and if you are not more than delighted or decide not to keep it within 10 days, send it back, we guarantee to refund your money immediately. Remember you take no risk.

**SPECIAL OFFER** To introduce the amazing "Rabon" Diamond we will send absolutely free your choice of a solid gold cuff link or solid gold mounted scarf pin to those ordering two rings or more. This offer holds good for a limited time only.

THE RABON CO., 12 E. 22nd St., Dept. 16 New York



## \$13.95 Goodyear Raincoat

Goodyear Mfg. Co., 4552-R Goodyear Bldg., Kansas City, Mo., is making an offer to send a handsome raincoat free to one person in each locality who will show and recommend it to friends. If you want one write today.

FREE

## Ohio River Sub-Division

Parkersburg, W. Va.

Correspondent, CHARLOTTE MARLOWE

Divisional Safety Committee

Permanent Members

J. W. ROOT	Train Master.
W. E. SUMMERS	Terminal Train Master.
G. C. SMITH	General Foreman.
M. J. TIGHE	Asst. Rd. F'man of Engrs.
C. F. CASPER	Dispatcher.
W. E. KENNEDY	Medical Examiner.
C. M. WESER	Storekeeper.
MISS M. E. OWENS	Secretary.
F. A. CARPENTER	Freight Agent.
S. E. EASTBURN	Agent—Yard Master.
C. E. GAINER	General Foreman.
J. R. PRINCE	Car Foreman.
S. S. JOHNSON	Supervisor.
C. M. DEEM	Car Foreman.
F. P. COE	Master Carpenter.
J. P. LAWLOR	Medical Examiner.



A Young Grandfather, R. Nolan and his granddaughter, Harriet Irene Miller



## Rotating Members

W. S. HALL .....	Engineer.
R. K. DEEM .....	Conductor.
GUY WEBB .....	Fireman.
A. A. JOHNSON .....	Conductor.
W. H. ROUSH .....	Conductor.
S. S. WOMER .....	Section Foreman.
G. H. CROLLEY .....	Boiler Maker.
W. A. INGRAHAM .....	Machinist.
J. F. POE .....	Brakeman.
B. N. KINKEAD .....	Operator.

## Deaths

Mrs. James Maxwell, wife of Machinist Maxwell.

Mrs. Wheatley Frasure, wife of Yard Clerk Frasure.

Sympathy!

One of our popular car inspectors in the Low Yards recently emerged from a local hospital minus his appendix, also minus some cold cash. He vigorously denies all reports of any peculiar remarks he is said to have made while "coming to," such as "Kiss me, Miss—, M— won't care," etc. But he admits his regret that he has but one appendix as an excuse to stay longer. You've guessed him—it's little "Al" Marshall.

O. D. Cooper's son and heir has at last arrived and is making it warm for other members of the family. Atta boy! It may be interesting to know that "Coop" is still wearing his last Spring's Palm Beach.

Agent Van Valey, St. Marys, wants us to advertise him as still being in the horse and cow trading business. Of course Van is not in this business for your profit!

Ralph Nolan and Ira Burd have been busy gathering their yearly supply of calendars. Business men on the O. R. Division suspect, they are papering their homes with them.

I know a brakeman named Thomas Garrett, He is about as slippery as a well-greased ferret,

Quite a hand for growling and fussing,  
And once gave Emery Williamson a cussing.  
Time rolled on, Christmas drew nigh,  
Tom asked Emery for a chicken to fry;  
Apparently forgetting the past demon-  
stration,

He got Tom a fine one without hesitation;  
Tom was well pleased and well he might be  
To have the nice chicken to put on his tree.  
He turned it out to scratch in the hay,  
Thinking some day a few eggs it would lay.  
But after a long time Tommy's been told,  
A chicken won't lay that's 100 years old.

The Yuletide season was saddened at the Freight House because of a death in the family of one of our force, 'C. C. Starkey, whose son was laid to rest on Christmas Day. Our sympathy is extended to Mr. Starkey and family.

"Sunshine" Harrison was in his usual role of chaperon to Campbell on the evening of December 27, escorting him to the Annual Ball at Wheeling, and seeing him safely home.

A snapshot of Harriet Irene Miller, age six months, and Grandfather R. Nolan, brakeman, O. R. Division, appears in this issue. Harriet is the daughter of Yard Brakeman H. O. Miller. Brakeman Nolan claims the distinction of being the youngest grandfather on the Baltimore and Ohio, he still being on the sunny side of forty. If any of you can beat this, send your picture to the MAGAZINE. There may be younger grandfathers on the System, but they will not be able to show any sweeter granddaughter than little Harriet Irene.

We left our heroine, little Mary Keenan, in Los Angeles, ready to start on her return trip across the continent, all by herself. Little did she dream of the adventures that were in store for her, or she never would have undertaken this perilous trip without a chaperone or two. With many admonitions from her relatives about the proper way to conduct herself en route, and especially not to try to vamp strangers she might meet, one sunny morning she boarded the Overland Limited and was on her way. All went well with our heroine until her train pulled into the historic city of Albuquerque, N. M., when her great adventure took place.

As every one knows, "Fred" Harvey conducts one of his famous restaurants at that point, and a stop of 30 minutes is made for lunch. Mary, whose appetite is always very delicate, had disposed of the generous lunch which her sister had packed in a shoe box just before leaving, and was the first one off the train, making a bee line for the chop house. So absorbed did she become in the pies and sandwiches that she did not hear the conductor shout "All Aboard!" and just as she was finishing her third piece of pie the train pulled out, leaving our heroine stranded in the heart of the Great American Desert, without baggage, money or friends.

To say that Mary was panic stricken would be putting it mildly. Rushing to the ticket office she insisted that the train be stopped at the next station and returned. When told this was impossible she demanded another train right away. As this was also impossible, Mary was inclined to walk, but as she takes such short steps, this plan was also abandoned. By this time the whole town was boiling with excitement, and an amateur aviator offered to carry her in his machine across the desert and overtake the train at a point about 100 miles distant, but as Mary can go up in the air as high as any other girl so long as she can keep one foot on the ground, this plan was also discarded.



## THE DREAM OF "POLLY" B

Cartoon shows the ambition of his life. He is a nice boy, is the pride of the ladies and a regular Beau Brummel. Girls are asked to remember that this is Leap Year!

After the mayor of the town and a committee of prominent citizens had succeeded in quieting her, she immediately began to make the telegraph wires hum. Beginning with her mother, she wired almost everyone of importance connected with the Baltimore and Ohio at Parkersburg, also the mayor and chief of police, sending all messages "collect." After eight hours of nerve racking torture, Mary was rewarded by seeing an eastbound local pull into the station. With the entire town wishing her God-speed, she once more started on her way for home, resolved never to leave her car, regardless of any appetite that she might accumulate. After three days and nights in a day coach Mary finally landed in Chicago almost starved, and very much cramped from sitting up for so long. Can you imagine her joy when she stepped off the train to find her mother waiting for her? The reunion was pathetic. Mary's adventures ended then and there, and after several months she still maintains she will never leave her home town again under any circumstances.

## Leap Year Idea

## Dear Girls:

The photographs of Cassius M. Whittier and Charles O'Brien in this issue, will give you an idea of the good-looking eligibles with which the Freight House abounds. One is a widower and the other a "bach." We will let you guess which is which, or, if interested, you might find out by writing them. All communications must be addressed in care of the correspondent who will pass them on to them. This should interest you, "Miss Springfield, Ill."

From month to month, as we can persuade fond relatives to produce them, we will publish photos of other unattached males, and you girls can give them the "once over." If the editor does not put a taboo on us, we will try to make it interesting.

"Fish," known on Sundays as Adam Loebig, quit us cold a few weeks ago, for a few more iron men per month. Without so much as saying "goodbye," "kiss my foot," or any other little thing like that, he just disappeared and the next we heard, he was in the office of Division Freight Agent Barnhart. We understand the boss knew of his impending departure, but not so the rank and file. "Goodbye, 'Fish,' good luck!"

It will be interesting to our Parkersburg readers to know more about the Law Department of our Company, and I am therefore giving a few facts about one of our local legal lights, J. W. Vandervort.

Mr. Vandervort was born May 7, 1855, at Masontown, W. Va. He was educated at West Virginia University, and in law at the University of Virginia. He was admitted



PARKERSBURG FAMOUS PEOPLE

Left: J. M. Vandervort, Company Counsel. Center: C. M. Whittier, O. S. and D. Clerk. Right: Charles O'Brien, Ballot Inspector, Freight House



to the bar in 1877, has practised law in Parkersburg since October 10, 1881, and has been counsel for the Baltimore and Ohio for over 20 years. Mr. Vandervort has served as mayor of Parkersburg and also as city attorney. He has been Judge of the Criminal Court, Parkersburg, Special Master in Chancery, and was Master, U. S. District Court, in the controversy between the State of West Virginia and the Manufacturers Light & Heat Company. For several years he has been General Counsel of the American Bar Association for West Virginia. He is a Methodist, a member of Parkersburg B. P. O. E., and of the Rotary Club; a gentleman of whom one might stand just a little in awe at first, but one whose friendship, as time goes on, reveals the richness of his character; whose many kindnesses and acts of charity are not generally known as they are not preceded by a brass band.

Some years ago your correspondent, just out of school, with inward trepidation, but apparently with as much crust as a loaf of Barrett's Bread, invaded Mr. Vandervort's office and asked for a "job." He did not order us out, but certainly did refuse to consider us. "What," he demanded of us, "would I do with a green stenographer?" etc., etc. However, we declined to take him seriously, and insisted that he give us a chance. We explained that it was necessary for us to receive a few dollars on a regular payday and we had picked out his office in which to get our start. (We wonder if Mr. Vandervort remembers this interview.) We knew if we once got in we could show Mr. Vandervort how truly smart we were. After a struggle he succumbed and we installed ourselves in his office the next day, and remained with him for five years, when he finally got rid of us. The experience gained in Mr. Vandervort's office was an education in itself to your correspondent, and has been invaluable in the years that have followed, but we doubt not that the wear and tear on the gentleman himself during the period he was getting used to an inexperienced stenographer, must have been terrific.

Mr. Vandervort is probably the best known lawyer in Parkersburg among the Railroad fraternity. The majority of the men are building homes, or have built them through the Relief Department, and he handles this feature of the law work here.

Nothing has been said about the social side of this busy man's life, but he is as thorough about this part as he is about his business during office hours. He is a fiend at golf, turns a mean ankle at every Charity Dance, and even joins the movie crowd when Jackie Coogan appears on the screen. So you see, he is a regular fellow after all.

Here you will see the four reasons why Conductor H. L. Berlin, works every day—Richard, Helen, Carl and Eileen. Papa Berlin talks a great deal about all of these little darlings, but we are lead to believe from the trend of his conversation that Baby Eileen is "Papa's Pet."

Harve McMullen, section foreman, Sistersville, is moving his extra shirt and sox to a new boarding house. Some one said Harve and the landlady fell out because Harve tried to make ice cream in her new electric washer. Harve says "It will not freeze."

### Charleston Division

Correspondent, C. W. DIXON  
Assistant Correspondent, V. B. HICKMAN

#### Divisional Safety Committee Permanent Members

W. TRAPNELL	Superintendent.
J. C. KINTON	Assistant Superintendent.
W. C. DEEGAN	Train Master.
J. D. NICHOLAS	Assistant Train Master.
H. J. BURKLEY	Master Mechanic.
O. J. KELLY	General Foreman.
P. D. MARSH	Road Foreman of Engs.
F. H. REMALEY	Division Storekeeper.
W. E. SEVERNS	Division Accountant.
J. A. FISHER	Agent.
E. J. HOOVER	Agent.
T. A. RICHARDSON	Agent.
R. BROOKE	Division Engineer.
H. A. LYNCH	Asst. Division Engineer.
F. M. GARBER	General Car Foreman.
R. D. SHOEMAKER	Car Foreman.
J. T. STAPLES	Chief Dispatcher.
C. W. DIXON	Car Distributor.
C. M. CRISWELL	D. F. C. P. R.
G. P. RIEMAN	Captain of Police.
C. E. BUCKLEY	Insp. Fuel Economy.
P. T. SATTERFIELD	Storekeeper.
M. D. DEAN	Secretary.

#### Rotating Members

E. M. BURKHAMER	Conductor.
A. L. WILFONG	Section Foreman.
S. L. RODEBAUGH	Engineer.
R. F. HANEY	Conductor.
L. B. HASKINS	Brakeman.
H. A. CURTIS	Fireman.

How are you enjoying the New Year that was "wished" on you a couple of months

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ago? How much of your past did you decide to put behind you on January 1, and how much of it has stayed "put?"

### Gassaway Notes

Our youthful cartoonist of Gassaway, Master Otis Fansler, son of Conductor O. C. Fansler, doubles up on us and brings to our attention both of those great Americans whose birthdays we celebrate during the present month.

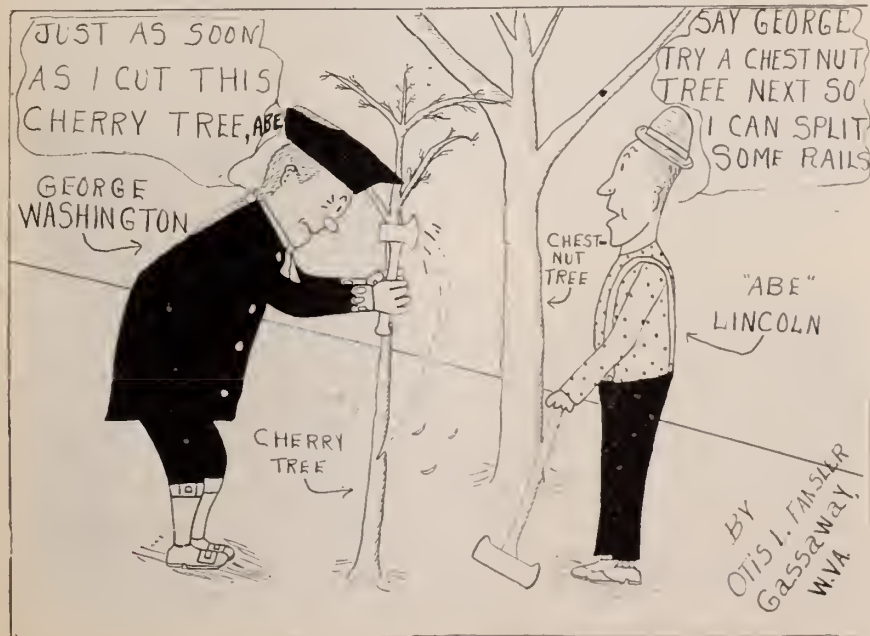
We miss the smiling face of F. J. Lindoerfer, who recently left Gassaway for New Castle, Pa. We think he was in a hurry to get to the city. First, because it is a city, and second, because it puts him closer to Wooster, Ohio. (His girl lives there.)

We welcome R. M. Heflin to Gassaway and hope he will soon like Gassaway as well as we do. We know that Grafton has lost one of her good residents.

### Weston

We are glad to announce the marriage of Miss Alice Rice, secretary to division engineer, to Mr. Ernest C. Holmboe, Clarksburg, W. Va. We have known for some time that such an event was contemplated and made every effort possible to tip our friends off in advance, but without success. Congratulations!

Two of our lady stenographers at Weston are now wearing diamonds. One was received as a Christmas present; the other as a birthday present. What fools we mortals be (to accept such statements as that). Someone will have to open up on another box of "stenogs" before long.







WESTON IS PROUD OF HER GIRLS

Left to right: Mrs. John C. Carpenter, when the photograph was taken she was Miss Juanita Hostetler, Division Accountant's Office. Now she looks after John's accounts only. Gladys, daughter of Magazine Correspondent C. W. Dixon, Miss Mary Pickens (or Pickford, as she is known locally) Secretary to Division Accountant

## Southwest District

General Superintendent F. B. Mitchell has received a letter from Mrs. James T. Fought, Beaver Dam, Ky., complimenting a Baltimore and Ohio crew for courteous assistance given her on a trip from Detroit to Beaver Dam. Her letter reads as follows:

"On a recent trip from Detroit, Mich., to Beaver Dam, Ky., it was necessary to transfer the passengers from one coach to another at Toledo, Ohio, and it was my misfortune to leave my purse, containing my ticket, checks and money, under my pillow in the berth in the car that was switched out. I did not discover my loss until we had left Toledo.

"I reported my loss to the conductor and he immediately telegraphed back for the coach to be searched. He also telegraphed ahead and had a new ticket made out for me and when he learned that I had left my money in my purse he loaned me enough for my breakfast and lunch.

"I have never had occasion to call on a train employe, but I would not have expected the kind treatment that I received from this man and his helpers, and I thought that you would like to know that you had such men in your employ and to know what the public thinks of them. Every one on the coach knew of his kindness to me and I was given your name by one of the passengers so that I could report this to you.

"And, let me say in closing, that I will always travel on the Baltimore and Ohio when it is possible, and with Conductor J. C. Clifford if I can."

Conductor Clifford has been commended by General Superintendent Mitchell and Superintendent Iams. His photograph appears on page 104.

## Freight Traffic Department, Cincinnati, Ohio

Correspondent, C. BRENNER

The General Freight Office is still living up to its reputation of keeping the office in good shape. We hope that during the coming year there will be no cause for complaint on this score.

The Tariff Bureau has issued a challenge to the General Freight Office for a bowling contest. We are confident the General Freight Office can knock the pins from under the Tariff Bureau.

"Todd"—Say "Ben," I just saw a horse with a wooden leg.

"Ben"—Where?

"Todd"—On a Merry-go-round.

Walker Barrick says his wife is like an umpire, she always knows when he is out!

Haskett—Gee, my girl is strong for the Navy, she has been after me for five months to join it.

Reed—How come?

Haskett—Well, on every letter, she puts on the upper right hand corner "Join the Navy."

1924

Let 1924 go along with an honest effort TO DO BETTER on everyone's part. Do your tiny share of the big work ahead! In doing so you will do wonders for yourself.

How to begin?

Think more—talk less!

Use energy in doing, instead of planning.

Make up your mind to help others—if only with politeness and patience. Be a decent little bullet in that great ball bearing apparatus we call "civilization."

Control yourself—appetite, vanity, thirst, egotism, self-indulgence and all its foolish forms. Your first business is to rule yourself. Do that as a preliminary to any other success.

Remember that all you get comes from the efforts of those that lived before you and of those that live around you.

You live in a cooperative body, a gigantic co-partnership.

Be an honest partner.

Give others a chance.—Exchange

## Dedicated to our Correspondent

Clifford B., of stature low,  
Sucked raw eggs to make him grow,  
Mother viewed him with alarm,  
Sent him to an ostrich farm,  
Where the eggs grew big and strong,  
There he grew quite lean and long.

—Anon

## Cincinnati Terminals

Correspondent, J. BEEL

## Divisional Safety Committee

### Permanent Members

J. H. MEYERS	Superintendent.
R. B. FITZPATRICK	Trainmaster.
C. J. CLEARY	Trainmaster.
W. T. DARLING	Road Foreman of Engs.
G. B. FARLOW	Asst. Division Engineer.
G. R. GAYER	Medical Examiner.
C. E. FISH	Terminal Agent.
J. M. BURKE	General Car Foreman.
W. L. MORTON	General Car Foreman.
W. J. MALONEY	General Chief Yard Clk.
F. L. HALL	General Foreman.
J. M. SHAY	Master Mechanic.
S. O. MYGATT	General Foreman.

### Rotating Members

FRANK ROUSE	Engineer.
C. B. FLEDDERMAN	Fireman.
M. B. MILLARD	Switchman.
W. C. FISHER	Conductor.
M. B. REDMAN	Section Foreman.

The Gest Street family has increased—the boys at Gest Street are congratulating Frank Penderghast and wife on the arrival of a bouncing baby boy.

We are all glad to see Yard Conductor Bill Bailey back. He met with a serious accident in October. Also glad to hear that Horace Moore, clerk, Gest Street, is convalescing after an accident which kept him at the hospital for three weeks.

Crossing Watchman James Cleary, Gest Street, met with an accident and is resting nicely at the St. Mary's Hospital. We all hope for his speedy recovery.

Elmer Feldman, receiving clerk, Gest Street, who was working at Brighton temporarily, is back on his old job.

Carl Buelterman is back at Smith Street after a month's stay at Gest Street as temporary receiving clerk.

The Superintendent's Office force is glad to know that M. Spurgeon, night chief clerk, is getting along nicely after an operation performed recently. We hope he will soon be able to resume duty.

It is with deep regret that we report the death of Fred Silvers, pensioned employe. Mr. and Mrs. Silvers have won the prize for the past several years for being the oldest couple on the grounds at the Employees' Annual Outing at Chester Park. We all extend to Mrs. Silvers our heartfelt sympathy in her bereavement.

## Rare Honesty

Rats and mice love a home like the Baltimore and Ohio Warehouse. In order to get rid of the mice, we placed a premium of two cents on each, and furnished our men with traps. We soon had mice galore and we asked our men to turn in the tails only. As a mouse only has one tail we felt safe in paying for them that way.

A few days ago one of our men caught a mouse in a trap by the tail, and as it was a spring trap, the tail was cut off and the trapper refused to turn in the tail, because he had not personally seen the mouse from which the tail came. He threw the tail out the window. Strange to say the next day he caught the mouse without the tail, and as the mouse then had no tail, and he had disposed of the tail he had the day before, naturally we did not have to pay for one mouse at least that we knew was caught. This is what I call rare honesty.



Dining Car Steward F. C. Langhorst



## Akron Division

Correspondent, A. C. HARRIS

## Divisional Safety Committee

## Permanent Members

R. B. MANN	Superintendent.
J. E. FAHY	Asst. Superintendent.
E. J. CORRELL	Division Engineer.
J. A. TSCHOUR	Master Mechanic.
W. H. YEAGER	Terminal Train Master.
C. A. BURDGE	General Foreman.
O. L. HOTT	Car Foreman.
G. W. TAYLOR	Agent.
T. L. ROWE	Captain of Police.
A. A. CHURCH	Medical Examiner.
L. H. DOUGHLAS	Master Carpenter.
T. L. JOHNSON	Captain of Police.
P. J. MULLEN	Asst. Storekeeper.
A. F. ALEXANDER	Relief Agent.
S. J. JOHNSON	Carpenter Foreman.
W. K. GONNERMAN	Superintendent Shops.
G. J. MAJSCH	Claim Agent.
F. DORSEY	Medical Examiner.
C. M. TRUSSELL	Asst. Train Master.
J. C. HOFFMAN	Signal Supervisor.
G. W. HENSLAU	Claim Agent.
NELL SMITH	Clerk.
W. G. SMITH	Road Foreman of Engrs.

## Rotating Members

J. W. BOONHOVER	Yard Conductor.
B. K. SHATTO	Track Foreman.
W. H. COMER	Yard Conductor.
C. A. HICKS	Conductor.
G. S. BRIGGS	Engineer.
D. H. PUNCHEON	Car Inspector.
S. O. LEWIS	Engineer.
R. R. RYAN	Yard Conductor.
R. BARNHOUSE	Track Foreman.
V. L. PARR	Brakeman.

Cleveland Correspondent Smith, a member of the Police Department, is getting together the material for a wonderful story. A man goes out on New Year's eve, falls down, gets a black eye and then turns up with two hats. The explanation of how it happened is a "knockout."

On December 19, J. J. Llewellyn, Cleveland Builders Supply Co., Cleveland, dis-

covered box car on fire on siding leading to Shaff Plant. Other empty cars were moved away by use of pinch bars and trainmaster notified. Superintendent has written Mr. Llewellyn expressing appreciation of his assistance.

It is rumored that Andy Gump will choose a new partner from the Signal Organization, Akron Division. Andy lost a fortune and his faith in human nature and George lost—, but we are ahead of the story. At any rate their dispositions, characters and ideals so harmonize that this new partnership should surprise the world. George is not so well known as Andy and we will briefly outline the harrowing details of the loss that embittered another life. Barney Google enters the plot, but only incidentally, as George is constantly endeavoring to improve himself and was assiduously studying the life of this wonderful character when he suffered his loss. George is not the man to pine and darken the world with his sighs and frowns in time of trouble; while his heart is broken, his face, too, is broken, but in smiles. Ah, brave heart, the world will yet recognize this will of aluminum that so lightly casts off trouble and grief. George is honest. He admits he had the goods. He knows his faults almost as well as others do. It was in the train. They were right beside him. Barney Google filled his mind. He left the train and also left—(To be continued).

Assistant Engineer Feathers wishes public correction of the statement that he is a horn blower. It seems he doesn't blow a horn, but a clarinet. If there is any credit in this, he is certainly entitled to it!

Track Foreman Leo Waltzer, Canal Fulton, has been placed on the pension

**No Deposit**

Just send your name, address and finger size, and we will send you this beautiful genuine diamond, 14K solid gold ring on approval. Send no money; pay no C. O. D. Merely accept the ring and wear it a week. Then decide whether return the ring and call the deal closed, or keep it and send only \$3.75 a month until our cut price of \$38.75 is paid. (Regular \$50.00 value.)

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Each ring is solid 14K green gold, with 18K white gold top, exquisitely hand engraved and set with a fine, large, extra brilliant, perfectly cut, blue-white genuine diamond. Order now—at once! Send name, address and finger size. Also kind give your age and occupation and say whether you want ladies' or men's ring. Write today!

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Ford.....34 ml.	Reo.....24 ml.	Chevrolet...32 ml.
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Dodge.....28 ml.	Overland 4...32 ml.	Cole 8.....17 ml.

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ON THE AKRON DIVISION

Above: Newton Falls. The only thing missing in the picture is the smiling face of Agent Smith. Below: Supervisor Delong, Ravenna, sends us this photograph to show the kind of track he maintains

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list and will take a well earned rest after long years of faithful service. Thomas McGee, former trainman and more recently crossing watchman at Canton, has also been pensioned. Both of these men have splendid records and have many friends who join in wishing them health and happiness.

Traveling Accountant P. B. McDowell wears another smile. This time it is a boy. Mother and son are doing well. Congratulations!

Louie Moehr, former assistant engineer, Akron, sends his regards from Redondo Beach, California. Louie also promises us some California weather about July 4.

Another bright, handsome boy has joined the Division Accountant's forces. As usual, the second story beauty walks off with the prize.

Martha and Frank have made no public announcement, but February is as good a month as any. There are a number of good books published on this subject, but Certha M. Blay's "The Frozen Foot," is highly recommended by "Eddie" Merriman.

In the Superintendent's Office, Mildred Roberts has moved her desk closer to the window. The beautiful diamond from Fred shows up to better advantage.

Assistant Chief Clerk Bachtel is making his first visit to Florida, getting as close to Cuba as he can and keep both feet on land. We will probably not enjoy the wonderful Florida fruit that Bachtel does not send us, unless he changes his mind.

Every issue of the MAGAZINE contains stories telling how employees have brought valuable business to the road by individual solicitation. We'll be glad to learn of interesting accomplishments of this sort by employees on this division.



Arnold, the speed demon on the Neostyle and official sealer of envelopes, has never been away from Akron. His father kindly

consented to chaperone him on a visit to Chicago where Arnold will spend a week, and as much more as he can work his dad

for. Arnold will learn on this trip that a person can't keep his health and stay up 'till ten o'clock every night.



#### SMILES AT NEWCASTLE, PA.

1. Phyllis Forbs Haines, daughter of Conductor Haines. 2. In cab window: Brakeman Watson and Fireman Kelly. In gangway Brakeman Earles. Standing, left to right: Brakeman "Hank" Evans, Brakemen Cameron, Adams, McDevitt, Yardmaster Clark, Magazine Correspondent Agnes Barnes, Brakeman Fritz Freeze, Janitor Ben Dattle, Engineer Carroll and Conductor Fisher. Back row: Brakemen Campbell and Luce. 3. Left to right: Brakemen Watson, Evans, Chief Clerk Gordon, Brakemen Cameron, Adams, McDevitt, Campbell (in rear), unknown, Yardmaster Clark, Magazine Correspondent Agnes Barnes, Brakeman Earles, Conductor Fisher, Brakeman Freeze. 4. "Patty," General Yardmaster Evans' dog. 5. Robert Lee Barnes, brother of our Correspondent. 6. Yard Clerk L. F. Davids. 7. Hanna, daughter of General Yardmaster Evans. 8. Robert Leslie, son of Yardmaster and Mrs. W. Mort. 9, 10. Mary Eileen and Eugene Wray, grandchildren of Conductor C. E. McDougall, Conductor on The Capitol Limited and No. 16. Eugene Wray is a good musician, playing the piano, drums, traps, orchestra bells and xylophone. 11. Glenn Robert, son of Chief Clerk C. R. Gordon. 12. James Francis Barnes, three year old brother of our Correspondent



**New Castle Junction, Pa.**

Correspondent, J. A. JACKSON

Division Master Mechanic Tschuor was the recipient of a handsome mahogany hall clock from the foremen of the Akron Division at Christmas. It's a beauty, boys, and the "boss" was just as tickled as a kid with a new toy.

The spirit of Christmas was plainly in evidence at New Castle Junction during the holidays. Many exchanges of gifts and cards between employes, made for all a merry Christmas.

Fire Marshal "Ed" Scanlon represented New Castle Junction Shops at the meeting of the district fire marshals, held at Cincinnati on January 14. "Ed" was complimented at the meeting for the good work done by members of the Fire Brigade at the fire in Murphy's restaurant recently.

N. R. Butler, general foreman, was called into the office on Christmas Eve and presented with a handsome silver service set, the gift of shop foremen who are associated with him at New Castle Junction. Mr. Butler responded, expressing his appreciation for the beautiful gift, and also for the splendid cooperation given him during the past year.

**New Castle, Pa.**

Correspondent, AGNES L. BARNES

One of our photographs is Phyllis Forbs Haines, three year old granddaughter of Conductor E. M. Forbs, Willard. The dog, "Trixy," belongs to Conductor M. G. Guthrie. Conductors Guthrie and Forbs have a great time with both Phyllis and Trixy; Phyllis spends most of her time at Conductor Guthrie's home showing plainly that she likes Mr. Guthrie better than Grandad, which naturally makes Mr. Forbs "peevish." Guthrie says if he can't claim the little girl he can at least claim the dog.

Conductor Guthrie was made grandfather on October 24, when a son was born to C. R. Guthrie and wife. C. R. Guthrie was formerly employed as yardmaster, New Castle Junction, but is now conducting a tire shop at Ellensburg, Washington.

Patrolman H. C. Harper and Lieutenant K. F. Wright are running opposition in catching "bums" coming into New Castle. Patrolman Harper arrested two negroes on Train 98 at New Castle Junction on December 21, relieving one suspect of a 38 special revolver, loaded with six cartridges.

Third Trick Eastbound Checker William Stevenson met with a painful accident on New Year's Eve on his way to work, and is now confined to his home. We all hope "Bill" will soon be able to be with us again.

**MISSING**—Traveling Car Agent John Hart! Any one knowing his whereabouts please notify New Castle Junction, Center Yard Office. (See story of the Wheeling Ball, Miss Agnes. —Ed.)

L. B. Nail, eastbound hump conductor, better known as "Tack," says that winter never made much of a hit with him. He has a hard time keeping icicles off his mustache and goatee.

Brakeman H. W. Goad and Frank Fanning indulged in a humorous bout of wrestling, resulting in Mr. Goad taking the championship from Mr. Fanning, who is known as "Kid Pee-Wee of Texas."

Since Assistant Trainmaster Green has announced to the Westbound Hump that he will start a class of brakemen for examination in the book of rules, for promotion

to conductor, the "gang" has Lecomte melancholy, assuming that they haven't the necessary education to understand the book of rules. The chief object is to avoid red tape. My advice to you, "Fred," would be to make a thorough investigation of the romantic letters that these young men have written in the past. Names and addresses of the young ladies possessing such letters may be obtained upon request.

S. C. Jones, yard brakeman, is the proud father of a daughter born on December 29. She weighs eight pounds and answers to the name of Edith Regina.

Below is a statement of ticket sales at New Castle Passenger Station for December 1923, and December, 1922, which plainly shows that New Castle is on the map:

December, 1922	
Local.....	\$2,010 86
Coupon.....	1,443 67
Baggage.....	22 98
Miscellaneous...	17 34
Strip.....	30 00
Total.....	\$3,524 85

December, 1923	
Local.....	\$5,202 30
Coupon.....	2,855 97
Baggage.....	44 35
Miscellaneous...	13 58
Strip.....	None.
Total.....	\$8,117 20

Florida business is good. Agents Bane, Rosenblum, Sisley and Cummings are right on the job getting business as fast as the parties concerned can be located. Credit is due these men for their untiring efforts in securing business for the Baltimore and Ohio.

Former Engineer C. A. Reamer, now working for the Carnegie Steel Company, is to be given credit for securing five passengers for points in Georgia and Florida. Even though he is employed by Carnegie, his heart is still with the Baltimore and Ohio.

Ticket Agent Bane advises that the ticket office at New Castle (better known in this vicinity as Mahoningtown), is open 24 hours and he doesn't mean "maybe."

Clerk "Joe" Elam and his orchestra are trying to make a name for themselves in the musical world. We must admit that they are climbing the ladder of success.

**Haselton, Ohio**

Correspondent, LEE RICHARDS

Fireman J. H. Jones waited until Christmas to pick the finest present. He announces his marriage to Miss Marie Kullman of Youngstown. We are certain of this as "Jonesy" passed out the smokes. Congratulations!

Lee McGuire, yard brakeman, was injured while at work. Lee is popular and we miss him.

Engineer Weimer and Conductor "Jack" Talbot are absent because of illness.

General Yardmaster "Red" Updegraph received a handsome pair of roller skates for Christmas. Engineer Mairer reports receiving a little engine and a little brown wagon.

Crew Dispatcher VanCamp is at last in the limelight. Have been trying for months to get him into the news columns but "Van" does nothing but work. "Get going—Get going." "Don't look for the engine, look for the engineer," are two of his best college yells.

**FORD runs 57 MILES on GALLON of GASOLINE**

A new automatic and self-regulating device has been invented by John A. Stransky, 2132 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—*Adv.*



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The little son of Engineer Hubner, Haselton Yard, "ready for work"

The Yard Force express their appreciation of the kindness of those who made the "pay before Christmas" possible. This made a hit with all of us.

A. J. Fratus gets his trouble in bunches. It was not enough for A. J. to get sick and go to the hospital, but Mrs. Fratus also was taken ill and is now confined to her home. We all take this opportunity to express our sympathy and hopes for quick recovery.

General Foreman D. A. Cassidy reports his new Buick badly wrecked. We suggest a trip pass to Detroit to look over some make guaranteed to be wreck proof!

Brakeman J. V. Dobson was the man (we almost said Lucky Man) who finally won the car all Haselton tried for. Dobson says "Buck" is holding out on him as he has not yet found out if she burns slack or

lump. Maybe, after all, "Buck" was the "lucky guy!"

#### Youngstown, Ohio

Correspondent, PEARL C. SCHMUTZ

A meeting of the Aiken Auxiliary, Veteran Employees' Association, was held on December 10, in the Local Freight Office. Mrs. Geo. H. Glenn was elected president; Mrs. James Aiken, vice-president; Mrs. Geo. Kitchen, secretary and Mrs. J. K. Jolly, treasurer. Mrs. James Aiken was elected delegate and Mrs. W. W. Smith, alternate, to attend the Grand Lodge Convention.

The regular meeting of the Freight Claim Prevention Committee of Youngstown was held December 21. Routine business was transacted, many good points being brought out to "Stop That Leak."

The Veteran Employees' Association, Akron Division, held a meeting at Akron, Ohio, December 23. W. D. Reed, Niles, O., was elected president; J. R. Neiderheiser, Cleveland, O., vice-president; J. K. Jolly, Youngstown, O., secretary-treasurer. The question of forming divisions at Cleveland, Lorain and Painesville was discussed and it was decided to organize a Chapter at all three places. Grand President Geo. W. Sturmer, Grand Secretary James Wardley, Wm. C. Cox, Pittsburgh, Pa., H. G. Fletcher, Fairmont, W. Va., and James Aiken, Youngstown, O., Board of Directors, Grand Division, were present.

John Fuller spent Christmas and New Years with relatives in Chicago. John is a faithful employe and was missed.

Employees of Youngstown Freight Station held their usual celebration on Christmas Eve. A large tree was placed in the Freight Office and Agent James Aiken, in his usual capable manner, distributed useful gifts to the platform force from the office employes.

A new Chapter of the Veteran Employees' Association was organized at Painesville, Ohio, on January 6. G. W. Taylor was elected president; J. C. Huston, vice-president; F. E. Link, secretary; T. J. Rafferty,



Mildred Konker, Freight Office, Youngstown, Ohio

treasurer; G. G. Green, sergeant-at-arms; E. F. Creel, S. D. Poxen, J. W. Heidy, David Bradley and H. A. Geldbaugh, directors.

A regular meeting of the Aiken Auxiliary was held on January 8. After routine business, refreshments were served to members and friends. At this meeting Mrs. G. H. Glenn, who was elected president at the last regular meeting, declined to accept because of illness in her family. Mrs. James Aiken was elected president. Mrs. M. Dempsey was elected vice-president, vice Mrs. Aiken.

Miss Mildred Konker, collection clerk, who left January 15 for a three months' visit to Los Angeles, was honor guest at a dinner given by Local Freight Office girls at the Y. W. C. A. Miss Konker was the recipient of many useful gifts.

#### Painesville, Ohio

Correspondent, C. C. CLEVELAND

On January 6, Agent G. W. Taylor called a meeting of Veterans for the purpose of organizing a chapter at Painesville.



ON THE GREAT LAKES. OUR EFFICIENT FORCE AT FAIRPORT, OHIO

Top row, left to right: Clerk J. E. Giblein, Clerk Morgan Giblein, Cashier F. E. Link, Clerk D. R. Lynch, Car Inspector S. L. Reed, Timekeeper Frank Ryan, Clerk Elvira J. Hervey. Center row: Agent G. W. Taylor, Scale Clerk E. Murphy, Steel Car Foreman William Lawrence, Car Foreman Oscar L. Hott, General Yardmaster S. D. Poxen, Assistant Car Foreman A. Thoirs, Clerk T. J. Hervey, Stenographer Florence A. McAdam. Bottom row: Labor Foreman Noah Allport, Car Inspector Foreman S. M. Reed, Saw Mill Foreman T. J. Rafferty, Wreckmaster A. C. Miles, Round House Foreman E. F. Creel, General Foreman H. A. Geldbaugh, Clerk F. J. Connor, Stenographer Virginia Smith





STATION FORCE AT UHRICHSVILLE, OHIO

Front row, left to right: W. G. Smith, Agent, E. P. Harries, R. A. Morganstern. Back Row: R. O. Rinker, C. A. Murphy, Chief Clerk C. L. Williams

After the questions of organizing and reading of rules were disposed of, a nominating committee was appointed. The following officers were nominated and elected: president, G. W. Taylor; vice-president, J. O. Huston; secretary, F. E. Link; treasurer, T. J. Raftery; sergeant at arms, G. T. Green. Directors: E. F. Creel, S. D. Poxon, H. A. Geldbaugh, David Bradley, J. W. Hiedy.

After organizing, a pleasant hour was spent making plans for the future of our local, such as organizing a Ladies' Auxiliary, having monthly meetings, social gatherings with speakers, musicals and other pleasures the families of members can enjoy together. No doubt the association will expand rapidly as there are 75 or 80 eligible employees at Painesville. Being able to attend meetings without having to make the trip to Youngstown will attract numbers. We invite all employees of the Baltimore and Ohio, who have been in service 20 years and over to attend the next meeting and join our association. We assure you we will have a live local which will help us to spend many enjoyable evenings together.

It is of interest to know that six of the employees, whose pictures appear in this issue, have served 25 years. G. W. Taylor, 33 years; S. D. Poxon, 42 years; E. F. Creel, 46 years; T. J. Raftery, 39 years; A. Thoires, 35 years; J. E. Gilbin 30 years. All these men are still in active service.

We congratulate our storekeeper and his good wife, Mr. and Mrs. W. H. Hathway, upon the arrival of a daughter, Mary Lee Hathway, born on December 25. What a wonderful Christmas gift! Congratulations!

### Massillon, Ohio

Correspondent, W. E. BRUGH

Business may be falling off all along the line but not so at Massillon. Here we show an increase for December of \$17,000.00 over November.

On December 26, engine 4158 left Massillon at 2.00 p. m. with a solid train of 40 carloads of steel from the Central Steel Co., Massillon, consigned to the Ford Motor Co., Detroit, Mich.

Miss Grace Wock, expense bill clerk, Massillon Freight Office, wears a diamond on a certain finger that causes Agent Kegler considerable worry. He fears he is going to lose her from his organization.

Conductor and Mrs. J. W. Veitch recently had the misfortune to lose their infant son. Our sympathy is extended to them.

Conductor R. L. Long recently tried to demonstrate to his crew that he was a slight of hand performer, by reaching into his hip pocket and bringing out a white sock

instead of a white handkerchief. "Shorty," much to his astonishment, made the mistake at home.

Agent and Mrs. E. P. Harries had the pleasure of riding from Chicago to Akron on No. 10, and while in the dining car, although they were only absent from home a short time, were thrilled when they found the current issue of the MAGAZINE, as they read about the family.

### Cleveland, Ohio

Correspondent, G. J. MAISCH

On January 10 Mrs. Mary Grayell passed to her reward after eight months of suffering from paralysis. She was matron at the Cleveland passenger station for 35 years. Her loyalty to the Baltimore and Ohio and her uniform courtesy and friendliness to lady patrons, won for her the appreciation and friendship of all who knew her. Mrs. Grayell was 70 years of age and is survived by her husband, veteran of the Civil War. Interment was at the Riverside Cemetery and a large number of our Cleveland employees were present.

### Cleveland Terminal

Correspondent, H. B. SMITH

The remains of Mrs. J. Grayell, who had been our trustworthy matron at the Cleveland Passenger Station for 35 years, were laid to rest on January 12, employees

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PATENT LAWYER

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acting as pall bearers. Her family is very grateful for the kindness shown during her long illness, also for the flowers sent by the employees at the time of her death.

Foreman W. C. Thompson, Lake Warehouse, is the proud father of a baby girl. He would like to pass the word along to his West Virginia friends. Cleveland can't be beat for prosperity.

Nellie Victor has developed unusual psychic power by anticipating the arrival of mail and its location while in transit.



### CLEVELAND BEAUTIES!

Left: Emeline Kellmer is always happy. Center: Ed. Jindra "doing" Niagara Falls. When at home, he will be found in the General Foreman's Office. Right: Esther Ellsner starts "Leap Year" with a million dollar smile

Please mention our magazine when writing advertisers



George Trope is well pleased with his new location but insists that fresh air will not grow hair.

"Betty" Horkey wants it understood that the ring doesn't mean anything—but it is beautiful!

Henry Mulhern did not deliver the beaded bag as ordered—but give the boy a chance. His rival beat him to it.

Assistant Agent M. T. Hill, Washington, D. C., was a visitor to Cleveland and his old haunts over the holidays. We were glad to see "Matt."

Conductor E. A. Meyers is a proud grandfather. The news arrived in time to permit his ordering his spring uniform with the enlarged chest measurement. It's a boy and already giving signals.

Assistant Road Foreman Smith is the possessor of a new Essex, and says that it rides better than some of Burdge's engines.

Neidy has increased his lecturing with the approach of cold weather—no danger of getting overheated with the thermometer registering zero.

Those new tortoise rim spectacles have won for Boiler Foreman George Duffy the nick-name of "Barney Google," but the girls like them—and George.

The Freight Office bowling team has been doing better since "Bill" Carpel had those light weight shoes made to order. McGinley is now relieved of the responsibility of making all the score.

"Joe" Quint would like to tell the truth of how he connected with a brick while in the act of making a perfectly nice social call.

Frank Krammer reestablished confidence in modern banking methods after his home treasury was entered. However, future entertaining has been postponed.

Jack Fahy is recognized as an authority on all subjects except the care of auto radiators, and Esther said—"I told you so."

Antoinette Farrell has accepted a position in the Traffic Department. We wish her success.

Blanche can't help admiring Wendel for driving his Overland to the West Side each evening.

"Ossie" will not make any announcements at this time, but did have duplicate keys made for his car.

#### New Year's Resolutions

Sarah—Endorse movement for side-walks in the country.

Jerry—Fewer shopping days.

Anne Mae—Recommend wireless telephone for railroad use.

Amelia—To find cheerful surroundings.

Mary C.—To believe in Santa Claus.

Hattie—The opportune time to make an announcement.

Marg K.—To find a job with little work.

Laetitia—To originate a new Hindu fashion.

Nell S.—To find a congenial partner.

Mary F.—To find some one who likes fiction.

Agnes—To assist "Pat" in selecting a Ford Coupe.

Betty D.—No more debates with Henry.

Marie S.—To find one man who will be true.

Esther F.—No more light housekeeping.

Medley—To find time to think.

Frank K.—To find a tame place to entertain.

Neidy—To confine arguments and lectures to public halls and only in cool weather—all ladies excluded.

McGinley—To find a girl with a small appetite.

Sam—To encourage the purchase of alarm clocks, possibly accept the agency for some reliable brand.

George—To find relief from bachelorhood.

Louis—To meet some serious man.

Tommy Flick—Never again to park on Parma Road with lights out and traffic policeman in sight.

Pat C.—To eliminate the necessity of prima donnas riding on street cars.

#### Lorain, Ohio

Correspondent, F. W. HARMON

Terminal Agent C. H. Ferguson has left for a visit in St. Clairsville, Ohio, his boyhood home. We miss his genial presence.

Assistant Yardmaster "Bob" Kerr will leave shortly for a fishing trip in Florida.

Donald Campbell has a new heater in his baby Lincoln Coupe so he can take the girls out in comfort, but he stays clear of Elyria, Ohio.

Miss Florence Spademan, bill clerk, is visiting her sister in California.

Posting Clerk Miss Anne Stopp had a hard time starting her Lincoln, Jr., in the Zero weather, but finally got it running fine.

"Ed" Campbell, transfer clerk, is raising a cooky duster.

Charles DuRoss has been elected president of the Leap Year Protective Society and says he thinks he will pass through the year safely, as he has passed through a good many Leap Years.

Harvey Grubbs will soon take a trip to California. We wish him a pleasant trip this season.

Lorain docks are closed down, the only work being done is loading ore and flux stone from storage.

The lake is full of ice but we are pleased to note that the temperature is warmer here than farther south, where, in some towns along the Ohio River, it was ten degrees colder than in Lorain during the recent cold snap.

#### Chicago Terminal Division

Correspondent, EVERETT B. OLIVER

##### Divisional Safety Committee

###### Permanent Members

F. S. DEVENY	Superintendent.
R. A. BARLOW	Trainmaster.
G. P. PALMER	Engineer, M. & C.
R. L. FAITHORN	Asst. Engineer.
WM. HOGAN	Supr. Chicago Div'n.
A. ROST	Supr. Calu. Div'n.
CHAS. ESPING	Master Carpenter.
C. O. SEIFERT	Signal Supervisor.
F. K. MOSES	Master Mechanic.
T. H. TEARNEY	Supervisor of Gates.
E. H. MECKSTROTH	Joint Gen. Car Forem'n
D. M. JULIAN	Car Foreman.
J. F. BYRNE	Medical Examiner.
C. L. HEGLEY	Exam. and Recorder.
J. C. MOLTER	Captain of Police.
E. J. BOYLE	Agent.
C. H. MCCRARY	Division Storekeeper.
E. M. MCCUEN	Road Foreman of Eng's.

###### Rotating Members

T. F. WHITE	Conductor.
A. E. ELLIS	Engineer.
E. D. RAILSBACK	Conductor.
W. H. WHITEHEAD	Engineer.
C. O. WILLIAMS	Switchman.
P. L. PRESTON	Fireman.
P. BRUNO	Section Foreman.
THOS. KANE	Freight Checker.

We note that Charles E. Stuart, Auditing Department, has disregarded the warnings of his friends and launched into the matrimonial "Stew Pot" or "Love Nest." The ceremony was performed at Our Lady Help of Christians Church on November 17. The young lady who has promised to love, honor and obey Mr. Stuart is Miss Veronica McMahon. A large circle of friends join your correspondent in extending all good wishes to the happy couple. Mr. Stuart is an accountant—now he can study to be a financier and a diplomat. Both these accomplishments will be valuable in his new state.

Road Foreman of Engines E. M. McCuen has been granted a much needed vacation. We are pleased to announce that when he returns he will be promoted to a higher position. While all our men will regret to have Mr. McCuen leave us as our immediate superior, we are all pleased to learn of his advancement. He was absolutely fair, honest and straightforward in his dealings with all and partial to none



1. Dining Car Steward D. L. Miller, Chicago Division. 2. Inspector of Dining Cars Sherman, Baltimore. 3. Pullman Conductor Hamilton. 4. Conductor John Elder



Your correspondent feels no higher compliment could be paid to any superior officer than to have his men feel towards him as we do here. Mr. McQuilken has been appointed road foreman in his place.

### Chicago Division

Correspondent, GERTRUDE G. CROW

Fourteen Proven Points of the Capitol Limited

By D. E. SULLIVAN

Comfortable ride.

A superb train worthy of the name.

Perfectly equipped and manned.

In every respect, all the most exacting traveler requires.

The best of everything the market affords. On time all the time—ask those who use it. Literally, a palace on wheels.

Leaves and arrives at most convenient hours.

Insures a safe, comfortable journey.

Maid, Valet, Barber and Stenographer for your convenience.

Important current news bulletined in Club car.

The train crews are picked men.

Every day and in every way a distinct pleasure.

Dependable and courteous service always.

Now I lay me down to sleep,

The Pullman conductor my ticket to keep,

If he should die before I wake,

What would I do for goodness sake?

—J. T. FROST, Pullman Conductor, Trains 9 and 10



Above: Mr. and Mrs. J. H. Crampton. Below: The late H. L. Copenhaver

The greater part of his life had been spent in the employ of the Baltimore and Ohio. Over 40 years ago he commenced working for the Company and continued in service until September, 1916 when he was retired on pension. At that time he received a commendatory letter from J. M. Davis, then vice-president in charge of operation, which was valued highly by the veteran employe. Mr. Crampton, at the time of his retirement, was employed as foreman, water stations, Chicago Division.

He is survived by four children: Elmer J. Crampton, freight agent, Canton, Ohio; Mrs. Wm. J. Wensinger, Massillon, Ohio; Miss Mary Crampton and John Crampton at home; one grandchild, Miss Mildred Crampton, by his deceased son Wm. A. Crampton, who was chief clerk to freight agent, Tiffin, Ohio.

The accompanying snap-shot of Mr. and Mrs. Crampton was taken about a year ago.

George Woodruff, tonnage clerk, Accounting Department, narrowly escaped freezing to death recently. The train he ordinarily uses was one hour late, and being conscientious (he simply could not be late), he walked two miles (with the thermometer at 12 below zero), to catch a street car. In doing so he froze his third chin. Our advice is that he diet so as to be able to buy an overcoat of sufficient size to cover him.

The accompanying photograph is of Engineer Harry L. Copenhaver, who passed away at his home, 712 South Cowen St., Garrett, Ind., on January 7, at the age of 58.

Mr. Copenhaver had been in ill health for the last three years, but was able to continue his work as engineer during the first year of his illness. He was then absent about a year, and again resumed duty, but was not able to work constantly. He made his last trip on December 9.

Coming to Garrett from Defiance, Ohio, in 1882, Mr. Copenhaver entered the employ of the Baltimore and Ohio as locomotive fireman. He was promoted to engineer three years later, and at the time of his death was running on Trains 7 and 10. He was a member of the Masonic Order, Garrett Lodge of Elks and the Brotherhood of Locomotive Engineers. He recently became a member of St. Peter and Paul's Catholic Church. Funeral services were held on January 10. Mr. Copenhaver is survived by a widow to whom we extend our deepest sympathy.

In the recent traffic solicitation contest, particulars of which appeared in the November issue, the paper submitted by Division Freight Agent Sullivan won third place. Mr. Sullivan is proud of this fact considering there was a large number of articles submitted.

Traveling Freight Agent McKee, while soliciting freight from a Ft. Wayne industry recently, learned that one of the members

of the firm contemplated making a trip to Mt. Vernon, Ohio, intending to use a competing line. Mr. McKee immediately "got busy" and told him the Baltimore and Ohio could furnish the very best service to this point, and asked the gentleman to give our road a trial. He phoned the Freight Traffic Office at Garrett, who in turn wired the Passenger Department, Chicago, to reserve a berth on train No. 16 that night, with the result that the gentleman took the street car from Ft. Wayne to Garrett, and the Baltimore and Ohio to Mt. Vernon. This shows that the Freight Traffic Department is also on the alert for passenger traffic.

### Garrett Shops

Assistant Correspondent, THERESA SCHUNK

Sincere sympathy is extended to Mr. and Mrs. George Gelhausen in the loss of their six year old daughter, Rachael, who passed away December 21. Mr. Gelhausen is employed as machinist, Locomotive Department, Garrett.

One of the blond stenographers in the Master Mechanic's Office has taken over a half interest in a Garrett Novelty store. The outlook is good for 1924!

A baby girl, Beverly Jean, arrived at the home of Mr. and Mrs. Russell Loutzenheiser, Covell St., on January 4. Congratulations!

The assistant shop clerk, Master Mechanic's Office, is wearing a broad smile these days. Wonder if a track supervisor of the Nickel Plate could throw any light on the subject?

A happy event in the life of Carman J. W. Wilondek was the recent arrival of a baby girl. He wears a smile from morning until night.

Charles B. Baker, car clerk, Car Foreman's Office, has taken a different attitude towards life since he received a "Western Union" from the University of Illinois, Champaign, Ill. It must be great to be in love! Good luck "Chassie," we're all for you.

### Willard, Ohio

Assistant Correspondents, K. H. RICE and J. R. KELEHER

Engineer Cashbaugh, Willard Yards, held the lucky ticket, winning, the four door Ford sedan given away by Willard Elks at their recent Indoor Fair.

Central Yard Office has an addition to its force in the person of Miss Dorothy Walton. She is the popular daughter of our genial terminal trainmaster, E. Walton.

M. A. Gleeson has again been assigned to Willard as assistant master mechanic.

Machinists A. Behm, A. C. Trimmer and Geo. Kelly are spending the winter months in sunny California. Their families accompanied them.

Night Terminal Trainmaster C. J. Richards has resumed duty after a month's absence because of a severe attack of tonsillitis.

Word has been received that J. C. Wray, former yard brakeman here, died in Toledo recently. Our sympathy to his family!

C. H. Garing, car foreman, was the recipient of a 21 jewel Bunn Special watch presented to him by his force on Christmas Day.

Miss Helen Thornton and Miss Dorothy Walton, Central Office Force, are displaying nice diamond rings on the left hand. Wedding bells soon?

### Accounting Department Gives Annual Party

The selects of the Baltimore and Ohio were out in all their glory at the annual party given by the Accounting Department on December 20, under the auspices of the ladies in the Division Accountant's Office. In addition to regular members of the force, the following wives of employes were present: Mrs. W. S. Hopkins, Mrs. W. E. Smith, Mrs. H. H. Strome, Mrs. S. S. Martin, Mrs. C. E. Mager, Mrs. L. L. Coburn, Mrs. A. H. Thomas. The office was appropriately decorated and a six o'clock dinner was served, consisting of turkey and all the good things that go with it, followed by pie and coffee.

After dinner, Santa Claus appeared in the person of Homer Strome. Mr. Hopkins was presented with a reading lamp by his force, and Chief Clerk Smith with a smoking set. Mr. Hopkins and Mr. Smith presented the male members of their force with neckties and the ladies, a box of handkerchiefs. There was also an exchange made by drawing names so that everyone, including the wives, received a nice Christmas present.

After the presentation the desks were pushed into the corners and, through the courtesy of Mr. Wherly, an Edison phonograph was installed for the evening for the dance. In addition there were tables of bridge, five hundred, seven-up, euchre and black-jack. Possibly, also way back in the corner, was a little game of penne ante!

Superintendent Hooper has resumed duty after being in quarantine because of his little daughter Louise having Scarlet Fever.

Joseph H. Crampton passed away at his residence, 54 Franklin St., Tiffin, Ohio, on December 24, after a short illness. Mr. Crampton was born in Pataskala, Ohio, May 6, 1849 and had made his home in the city of Tiffin for 50 years. He was married to Miss Frances M. Knott on October 2, 1876. She died three months ago. Mr. Crampton's health gradually failed after his wife's death.





## SOUTH CHICAGO BEAUTIES

Left: Frances B. Grinmetsky.

Right: Geraldine Lois Moberg

## South Chicago

Correspondent, ESTHER J. MOBERG

"Phil" Collins, Car Department, is leaving the service of the Baltimore and Ohio and will go to California with the Chicago Cubs for regular spring training. "Phil" is considered one of the greatest curve-ball pitchers that ever came up from the minors. His friends here wish him every success.

We are glad to see John E. Hufton, chief clerk to Trainmaster Huggins, back at his desk after a long illness. Not only was he ill, but all of his children as well. We hope that his troubles are now at an end.

Lieutenant C. W. Geenan, Police Department, has left South Chicago for New York to take up his duties as Captain of Police. We regret to lose Mr. Geenan, but extend our congratulations and best wishes for his continued success.

We hear wedding bells in the distance. The writer understands that Louis Napierkowski has invested in a beautiful diamond for some lucky little Miss. Congratulations! What's the date, Louis?

We were sorry to learn of the misfortune which befell "Steve" Wagner, painter foreman, and A. Czajkowski, helper, and their families when they were burned out—everything being a total loss. A purse was taken up to express, in a small way, our sympathy.

Be a Booster! Use the card enclosed with the MAGAZINE for prospective business. Now that the holidays are over there is a marked depression in business. We, the employees, can do much to assist our Company by soliciting business—both passenger and freight. Let's approach our friends and business associates and impress upon them the advantages of using the Baltimore and Ohio.

Secure the business—or line them up and send your cards to the writer so that she may keep a record of business secured in this territory. I will forward them promptly to proper officers. Let's make 1924 a banner year for South Chicago and keep the Chicago Division in the lead.

We welcome to South Chicago "Fred" A. Chrismore, transferred from New Castle, Pa., as section stockman, Stores Department.

## Newark, Ohio

Correspondent, B. A. OATMAN

## Divisional Safety Committee

## Permanent Members

H. G. KRUSE	Superintendent.
M. H. BROUGHTON	Train Master.
T. J. ROGERS	Train Master.
E. C. CAVEY	Train Master.
A. R. CARVER	Division Engineer.
F. E. COOPER	Master Mechanic.
M. H. KOEHLER	Medical Examiner.
F. R. CASTOR	Captain of Police.
H. H. HARDING	Signal Supervisor.
R. A. VERNON	Road Foreman of Engs.
R. KAZMAREK	Storekeeper.
E. C. ZINSMEISTER	Master Carpenter.
C. G. MILLER	Supr. Shop Schedule.
E. G. WINTERS	Secretary.

## Rotating Members

A. E. LAWRENCE	Conductor.
G. WILLIAMS	Engineer.
S. E. SPITZER	Fireman.
O. K. FRYE	Brakeman.
C. G. AYERS	Section Foreman.
G. B. WILSON	Yard Brakeman.

We were all agreeably surprised and pleased to have Aunt Mary with us at the meeting of the Veterans' Association, Newark, Ohio, on January 3.

As Aunt Mary always takes care of news at all such meetings we are not taking space to tell the story as we know that it will be well taken care of. We are still wondering why Newark was favored with a visit by the associate editor. The only good reason we can offer is that Newark is popular with all MAGAZINE representatives and they make it a regular stop when out on line.

Trafford Paul, secretary to master mechanic, is confined to his home with neuralgia.

Roundhouse Clerk Earl Hall is back on the job, after undergoing an operation.

Clerk James R. Cody, has returned after spending a week in John Hopkins Hospital, Baltimore.

Walter A. Reel, who was made general foreman, Ivorydale, in December, paid us a visit at Christmas. Walter says his new position is just fine. We congratulate him on his promotion.

Charles F. Gartner, former assistant round house foreman, Newark, was transferred to Garrett as round house foreman. He took up his new duties in December.

Our attention has been called to the use of the post card which is sent out with every copy of the MAGAZINE. This card was placed in the MAGAZINE for the purpose of calling our attention to the fact that the Baltimore and Ohio is desirous of having us take an active part in boosting business, thereby adding revenue which can be used in making for regular employment in all departments. This should appeal to every employee. This is a good time to start this campaign intensively. With the number of employees on our division there should be a marked increase in business if each employee will take every opportunity he or she has to speak a good word for the railroad for which they work. If you confine your efforts to your circle of friends only, you will be surprised at the amount of good you can do.

Let's show the Management that we are awake to the situation, which needs prompt and personal attention.

Americans are usually ready and willing to share their good fortune with the needy, or with those who have had misfortune, sickness, etc. The season of the year when this charitable feeling seems to be most pronounced is Christmas, when the world is filled with that Christmas giving spirit. In years gone by the employees of the Baltimore and Ohio at Newark, Ohio, have always helped out splendidly when asked to contribute to the "Charity Newsies," Newark, Ohio, an organization composed of hustling citizens of our town. We are proud to have as our Baltimore and Ohio representative on this committee, C. C. Grimm, general yardmaster, who turned in the largest amount of any member of the committee. Mr. Grimm wishes to thank all Baltimore and Ohio employees for their unselfish support in making this presentation to the treasury of the Charity Newsies.

IT TAKES 65 MUSCLES TO MAKE A FROWN, ONLY 18 TO MAKE A SMILE—SMILE!

We are glad to welcome F. C. Horn into the circle of MAGAZINE correspondents on the Newark Division. "Clay," as we all know him, is located at Shelby, Ohio, in Transportation Department. You will find him at the depot any time you may have a chance to stop there. He is to represent Shelby and vicinity commencing with this issue of the MAGAZINE. Among our photos in this issue you will find the Shelby force, all good looking fellows, who no doubt will be able to keep their station in the MAGAZINE columns in all future issues.

James Clifton Wray, aged 39 years, died at Newark, Ohio, January 8, at the home of his parents, Mr. and Mrs. J. W. Wray, South Fifth Street, from injuries received while at work on March 25, 1923. Mr. Wray was located at Willard, Ohio. He leaves to mourn their loss, a wife, Margaret M. Wray, his parents, Mr. and Mrs. J. W. Wray, one sister Mrs. J. U. Moore, Zanesville, and a host of friends who extend their sympathy to the family.

SERVICE is the greatest thing in the human calendar, and the better we equip ourselves the better we serve, because in the expansion of the mind comes better understanding of how best to serve. No matter what your fortunes in life, the greatest compensation that will come to you tomorrow or next year, or the closing year of your life, will be the consciousness that you have somehow been of service, either to your friends, your state or your common country. This is the greatest thing that can happen.—Warren G. Harding.



COURTESY—Haven't you often experienced a sort of disappointment in finding a flower without fragrance? On the other hand, no matter how brilliant its color, or how delicate its form, or how unattractive to look at, isn't there an unusual appeal and appreciation when the flower has a spicy or otherwise pleasing odor? COURTESY is like that. It is the little touch in personal contact that means so much. It's the fragrance of life. Many men and women of splendid qualities and attainment, possessing ambition, energy and ability, are never appreciated because courtesy to others is missing. And, Oh, what a lot of happiness they

lose and what a lot of joy they keep from other people!

The flower without fragrance can't help it. Nature fixed that. But every human being had the opportunity—no matter how humble or poor in this world's goods—to develop the quality of COURTESY to an unlimited degree.—*Rock Island Magazine*

Photographs of Indian relics, arrow heads, appear in this issue. These were presented by General Yardmaster C. C. Grimm who delights in collecting them and takes pleasure in showing anyone his excellent collection. Mr. Grimm's ambition is to have the best collection possible

and he is always on the market for anything that will make it more complete.

The writer had the pleasure of seeing this collection, which consists of several thousand arrowheads, axes, hammers, ceremonial stones, etc., and it is well worth while to visit Mr. Grimm's home and have him go over it in detail.

Recent check of System box car equipment shows that there is a good chance for car inspectors to do a great deal of good work in the way of properly classifying box car equipment for various commodities. It has been found that car inspectors have placed commodity card, Form 1126-Rev.,



#### OF SPECIAL INTEREST TO NEWARK DIVISION EMPLOYEES

1. Collection of arrowheads belonging to General Yardmaster C. C. Grimm, Newark.
2. Storekeeper W. T. Giblin and Carman Helper Albert Kolb, Sandusky.
3. The Shelby, Ohio, Office Force.
4. Painter Emil F. Andres and his new wife, nee Miss Alice Hess, Sandusky.
5. A friend of Conductor C. C. O'Hara (shown in No. 6) listening to a lecture on the merits of the Best and Only.
7. Ralph Herbert, son of R. S. Cook, Accounting Department, Newark



on box car equipment showing on the face of the card, good for merchandise or good for rough freight.

Marking the car good for merchandise when it is considered a good car for loading, is a common practice, the inspector being under the impression that this means a first class car, in every respect. Recent advice from Superintendent, Freight Car Department says there is a shortage of box car equipment for first class commodities, such as tin plate. With the thousands of new freight cars turned over the Baltimore and Ohio since January 1, it is thought that we should have sufficient box cars on line to handle our requirements. Inspectors will do well to be careful in carding the box car equipment so that every car possible can be used for first class freight instead of other commodities.

#### At The Freight Office Every Day

- C. R. P.—I had Pittsburgh last night.  
 C. E. C.—Time tickets, please.  
 H. B.—D—n the stoves.  
 C. D. P.—I got a funny story.  
 A. L. C.—It's a nice day.  
 A. L. B.—Shut the door.  
 S. B. H.—I lost my pencil.  
 B. R.—Wrong number.  
 K. R.—Boo, woo, woo, you big bear!  
 J. F.—2632 W ready in five minutes.

#### Accounting Department

Correspondent, R. T. GEORGE

You have read in the January MAGAZINE that the month of January was devoted to THRIFT, and that one week in particular was designated as THRIFT WEEK. This not only meant THRIFT in our daily duties, but also THRIFT in our homes.

January was a good month to commence this campaign, but THRIFT should be carried out the balance of the year, and every one of us would be repaid many times over by the savings that would be made if this practice were carried out. So let us all get together and put this over, making 1924 a banner year. Remember, that Thrift in the home is just as important to us as individuals as Thrift in our daily work.

At the C. E. Memorial U. B. Parsonage, on December 19, Rev. B. C. Peters read the ring ceremony which united in marriage Charles L. Wallace and Miss Carrie M. Martin. Mr. Wallace is employed as M. P. distribution clerk, Accounting Office, and is receiving the congratulations of his many friends.

We regret to announce the death of Mrs. Ray Redman on November 19. Mrs. Redman is the wife of Ray Redman, M. P. time clerk, who has been off duty for some time because of illness. We extend our heartfelt sympathy to the bereaved family.

Answering the bold challenge of the Division Engineer's bowling team that appeared in the December MAGAZINE, our friend Walter Greeley, Car Shop Office, got his team together and beat the Engineers by a grand total of about 300 pins. The Engineers were very much "blown up" since they defeated a scrub team from the Accounting Department, but have not issued any more challenges to that particular office.

#### Marietta, Ohio

Correspondent, G. R. STEEN

The following resolutions have been suggested as being suitable for the various members of our office force for the new year:

W. L. Mellor—Not to give an alibi every-time he gets in wrong; also to stop blushing.

G. R. Steen—Not to call a certain person in the office by the name of "Kitty," and to stop whispering to Mellor across the desk. Even though Kitty's ears are apparently covered, she seems to be able to hear perfectly all that is even whispered concerning her.

"Hud" Richardson—To speak more quietly over the telephone.

R. H. Schantz—To exclude from his diet, pie and cake, also become more efficient in taking care of his baby girl.

J. M. Reed—To take some private lessons in 'phoning.

J. P. Kirwin—To stop arguing.

C. M. Reynolds—To retire earlier each night.

At the beginning of the New Year, it is well for us to take an inventory of ourselves to find out how we stand—first in the sight of our Maker, and secondly in the eyes of our fellow-men and co-workers. If we had any unkind feeling toward any of our fellow-men in the past, let us banish it from our hearts and be daily messengers of that beautiful message, which was heralded by the angelic choir on that first bright Christmas Morn: "Peace on Earth, Good Will to Men." The past is done and we cannot undo it, but the future is ours, as long as we are permitted to live. Therefore, let us who are enrolled among that vast number of Baltimore and Ohio employees, perform our daily tasks with such cheerfulness and earnestness that Marietta, Ohio, may at all times be listed well toward the top of the list as an example of that splendid Baltimore and Ohio slogan—"Service and Courtesy."

#### Mansfield, Ohio

Correspondent, EDWARD FISHER

An article in the *Mansfield News* recently stated that we are to have our new Freight House soon, work to commence early this spring. We hope that it is rushed to an early completion. It is evident that this will be a great benefit to the shippers, railroad and public in general at Mansfield.

At last Mr. Perry, our new freight agent, and his wife are finally settled in their new home in Mansfield. Let us all give them a welcome and make them feel as if they had always lived here.

H. MacDougall, Freight House, recently paid a visit to his home town of Fairmont, W. Va.

Mr. Sellers, ticket agent, reports a heavy business for Florida recently. We are sure that passengers will never regret traveling via our Road.

Telegraph Operator Gray reports the acquisition of an air-dale dog, but we notice in the lost and found columns of the local paper that it is lost. We hope that he soon recovers his valuable cur.

#### Sandusky, Ohio

Correspondent, R. SCHEMNAUER

The mystery of why Painter Emil F. Andres was so thoughtful and silent was finally solved when Miss Alice Hess became his bride on December 17. The painters of the shop predict a year of big business for Heinz's 57 varieties as a result of this marriage, but we venture to say that Mrs. Andres will fool them. Our congratulations to "Dutch" and Mrs. Andres.

What is believed to be one of the best, and probably the best Paint Shop on the line, located in a freight car, is now at Sandusky. This is due to the special efforts of Painters C. Seibert, E. Andres and S. J. Smith.

Some artistic work was done in several instances by C. Seibert which helps to make it so good. The generous assistance of Car Foreman Cheshire and Assistant Shop Foreman Fisher contributed greatly to this work.

A Shop Safety Committee consisting of Martin Boisen, assistant foreman as chairman; Albert Kolb, helper carman as secretary; Charles Schmidt, freight carman; Louis Boehm, blacksmith, and Philip Nicholas, helper carman, has been organized. The committee meets every two weeks. Each member reports unsafe conditions or practices he has seen or that have been called to his attention, and steps are taken at these meetings to correct them. It is hoped that this will eventually make the Sandusky Shops a 100 per cent. safe place in which to work.

#### Columbus, Ohio

Correspondent, R. KENNETT

Ray Hines, operator, Black Lick, boasts of being the champion rabbit hunter of the season, he having killed 90 rabbits and two pheasants. At least, so he says.

Operator John Marsh recently had a sale at the "Soup House." From all reports he did a rushing business during the holidays.

Agent Page, Outville, was absent a few days recently. He was relieved by Clerk R. C. Shafer.

In alighting from his train at Grove City, Brakeman Charles Haughn wrenched his knee and cracked his knee cap. He is improving slowly but it will be some time before he is able to resume duty.

Operator "Bum" Hines was recently quarantined with Diptheria. We are glad to see him back on the job. The experience did not effect him, he having lost none of his surplus avoirdupois.

Stationary Fireman Johnson was badly scalded by steam while assisting in cleaning out the stationary engine. We understand that he is getting along nicely.

For special painting of any kind see Kerr and Griffin, oil painting a speciality. They are the boys that can smear it!

One cold December morning, as I was leaving the office, I was approached by an employe, with great hospitality, who kindly asked if I cared to ride home with him. The invitation was gratefully accepted (thinking I would save a five cent car fare).

We had not gone more than two squares when the driver said he had no side curtains. He didn't have to mention that to me as I was already shaking like a "Jazz Dancer." I didn't say anything but I wished Santa Claus would bring him a set of curtains, especially if I rode with him very often.

We arrived home safely and after thawing out the thought came to me, "why does anyone want to drive a summer car in the winter?" For the benefit of other employes who may have the same kindness thrust upon them, it has been decided that Car Inspector Cliff Cook will sing the following parody:

Yes, I have no machine curtains,  
 I have no machine curtains today.  
 I have blow outs and leaks,  
 Wire trouble and squeaks,  
 And all kinds of trouble and, say,  
 We have no old fashioned winter,  
 But, when you ride you do shiver;  
 For, yes, I have no machine curtains,  
 I have no machine curtains today.

James K. Hackett, then starring in Samson used this rather novel New Year's



greeting to his friends. It consisted of a card whereon was printed his "Philosophy of Life," as follows:

"Did it ever occur to you that a man's life is full of crosses and temptations? He comes into the world without his consent and goes out of it against his will, and the trip between is exceedingly rocky. The rule of contraries is one of the features of the trip.

"When he is little, the big girls kiss him; when he is big, the little girls kiss him. If he is poor, he is a bad manager; if he is rich, he is dishonest. If he needs credit, he can't get it; if he is prosperous, every one wants to do him a favor. If he is in politics, it is for graft; if he is out of politics, he is no good to his country. If he doesn't give to charity, he is a stingy cuss; if he does, it is for show. If he is actively religious, he is a hypocrite; if he takes no interest in religion, he is a hardened sinner.

"If he gives affection, he is a soft specimen; if he cares for no one, he is cold blooded. If he dies young, there was a great future before him; if he lives to an old age, he missed his calling.

"If you save money, you're a grouch; if you spend it, you're a loafer. If you get it, you're a grafter; if you can't get it, you're a bum—so what the hell's the use?"

A smaller card enclosed bears this message: "Notwithstanding the Philosophy of Life, James K. Hackett wishes you a Happy New Year."

### Columbus, Ohio, Freight House

Correspondent, EDITH ROACH

Arthur Lewis Ellis, trucker, died on January 1, after his removal to Radium Hospital. He was 61 years of age, and had been employed at Freight House for the past 20 years. He leaves to mourn him, his widow, Dillie Ellis and daughter, Mrs. Nellie Thiggin of Columbus, to whom the employes extend their sympathy.

The girls of the office had their annual luncheon and exchange of Christmas gifts at the Chittenden Hotel, December 20.

The local office has organized a Freight Claim Prevention Association with Chief Claim Clerk Burgett as chairman, Andrus as secretary. The committeemen appointed are live wires who do things. We are expecting big results this year.

Congratulations will soon be in order. Another diamond appears. Lillie, don't make it holiday time; it is too expensive for us.

S. A. Bush and wife spent Christmas with Mr. Bush's mother and brother in Chicago.

The Christmas spirit never was finer than during 1923. Let us resolve to keep this spirit all through the year. You be glad, and I will be glad. Then everybody will be glad "For Everything."

Mrs. J. V. Price, who is a noted cook, supplied the girls with all their Christmas candies.

Mr. Van Tilburg, assistant chief clerk, recently moved into his new home in Linden, which he purchased through the Baltimore and Ohio Relief Department.

Sympathy is extended to William Davis and children in the loss of wife and mother on January 5. Mrs. Margaret Jane Davis' death was sudden and unexpected, although she has been in ill health for sometime. Upon hearing of the death of a neighbor, she suffered an attack of heart failure.

"NY" Tower, located at East Columbus, has been wired for electricity. This is a big improvement.

Will some kind Ex-Service man loan Mr. Broughton his manual of arms? He has the gun and all he needs is a little instruction in its use and he will be available when we are called upon.

### Zanesville, Ohio

Correspondent, C. H. SOMERS

Effective January 1, the following changes have been made in clerical force in Local Agent's Office:

C. A. Cockins, rate clerk, promoted to rate clerk in Office of General Freight Agent, Wheeling, W. Va. W. E. Flanders, temporarily assigned position made vacant by transfer of Mr. Cockins. Mr. Flanders was formerly revision clerk. Claude Miller, former delivery clerk, temporarily assigned to Mr. Flanders' desk. L. B. (Larry) Morrison, appointed waybill and abstract clerk, being a newcomer among us has our sincere sympathy and most cordial welcome. We hope the Baltimore and Ohio will be benefitted by his presence among its employes.

Because so many people are continually finding fault with February and complaining about its bitter cold days, and the amount of snow it brings, it is high time some one should come to its rescue and speak a word in its defense.

This so-called growling about the kind of weather we will have in February, usually starts along about the middle of January. It appears that the only cause for it lies in the fact that people have forgotten about the good things they had to eat at Christmas and New Years, and about their Christmas presents. In order to keep their mind employed, they start a tirade against "Poor Old February." Everybody knows that February hands us some pretty raw deals so far as weather is concerned. It also gives us less time to recuperate from the effects of the monthly gas bills, telephone bills and various other bills, before we are again attacked by an onslaught of the same annoying missives.

Notwithstanding all the bad points, there are some good points about February, which should be mentioned:

First, there is not as much cold weather in February as there is in January, because there are not as many days in the former as there are in the latter month. Isn't that axiomatic? February has another good point. We all know how certain Februaries favor the girls by letting them take the law into their own hands, so that instead of being the "Clinging Vines" they become the stalwart aggressors. Good luck to them. I am in favor of letting them have all the rope they need. (You must be married, Mr. Somers—Ed.)

If it had not been for February, our Country would be in an awful predicament. It would not have any FATHER. Lastly, as February is a short month, it will be necessary that we work harder this month to get business for the Railroad than we did in January, in order that at its close the receipts will exceed those for January.

While you are thinking of February, even if you cannot forget its bad points, please remember its good points.

### Shelby, Ohio

Correspondent, F. C. HORN

Commencing with this issue Shelby, Ohio, one of the coming stations on the Newark Division, is to occupy its place in the columns of the MAGAZINE. We hope that our readers will enjoy news from this station. We will do all possible to interest you in us.

Among our photographs you will find a faithful reproduction of the guardians of

the thriving city of Shelby. Left to right, the force is as follows: O. P. Tresselar, yard clerk; F. C. Horn, rate and bill clerk; Fred Hanneman, agent, and C. M. McKeen, rate and bill clerk, also relief agent.

With the exception of Mr. Horn, all of the members of the Shelby force are proud fathers of fine boys and girls. We will present photographs of the children in future issues.

We have now introduced you to Shelby and its promising force. You can look for more news from us; we are going to do our part in making the MAGAZINE bigger and better than any railroad magazine.

### Ohio Division

Correspondent, A. E. ERICH

#### Divisional Safety Committee

##### Permanent Members

J. B. CAROTHERS	Superintendent.
T. E. BANKS	Train Master.
C. E. HERTH	Division Engineer.
F. R. GELHAUSEN	Master Mechanic.
W. GRAF	Road Foreman of Eng.
G. W. PLUMLY	Division Operator.
R. C. POTTER	Medical Examiner.
E. S. RUSSELL	Captain of Police.
J. E. O'DON	Division Claim Agent.
E. G. SLATER	Signal Supervisor.
E. B. ISENOGLE	Division Storekeeper.
J. B. CLARKE	Master Carpenter
A. E. ERICH	Secretary.

##### Rotating Members

CHAS. MARTIN	Freight Conductor.
H. J. THACKER	Freight Brakeman
JOS. McCULLGAN	Freight Engineer.
C. C. WATKINS	Freight Fireman.
DAN O'LEARY	Yard Conductor.
A. BLASER	Track Foreman.

Right now is the time for each employee to boost business. Don't forget the "Prospective Business" card in each issue of the MAGAZINE, use it. Get the business for the Baltimore and Ohio.

One diamond ring made its appearance at the Freight House Office after Christmas. This on the third finger of the left hand of Miss Barbara Barbe. We understand the lucky man is a Baltimore and Ohio employee.

Speaking of diamond rings—two others thought it "more blessed to give than receive." Each ring was taken a distance of fifty miles from Chillicothe. The first one heard of was taken to Columbus and presented with due "ceremony" by C. "Ray" Ortman, fuel clerk. The other was presented at Portsmouth, also with "ceremony" by W. T. "Bill" Rardin, car distributor. May the diamond rings bring much future happiness.

Walter "Doc" Kunzelman, trucker, Car Department, has taken unto himself a wife. Congratulations!

G. W. Plumly, division operator, displayed a new smile on December 13, when he reported that he was again "grandpa," a baby daughter having been born to his daughter, Mrs. James Workman. Congratulations to Grandpa Plumly and also to the happy parents.

Practice Safety At Home As Well As At The Place You Work.

The Veterans' Association, Ohio Division, at a meeting held December 18, elected the following officers for 1924: W. L. Allison, president; Jas. Botkin, vice-president; Geo. Miller, secretary; H. Figelstahler, treasurer; Wm. R. Fox, sergeant at arms. Directors: Wm. Ottman, L. C. Hyddell, J. E. Hyson, Chas. Armstrong, C. C. Pyle, T. A. Brown, D. Sheets, C. W. Gickler, T. E. Banks and W. W. Woodward.

Geo. W. Miller, veteran engineer, was honored on December 9 by Division No.





ON THE OHIO DIVISION

Home of Engineer W. F. Williams, purchased through the Relier Department. Mr. Williams and his grandson are standing near automobile

65, Brotherhood Locomotive Engineers, assisted by the Ladies' Auxiliary, Division No. 12. Entertainment was held in their hall, Majestic Theatre Building, followed by an excellent supper. Mr. Miller was presented with a gold badge and informed that he had been enrolled as an honorary member in the Grand Division. He was much surprised and it was with difficulty that he found words to express his feelings. He entered the service January 1, 1872, as machinist apprentice and on May 6, 1876, transferred to freight fireman. He was promoted to engineer July 20, 1879, and passenger engineer July 6, 1884, in which capacity he is still serving, being the oldest engineer on the Ohio Division seniority list. We wish him many more years of active service.

J. F. Pairan, machinist apprentice, and son of Chief Dispatcher C. D. Pairan, succumbed to "Dan Cupid's" wounds on December 20. The honeymoon was spent in St. Louis. Congratulations!

Old Man Accident Plays No Favorites. Practice Safety First.

In the December MAGAZINE mention was made of A. B. Long, track foreman, Washington C. H., being all smiles over the arrival of a baby daughter. In writing up our notes an error was made in this item. Mr. Long is track foreman, Blanchester, and was "all smiles" over his recent marriage. Fred Thomas, track foreman, Washington C. H., was the one who was "all smiles" over the arrival of the above-mentioned daughter. We apologize, but our mistake has enabled us to emphasize their happiness and our congratulations.

Carl H. Graves, brakeman, has joined the "married men's" club. Congratulations!

Our sympathies are extended to D. M. Ladd, yard conductor, Portsmouth, on the death of his mother.

We also express our deep sympathy to Arthur Queen, conductor, in the loss of his wife, who died following an illness of eight months.

TELL YOUR FRIENDS of the GOOD SERVICE that is always given by THE BALTIMORE AND OHIO, both in passenger and freight business. TELL THEM to ship "BALTIMORE AND OHIO WAY."

Frank Kramer, clerk, Road Foreman of Engines Office, has resigned, having taken up his residence in Chicago. We wish him

success in his new territory. Miss Bertha Streitenberger, former stenographer to chief clerk, Superintendent's Office, has been appointed in Mr. Kramer's place. We are sorry to lose "Bert," but wish her success in the new position.

Freight claim prevention meetings are again being held monthly. By proper effort on the part of those who handle cars claims can be reduced materially. Projecting nails, etc., that would damage flour and other commodities, the proper stowing of freight, making note of overs and shorts with or without billing, and numerous other things, if closely watched, would result in considerable reduction in freight claims.

The many friends of Conductor "Dave" Butts are congratulating him on his marriage, which took place on January 14.

Speaking of GETTING BUSINESS and SAVING FUEL! For each scoop of coal used on a locomotive, one full passenger fare for a distance of one mile is required to meet the expense. See how many scoops of coal you can be responsible for by telling your friends to travel over OUR railroad, and getting them to do it. Also route freight shipments BALTIMORE AND OHIO. GET BUSINESS and SAVE FUEL.

The many friends of Wm. A. Coon, section man, were shocked to learn of his unfortunate death on December 27. Mr. Coon was at work on side track, about twenty-five feet from public crossing near the station at Leesburg, when an automobile, driven on the crossing directly in front of passenger train No. 4, was struck and thrown over against him, knocking him down and under a car, causing injuries which resulted in his death a few hours afterwards. He was taken to Greenfield Hospital on train No. 4, and everything possible done to save his life but to no avail. Mr. Coon had been in the service 39 years, having served as section foreman for a number of years. Recently he asked to be relieved of the responsibilities of this position because of his age, being afraid he would overlook or forget some important work. He was always a conscientious worker and had a host of friends on this division, who extend their heartfelt sympathy to his widow.

We are sorry to report a serious injury to Machinist C. Gallaher, who had his right leg broken below the knee when a cleaning vat, on which he was working, fell on him. Foreman C. Shriver, seeing the tank start to fall, attempted to catch it and prevent

injury to Mr. Gallaher. He could not hold the vat and was also seriously injured, his right hand being badly contused. They are both recovering however, and we hope will be back before long.

## Toledo Division

Correspondent, C. E. THRASHER

### Divisional Safety Committee

#### Permanent Members

A. A. IAMS	Superintendent.
J. W. KELLY	Asst. Superintendent.
T. J. DALY	Train Master.
C. W. HAVENS	Train Master.
W. B. KILGORE	Train Master.
O. R. STEVENS	Road Foreman of Engs.
M. P. HOBAN	Road Foreman of Engs.
M. E. GILBERT	Road Foreman of Engs.
R. E. CHAMBERLAIN	Division Engineer.
T. C. O'BRIEN	Master Mechanic.
I. E. CLAYTON	Division Operator.
F. H. HUTCHINSON	Medical Examiner.
J. VESELY	Captain of Police.
F. L. SCHURR	Claim Agent.
A. W. MILLER	General Foreman.
H. M. DRYDEN	Signal Supervisor.
R. C. HENDERSON	Master Carpenter.
L. S. MCLELLAND	Storekeeper.
T. E. BRITT	Storekeeper.
D. F. HARKER	Secretary.

#### Rotating Members

A. STEPHENSON	Yard Conductor.
John Fife	Engineer.
H. FOGT	Section Foreman.
EUGENE TEHAN	Conductor.
E. L. HUNT	Brakeman.
S. H. PULLIAM	Supervisor.
GEO. STUBBLEFIELD	Fireman.

On December 5, Engineer J. Ryan and Fireman E. Holt made an exceptionally good fuel performance on Train 55, engine 5008, running 202 miles between Toledo and Cincinnati, consuming 669 scoops of coal. Figuring 14 pounds per scoop, the performance was 9.2 pounds per passenger car mile. Engineer Ryan and Fireman Holt are to be commended for their interest in fuel economy. Photograph of Engineer Ryan, taken at Lima, accompanies our notes. Fireman Holt was absent when picture was taken.

D. F. Harker, secretary to superintendent, "the little fellow with the bigada chest," has become poetical. He criticized the correspondent recently because of lack of news from the Superintendent's Office. He went home, had a wonderful dream, and sent in the following:

The Eskimos sleep in bearskins

Up in the North I'm told;

Last night I slept in my bare skin

And caught a h\*-ell of a cold.

Our old friend "Ed" Ledger was recently awarded a prize of one hundred dollars for the best section on this division. He is proud of the fact that his men are classed with the "Go-getters." In addition to being a first class supervisor, he is also a dog fancier. Next time you see him, ask him to tell you the tale about one of his favorite dogs.

Our Freight Claim Prevention Committee held their monthly meeting in the Crystal Room, Argoyne Hotel, Lima, Ohio, on January 9. Many interesting topics were discussed. This committee is going over the top with a "bang." They are doing fine work in Freight Claim prevention matters. Meetings are held the second Wednesday of each month, and are open to all employees. An important matter discussed was the question of securing business.

It is with regret that we report the death of Mrs. James Henderson, mother of R. C. Henderson, master carpenter, which occurred on December 30. She was 80 years old. The funeral was held on January 2 at Willard, Ohio. James Henderson, her



husband, died in 1912. He was employed in the Maintenance of Way Department. They had eleven children, eight sons and three daughters.

We extend our sympathy to the bereaved family.

#### Transportation Department

Correspondent, GUY FAIR

Yes, I have been asked to be "side kick" for our correspondent and it is his intention to put the Toledo Division on the map in our MAGAZINE. In order to do so, he should have all the assistance we can give him.

Brother trainmen, if you have any news of importance that would interest the people on our division, we would be pleased to have you send it to me or to Mr. Thrasher. If you have any photographs of your families or kiddies, kindly send them in. Let's show "who is who" on the Baltimore and Ohio. We earnestly request your cooperation.

Conductor William Morgan, who has been, for the past forty years in service on the Toledo Division, celebrated his 65th birthday on December 16. The birthday cake was enjoyed by his crew and we hope to see many more birthdays and cakes!

Brakeman Henry Kuntz has joined the benedicts. Congratulations!

The population of Glendale is still increasing. Brakeman H. McCall is the proud father of a baby girl. Congratulations!

Brakeman Benny Hinie has been ill with pneumonia, but is improving. Hope he will be back soon.

Conductor James Kelley has returned from New York City where he spent the holidays with his son Paul. When he returned the snow was beginning to fly so he went to New Orleans, where the climate suits his clothes.

Some of our extra passenger conductors had to brush the cobwebs off their uniforms during the holidays. The holiday business was good this year.

We are sorry to learn of the death of our friend Fred Silvers, retired employe of the old C. H. & D. Railroad, on December 26, in his 74th year. Mr. Silvers was one of the oldest employes of the Toledo Division, having served this company 50 years. He was first employed on the C. H. & D. and was later transferred to the Little Miami Railroad, running between Cincinnati and Richmond, Indiana, narrow-gauge. It was later sold to the Pennsylvania Railroad. Mr. Silvers was again transferred to the C. H. & D., working as brakeman and baggageman until a few years ago when he had a slight stroke of paralysis which caused him to retire from active service. Mr. Silvers was widely known on the C. H. & D. and his many friends extend their deepest sympathy to the bereaved family.

#### Wellston, Ohio

Correspondent, L. M. MASON

Before 1924 has passed, Wellston will be in the front ranks contributing her share of business to the Baltimore and Ohio. It is now certain that we will have at least two modern brick plants on the Buckeye Branch. The clay has been tested and it is said to be the best in this part of the country, the thickness of the bed is from six to eighteen feet. This business should be even better than our coal and we are looking forward to the best year we have had for some time. Wellston is the best located town in Southern Ohio, from a railroad standpoint, furnishing one day

service to Cincinnati and Dayton; three days to St. Louis; four days to Chicago and as fast to points East. We have railroad facilities for good factories that want to locate here and that is one reason why we get the brick plants. People who are looking for factory sites consider railroad facilities first; they want to know if they will get cars and the kind of service. We welcome these new concerns to our midst and promise them the best of service.

The quick work of Conductor Fred Martin and crew, while running on the Ohio Division, between Byers Junction and West Junction, on No. 91, recently, averted serious trouble. They thought they smelled something burning and stopped their train. Examination disclosed that a car of sand had broken down and was on fire. The fire was put out and car set off. Mr. Martin and his crew have been commended for their prompt action.

G. E. Chrisman, our popular agent at Coalton, can always be counted on when something unusual happens there. Recently, during a heavy wind storm, a telegraph pole was blown across our tracks close to the depot. Although this happened about eight o'clock at night, Mr. Chrisman at once called the section men and had the tracks cleared. He knew that a train was to leave Wellston, and telephoned us to advise the train crew. Mr. Chrisman is always on the alert and several times prevented serious delays.

People who never find time to stop at railroad crossings usually manage to find time to attend the funeral.

A. E. Smiley, agent, Jamestown, and his little son Robert, paid us a visit.

H. E. Rowe, clerk, Agent's Office, complains that he never gets his name in the MAGAZINE. We suggest that he tell us about some business he has secured for the Road, or get us a few news items, then we will put him on the front page.

C. D. McCarty, our road supervisor, recently returned from his vacation in "Old Kentuck," his former home.

O. L. Wade, boiler maker, and family are spending a vacation in Miami, Fla., and other Southern cities.

#### Lima, Ohio

Correspondent, O. L. WALLBURG

We start the new year with a feeling of confidence in the loyalty and support of all

Cafeteria and  
Dining Room Service

Moderate Rates  
Congenial Surroundings

EUROPEAN

## WELLSTON HOTEL

Edward D. Shields, Mgr.

WELLSTON - - OHIO

Baltimore and Ohio employees. All will put forth an additional effort to carry forward the gospel of Service and Courtesy, which we should make known all over this country as emblematic of Baltimore and Ohio employees. All that is needed is for each and every one of us to take advantage of every opportunity to promote and advance Baltimore and Ohio interests.

*Have you secured that new business, inbound or outbound, freight or passenger? You have friends or relatives in other activities who would be glad to give business to the Baltimore and Ohio. Do not think that because you can influence only a small shipment, it would not be worthwhile, but remember that it is the entering wedge and who knows what the results may be. Start something and watch it grow!*

Next time someone asks "Jim" Herbst, Lima Freight Office, to get down some old record books from the top shelf, he better take out life insurance. If not already insured, see "Bee" Goebel about the Relief Department. "Jim" says the books came down, but he forgot to put them back. He considers himself lucky to have escaped the avalanche.

Night Yardmaster G. L. Sanders sustained a severe loss in the death of his wife on January 6. She had been ill for nearly a year and suffered a great deal at times. The Angel of Death finally relieved her sufferings and took her to eternal rest, where there is no suffering or sorrow, but everlasting life and joy. We all express our sympathy to the bereaved family.

W. S. Bishop, train rider, Lima, Ohio, was transferred to Dayton last month, moving his household goods on the 29th. Lima's loss is Dayton's gain. "Bish" proved himself an efficient and loyal member of our force at Lima. M. L. Baker takes his place at Lima.

One of our photographs is sent by former Passenger Conductor John Glancy, who ran passenger trains on the old D. & M., C. H. & D. and finally Toledo Division of the Baltimore and Ohio, for many years.



"Old Man Grump" at ease. He was formerly a Toledo Division employe. He is now enjoying a well earned rest in California

Please mention our magazine when writing advertisers





Engineer J. C. Ryan and Engine at Lima Station, Toledo Division

John has a splendid record and since being pensioned is enjoying a well-earned rest with relatives in Alhambra, Cal. He is a member of the Veterans' Association and receives our MAGAZINE regularly every month.

#### Famous Sayings by Famous People

"Bce" Goebel: Not one window open in this whole office!

Edna Black: —and, believe your Aunt—

C. C. Means: Is this a prepay station?

V. Day: Ten pounds of steam and no water in the boiler.

"Jim" Herbst: Well Brother, where's my stuff?

"Nelly" Maley: Oh yes, uh huh, I see.

"Tom" Davis: What's your figures?

Harry Kauffman: The thermometer registers 13 above this morning. It really was 13 below.

Otto Wallburg: "Jim," what's the next 707.

Neil Shockey: What kind of humor are you in this morning.

Florence Slygh (face covered with indelible): Is my face clean?

"Denny" Morrissey: Gimme the grease.

"Jack" Sweeney: Where's my clip?

John Cusick: How about the dope, "Jim?"

Fred Snyder: I loaded that car to Forest Hills.

Ruth McIlvaine: This isn't mine, it's Harriet's.

"Al" Morton: Now get those bills of lading up here.

Ira Alspaugh: I called that firm up today.

The Chew Realty Company has recently been purchased by two famous Baltimore and Ohio people of Lima, Fitzgerald and Barrett. The new firm will be known as the Fitzgerald and Barrett Real Estate Company. Congratulations are in order.

#### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

That was a fine New Year's message from President Daniel Willard. The confidence reposed in him as our Chief Executive will inspire us to do our utmost in assuring him of our full and continued cooperation to make 1924 the best in the history of the Baltimore and Ohio. "All together."

It looks like flattery for the correspondent to place East Dayton at the head of our

various roundhouses but we can proudly boast of splendid management, cleanliness, thriftiness and safety. "Every day in every way, we're getting better and better."

The spirit of a Good Neighbor was fully manifest in our recent Community Chest Drive by the employees of the Baltimore and Ohio. Under the leadership of Division Freight Agent H. E. Warburton a creditable showing was made in Dayton. He used as his motto "Charity towards all, Malice towards none." He surely showed the standard of his work as division freight agent, in his efforts in the drive, and we all say, "Mr. Warburton, well done."

The Income Tax doesn't seem to have much effect on our single clerks at the Freight Office but look out, this is leap year, and right now I am told several of the boys are spotted. Go to it girls, the pleasure is all yours and remember they are Best and Only!

It is pretty hard to put anything over on our eagle-eyed Road Foremen of Engines M. P. Hoban or W. B. Kilgore. When they look around and walk away with that good natured smile it's a cinch they are satisfied. Come often, gentlemen, we are glad to see you.

Here is condensed dope on the roundhouse employees in a nut shell. Nobody died recently, nobody got married, no births to report, no sensations of any kind, but, the Volstead Act still remains in force. Every day in every way she's getting dryer and dryer—yet the world is two-thirds water.

It is pleasant for the writer to report that advertisers in the December MAGAZINE were pleased with their advertisements and needless to say they will profit by them as our employees appreciate their patronage.

Like a clap of thunder out of the clear sky, came a cold snap on January 5; a drop to 10 degrees below zero at this point. We were well prepared for this emergency, however, and fully demonstrated the stuff that makes real railroad men. Business moved along as serenely as on a July morn.

In answer to the query of Trainmaster T. J. Daly and several others—I have not heard a word from "Shorty" or "Percy" but from past accounts I am under the impression they are still sittin' pretty—but not in this climate.

The Machinists' Local broke into print recently by one of their old time spectacular entertainments and euvres, which was appreciated by all who had the pleasure of attending. The prizes were numerous and beautiful and the occasion will be long remembered as the best of the season. Try it over, its worth repeating.

#### St. Louis Division

Correspondent, ALTO SMITH

#### Divisional Safety Committee

##### Permanent Members

C. G. STEVENS	Superintendent.
R. O. DYKINS	Secretary.
J. HEWES, JR.	Division Engineer.
C. H. CREAGER	Road Foreman of Engs.
S. A. ROGERS	Road Foreman of Engs.
J. J. HERLIHY	Master Mechanic.
H. S. SMITH	Trainmaster.
M. A. MCCARTHY	Division Operator.
J. P. SELLMAN	Medical Examiner.
W. J. WAINMAN	Captain of Police.
J. R. BRADFORD	Claim Agent.
F. S. DECAMP	Claim Agent.
C. S. WHITMORE	Signal Supervisor.
C. B. WELSH	Division Storekeeper.
G. W. YOUNG	Master Carpenter.
F. A. TEED	General Car Foreman.
H. H. SUMMERS	Division Accountant.

##### Rotating Members

O. ORR	Freight Conductor.
J. R. UTTERBACK	Freight Engineer.
F. C. BERRY	Yard Conductor.
G. C. BEATTY	Freight Fireman.
E. HERKAMP	Freight Brakeman.
L. A. GRAY	Track Foreman.

The following letter has been received by Superintendent Stevens from G. W. Cooke, formerly manager, Junction Elevator Company, Junction, Ill., expressing appreciation of the service given him by employees of our division:

"This is to inform you that I am no longer manager of the Junction Elevator Company. I wish to thank you and your Company for the splendid and efficient service you have given me, also for the courteous treatment accorded me by your agents. If I continue in the grain business, as I now expect to do, I will be glad to continue to receive your good service, and, best of all, good will."

With the close of 1923 the Baltimore and Ohio, as well as other railroads, closed its books on one of its most profitable years. There were many reasons for this increase in business, and one of the main reasons was SERVICE. Good service to the shippers and passengers makes Baltimore and Ohio boosters of them and will result in their continued patronage. The prosperity of our Railroad is pleasing to all of us and now that the seasonal decline in business is here, the paramount issue before all employees is securing business so that we may again profit by a successful year. If you know of business which could move via our line, make every effort to get it routed Baltimore and Ohio. Let's make every effort to get all the business we can.

Assistant Freight Traffic Manager Hart, Division Freight Agent Ferguson and Trainmasters Pritchett and Smith recently made a trip over the St. Louis Division, visiting shippers and business men in all the cities and towns, the purpose of the trip being to come into personal contact with our patrons and to stimulate business.

That bandits are becoming bold is evidenced by the fact that they recently entered the home of Captain of Police W. J. Winman, while members of the family were absent, and rifled it. The guilty parties were apprehended and brought to trial.

We are glad to place an outside friend on our honor roll. Robert Dunn, residing near Enfield, Ill., discovered a broken rail, about



one-half mile west of Sacramento, and remained there and flagged No. 79. Crew of No. 79 placed flag at the broken rail, and reported it to section men at Enfield. Thank you, Mr. Dunn.

Pensioned Track Foreman Frank Donmeyer, Flora, Ill., dropped dead on January 9, shortly after his house caught fire from a burning flue. It is believed that the excitement was responsible for his death. Mr. Donmeyer entered Baltimore and Ohio service on April 17, 1885, as trackman and was promoted to track foreman on May 1, 1891. On April 17, 1920, he was granted a pension. Employees who had the pleasure of knowing and working with Mr. Donmeyer deeply regret his passing.

### Superintendent's Office, Shops

Assistant Correspondent, H. F. SMITH

A coal operator friend probably sent us the following poem, which was unsigned. However, we do not think the condition, as depicted here, would ever exist. They might write something about the moderate weather which has allowed our coal to stay "put" in the bin.

A coal man went to heaven one day  
(As sometimes coal men do).  
And they gave him the job (with princely pay)

Of running a coal train through  
To the kingdom of hell, with instructions  
to haul

From the fiery brimstone bars  
All the railroad men whom he could recall—  
But they gave him, alas, no cars.

So a message he sent to the realms of hell  
For the railroad men to be  
On the watch for his train, and he rang the bell

With a chuckle of fiendish glee.  
And the men lined up as they writhed in pain  
On the fiery brimstone bars,  
But when the coal man showed up with his train,

Alas! He had no cars.

And so through endless cycles of years  
The railroad men lined up,  
With hope dispelled, with groans and tears,  
As they drained the bitter cup,  
While the coal man makes his run on time  
From the pearly gates to the fiery bars,  
And the railroad men in anguish chime,  
"Alas! Once more no cars!"

On December 28 Trainmaster Purkhiser was granted leave of absence because of the poor condition of his health and has gone south where it is hoped he will rapidly recover. T. C. Smith, formerly assistant trainmaster, Chicago Division, has been temporarily assigned to the vacancy.

January 31 will mark the closing of the Bedford Branch and the station at that point. All our property at Bedford will be turned over to the Monon, and we will

probably use the line south of Bedford, to Rivervale, for storage purposes.

Brakeman W. J. Leeds, employed on through runs between Cincinnati and St. Louis, met sudden death on New Year's morning, when he fell from bridge at Huron, Ind. Leeds, who was 56 years of age, had been in the service of the Company for 34 years and held an enviable record. It is thought he fell from bridge while getting off train to handle switch for No. 3 to head in.

The territory of Trainmaster H. S. Smith has been extended from Mitchell to Seymour and now includes the old home town.

On December 29 Veteran Yard Engineer C. Schermerhorn, Flora, Ill., passed away at his home. Mr. Schermerhorn entered the service on December 1, 1885, and had rounded out thirty-eight years of continuous service. He had been unable to work regularly during the past eighteen months, after he underwent an operation for cancer of stomach. He was noted for his sunny disposition and always had a smile and a pleasant greeting.

Business on the St. Louis Division has been good, despite the efforts of the weather man to freeze us out by dropping the temperature forty degrees in twenty-four hours on January 5. The sudden drop handicapped the Mechanical Department and forced them to do their utmost in keeping power moving out of the roundhouses.

Storekeeper C. B. Welch, having been transferred to Keyser, W. Va., was presented with a traveling bag and the following letter from the Stores Department clerks who desired to show their appreciation of his fine treatment of them:

"In view of the fact that you will be leaving us in a few days for new fields of endeavor, those who have labored faithfully during your stay among us wish to show their appreciation of your directorship by giving you a present to always remind you of the good feeling you have created while at Washington, Ind."

### Washington, Indiana, Shops

Assistant Correspondent, LOTTIE T. DOSCH

Washington Division No. 16, Veterans' Association, elected the following officers for 1924: John Kehoe, president; Winfred E. Ross, vice-president; W. M. Brennan, secretary; Thomas Cochran, treasurer; Austin Kelly, sergeant at arms. Directors: W. E. Ross, W. Long, Elmer Bell, H. H. Bryan, M. B. Hollis, Harry Mowery and Frank A. Evans.

In 1921, when the Management requested the Veterans' Association to solicit freight and passenger traffic, Division No. 16 responded heartily and ranked second, of which they are very proud. They are doing

everything in their power to make use of the cards sent out with the MAGAZINE.

On page 10 of the December MAGAZINE, J. J. McNamara, a veteran employee "Makes Hay While the Sun Shines" and he has secured a large amount of freight to be routed via Baltimore and Ohio.

A number of our Veterans have stock in the Leonard Range Factory, now nearing completion, which is situated on our line and will be a source of revenue when put into operation.

Two of our Veterans, Superintendent C. G. Stevens and Trainmaster K. S. Pritchett, were instrumental in locating a Shoe Manufacturing Company at Flora, Ill., which will materially increase our freight business.

We have a live bunch of Veterans and they are doing all they can to assist the Old Road, with which they have been connected for many years.

Read the MAGAZINE, lend it to your neighbor—tell him about the Capitol Limited—our facilities for handling Q. D. freight—the courtesies extended on our line. Get business for the Best and Only and we will all keep busy.

Miss Blanche Wise, accounting clerk, and Miss Mayme Zinkan, storekeeper's secretary, have just returned from an enjoyable trip to Havana, Cuba, and various interesting points in Florida. They highly complimented the courtesy of an officer on a Peninsular & Occidental boat; special favors given them by a dining car steward on the Southern Railway, who informed them he had received special consideration from the Baltimore and Ohio while using our trains.

C. B. Welch, division storekeeper, has been transferred from Washington, Indiana, to Keyser, W. Va. Mr. and Mrs. Welch's many friends in Washington regret their leaving.

E. D. Phillians, erectingshop foreman, Washington Shops, has been transferred to E. St. Louis as enginehouse foreman.

We would appreciate contributions from St. Louis Division women during 1924 for publication in the Women's Department.

Cliff Morton's Circus expects to be on the road early this Spring with many new attractions, among them Eko and Iko from the Engineering Department.

### Louisville, Ky.

Assistant Correspondent, LEAH MCCOY

Mrs. W. F. Cha Berlin, wife of freight agent, Louisville, Ky., met with a painful accident while visiting in Dayton, Ohio, being knocked down by an automobile when attempting to cross the street. While her injuries were painful, she returned home and is now recovering.

Mrs. Louella Wilcoxson, veteran lady clerk, appeared at work one morning re-



ON THE ST. LOUIS DIVISION

Left: Mother, sister and nephew of Chief Caller F. H. Wright, Flora, Ill. Three generations are represented. Mr. Wright has two grandsons, so that four generations are living. Center: Mary Ellen, daughter of Storekeeper C. B. Welch, Washington. Right: Shicks of the Louisville Freight Office. Left to right: Trace Clerk Harry Goodbub, Clerk W. E. Carroll, Utility Clerk Martin Daugherty, Correction Clerk L. C. Owen





The late Engineer S. C. Schermerhorn,  
St. Louis Division

## She Saw Them Set Their Watches by the Capitol Limited

*The following letter, from a descendant of Baltimore and Ohio employes of three generations, is simply an expression of the attitude of all who have had the pleasure of riding the Capitol Limited. We are glad to publish Miss Brown's letter.—Editor*

Editor, Baltimore and Ohio Magazine:

Ever since my short trip on the Capitol Limited from Baltimore to Cumberland, I have wanted to write to you in appreciation of the real comfort; of the smooth, easy

riding; of the courtesy of the conductor and the porter.

It was the most enjoyable short trip that I have ever taken. And, while riding along in the most luxurious way, I noticed that watches were being compared and set by the Capitol Limited time at the few stops made.

Since riding on this train I am a booster for the Baltimore and Ohio Railroad. And why shouldn't I be a booster when three generations of my family have spent years of service on the Baltimore and Ohio?

Yours for success,

(Signed) MARGARET TAYMAN BROWN  
Schenectady, N. Y.

## The Baltimore and Ohio General Office Duckpin League

### Standing of Teams

TEAMS	PLAYED	WON	LOST	PER- CENTAGE	PINS	AVERAGE
1 Fuel Agent.....	60	41	19	.683	31132	518.86
2 Engineering and Accounting.....	60	39	21	.650	28761	504.57
3 Riverside.....	60	38	22	.633	30086	501.43
4 General Paymaster.....	60	37	23	.616	30327	505.45
5 Maintenance of Way.....	60	37	23	.616	29942	499.03
6 Operating Vice-President.....	60	37	23	.616	29921	498.68
7 Comptroller.....	60	33	27	.550	30016	500.26
8 Auditor of Disbursements.....	60	33	27	.550	29224	487.06
9 Motive Power.....	60	29	31	.483	29236	487.25
10 Relief.....	60	26	34	.433	29260	487.66
11 Valuation.....	60	23	37	.383	28407	473.45
12 Auditor Passenger Receipts.....	60	20	40	.333	28801	480.01
13 Cost Engineer.....	60	17	43	.283	27731	462.18
14 Mt. Clare.....	60	10	50	.166	28193	469.88

Issued February 1, 1924

Welfare Department

cently with a black eye which, she explains, was the result of a collision with a rocking chair in the dark. The boys in the office say that this is a poor explanation for a black eye.

We suggest to travelling auditors that when they come to Louisville, they leave their traveling bags at the hotel until ready to take the train. Oftimes they have discovered that they had been carrying extra luggage in the way of bricks, etc., but it remained for the young ladies of the office recently to fill one with paper weights and other pieces of furniture not then in use, etc. Auditor Davis has not yet told us when and where he discovered the slippers or what explanation he had to give. The slippers were returned by train mail the next day.

Henry Goodbub, trace clerk, Louisville, was boasting about his Barney Oldfield ability with his Chevrolet speedster. The boys in the office decided they would have a little fun and Henry would not be boasting so soon again. Upon his return to his desk from an errand on the platform, they told him there had been a telephone call for him from the Chief Police Office, stating that he had knocked down and seriously injured a man the night before while speeding down Broadway. He took it seriously and the joke was carried to a conclusion. Later in the day another phone call came, which Henry answered himself, and sure enough he said it was Chief Braden, who told him the victim was in a dying condition and to come to the hospital at once. We cannot describe here the feelings of Henry, the lack of color in his face or his nervous condition as he went to get his coat and hat and tell the chief clerk he was called away. It was at this point the chief clerk told him it was a joke being played on him by his fellow employes. All Henry had to say was that he was mighty glad it was not so, and we were glad for him. Henry has not been heard to boast since!

## And the Siding Was Christened "Christy"

(Continued from page 23)

Otsego will never be used for residential or industrial purposes, but that it will eventually become a national park, a land of monuments and flowers, lagoons and boulevards, teeming with beautiful scenery."



A "CRACK" TOLEDO DIVISION CREW

Above, left to right: Fireman Oddo, Engineer Miller. In oval: Conductor J. C. Clifford. Below: Brakeman Fain. See story on page 88





## Once Again—at Your Door The Opportunity for You to Save Money

Ward's new complete catalogue for Spring and Summer is now ready, and one free copy may just as well be yours.

The opportunity for Saving, for wise buying is *at your door*. It is for you to give the answer. Will you, too, save money this Season on nearly everything you buy?

### How Ward's Low Prices Are Made

Over 100 expert buyers have been at work for months finding and making these Ward bargains for you.

Fifty million dollars worth of merchandise has been bought whenever and wherever prices were lowest. America and Europe have been searched. Vast amounts of ready cash have been used to make possible for you and your family this great opportunity for saving.

### "Ward Quality" is Your Assurance of Reliable Merchandise

Ward's is a money-saving house. We make low prices. But there is one thing always to remember when comparing prices. We sell only merchandise of "Ward Quality."

We sell only the kind of merchandise that will give you satisfaction—that will stand inspection and use. We do not sell "cheap" goods. We sell good goods cheap. At Ward's we never sacrifice quality to make a low price. And that has stood as our governing policy for fifty-one years.

### Everything for the Home, the Farm and the Family

**FOR WOMEN:** Montgomery Ward's first catalogue contained mostly things for women. So for 51 years our

best efforts have been given to the woman's and young woman's needs and wishes. And so in New York our own Fashion Experts live and work to buy the best New York styles for you. You can get at Ward's the best and newest styles in garments with the utmost wearing quality without paying the usual Fashion profits.

**FOR THE HOME:** All over America thousands of homes have been made beautiful, comfortable and convenient by articles bought from Ward's. Our experts are practical artists in home furnishing. Here in this catalogue you will find everything new for the home, everything beautiful, and at a saving that will enable you to do even more than you expected in beautifying your home.

**FOR THE FARM:** We know the farmer's needs. We have studied them for over half a century. And so we can say to everyone on the farm that at Ward's everything for the farm is intelligently chosen with practical knowledge of its use. Fencing, hardware, roofing, tillage tools, tires and everything for the automobile—of reliable quality is offered at a big saving.

**FOR MEN:** Suits, overcoats, shoes, everything the men, young man or boy wears can be bought at Ward's, not only at a saving, but with assurance of satisfactory service in everything you buy.

### One Copy of this Catalogue is Yours Free

One copy of this catalogue with all its opportunities for saving is yours free.

You need only send us a post card or fill in this coupon and the big complete book will be sent you postpaid free.

The opportunity is now yours to save money on nearly everything you buy. So send for the catalogue. See for yourself the Saving and Satisfaction it will bring to you and to every member of your family.

### 24 Hour Service

Most of our orders are actually shipped within 24 hours.

We have still further improved our service for you. After much study and testing new methods under supervision of experts we have developed a system that makes certain your orders will be shipped promptly.

Our records prove that during the past year most of our orders were shipped in 24 hours—nearly all of our orders within 48 hours.

Lower prices, better merchandise, and now 24 hour service. True it is indeed that Montgomery Ward & Co., the Oldest Mail Order House is Today the Most Progressive.

*Fill in and mail  
coupon NOW!*



This Coupon brings you  
this Catalogue Free

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To MONTGOMERY WARD & CO.  
Dept. —82-H  
Chicago      Kansas City      St. Paul  
Portland, Ore.      Ft. Worth      Oakland, Cal.  
(Mail this coupon to our house nearest you)  
Please mail me my free copy of Montgomery  
Ward's complete Spring and Summer Catalogue.  
Name .....  
Address .....  
-----

# Montgomery Ward & Co.

## The Oldest Mail Order House is Today the Most Progressive

Chicago      Kansas City      St. Paul      Portland, Ore.      Ft. Worth      Oakland, Cal.

Please mention our magazine when writing advertisers



# The Commercial Development Department

---

**T**HE Commercial Development Department is a division of the Traffic Department and specializes in industrial development on the Baltimore and Ohio System. It aims to render efficient, practical and economical service to those seeking industrial locations best suited to their needs.

To develop the latent industrial resources on the Railroad.

To further good feeling and understanding between the Railroads and the public, cooperating with the commercial organizations representing cities and towns along our lines.

To cooperate with the Traffic Department in preparation of data which will aid in the solicitation of freight traffic.

To work closely with farm bureaus in cooperative marketing, and to raise the standard and quality of farm products.

To obtain the best results an organization of this kind needs the earnest cooperation of every employe in every department of the Railroad.

The department includes four bureaus, each working along special lines of development, but all cooperating one with the other to attain the aims of the organization.

The Industrial Bureau is the sales department, and is directly engaged in location of industries.

The Geological Bureau is engaged in detailed studies of the mineral resources of the Railroad, and in interesting companies in mineral development.

The Industrial Survey Bureau makes industrial surveys of cities on the Railroad to determine their advantages for manufacturing industries. It is also compiling a commodity index showing the shippers and consumers of various groups of products, which will be a great aid in freight solicitation.

The Agricultural Bureau is working on advancement of the agricultural interests of the communities served by this Railroad, fully realizing that the prosperity of the farmer will reflect prosperity on the railroad.

Baltimore and Ohio employes can render valuable service to this department by their cooperation. In their travel and association with business men over the country, they will hear rumors of the removal of plants to more economical locations, or of new enterprises, reports of which may escape the notice of the members of this department. Such information, if reported to us, would be valuable and, as has already happened, might result in the location of a valuable tonnage producing plant on the Railroad. The cooperation of the employes in the traffic solicitation campaigns since 1921 has been of special benefit to the Railroad and has proved the advantages of such community of effort.

Our employes should remember that on the 5,000 miles of this Railroad there are attractive advantages for industries, with fuel abundant and adaptable to all uses, cheap power, raw materials, pure water supply, equable climate, good building sites, attractive and progressive cities, and excellent transportation *on a Railroad which is devoting special attention to industries.*

For economy, efficiency, and continuity of operation, industrial plants located near fuel and raw materials will have decided advantages over those more distant. Over 65 cities of 10,000 or more people on The Baltimore and Ohio Railroad are in or near coal fields, and near mid-west and west markets, a decided advantage through assembly and delivery costs over those with longer routes. In 83 cities of over 10,000 population each there are 77,000 factories employing two and one-half million workers. In the past decade their value of manufactured products has increased over 250 per cent.



Manager Commercial Development



# Baltimore and Ohio Magazine

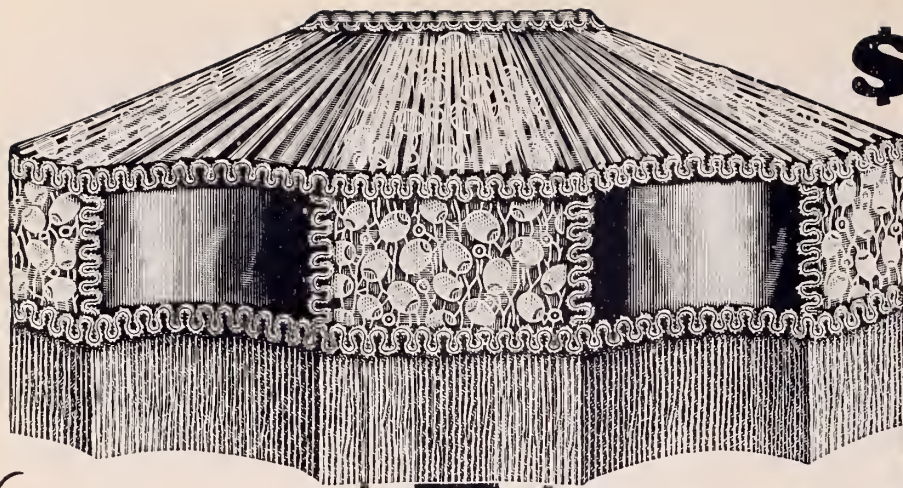


March  
1924

Seeds of Progress

The New \$6,000,000.00 Grain  
Elevator of the BALTIMORE and  
OHIO RAILROAD at Baltimore, Md.





**\$1.00**  
**Down**  
**Brings This**

## Gas or Electric The Lamp—

Comes equipped for choice of gas or electricity. Has 2-light Benjamin socket for electricity only, with 8-foot silk cord ready for use; or comes with 6-foot rubber hose, burner, mantle and chimney for gas.

### Mahogany Finish

Standard is 60 in. high, 3 in. in diameter. Highly polished French mahogany finish.

## The Shade—

Made in Fifth Avenue design, 24 in. in diameter, of delft blue silk, shirred top, alternating plain and fancy art silk panels. Twelve panels in all, tinsel braid border, with four inch Chenille fringe. American beauty shirred lining. The harmonious color scheme gives effect of red light shining through a blue haze—a rich warm light. Shipping weight, 27 pounds.

### Marshall Silky Fringe Pull-Cords

Also pair of Marshall silky fringe cords with 3½ in. silky fringed tassels, giving an added luxurious effect.

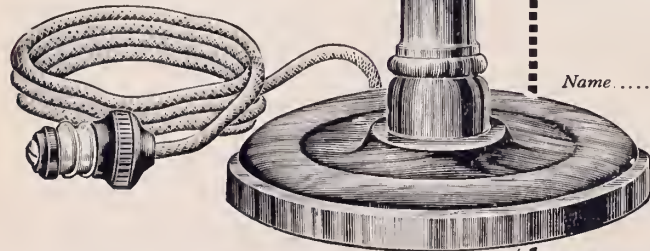
For gas use, order by No. G6332NA.

For electricity, order by No. G6333NA.

Send only \$1 with the coupon, \$2 monthly. Total Bargain Price for lamp and shade, \$19.85.

### Free Bargain Catalog

Shows thousands of bargains in home furnishings: furniture, jewelry, rugs, curtains, phonographs, stoves, dishes, aluminum ware, etc. All sold on easy terms. Catalog sent free, with or without order. See the coupon.



## Floor Lamp With 5th Ave. Silk Shade

Here is something you have always wanted—a beautiful floor lamp with handsome and elegant Fifth Avenue silk shade—to add an extra tone of elegance and luxury to your home. On this generous offer you can see just how this floor lamp and silk shade will look in your home, without risking anything. Send only \$1.00 with the coupon below, and we will send it complete to your home on approval, equipped for use with either gas or electricity. We take all the risk.

### 30 Days Trial

When the lamp outfit comes, use it freely for 30 days. See how beautifully the colorings of the handsome silk shade blend and harmonize with everything in the home. How useful it is, too—so handy for reading, can be moved around with ease to furnish a beautiful light and rich warmth and coziness to any room in the house. If after 30 days trial you decide not to keep the lamp, just return it at our expense and we will refund your \$1.00 deposit, plus any freight or express you paid. You cannot lose a single penny.

### \$2.00 a Month

If you discover that this lamp is a tremendous bargain at the price we ask and you decide to keep it, send only \$2.00 a month until you have paid the total bargain price of \$19.85. Yes, only \$19.85 for this luxurious lamp and silk shade complete. Compare this value with anything you could buy locally at anywhere near the same price—even for spot cash! Straus & Schram gives you this bargain price and almost a year to pay. We trust honest people anywhere in U. S. No discount for cash; nothing extra for credit. No C. O. D.

## Price Slashed!

Decide now to see this beautiful floor lamp and silk shade in your home on approval on this price smashing offer. Think how the nickels and dimes slip away for useless things; save them for something worth while that will give satisfaction for years. Send coupon with only \$1.00 now! Satisfaction guaranteed.

**STRAUS & SCHRAM, Dept. 4013 Chicago, Ill.**

### MAIL THIS COUPON NOW! STRAUS & SCHRAM Dept. 4013 CHICAGO

Enclosed find \$1.00. Ship special advertised Floor Lamp and Silk Shade as checked below. I am to have 30 days free trial. If I keep the lamp, I will send \$2.00 a month. If not satisfied, I am to return the lamp and shade within 30 days and you are to refund my \$1.00 plus any transportation charges I paid.

- ☐ Gas Floor Lamp No. G 6332NA, \$19.85.  
☐ Electric Floor Lamp No. G 6333NA, \$19.85

Name .....

Street, R. F. D.  
or Box No. ....

Shipping  
Point .....

Post Office ..... State .....

If you want ONLY our free catalog of home furnishings, mark X here ☐



## 10 Important Features

of Bird & Son's Neponset Rugs!

- 1—Unusually beautiful and exclusive designs.
- 2—Extra flexibility and strength.
- 3—RED WAX BASE prevents rugs from sticking to floors.
- 4—Made in one piece—lie absolutely flat—no tacking or cementing.
- 5—Sun-proof colors.
- 6—Richly glossed, baked enamel finish.
- 7—Felt Base Neponset Rugs cost less and are guaranteed.
- 8—Guaranteed water-proof, stain-proof, rot-proof.
- 9—Easily cleaned with damp mop. No scrubbing.
- 10—Double guarantee of quality.



### Double Guarantee

The maker guarantees these rugs to be free from manufacturing defects, and assures perfect satisfaction to every purchaser. Hartman guarantees them to be exactly as represented in this advertisement. If not entirely satisfied after 30 days' free trial, return the rugs and your money will be refunded.



### Red Wax Base

This is a very important exclusive feature of Bird & Son's Neponset Rugs. The base is of red wax (not painted as on similar products) which prevents the rug from sticking to your floor and makes it absolutely water-proof, rot-proof, and insures the most lasting service. The most durable rug of its kind.

# NO MONEY DOWN

## No C. O. D.—Nothing to Pay for Rug on Arrival

Not a penny now. Just mail the coupon and Hartman, the Largest Home Furnishing Concern in the World, will send you this wonderful 9x12 ft., full room size, Bird & Son's Felt Base Neponset Rug. Pay nothing for rug on arrival. No C. O. D. Use it 30 Days on Free Trial, and if not satisfied send it back and we will pay transportation charges both ways. If you keep the rug, take nearly a year to pay—a little every month while you are using it. Don't miss this special bargain offer. Send the coupon today.

## 9x12 Ft. Genuine Neponset Rug Seamless—Waterproof

Only by seeing this splendid rug can you realize what a bargain Hartman offers you. Put it on your floor and see the superb floral pattern—an exclusive Bird & Son's Neponset Rug design. Has beautiful colorings; background is rich blue with design in red, green and tan exquisitely blended. Border has light tan background with harmonizing pattern. Then examine the fine, flexible material and the red wax base which makes the rug sanitary, sun-proof, stain-proof and water-proof. Will not shrink, no matter how often it is washed. Also note that it is made in one piece and lies flat without tacking or cementing. Take advantage of the 30 days' free trial to prove what a beauty it is and what an unparalleled bargain. Offer is limited. Mail the coupon NOW!

Order by No. 34FMA35. Bargain Price, \$16.85. No Money Down. Pay \$2.00 Monthly.

**HARTMAN Furniture & Carpet Co.** Dept. 6370 CHICAGO

The Largest Home Furnishing Concern in the World

This No-Money-Down Offer Is Special to Readers of Baltimore & Ohio Magazine—This Issue Only

Please mention our magazine when writing advertisers

## FREE No-Money-Down Bargain Catalog

Most complete book of its kind ever issued. Over 300 pages (68 pages are in actual colors) of the world's greatest bargains in Furniture, carpets, rugs, sewing machines, silverware, also farm implements, accessories, etc. No money down. 30 days' free trial. Easy monthly payments. Opening an account with us is like opening a charge account at your local store, but you have nearly a year to pay at Hartman's. Ask for Catalog No. E 6370



**Free Gifts** This book explains all about Hartman's wonderful gift plan which brings you many splendid articles, such as glassware, dishes, silverware, toilet sets, jewelry, tablelinens, etc., absolutely FREE with purchases. Postal brings this big free catalog today. Write for it NOW.

"Let Hartman Feather YOUR Nest!"

### TAKE NEARLY A YEAR TO PAY

**HARTMAN Furniture & Carpet Co.** Dept. 6370 Chicago, Ill.

Send the 9x12 ft. Genuine Neponset Seamless Rug No. 34FMA35, Price \$16.85,

as described. I am to pay nothing for rug on arrival—only the small transportation charges. I am to have 30 days' free trial. If not satisfied, I will ship rug back and you will pay transportation charges both ways. If I keep it, I will send you \$2.00 monthly until full price of rug, \$16.85, is paid. Title remains with you until paid in full.

Name .....

R. F. D., Box No. or Street and No. ....

Town ..... State .....

Occupation of Head of Household .....



# Baltimore and Ohio Magazine

Volume XI

Baltimore, March, 1924

Number 11

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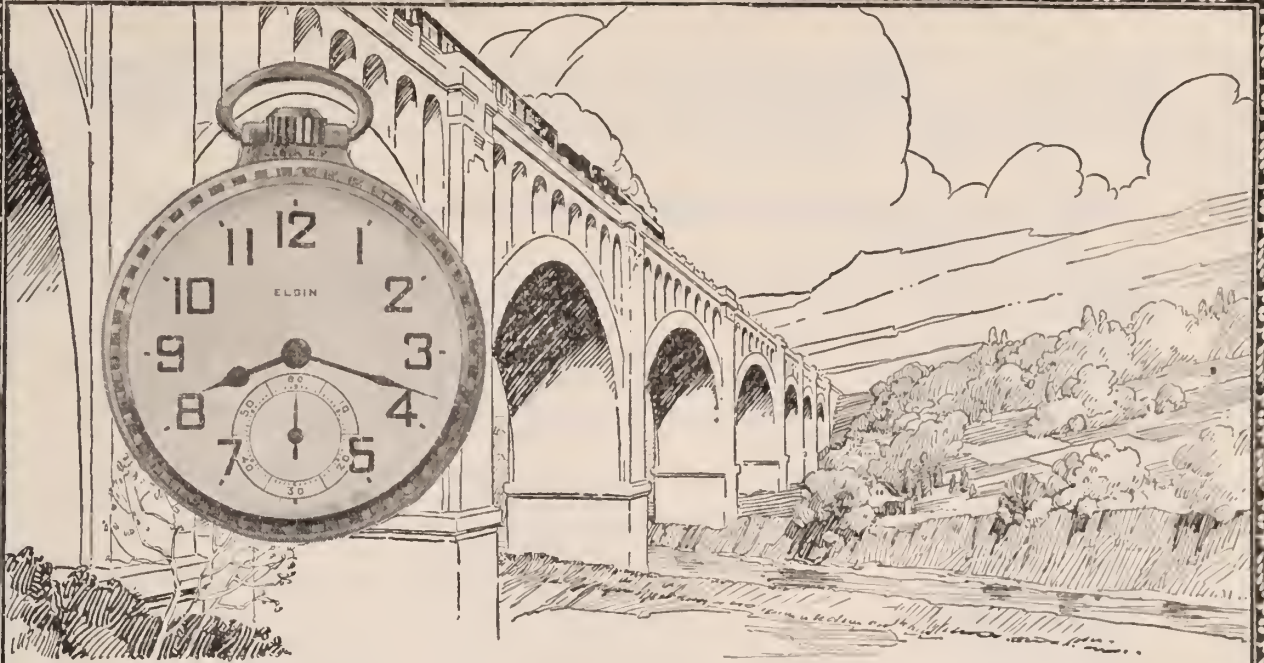
Published monthly at Baltimore, Maryland, by the Baltimore and Ohio Railroad, to improve its service to the public and to promote a greater community of interest among its employees. Contributions are welcomed. Manuscripts and photographs will be returned upon request.

## THE READER AND ADVERTISING

Circulation of the Baltimore and Ohio Magazine is 50,000 copies per issue, our aim being to place it in the hands and in the homes of practically all English speaking employees of the Railroad. An examination of our advertising will show that it conforms to the highest standards. We do not guarantee it, but we believe that it means exactly what it says, and for that reason feel free to urge our readers to patronize our advertisers whenever they consistently can.







The most highly specialized  
timekeeping instrument ever produced  
for the railroad man

## The New "B. W. Raymond" - 21 Jewel

AS you read over the detailed description you will readily understand why the new "B. W. Raymond" (21 jewel) made a place for itself more quickly than any other railroad watch ever produced—

*Balance Wheel*—either The Elgin high-tempered Compensating Balance or the new design Invar Balance which gives the closest possible rating over the entire temperature range.

*Main Spring*—extra long, giving a safety margin of many hours' excess running power.

*Regulator*—positive in action, giving very close pocket regulation.

*Eight adjustments*—five of them to positions.

*Dial*—fine enamel. Large, clear figures. Wide reflector. Correct time visible at a glance in any light.

*Case*—expressly designed for the railroad man. Safety bow. Dust-proof pendant. Gold filled only. Extra heavy stock, to resist wear.

*Each "B. W. Raymond"* cased by the Elgin Watch-makers—special close regulation of each watch in its own case.

When you examine the new "B. W. Raymond" at your jeweler's remember, too, that it is an *Elgin*—the Professional Timekeeper for railroad men.

# ELGIN

## The Professional Timekeeper

ELGIN NATIONAL WATCH COMPANY, ELGIN, U. S. A.



## Prides of The Baltimore and Ohio—No 14

## Our Business Getters



Now Tommy Brown, the "Old Broom Man" of lowly occupation,  
Was never at a loss for words, was filled with information—  
He knew his job from end to end, was strong on calculation.

When on your doorstep once he'd placed his curious collection  
Of brooms and brushes, large and small, for your minute inspection,  
He'd never leave until you'd bought, or shown cause for rejection.

No matter how you'd try to turn aside his conversation,  
He'd deftly swing your words around to make an application,  
Until you'd laugh and buy a broom to meet the situation.

Asleep or 'wake he sold his brooms, e'en when somnambulistic,  
He always "brought the bacon back," for he was optimistic—  
And we know lots of people who possess that characteristic.

Our business-getters may be found in every occupation,  
And like Tom Brown, you'll always learn they're full of information—  
Asleep or 'wake, they're on the job to sell you transportation.

And once they're camped upon your trail, they'll take a heap of pleasure,  
In telling you about OUR ROAD—as Tom sang of his treasure—  
Assuring you of service fine, heaped up in gospel measure.





# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, MARCH, 1924

NUMBER 11

## Conductor Takes Issue with Magazine

### Disputes Claim that the Engineer in Passenger Service is Foremost in Winning Friends for the Railroad

THE November, 1923 issue of the MAGAZINE contained an article headed, "Foremost in Winning Friends for the Railroad in Passenger Service is the Engineer." It attempted to show that the man at the throttle, in addition to being the principal guardian of the safety of passenger and crew, can also handle his train with a skill and precision and smoothness that mean comfort for the patrons in coaches and Pullmans, and that he thus becomes the best salesman in the crew for his Company's service.

But the article did not cite any authority for giving the engineer this preeminence. It was a statement that could not be proved by statistics—an assumption that was the result of but one person's observation and experience. And that it did not carry conviction in all quarters on the Railroad is clearly evidenced by a letter, written by a conductor and recently received in the MAGAZINE office. The writer does not want his identity disclosed but has given us permission to publish his views, which are as follows:

*My Dear Mr. Editor:*

I read the first article in the November issue, about the engineer, with a good deal of interest—and I agree with you that the engineer is a most important man on the train, whether passenger or freight. But when it comes to saying that in passenger service he has more to do with winning friends for the Railroad than any other member of the crew, then you and I part company.

Now don't get me wrong—, for there isn't a finer lot of men on the Road than our engineers. Many of them are my best friends and they deserve a lot of credit for the way they handle our trains. Furthermore, it takes lots of nerve sometimes to sit tight up there next to that roar of

fire and noise and steam, with fifty loads pushing you down a piece of road and you depending on a good air line and track, and so many other things being just right. I know, because I've been a freight brakeman and ridden thousands of miles on the engine!

But getting back to the passenger engineer especially, I want to say one or two things in answer to that article:

First as to Safety. Now, of course, with every man on the crew Safety should be first. As our president said, "Safety Above Everything." And heaven help a railroad—and the people who ride on it—that hasn't got safe engineers.

Yet when you are speaking of the safety of train and passengers, who is more responsible, the engineer or the conductor? Now I happen to be a natural-born Safety man. Been interested in it long before it began to be talked about so much, and I know that accidents caused by the engineer aren't at all likely to happen in these times of automatic signals and all the other safeguards provided. The records will show how few people are hurt in accidents where the engineer is at fault. Of course, that's equal to saying that we have first-class, safe engineers.

But when you consider the conductor, so far as Safety is concerned, just look at what he has to do. He gets all train orders, just like the engineer, and is equally responsible

for seeing that they are carried out (at the same time having many more things on his mind to look out for). Then he has the hard job of seeing that people get on and off the train safely. He must be sure before giving the starting signal, his doors must be closed at the proper time and he must always be watchful for everybody, but especially for the old and very young who are least able to take care of themselves. Maybe he has two or three hundred people to look out for, and in a crowd like that there's bound to be some who need watching, too, or they will get hurt.

Besides that he has all the train back of the tender to watch for such things as hot boxes and broken rigging, which, if not caught, cause accidents. Then he has to see that his flagman is out when he should be with proper lights, fusees, etc. Who is it, when you're running on the eastbound track, for instance, and find it blocked, that has to protect the whole movement when you run over to the westbound track to pass the obstruction? It's the conductor, of course, and the engineer takes all his instructions from him! Naturally a good engineer makes the job a lot easier and helps save time.

Finally, when anything happens to a train, who is it that gets called "on the carpet?" Nine times out of ten it is the conductor, and that is right, too, for he ought to know that he is in charge of the train and that he is responsible.

Now all the time that the conductor is handling these things, what is the engineer doing? Well, he has enough to do, too, and he has to be skilful and all that, but my point is that he hasn't quite as many things to watch out for in the safe operation of his train as the conductor has.

But so far as Safety goes I would not take issue with what

The article in our November issue on "The Engineer," to which the accompanying letter is a reply, was inspired by an old time engineer who is now an officer of the Baltimore and Ohio. There is at least one conductor on the Road who is unwilling to let the claim of the veteran engineer go by unchallenged. Read what he has to say, and if you have an opinion of your own on the subject, please send it to the Magazine!



you have said about the engineer. I know myself how satisfying it is to have a man in the cab who knows his business and is strictly on the job.

However, there is one other thing I would like to say in answer to the last part of that article. You say that the engineer can win the most friends for the Railroad by giving them a smooth ride, without jerks and all that. Without doubt, that is very important. I've noticed, especially during the last few years, how skilful our engineers have become in handling their trains, and I've heard many passengers comment on it. Therefore, so far as you go, you are right.

But has it ever occurred to you that while the engineer is handling a piece of machinery on the head end, the conductor is handling a hundred or more different kinds of people in the coaches? Now I'll admit that a bump caused by a careless engineer is felt by every person on the train—but few people take it as a personal insult. They don't like to get jolted, of course, especially when they are sleeping, yet I think the average person would rather get jolted a dozen times than have an indifferent or unpleasant conductor take his ticket.

What I'm trying to say is this: While your engineer is handling a big and important piece of machinery, your conductor is actually handling *people*—and once in a while some queer ones. The engineer has no personal contact with passengers, while the conductor is the fellow to whom everybody tells his troubles and looks up to.

Just take the question of calling stations, especially on local trains where there are lots of stops. Don't you know that there are always people on the train, unaccustomed to travel, nervous and anxious to get somewhere? They are strangers in a strange land and so afraid that they will be carried past their destinations. Can't you see what it means to them to have a conductor who is really interested in accommodating them—in assuring them that he will see that they get off at the right station, and then doing so? Why the pleasure that a single passenger like that shows, more than repays me for all the trouble I take.

Then there are such problems as crowded coaches, persons whose tickets don't read right for the places they want to reach, helping old folks and mothers with children, making it possible for coach passengers to use seats to the best advantage without discommoding other passengers, proper placing of hand baggage and parcels in the racks, keeping cars clean and orderly, ex-

plaining tactfully the reason the train is late, if it is—why there are so many things that a conductor can do to please his passengers that the engineer certainly has keen competition when it comes to winning friends for the Railroad!

To be honest with you, though, this business of winning friends for the Road never appealed to me in just that light until I read the story about the engineer. I've always been friendly to passengers for friendship's sake, and courteous for courtesy's sake. Maybe that's just another way of putting President Willard's, "Not Because We Feel Obligated to Do So But Just Because We Want to Do So."

I don't want any credit for relieving a tired mother by helping her find a seat where she can let her little one stretch out and sleep. The look of contentment on the baby's face is enough for me. And there's a heap of satisfaction in making old folks dead sure that they are going to get there all right, by explaining all about it in a kindly way. When I quit my run each day I take my new made friendships home with me—

in spirit at least. Maybe that's the reason the years have been easy with me, for I'm just about as young and hearty as when I started braking over thirty years ago. I've never been able to look at my job in any other way than that directed by the Good Book—

"Do unto others—"

and I can't help but think that being pleasant and friendly has brought me a return that few men have.

Yes, friend, I'll admit that the engineer can help a lot in winning pleased patrons for the Railroad. Other members of the crew can, too. As Admiral Schley said after the battle of Santiago, "There is glory enough for all."

But if you want to see the real bread winner for the Railroad in passenger service, just come ride with me some day and meet the friendly family of folks outside the Railroad circle who always seems so much at home when they are on my train. Most of them have only a nodding acquaintance with the engineer—but they call me by my first name.

## Conductor "Ed." Reynolds Has the Good Neighbor Spirit

THE following letters tell the story of the Good Neighborliness of Conductor "Ed." Reynolds of the Newark Division. What a wonderfully happy thing it would always be to work and travel and ship on the Baltimore and Ohio, if we all remembered as faithfully as does Mr. Reynolds the Biblical injunction about "loving thy neighbor as thyself."

Mr. H. G. Kruse                      Brokaw, Ohio  
Superintendent, Baltimore and Ohio  
Newark, Ohio

Dear Sir:

As I was traveling on Conductor "Ed." Reynolds' train not long ago, I could not help notice the kindness which he showed a small boy and his sister who had no money except a check that was written wrong. He gave them money out of his own pocket to meet their needs till they reached home. This is only one of the many such deeds of kindness that Mr. Reynolds has shown his passengers. Mr. Reynolds is the best and most popular conductor on the O. & L. K. Division of the Baltimore and Ohio and I write this letter as I think the Company should know that the people appreciate what he has done for them.

Yours respectfully,

(Signed) CHARLES MERRILL

Newark, Ohio

Mr. "Ed." Reynolds  
Passenger Conductor  
Zanesville, Ohio

Dear Sir:

I am enclosing herewith a letter received from Mr. Charles Merrill, Brokaw, Ohio, which is self explanatory. It is certainly gratifying to receive a letter of this kind and while this is only one of a number of instances in which you have been commended for your service to the traveling public, and indicative of your popularity with them, I am sending it to you for your noting and return, as it should be a source of satisfaction to you to know that your services are appreciated by those with whom you come in contact, just as they are appreciated by the Management of the Railroad and myself. Yours truly,

(Signed) H. G. KRUSE, Superintendent

Parkersburg, W. Va.

Mr. H. G. Kruse  
Superintendent, Newark, Ohio

Dear Sir:

Your favor of 5th received and contents noted. It pleases me to know that the patrons whom I have served so many years, feel I have fulfilled my duties. My work to me is a pleasure. Thanking you for your kind words of commendation, I remain,

Yours sincerely,

(Signed) E. T. REYNOLDS



## Simple Readjustments Increase Efficiency at Mt. Clare Shop

And Prove That More Intelligent Handling of Work—and Not Necessarily Harder Work—Brings Better Production

By J. A. FINNEGAN, Foreman, Automatic Department, Mt. Clare

IN the relocation of the work bench shown in the accompanying photograph there is an excellent illustration of a real step towards efficiency. This bench, located in the extreme eastern end of the Automatic Department, in the section set aside for finished articles preparatory to their inspection, and adjacent to the inspection bench which is shown in the background, is used for the assembly of relief valves, water glass valves, gauge cocks, toggle joints, whistles, etc., which are made up in complete units before being shipped to the storehouse.

The movement of the various articles that go to make up the units described above, from their point of manufacture to this bench, where they are assembled, and then to the storehouse, contains practically no back lash, or lost motion, and presents a striking contrast to the movement that was necessary with the previous location of the bench, about 175 feet west of its present site. A

number of the parts which are manufactured on the Warner & Swasey machine just opposite the new location, had to be carried back this distance under the old arrangement, and then after being assembled into a unit, moved back over the same route on their way to the storehouse. Other parts which are manufactured near the old location of the bench had to be moved to the inspection bench located as described above, back to the assembly bench and then back over the same route on their way to the storehouse.

The new bench is of ample size and is provided with a number of trays which are of sufficient capacity to hold the parts that go to make up any two or three of the complete units. This has made possible the issuance of instructions to the effect that no work shall be started on the assembly job until the parts for the complete unit are on the bench, and has made unnecessary the trips after material which the mechanic engaged

in the assembly work frequently made under the old arrangement.

This move required practically no expenditure, and, in eliminating a great deal of the portage that was necessary under the old system with no additional burden placed on the workmen, offers a most conclusive proof that efficiency in its real sense has not as its end increased production by hard work, but on the contrary, the same result by intelligent arrangement.

## In Defense of Present Freight Rates

By F. G. HADLEY, Agent, Mt. Vernon, Ohio

A GREAT deal has been said and written concerning the supposed fact that high prices are due to high freight rates. It is the opinion of the writer that this impression should be corrected, insofar as is possible. A case showing what we can do happened recently, during my conversation with a business man.

My friend stated that the high price of merchandise was caused by high freight rates and asked me when I thought they would be reduced. My reply was that I did not think rates would be reduced and then I asked him, "Do you honestly believe high prices are caused by high freight rates?" He replied "That is what some people tell us." I then cited a case where freight rates did not enter into prices. It was as follows:

"The other day I went to an orchard, about two miles from the city, to purchase some apples, nice sprayed fruit, selling at from \$1.50 to \$3.00 per basket. A day or two later a car of apples from Michigan arrived in the city, equal in quality to home-grown fruit. They were sold, delivered, at \$1.40 per basket. How do you figure that this man could ship apples here from Michigan and undersell the home product after paying freight rate?"

My question remains unanswered to this date. We should never miss an opportunity to defend our freight rates.

"Let us look to the service rather than to the reward. Then shall we see in our industrial army, from the most exalted captain to the humblest soldier in the ranks, a purpose worthy to minister to the highest needs of man and to fulfill the hope of a fairer day."—Calvin Coolidge



Properly located and arranged branch in Automatic Department, Mt. Clare, which is used for assembly of such parts as relief valves, toggle joints, whistles, etc.





*Keystone View Co., Inc., of New York*

**WOODROW WILSON**

Twenty-eighth President of the United States

Born December 28, 1856; died February 3, 1924



# Why He Was a Chief

Extract from "The Creation of Wealth"

By HARRINGTON EMERSON

**A**N EXPLORER was passing the winter on the arctic shore of Alaska in an Eskimo village, the guest of a chief. Between necessary sleeps the chief went forth into the darkness and cold, built a wind-break of ice blocks, cut a hole through the eight feet of ocean ice, and steadily, hour after hour, fished, thus accumulating great stores of frozen food.

"Why do you thus laboriously fish far beyond your own needs?" asked the explorer. Said the savage: "When the sun comes back, starving tribes from the interior will come to me for help. Because I am a chief I must be prepared to feed them."

This man had not inherited either wealth or chieftainship. He had had no opportunities beyond those of his fellow tribesmen, he was a chief because he had a greater sense of responsibility and this drove him to work while others idled.

In this Eskimo tribe, living now as their ancestors lived hundreds of thousands of years ago, there were two kinds of men; those who lived from hand to mouth and those who felt responsibility for the welfare of others. And elsewhere over the whole world we find numerous *immediates* who cannot or will not look ahead, and we also find the far-sighted *ultimates* who ceaselessly toil that others may have support.

Through all the thousands of years that humanity has existed, the many, like my Socialist brotherhood, have never been able to produce wealth. They have scarcely been able to produce the elemental necessities. The Arabs of Arabia live now as Abraham lived. The peasantry of Europe has toiled and moiled with a diligence and persistence inconceivable to an American, yet until recently they still lived as their ancestors did a thousand years ago; the Chinese are a race of 300 million frugal, diligent, toiling workers, the very ants among human beings, yet the ants have never grown rich.

Diligence and work supplemented by other qualities have never created wealth.

What is wealth? It is the margin above immediate need.

It is only the exceptional man, the natural chief, who creates opportunity to make wealth. It is only the self-denying man who resists the desires to spend all he can acquire.

Animals only come and go. The grizzly, the whale, the wild swan, even the lovely humming bird, is no richer than his ancestors of ages ago.

What wealth was there in the interior of Asia or interior of Africa or in the interior of the two Americas? What wealth is there among the patient, diligent, skilled, intelligent Chinese? They scarcely produce what they need.

## Mere Labor is Limited

It is not true that labor creates wealth. Countless millions have toiled, have lived and died without producing wealth. Labor, unguided, unsupplemented, produces only enough to keep itself alive. Wealth is the surplus or excess above elemental needs. It is something saved that might have been spent, been squandered. In the past ages the surplus was very small and only those powerful enough to rob others of their small savings could acquire great wealth; but during the past century production has been increased as never before, not by harder work on the part of the many, but by intelligent combinations, by the few, of materials otherwise worthless, of savings otherwise unproductive, of labor otherwise futile.

The Chinese coolie equipped with a carry pole, the most efficient method of carrying known, totes 100 pounds 20 miles in a day; a ton mile a day for a compensation of \$0.10. The coolie is worked so hard that he wears out in four years.

A James J. Hill conceived the idea of a transcontinental unsubsidized railroad from the head of the great Lakes to a Pacific harbor. The lands were there but not yet farmed, mines were there not yet opened, lumber was there as yet uncut. China and Japan needed American wheat, so Mr. Hill borrowed the savings of the economical Hollanders, \$10,000 for every man he has to employ, and he created and directed a great transcontinental road, combining into one functionary whole, materials, equipment and workers. Instead of earning \$0.10 a day like a Chinaman, these employes of his in shorter hours and in far easier occupation earned daily thirty times as much. The cost of transportation was reduced from the Chinese standard of \$0.10 a ton mile to the American standard of \$0.01 a ton mile; the distance per day was increased from 20 miles to 100.

J. J. Hill's genius and vision, skill and tireless supervision added at least a billion dollars to the wealth of the United States, and of this he was able to keep five per cent. for himself. I have used the Chinaman to exemplify the type of hardworking, unsaving, visionless man. I have used J. J. Hill to exemplify the up-builder, the counselor, the organizer and the creator who has immensely increased production. He made savings possible.

Production, consumed as fast as attained, never creates wealth, which is always the result of self-denial, of saving what might have been squandered. Increased production which makes larger savings easy is not due to harder work, but it is due to intelligently organized combination, of which the many are as incapable as have been the Chinese and as were my brothers of the social colony.

## Talk Safety!

**L**IKE advertising, Safety, in order to be effective, must be kept continually before us. One advertisement won't forever keep the name of the product before the public. Neither will one Safety drive forever keep us reducing accidents. We've got to talk it all the time.

The need for intelligent cooperative Safety work is greater today than ever before. When we consider that 10 per cent. of all deaths in the United States are due to accidents; that on the average someone meets death by an accident every 8 minutes, we cannot help but feel that our own past efforts should be redoubled in the interest of humanity to save suffering and sacrifice.

It is not only necessary for each of us to keep constantly before him the fact that eternal vigilance is the price of Safety; but, further, by always being on the alert to keep another free from danger, we shall feel that we have done all we could to carry out the thought, "THOU ART THY BROTHER'S KEEPER."

## Railroad Romance

To own a private car appears to be the pinnacle of luxury in popular imagination. The Pullman Company checks up and discovers that only five or six private cars are owned by Americans; others rent a car when they need it. The rich of our country run on yachts—they turn back to boyhood's inherited desire to be a sailor. The only real romance in railroading is in the engineer's cab. Ask the boys who hang around country-town depots.—*Haverhill Gazette*





## BALTIMORE AND OHIO MAGAZINE

OFFICE: Mt. Royal Station, Baltimore, Md.

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### Following the Lead

The Management frequently attempts to stimulate System-wide interest in some specific movement calculated to increase our prosperity. Often it uses the MAGAZINE to get the message down the line, but no one realizes better than the writer how inadequate this method is in attaining the best results, unless it is supplemented by the personal interest of the officers of the Railroad.

Take the present effort to increase our revenue through the individual solicitation of business, in which the Baltimore and Ohio has not realized results nearly comparable to those which might be attained. The MAGAZINE can only suggest, outlining the reason for such a special movement and what may be expected to come of it. The printed word is but a weak agency to draw responses from thousands of employes, unless it is supplemented by direct and prompt action by leaders of men all over the System.

This observation is prompted because of the fact that our individual business solicitation campaign, through the medium of the postcards inserted in each issue of the MAGAZINE, needs the stimulus of suggestion through personal contact. The cards have been inserted in the last few issues and were followed by a strong appeal in the December issue. It quoted President Willard to the effect that a coordinated effort all along the line through individual effort outside of the Traffic Department to secure business, would fill more freight cars, set more trains in motion and keep forces in all departments better employed than they otherwise would be.

This message was read by thousands of employes who undoubtedly want to help. Many of them are helping, and personal observation indicates that the tabulation of postcard returns appearing in the MAGAZINE does not represent more than a fraction of the business being secured through the fine interest and effort taken by individual employes to get additional freight and passengers for the Road.

But there are other employes to whom this appeal has but passing interest. They have the seed of interest in them, too, but it needs to be germinated by the stimulus of contact. It is these who can be helped to worth while effort by the personal leadership of officers. One of our general managers told me recently that fully half of an address which he made to a group of Veterans was devoted to explaining to them how they can get new business through individual effort. Agents at various points on the Road have called meetings of their employes to stimulate their interest in the securing of additional business. (These meetings, of course, are especially valuable because of the direct contact which station employes have with the shipping and traveling public.) This morning we got a letter from a superintendent advising how one of his trainmasters assembled a group of his men and had an agent talk to them on the possibility of their securing new freight and passengers for our line.

It is supremely important now to the interests of all of us that we help increase our business by intense individual effort. Is it not reasonable therefore to hope that at every staff meeting held on the Railroad during the next several months this subject of business getting be given more than passing notice? It is only through personal contact and persuasion of this kind that the best results can be attained.

### The Fascination of Words

Of Special Interest to Our Puzzlers

I am close enough to the printing business to realize the almost unlimited possibilities for typographical errors.

Take the word "reacts." These six letters can be set to produce 720 different combinations; the same six letters can be formed into seven different words: caret, caster, caters, crates, reacts, recast, traces.

Any eight different letters can be shown in 40,320 different ways, and six words can be formed from the same eight letters: caterers, reactors, recaster, recrates, retraces, terraces.

Any twelve different letters can be shown in 479,001,600 different ways; although there are only two words containing the same twelve letters: conservation, conversation.

A proofreader bumps into his most serious trouble in detecting these transpositions. If "conversation" is set to read "coneversation" it is easily detected, but if it is set to read "conservation" it may slip by and destroy the meaning of an entire paragraph.

According to Jacob Backes, a typographic expert, one word in eight, in ordinary composition, can be changed into an entirely different word in transposition of letters.

Oftentimes these transpositions produce words of meanings so unrefined as to be utterly inadmissible in books or periodicals of general circulation.

Mr. Backes, who has made an exhaustive study of words, says there are at least 320 words each of which, spelled backwards, will show a different word, as: evil, live; drawer, reward. The longest pair in this class is: desserts, stressed.

At least 300 words may be changed into entirely different ones by simply shifting the letters from one end to the other, as: printers, sprinter; peculates, speculate; weeps, sweep.—*William Feather Magazine*



# Homilies of the Hudson

## About the Tongue

(Mostly quotations)

*"In babbling, gorging food or quenching drought  
All mischief comes through opening the mouth."*

ARTHUR GUITERMAN—"Chips of Jade."

Disregarding for the present the other two factors for creating mischief and concerning ourselves with the first, this chapter will deal with the tongue.

There is an American injunction or caution against the misuse of the mouth conveyed in the phrase: "When you open your mouth don't put your foot in it."

The tongue is a small affair anatomically, but it is a power for good or evil when directed by an able brain or a brain where not a cell is working. It can cheer or condemn, bless or curse, sooth or stab, save or kill. Like the pen, it is mightier than the sword. But it can also just wobble, and mostly does. When so engaged "talk is cheap."

Maybe not the worst, but surely the meanest thing it does, and the most despicable, is slandering—

'Who steals my purse, steals trash; 'tis something, nothing;  
'Twas mine, 'tis his, and has been slave to thousands;  
But he that filches from me my good name  
Robs me of that which not enriches him,  
And makes me poor indeed."

So says someone in "Othello."

And in this connection, here is another of Guiterman's "Chips of Jade":

"If none would list, a lie would lack a handle,  
It takes both tongue and ear to make a scandal."

Before passing along what "they say" let us ask ourselves: "Is it true—is it kind—is it necessary?" and, when in doubt, let us hold our tongues.

An English noble woman, Lady Brooks, earned the sobriquet "Babbling Brooks," and another English lady, who still both thinks and talks, was made the subject of a sensational poem as the "woman with the serpent's tongue." A babbling brook may be harmless, but a serpent's tongue drips venom and, like the devil's hoof, is cloven. "Speak easy," "go slow in talking," "think more, talk less," all point the same moral. Thinking never hurt anybody else; it might hurt the thinker.

## Does Bigger Pay Make Better Workers?

For the past several weeks the City of New York has been regrading and repaving the wide water front property extending between the North River pier bulkheads and West Street. It is an improvement that is badly needed, and which, though causing much inconvenience to shipping and traffic, will prove worth while.

As I write the work has reached the front of our Pier 22, and as they commence operations early in the morning I have often stood awhile, before going to my desk, watching with interest the men and machines.

Some of the excavating and other machines seem imbued with human intelligence and inexhaustible energy. They bite off the old crust of stone blocks and cement foundations as a boy would bite into a cracker. They dig into the subsoil with steel fingers that scrape and grope until they have a fistful, and then release it into a dump-cart. And all is done at the bidding of an



insignificant looking individual, who merely touches a button here or a switch there, but under whose greasy cap is hidden the actual controlling power.

At the same time I have noted the small degree of intelligence, conspicuous lack of initiative and the minus quantity of energy evidenced individually by the lowest class of labor on this job. Calling the attention of a fellow employe to one of the workers carrying a five pound piece of broken-up concrete from a pile to a hole in the ground, a distance of about one hundred feet, retracing his steps and repeating the performance at regular measured intervals, and to another "husky" who stood by the pile and tossed in a shovelful of dirt with the same regularity, my co-watcher remarked: "they do enough for what they get—four dollars a day." That is a mouthful in a nutshell.

But there is more to it than that, and I dare to offer it as my opinion, based on long observation of men and work, that bigger pay will *not* improve an individual whose ambition reaches no further than the next meal or the next payday. Such workers are just bodies possessed of life sensation and power of motion, and they move because they must in order to exist. I also believe that bigger pay will not improve those that "do their best" for the reason that one cannot take more than a pint out of a pint measure; and, in consequence, that no raise in wages will improve any working force. Of course, bigger pay will attract better men.

As an interesting contrast to the four-dollar-a-day-man "who does enough for the pay he gets" there is that man who works the levers of the machine. His pay is fifteen dollars for an eight-hour-day, and I was informed that with overtime he earned over one-hundred-sixty dollars in one week. If you should pay fifteen dollars a day to the man carrying the five pound lump one hundred feet every five minutes, he would continue doing it in the same way and still think he was doing "enough for the money he was getting."

Filling a sow's ear with gold won't make it a silk purse. We are what we are, with plenty of room for improvement, but it is not bigger pay that will effect the improvement. Think it out for yourself!

I heard a woman in the train tell her companion of a wonderful circus show she had attended at Coney Island. I wish that I could give all the details of the narrative in the dialect as I heard it, but the thing that excited the narrator the most, and that puzzled me for quite a while, was her description of an "apricot" who hung by his teeth "a thousand feet up in the air." You can guess what the "apricot" was. I did.



# Radio of Westinghouse Company Helps Railroad Re-establish Communication between Important Points

By E. N. Fairgrieve, Car Distributor, Pittsburgh, Pa.

AN unusually severe rain, snow and sleet storm struck the Pennsylvania district during the afternoon of February 19, accompanied by a high wind, which continued throughout the night, interfering with telephone, telegraph and electrical wires and rendering them practically useless. Communication between Pittsburgh and Connellsville was entirely cut off, leaving the latter section isolated so far as telegraph and telephone communication was concerned.

The town of Connellsville was in darkness, all electrical plants being out of commission. Between Connellsville and Broadford, a distance of about two miles, there were 28 poles broken off, while the streets of Connellsville were strewn with broken poles, fallen wires and limbs of trees, paralyzing vehicular traffic and making pedestrian travel dangerous.

The Western Union Telegraph Company and the West Penn Power Company, whose services were so badly crippled by the storm, had gangs of men working strenu-

ously to restore the lines of communication. The Bell Telephone Company was in the same position.

At 9.30 p. m. the Western Union Company notified our office in Pittsburgh that we could have wire No. 224 between Connellsville and Pittsburgh. There was no way in which Connellsville could be advised and an appeal was made to KDKA broadcasting station of the Westinghouse Electric and Mfg. Company, East Pittsburgh. This company had previously offered to assist in any way possible. They broadcasted a message from Superintendent Beltz to Superintendent Martin, telling the latter to cut in on wire No. 224. The message was picked up by four or five receiving stations at Uniontown and Connellsville, one of which belonged to a Mr. Angle, who succeeded in getting the information to Mr. Martin. The message was also picked up by Cumberland, Baltimore, Atlanta, Ga., and Holly Junction, W. Va. The agent at latter station called chief dispatcher, Weston, W. Va., by telephone, but nothing

could be done as there was no means of communication from Grafton or Cumberland.

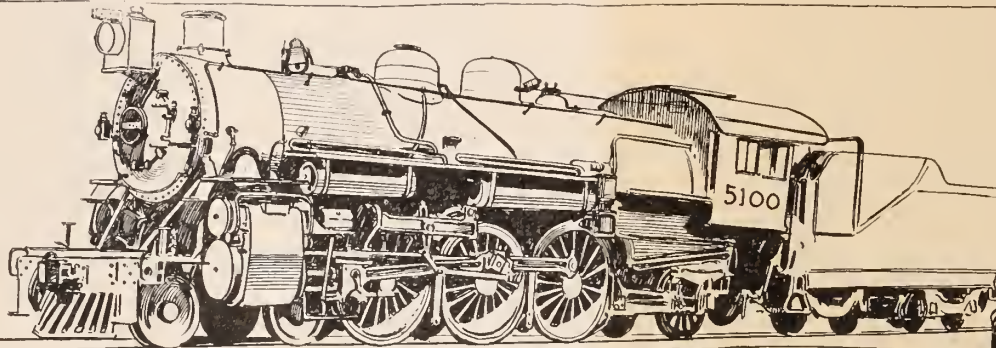
After a trial, it was found that we could not get through on wire 224, and KDKA again attempted to broadcast another message to Mr. Angle. After receiving the address, however, his radio machine failed.

The Westinghouse Electric and Manufacturing Company made every effort to assist the Baltimore and Ohio in this serious emergency, and General Superintendent Peck says: "They were certainly 'Good Neighbors' in our time of need."

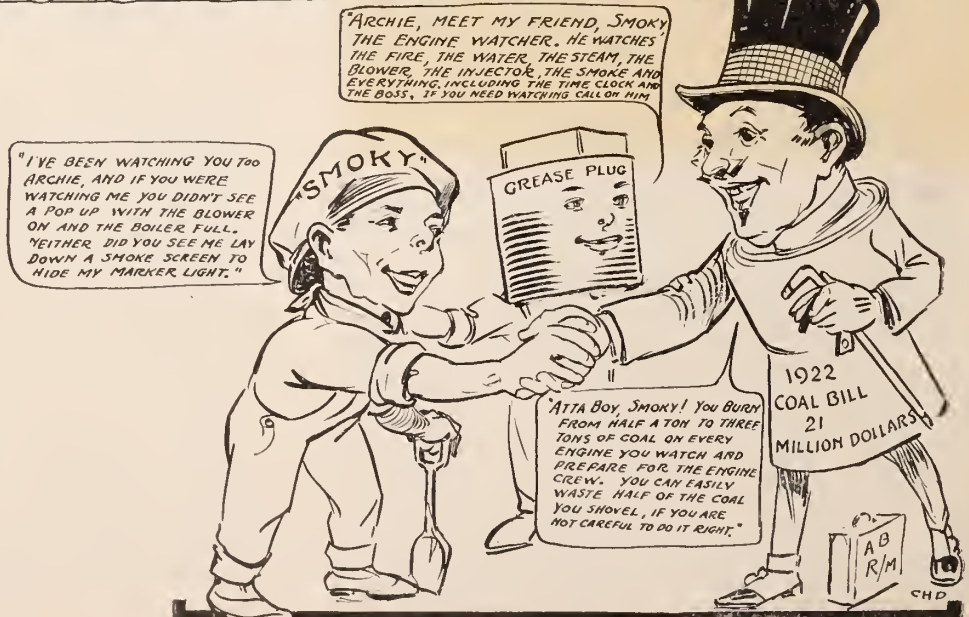
## American Railway Bowling Association Tournament, April 5

THE Third Annual Bowling Tournament of the American Railway Bowling Association will open at Hagerty's Interurban Alleys, 439 Superior Street, Toledo, Ohio on Saturday, April 5. It is open to Railroad, American Railway Express, Steamship and Pullman Company employees. The entry fee is \$1.00 per man per event and the bowling fee is \$1.00 each man, each event. Entries close March 22, 1924.

Full information may be obtained from Harold Kest, Local Secretary, Care Superintendent, New York Central R. R., Toledo, Ohio

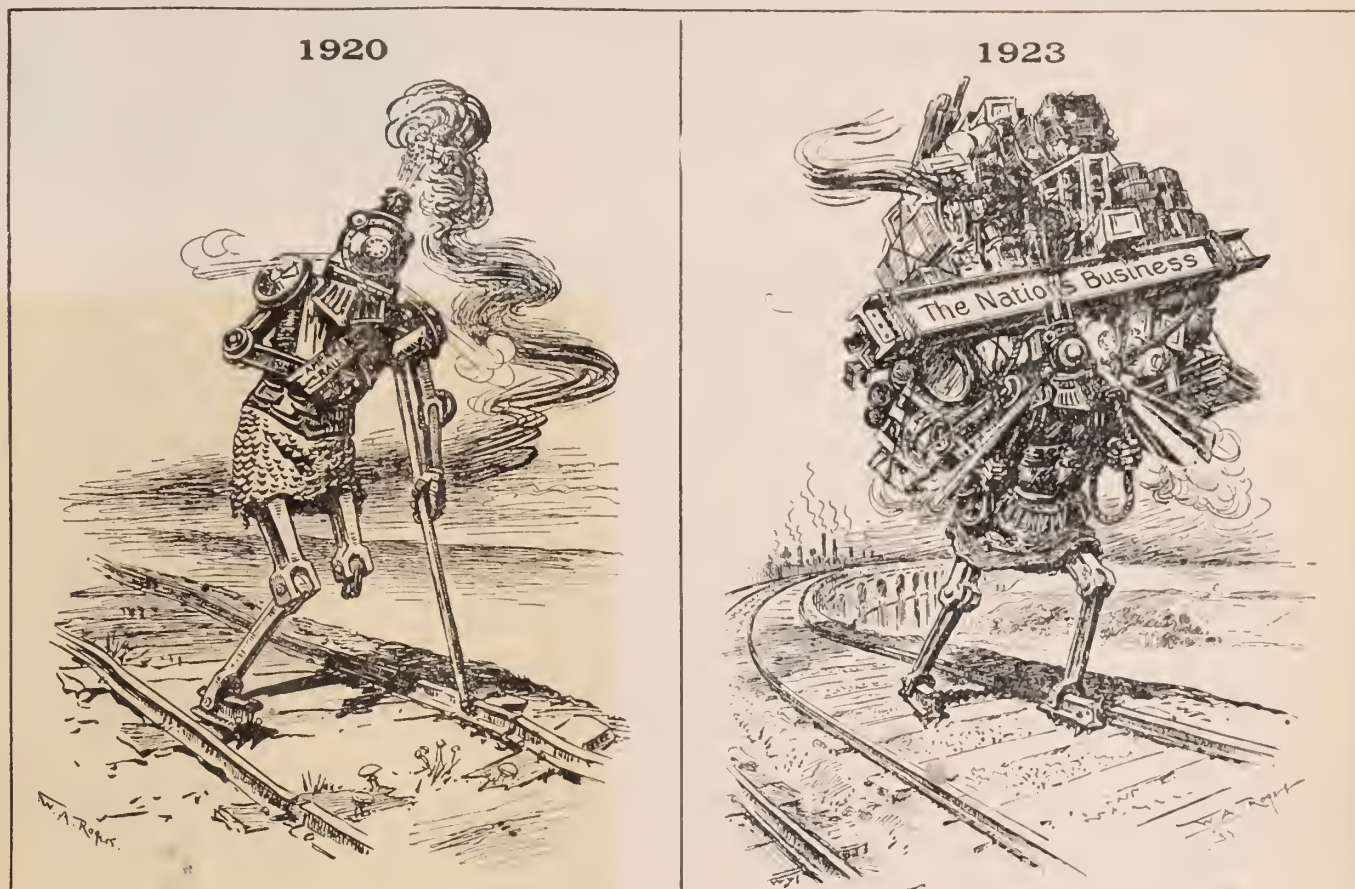


## Archie Meets "Smoky," the Engine Watcher





## THE COME-BACK



### Three years under the Transportation Act

#### Practical Considerations in Securing a Home

MANY families have saved up a splendid bank account. It is sufficient to buy an excellent home, and pay for it. But it has taken long years of sacrifice, scrupulous care in expenditures and economy. Too often the cost of maintaining the home is not investigated. The income will not cover the many new and increased expenses entailed.

It has been truthfully said that: "The savings after building a small home will add more to your happiness than the luxuries of a big one."

Here enters the question: What is a small home?

Whether it be a twenty-room mansion, or a three-room cottage, a small home is one that will not cost more than twice the average annual income, nor absorb more than fifteen per cent. of one's average annual income to pay for taxes, insurance, interest, repairs and renewals.

The above rule may be accepted as absolutely safe for any family to consider in connection with home ownership. The smaller the income, the more rigidly does it apply. For it is astonishing how rapidly related investments and expenses multiply in proportion to the increased original cost of the home.

New furniture is usually required when moving into a new home. How much must be spent on this item depends, of course, upon how much increased in size is the new home over the present one. The items of carpets, rugs, shades, curtains, etc., increase proportionately with size. Heating, lighting and plumbing equipment are influenced directly by size. These items might be first placed under "investment."

Each one of the foregoing items of investment become a direct and permanent addition to the expense or cost of upkeep and maintenance. Depreciation means the cost of repairs and replacements. Depreciation expenses increase with the years. Usually the older the article of use, the higher the rate of depreciation.

Operating costs of a home follow upward in proportion to the size of the home. These items include coal, light, water and entertainment.

Fixed charges follow the same trend, viz., taxes, insurance and interest.

One might feel that home owning is an expensive luxury after considering all the foregoing. It is not.

You are paying all these bills right now, whether you own your own home or are a renter. The point at issue is: "The savings after building a small home add more to your happiness than the luxuries of a big one."

Is the price of your pride, in owning a big home, worth its cost?

#### Save the Date for Your Safety Rally

Tottenville, S. I.	April 1	Garrett	April 19	Dayton	May 3
Philadelphia	April 2	Chicago	April 21	Parkersburg	May 5
Baltimore	April 4	East St. Louis	April 23	Wheeling	May 6
Cumberland	April 7	Washington, Ind	April 24	Fairmont	May 7
Connellsville	April 9	Cincinnati	April 25	Grafton	May 8
Pittsburgh	April 10	Toledo	April 28	Weston	May 9
New Castle	April 11	Lima, Ohio	April 29	Gassaway	May 10
Cleveland	April 14	Chillicothe	April 30	Keyser	May 12
Lorain	April 15	Newark, Ohio	May 1	Brunswick	May 13
Willard	April 16	Newark, Ohio	May 2		



## "Something—Some Influence—Seems to Make the Baltimore and Ohio Different"

WILLIAM PENN HOTEL  
PITTSBURGH

The Editor  
Baltimore and Ohio Magazine  
Baltimore, Md.

January 24, 1924

Dear Sir:

I have just finished a ride on the Baltimore and Ohio from Wheeling to Pittsburgh and it was so pleasant I wish it had been a longer one. *Something—some influence—seems to make the Baltimore and Ohio different.*

For example, when I got on Number 34 at Wheeling it was raining, and the car was full and most of the people in it must have felt as gloomy as I did. And when the conductor walked through, he might have been as gloomy as every-body else.

But he wasn't—he seemed to be glad to be on that train, at that time, and able to extend the hospitality of his train.

I asked if there was a dining car. He said; "Certainly is, and the best dinner you'll ever hope to taste. Try it." Punching my ticket he added: "This is the Baltimore and Ohio—and they treat you to a real good meal!"

Not feeling hungry I thought I'd wait until we reached Pittsburgh, and I could be sure of a hotel meal. But the man next to me (a traveler, I think) spoke up:

"Say, I just been back to the diner and they got a great meal. I took the Commercial Traveler's dinner for 75 cents and let me tell you the Road lost at least 100 per cent. on that dinner. Or else they're wizards at buying good stuff."

Pause—while I got hungrier. Then:

"Did you read in the paper 'bout that fellow who died of old age at 86? Paper says he was struck by lightning four times during his life and it never hurt him once. He must have been like the fellow that just punched my ticket."

"How do you mean?" I asked.

"A damn good conductor."

Then I went in and had dinner—and it WAS a good one.

Well, all of this is just by way of a sincere and spontaneous statement about your Road. It IS different—and the difference is a thing of the spirit. The cars are just like other cars. The road bed is (or seems) perfectly solid—and ordinary. The curves are like other curves. The whistles on the engines sound just like other whistles. And the men you see doing jobs for the Baltimore and Ohio don't seem any taller or shorter or stouter or handsomer or uglier—than those on other roads (or all the rest of us, for that matter).

But they smile more.

And they HELP more.

And they seem to take pride in their work.

I don't believe any of the fellows on the Baltimore and Ohio are kindly and polite because they want to be noticed for it, or promoted for it. Such kindness wouldn't ring true.

It must be due, I guess, to two or three things:

A reflection of the head of the road.

A temperate, reasoning attitude on the part of the management.

Cultivation of the team spirit of pulling together.

—And the selection of really good men to man the Baltimore and Ohio trains.

As an outside observer, I don't know how you people accomplish the expression of so intangible a thing as CORPORATE HOSPITALITY. But you do it—and I feel it. As a traveler on many roads I'd like to say the Baltimore and Ohio has my liking and respect to a greater degree than any other. I'm sure that a great many men who travel a bit feel the same way about it.

More power to you!

(Signed) W. H. OSGOOD

P. S. I would like to mention the conductor's name on Number 34, coming into Pittsburgh on January 24, 1924. It is J. B. Kist. He seemed to have a very pleasant, kindly personality, the kind which wins friends for the road. And by the way, I write this note to you because I saw a copy of your Magazine on the dining car.





### Electrification of Staten Island Lines

ARRANGEMENTS are now being made for the electrification of our Staten Island lines. This improvement has been under consideration for a number of years, but the matter was brought to a head by the passage of an act by the New York Legislature in 1923 requiring the electrification of all railroad lines within the limits of New York City on or before January 1, 1926. Detail plans are being prepared for the first unit of this work, which will comprise the line from St. George to South Beach and Tottenville, a distance of approximately 16.5 miles. The equipment will be of the most modern type, and very similar to that used on the Brooklyn-Manhattan transit lines.

In this connection it is interesting to point out that the Baltimore and Ohio was the first railroad in this country to use electric locomotives for hauling trains, the first trip over the Baltimore Belt Line being made June 27, 1894.

H. A. LANE, Chief Engineer

### Transportation Department

BUSINESS is increasing, and the car surplus has been practically wiped out.

Special efforts should be made to speed up the movement of loaded and empty cars.

Loaded cars should be placed promptly for unloading, with immediate notice given to consignees.

Cars released from inbound loads and not required for immediate outbound loading should be promptly moved from siding or warehouse to train yards for forwarding to stations in immediate need of equipment.

W. G. CURREN

### Meeting of Western Lines Division Freight Claim Prevention Committees, Cincinnati, February 21

WE have had a lot of trouble because of damaged cars at one of our terminals on the Northwest District. I will make myself personally responsible for reducing this damage at least 50 per cent. during 1924."

D. F. STEVENS

General Superintendent

OPPORTUNITIES for securing business knock at our door daily.

Recently I met the traffic manager of a large concern in Cincinnati, who was going to Pittsburgh via a competing line. I asked him why not use the Baltimore and Ohio and his reply was that he did not

know we had service to Pittsburgh. I gave him time of trains, etc., and told him that if he was not perfectly satisfied with our service, after a trial, I would pay his fare. Now, we must not only secure the traffic but we must give service that satisfies. I know we can do it.

F. B. MITCHELL

General Superintendent

### "Close Harmony"—So to Speak

THE following is the leading item in the front page of an extremely clever department called "Gregg's Gyration" in the February issue of the *National Hotel Reporter*:

"There is no better train running from Chicago to Washington than the 'Capitol Limited' on the Baltimore and Ohio. There has been a complete metamorphosis in every department of the road since Daniel Willard became president. The Baltimore and Ohio passes through a beautiful country, the roadbed is well-nigh perfect, and the equipment and service testify that the officials are paying attention to every detail. Even the most critical cannot but be impressed by the dining car service of the Railroad. The food does not taste as though it has been manufactured, but is well seasoned and perfectly prepared. There is one steward by the name of J. C. Spengler—so the menu said. A traveller likes to know the name of a steward who is so courteous, attentive and able as he. He is interested, but not obsequious and has the tact to make one feel welcome without making himself obtrusive.

"Mr. C. W. Galloway, the vice-president in charge of operation and maintenance, says that they feel they have a genius in E. V. Baugh, the manager of their dining cars and commissary. Not only has Mr. Baugh given the greatest satisfaction in his particular job, but he has built up this service until it is a big business in itself. The result of his work is shown by the fact that the Baltimore and Ohio has just ordered five new dining cars to take care of their increased business.

"When a big official commends one of his assistants in such a manner one feels that two good men are under consideration."

High praise indeed from the paper of an organization whose specialty is fine food!

### Locomotives of 1838

BULLETIN Number 6, issued by the Railway and Locomotive Historical Society, gives a list of the locomotives reported to the Congress of the United States in the year 1838; this including stationary and steamboat as well as railroad engines. The number of railway locomotives was about 350 owned by 54 railroads and with 39 builders, 11 of whom were English. There were 3,000 engines all told.

The largest owning railroad was the Philadelphia and Columbia with 34, the South Carolina Canal and Railroad Com-

pany being next with 27 and the Baltimore and Ohio being next with 18.

When it is considered that the Tom Thumb, Peter Cooper's first American locomotive, was tried out in 1830 on the Baltimore and Ohio, it is interesting to note how rapid was the progress in locomotive building during the succeeding eight years.

### North Baltimore, Ohio

THE Radebaugh Hatchery and Poultry Yards at North Baltimore, Ohio, has recently issued an attractive circular covering its business, together with instructions as to care of chickens, shipment, etc., and in its foreword says:

"Our chicks are shipped parcel post over the Baltimore and Ohio System, the best and fastest trunk line in existence today."

Our North Baltimore folks are live wires!

### Big Special Movement

READERS of the MAGAZINE will recall a story about the handling of the Chicago Opera Company on the Baltimore and Ohio about a year ago. The Opera Company is using two special trains over our lines again this year. They are making a trip from Coast to Coast, which commenced January 28, and they will return to Chicago on March 23.

Division Passenger Agent P. C. Benedict, Baltimore and Ohio, Chicago, accompanies the party throughout their trip and has charge of all transportation arrangements, cooperating with the officers of the Opera Company.

The Baltimore and Ohio transported the Opera Company over its lines, commencing February 15, from Cleveland to Pittsburgh, Pittsburgh to Detroit and Detroit to Cincinnati.

At Cincinnati the Opera Company was turned over to connecting lines for further movement.



Record from first trip, May 13, to March 1, 1924



# Want to Help Get Business? Magazine Correspondents Suggest Dozens of Interesting New Ways

*(The Editor of the Magazine recently asked all correspondents to report on what they had done in the way of individual business solicitation for the Railroad. Almost all correspondents responded promptly, thus indicating that they are making an individual effort to do what they are asking all employees to do. Some of the stories appeared in the February issue, some are here, and there will be more in the next issue. If you have a new business getting idea the Magazine will be glad if you will send it in and thus help put this big campaign across)*

Clarksburg, W. Va.

EVERYONE can boost the Baltimore and Ohio. We have the SERVICE.

I have had about ten years' experience as a ticket clerk and I know that every ticket and freight man can get more business by asking our patrons to use Baltimore and Ohio all the way where possible. They should give us the long haul. This can always be arranged in selling tickets by good salesmanship, and it can be done without taking extra time or effort.

Friendly and courteous treatment to our patrons makes many friends and costs us nothing.

VERNON A. LYON, Correspondent

Pittsburgh, Pa.

OFTEN I meet people who are using service other than ours, and, of course, Baltimore and Ohio service is diplomatically brought to their attention. Last week a gentleman stopped me in front of a hotel in Pittsburgh and asked how to get to the station of one of our competitors. Having given this information, I asked his destination and found he was going to Washington. I persuaded him to use our No. 18, relieved him of one of his bags and walked to our station with him, where he purchased ticket and berth on our train.

EDRIC C. GREAVES, Correspondent  
Glenwood

Garrett, Ind.

THROUGH the efforts of the Traffic Department we were given a trial shipment from an industry located on main line of a competing line and a branch of another competing line. We promised about third morning delivery to connections in Chicago. Through the cooperation of our yard and dispatcher's offices it required only 18 hours from time car was



delivered from connection until it was delivered to connection at Chicago.

A second car followed two days later and was given still better service, requiring only 15 hours.

GERTRUDE CROW, Correspondent

Wellston, Ohio

ENGINEER SIMON GALLIVAN secured two passengers to Philadelphia recently. While in Chillicothe, he heard two men planning to go to Columbus to catch a competing train for Philadelphia. He stopped and inquired if he could be of any service. The men told him what they desired to do and Mr. Gallivan persuaded them to use Baltimore and Ohio Train 2.

L. M. MASON, Correspondent

Sandusky, Ohio

CASHIER Jos. Weingates is a good solicitor. Some time ago he personally asked the head of a fertilizer company for business formerly handled by our competitors. We now get all the phosphate rock used by this firm, approximately 100 cars per year. We have also handled the first car of acid to be received by this company, and will get about 40 cars a year.

Bill Clerk Charles Abele secured 30 cars of stone for Jackson, Mich., over our road to Toledo, which was formerly handled by a competitor. In addition he secured all the carload beverage business from here to Wheeling, which has—to date—amounted to 35 cars.

Many passengers who went south via Baltimore and Ohio last year are again using our line this year. When we hear they are ready to leave we call on them and get their permission to route our way.

Conductor Dave Magill on a recent occasion noticed an empty double door car at the platform at Sandusky, Ohio, and told Agent McKee that if he could put it on his train, he would take it to Plymouth, Ohio, and get a load from there to California. With this car in his train Conductor Magill was able to secure the business, the revenue for which amounted to \$300. If we all showed the eagerness of Conductor Magill and Agent McKee to so promptly meet the demand for certain types of cars the revenues of the Company would be somewhat larger at least.

R. SCHEMNAUER, Correspondent

Tries for Advertising—Gets Orders for Freight

ONE of our most conscientious correspondents tried to interest the proprietor of a large merchandising store in Baltimore in using our MAGAZINE for his advertising. There were certain good reasons why this man could not see his way clear at the time to do this, but he did the next best thing, as may be seen from the following letter:

BALTIMORE, MD., February 8, 1924

Dear Mr. Blank:

Have instructed our shipping department to use Baltimore and Ohio as far as possible for freight shipments.

Your loyalty to your road also prompted me to make a personal request to our buyer that he instruct manufacturers to ship or route via Baltimore and Ohio when possible.

(Signed) \_\_\_\_\_, Assistant Manager

South Chicago, Ill.

AM using some of our pamphlets on The Capitol Limited to good advantage.

Our freight office is over a mile from the passenger station and by using the telephone and our literature we secure passenger business.

ARTHUR E. POLLARD, Cashier

Superintendent Telegraph, Baltimore, Md.

JUST before Christmas I learned that one of my neighbors contemplated a trip to New York. Next morning, before coming to work, I stopped in to see what her ideas on railroads were and I found she always used a competitor. However, I persuaded her to use our line and on returning from the office that evening left a time table at her door, marking thereon the New York trains in both directions so she would have no trouble. She, in turn, persuaded two of her friends to go our way







to New York and I feel sure therefore that we have secured three new customers.

ELIZABETH BRYAN, Correspondent

#### Cumberland, Md.

**I** MAKE it a point to talk Baltimore and Ohio to someone at every public gathering I attend, whether there are three persons or three hundred present. I find that people are much interested in our train service and begin to tell about how comfortably and dependably they can get from one place to another. They always have relations they would like to visit in a distant city, a vacation or business trip in prospect. I make it my business to find out what place interests them and then I either tell them what service we have or secure the information and give it to them later.

J. C. GLENN, Correspondent

#### Canton, Ohio

**F**. G. MENSCH, claim clerk, Canton, has secured a number of routing orders, covering inbound business for Canton, as follows: two cars beverage, during winter, and ten cars in summer, from East St. Louis. Two cars of registers from St. Paul, Minn. One car furniture from Grand Rapids, Mich., one from Columbus, S. C., one from Ypsilanti, Mich., one from Columbus, S. C., and two from Michigan City, Ind. One car salmon from Baltimore, Md., to Wheeling, W. Va.

K. C. Row Lee, chief clerk, Canton, has been instrumental in diverting some passenger traffic from competing lines to Pittsburgh and Columbus. Representatives of the La Salle Extension, traveling from Akron to Pittsburgh, Pittsburgh to Cincinnati and return to Columbus were looking over competing line timetables. Mr. Row Lee suggested they use our line. After securing time of our trains, they promised to use Baltimore and Ohio.

E. J. CRAMPTON, Correspondent

#### East Side, Pa.

**I** NEVER lose an opportunity to discuss Baltimore and Ohio service with people I meet. Have been able to secure, among others, the following patrons for our Road:

O. W. Osterlund, president, Belmont Trust Co.

Rev. J. F. Ohl, West Philadelphia, Philadelphia to Chicago and return and Philadelphia to New York and return.

Charles Hartman, Philadelphia. Philadelphia to Washington.

Rev. M. R. Minnich and Miss M. R. Minnich, Philadelphia to Cumberland.

One of the gentlemen named has promised to write a letter saying how much he enjoyed his trips over our line.

C. H. MINNICH, Correspondent

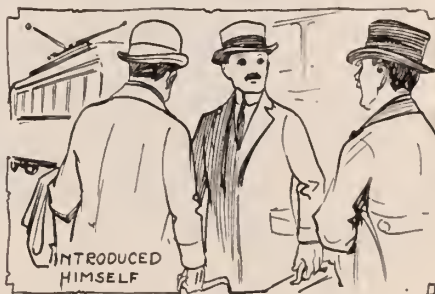
#### At the Theatre, Chillicothe, Ohio

**I** HAVE a case in mind where a gentleman was thinking of making a trip to New York via a competing line. I asked him why not use our line, explaining connections, etc., and am convinced his next trip will be our way. I am also employed in the evenings in a theatre and often have an opportunity to speak a good word for the Baltimore and Ohio, securing information for different people as to connections, etc.

A. E. ERICH, Correspondent

#### Dayton, Ohio

**T**HE management does not ask employees to make a drive for business after their hours of duty, but there are times when it can be secured by just saying a good word for our Road. For



example, a few days ago an employee waiting for a car overheard a conversation between two traveling salesmen who were also waiting. They wanted to go to a point located on this division, reached also by traction line. One of the gentlemen said there was a train on the Baltimore and Ohio at 5.35 p. m. but it did not stop, and that it was the last train that evening. The employee hearing this, introduced himself as an employee of the Baltimore and Ohio. He was well posted on train schedules and told them a train left at 7.55 p. m., which stopped at the station to which they wished to go. They thanked him and decided to wait for this train. This illustrates what can be accomplished if every employee will keep constantly before him the business getting idea.

C. E. THRASHER, Correspondent

#### At Clarksburg

**M**ANY of our contributors are fond of referring to our friends in West Virginia as coming from or going to "The Sticks." Be this as it may, it is certain that our West Virginia friends are true blue "rooters" for the Baltimore and Ohio. Witness the following scene in Clarksburg station a few days ago:

A passenger asks for a ticket to Pittsburgh and inquires as to connections he can make from there to Detroit via a competing line. When his final destination was discovered, the good salesmanship of our ticket agent resulted in a ticket being sold to Detroit via Cincinnati and the Baltimore and Ohio, thus giving us the "long haul."

A few minutes later two passengers, who are going to a station in New Jersey, ask for tickets to Washington, stating they will transfer to a competing road there. Again our friend in "The Sticks" shows his good salesmanship. He tells them where our station is located in Philadelphia, how they can transfer there without serious inconvenience, with the result that two tickets are sold to Philadelphia instead of to Washington.

That's the kind of "salesmanship" we like to see. Our friends in Clarksburg are doing their share to increase the traffic on THEIR road, and the MAGAZINE is pleased to give them full credit. Who's next?

—Name omitted on request

#### The Staff Breaks into Print

Mr. Van:

In connection with the symposium of business getting to be published in March, believe we should add those secured through the efforts of our staff here. Names should not be mentioned, but we might say something like this: "Secured by MAGAZINE Staff."

Mine is as follows, you can add those of "Mrs. Aunt Mary" and yourself:

Visitor from New York via competing railroad, returned via Baltimore and Ohio.

One ticket New York to Baltimore.

Lady came to Baltimore, neighbor of mine, via competing railroad, returned via Baltimore and Ohio through my solicitation.

Three trips to Philadelphia and return, lady and two children. In one case husband also.

Met passenger on train going to Philadelphia, expected return on competing railroad. Persuaded him to return our way, and to be satisfied that he did, got on No. 9 at Mt. Royal and rode to Camden. He was there!

Getting off street car last week, lady asked me way to Union station, going to N. Y. Asked her to try our service and

(Continued on page 43)





# Traffic Solicitation

By D. E. SULLIVAN, *Division Freight Agent, Chicago Division*

This entry was awarded third place in the contest on "Traffic Solicitation" concluded in December

THE railroad solicitor, both freight and passenger, is none other than a salesman of service.

As the success of the commercial salesman depends on his intimate knowledge of the merchandise he offers and the intelligent manner in which he places it before the buying public, so too the railroad solicitor must know the various kinds of service his railroad offers and bring them understandingly before the shipping and traveling public.

A railroad solicitor comes in contact with the shipper of the product of mine, field and forest; with the manufacturer of every known article of commerce as well as the general traveling public, and therefore should keep well brushed up on important current topics.

Neat appearance, pleasing personality, tact and diplomacy in approaching prospective shippers and passengers are always winning points in salesmanship.

The solicitor should be thoroughly posted not only on the particular service he has to offer for the handling of a passenger or any particular commodity but likewise be conversant with:

- (a) Rates and Fares.
- (b) Routes and Junctions with connecting lines, if destination is not on our road.
- (c) Time required to reach destination.
- (d) In the case of freight whether delivery could be effected on other roads' tracks at common points by switching, and could such switching charges be absorbed—or should such terminal road be given a road haul?
- (e) Should know to what extent the routing on bill of lading determines this.
- (f) Should be familiar with rules and regulations covering Diversions, Reconsigning, Milling-in-transit, Car Service Rules, etc., in the case of freight, and with all forms of tickets, stop-over, etc., in the case of passenger solicitation.

Lack of knowledge is a serious handicap when such questions are put to the solicitor. He loses a golden opportunity to make a "sale" when he confesses, "I don't know but will 'phone the general office and find out."

The shipper usually has no time to waste with such a solicitor and, worst of all, he loses confidence in him afterwards.

The writer was once favored with ten carloads of high class freight by a shipper who had persistently refused for some months previous to favor the Baltimore and Ohio, by giving that shipper certain information "on the spot" that had to be "looked up" by the representative of the railroad then being favored with his business.

The railroad solicitor who keeps equipped

with a general knowledge of the many details surrounding the packing and shipping of freight, time schedules of quick dispatch trains, etc., can usually approach the best posted shipping clerk or traffic manager and offer his roads' service with confidence of getting consideration.

From confidence comes courage and in courage lie all the elements of success.

Make yourself indispensable to your shipping and traveling friends by becoming dependable. Why do so many shippers and travelers ask for a certain solicitor, often even when such solicitor does not cover the territory where the inquiry comes from! It is because he has proved himself dependable.

The railroad solicitor should impress the shipper of freight, as well as the prospective passenger, with the dependable features of his railroad.

The Baltimore and Ohio has numerous dependable qualities—they are strong selling points and should be emphasized all possible.

Shippers and travelers judge railroads by certain standards, and here the solicitor can be a big asset to his railroad. Study carefully the likes and dislikes of methods of operation of your railroad. Complaints, no matter how seemingly trivial, should be given prompt and courteous attention.

Constructive criticism is always welcomed by your supervising officers.

Never promise in excess of your ability to fulfill.

Getting a carload of freight or a passenger or two by misrepresenting facts, thus misleading the shipper or passenger, is the worst kind of solicitation and only destroys that precious selling point—DEPENDABILITY.

A good thing to keep in mind is this: When you get a carload of freight or a passenger for the Baltimore and Ohio your interest in that shipper or passenger has only begun and should not end until the shipment or passenger entrusted to your care has been given proper attention. Furthermore it is a good thing upon your next call on the shipper or passenger to show continued interest by asking if service proved satisfactory.

Everyone has a hobby of some kind and it is not a bad plan to study those of your shipping and traveling friends. The writer once secured a nice shipment of high class freight by merely complimenting the traffic manager on his good judgment in buying a certain make of automobile. (His auto was his hobby.)

Never give up, no matter how discouraging!

I once called upon a shipper regularly for some three months before I was able to win

his favor for the Baltimore and Ohio. I finally won. This shipper afterwards used to joke me about how he invariably "caved in" to persistent efforts.

Finally—never knock your competitor to a prospective shipper or passenger!

Your job is to show that your service is superior to the other fellow's. Above all, never criticize your officers or their methods to a shipper or passenger. If you do you immediately discount your own prestige.

Let DEPENDABILITY be your watchword—it is easily acquired. Now let's go!

## Service "Worthy of the Highest Commendation"

HERE follows copy of a letter received from the Bureau of Mines under date of February 5, in connection with the handling of their mine rescue car from Bureau of Mines siding to the Pennsylvania Railroad at 33rd St., Pittsburgh, Pa.:

"On January 26 the Mine Safety Service Division of the Bureau of Mines received an urgent call for assistance following the occurrence of a serious mine explosion which was reported to have entombed 49 men at Shanktown, Pa. I immediately called your office requesting that Bureau of Mines rescue car Holmes, carrying a crew of men, be moved from the Bureau of Mines siding near the Forbes St. tunnel and transferred to the 33rd St. yard of the Pennsylvania Railroad Company for movement by special train to the scene of the disaster.

"I am addressing you at this time to express the sincere appreciation of the Bureau of Mines as well as my own great appreciation of the prompt and efficient service rendered by your office and by the Baltimore and Ohio Railroad Company employees who made the transfer of the car to the Pennsylvania Railroad yard.

"As a result of the service rendered by the Baltimore and Ohio Company and the Pennsylvania Railroad Company the Bureau of Mines rescue crew and apparatus were delivered at the mine in a remarkably short time, and the personnel of the Bureau of Mines was able to render valuable assistance in the rescue and recovery operations.

"Such services as were rendered by the railroad companies in connection with this disaster are worthy of the highest commendation."

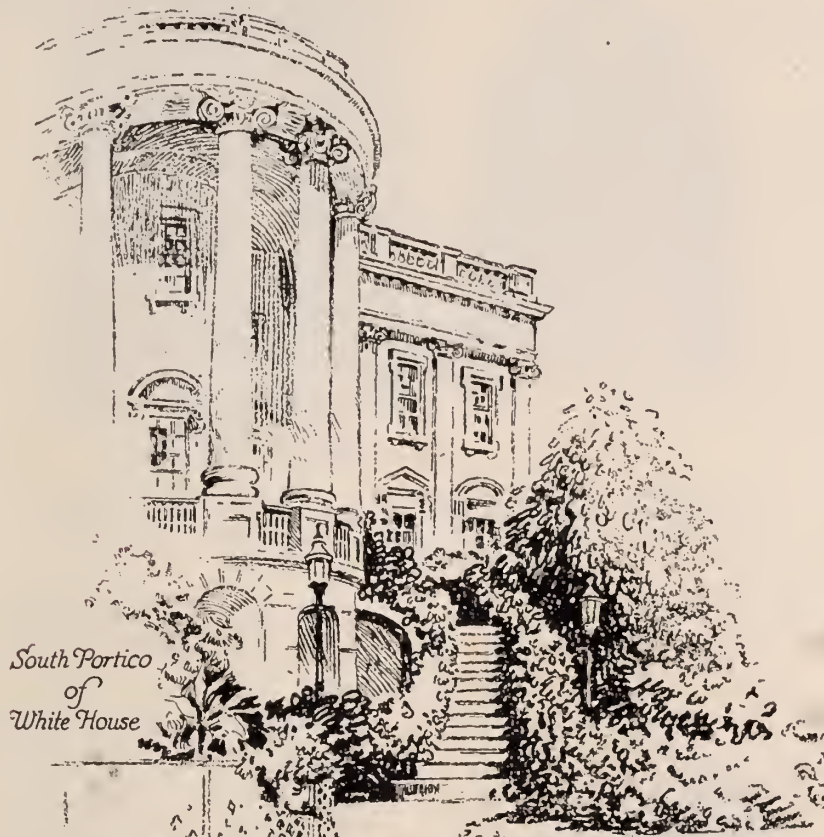
This letter was addressed to Superintendent Booth, of the Pittsburgh Terminals. The car was delivered to the Pennsylvania about 7.30 p. m., January 26.

It must be extremely gratifying to the employees who handled this movement to note that their extraordinary effort to speed the car to the scene of the disaster, and their unselfish interest in the welfare of the other fellow, have brought this prompt recognition, more than repaying for the effort made.



# WASHINGTON

*A city of wondrous beauty and fascination*



**A** NOBLE creation of the American Republic, no other city in the world surpasses Washington in grandeur and physical beauty. The wide, quiet, wooded avenues; the broad Potomac Mall; the charming circles and parks; the noble memorials and monuments; the palatial homes and embassies—these are only a few of the interesting scenes in Washington.

Here are the great halls of Congress in the Capitol, the Congressional Library; the Treasury; the National Museum and Smithsonian Institute, full of interest and instruction.

To go through the White House; to see the Washington Monument; to linger on the threshold of the Lincoln Memorial and gaze inside upon the heroic statue of the man it honors; to make your pilgrimage to the tomb of Washington at Mt. Vernon—these are experiences every American owes to himself and his children.

"See Mecca and die" is the prayer of the Mohammedan. "See Washington and live" is the aspiration of more and more Americans. The humblest citizen is welcome here.

Much of interest about the National Capital, its history and attractions, are set forth in the "Guide to Washington," issued by the Baltimore & Ohio Railroad. Mailed free to any address on receipt of coupon below.

## See Washington the Convenient Way

The fact that the Baltimore & Ohio is the only route east and west between New York, Chicago and St. Louis, passing directly through Washington, makes it possible for the traveler to see Washington conveniently and without extra cost. Liberal stopover privilege accorded.

# Baltimore & Ohio

## THE LINE OF THE CAPITOL LIMITED

## "On to Washington" Advertising Campaign Resumed in National Magazines

**B**EGINNING the latter part of January, the Passenger Department renewed its campaign to attract business over the Baltimore and Ohio to Washington, the National Capitol city and called the most beautiful city in the world.

A half dozen different pieces of "copy" are being used, each showing some characteristic and charming vista immediately recognized as having its setting in the Capitol city. The different pictures are attractively described and each advertisement contains a coupon addressed to W. B. Calloway, passenger traffic manager, through the use of which the interested reader may secure, without charge, a copy of the 48-page Guide to Washington published by the Railroad.

This series of advertisements is scheduled for February, March and April in *The Saturday Evening Post*, *Ladies' Home Journal*, *Literary Digest*, *American Magazine* and *National Geographic*.

The Baltimore and Ohio is the only railroad which runs east and west through Washington. It is the hub of our System in so far as passenger business is concerned and there is no other spot in the country which has as strong and enduring appeal to the patriotic interest of the American citizen as has this city, in which centers the most important governmental activities of the nation.

The Baltimore and Ohio is making a direct contribution to better citizenship through its effort to interest all classes of people in the Capitol city, for a visit there cannot be made without returning to the visitor an increased respect for the founders of the Republic, a greater interest in our history and a more profound devotion to the nation's ideals.

There are many ways in which employees at large on the Railroad can supplement the work being done by this advertising through their personal efforts. There are few employees who do not belong to some fraternal or social organization. What finer outing could be suggested to such an organization than one of the all-expense tours under Baltimore and Ohio direction to Washington? All of us have friends who would be interested in helpful hints as to where they can most profitably spend their vacations or part of their vacations. Why not Washington, city of equable climate, endowed by nature with an unusual beauty, and offering unlimited attractions in its landmarks of national progress and the many shrines of patriotism there present on every hand.

The Passenger Department will be glad to send to any employee interesting literature describing the Capitol city in the hope that it may be profitably used in securing



# Baltimore and Ohio Potato Club in Indiana Makes Remarkable Showing

Exhibit the Feature of State Potato Show at Purdue University

By O. K. QUIVEY, General Agricultural Agent, Commercial Development Department

THROUGH the Commercial Development Department 250 Indiana farmer boys were enrolled last spring in The Baltimore and Ohio Potato Clubs. To each boy the Baltimore and Ohio gave four bushels of high quality certified seed potatoes which were brought in from the Northwest. Instructions concerning planting, cultivating and harvesting were given by representatives of the Purdue University Agricultural Extension Service and representatives of our own Agricultural Bureau.

A series of twenty-three county potato shows was held in the late summer and early fall, thus permitting the 250 Baltimore and Ohio Potato Club members to exhibit their best potatoes in friendly competition. The Railroad gave cash prizes in each county, and required that at least the winner and as many more as desired in each county exhibit their potatoes at The Fourth Annual Indiana Potato Show, Purdue University, week of January 14.

## Feature of Show

The Baltimore and Ohio Potato Clubs' Exhibit, consisting of 64 individual exhibits, while representing only a small part of the hundreds of exhibits at the State

From the records of 250 Baltimore and Ohio Potato Club members in twenty counties in Indiana it is estimated that a total of 11,780 bushels of potatoes were produced at an estimated total cost of production of \$3,752, an estimated sale price of \$13,532 and an estimated net profit of \$9,960 which profit was secured on a total of 62½ acres of ground. The average yield per acre was 200 bushels, which is most gratifying in contrast to the average yield for the State of 75 to 100 bushels per acre. John DeWitt, Auburn, Ind., secured the highest individual yield, namely, 416 bushels per acre.

Show, was easily the outstanding feature of the Fourth Annual Indiana Potato Show and the winners were arrived at on the basis of—yield, 30 per cent; cost of production, 20 per cent; record book, 25 per cent.; and exhibit, 25 per cent.

## PRIZE WINNERS

First.....	\$100 Scholarship	Henry DeLong.....	Waterloo, Ind.
Second.....	\$ 25 Cash	Irma Knable.....	New Albany, Ind.
Third.....	\$ 15 Cash	Cecil Sherman.....	Auburn, Ind.
Fourth.....	\$ 10 Cash	John DeWitt.....	Auburn, Ind.
Fifth.....	Premium ribbon	Melvin Chisholm.....	Garrett, Ind.
Sixth.....	Premium ribbon	Harold Johnson.....	Albion, Ind.
Seventh.....	Premium ribbon	Edward Cox.....	Warsaw, Ind.
Eighth.....	Premium ribbon	Clyde May.....	Seymour, Ind.

The Baltimore and Ohio offered a series of prizes, which were won by those shown in the accompanying table.

## Baltimore and Ohio Club Member Wins Sweepstakes

Frank Kelley, New Albany, Ind., a Floyd County Baltimore and Ohio Potato Club member, though not a winner of one of the Baltimore and Ohio prizes, was awarded sweepstakes for showing the best peck of potatoes exhibited in the Fourth Annual Indiana Potato Show. His peck of potatoes were grown from the certified seed furnished him by the Baltimore and Ohio, but unfortunately he did not secure nearly so high a yield as was secured by many of the other club members, and this affected his total score to such a degree that he was not "in the money," in spite of the fact that he scored the highest on "exhibit," being given 24.5 out of a possible 25 points. The Indiana Potato Show provided three distinct classes for exhibitors—Commercial Growers' Class, Farmers' Class, Club Members' Class. In spite of the very stiff competition offered by the commercial and farmer exhibitors Frank Kelley won sweepstakes over all classes.



Baltimore and Ohio Potato Club Exhibit, Purdue University, Lafayette, Indiana, January 14-18, 1924





Frank Kelly, New Albany, Indiana, whose peck of potatoes, produced from Baltimore and Ohio Certified Potato Seed, was declared by the judges the best peck at the Fourth Annual Indiana Potato Show. The peck of high quality potatoes shown is Mr. Kelly's and he won in competition with hundreds of others, including many experienced adult potato growers

#### Winning Pecks to Officials

Frank Kelley's Sweepstakes Peck was shipped to Vice-President George M. Shriver, while Henry DeLong's peck, which won the Baltimore and Ohio Scholarship, was shipped to Vice-President Archibald Fries. Each vice-president lives on his own farm in Maryland, and both have signified their intention of planting these potatoes and themselves engaging in friendly competition with the young potato growers in the Hoosier State.

Next year, at the Fifth Annual Indiana Potato Show, perhaps there will be exhibits of some of Messrs. Shriver and Fries Maryland potatoes grown from the seed stock produced by the Baltimore and Ohio Potato Club members in Indiana.

Following is a list of the exhibitors, together with the score received by each club member:

NAME	ADDRESS	AGE	SCORE
1. Cecil Sherman.....	Auburn.....	16	91 7
2. Henry DeLong.....	Waterloo.....	17	95 7
3. Melvin Chisholm.....	Garrett.....	16	91 4
4. Carl Haynes.....	Auburn.....	15	88 7
5. John DeWitt.....	Auburn.....	15	91 5
6. Silas Laidig.....	Bremen.....	*	19 0
7. Dale Southerlin.....	Warsaw.....	17	85 0
8. Elmer Haberlin.....	Lowell.....	11	73 5
9. Edward Cox.....	Warsaw.....	16	90 5
10. Henry Willis Bricker.....	Walkerton.....	*	15 0
11. Amos Bierly.....	Walkerton.....	*	17 0
12. W. J. Frame.....	Walkerton.....	*	20 0
13. R. J. Bricker.....	Walkerton.....	*	16 0
14. Kenneth Bukes.....	Albion.....	15	76 0
15. Benjamin Tenz.....	Albion.....	*	20 0
16. Henry Cummins.....	Albion.....	12	81 7
17. Harold Johnson.....	Albion.....	17	90 7
18. Robert Wible.....	Kendallville.....	12	45 0
19. Harold Uhl.....	Albion.....	16	77 7
20. Lawrence Uhl.....	Albion.....	14	78 7
21. Earl Layman.....	Albion.....	15	86 7
22. Warren Becker.....	Albion.....	12	76 7
23. Robert Caldwell.....	Kendallville.....	14	74 7
24. Raymond Wilson.....	Albion.....	16	87 2
25. Frank Knowlton.....	Delaware.....	12	83 7
26. James Aldred, Jr.....	Vevay.....	15	75 5
27. John Irr.....	Vincennes.....	15	76 7
28. Earl F. Miller.....	R. I. Aurora.....	11	69 2
29. Walter Bailey.....	Aurora.....	18	77 7
30. Wilfred Nichter.....	Seymour.....	16	88 5
31. Robert Higbee.....	Rising Sun.....	18	77 7
32. Walter Burbrink.....	Seymour.....	16	86 2

33. Wm. Schuessemer	Seymour	18	78 0
34. Karl Powers	Rising Sun	15	82 5
35. Carl Fill	Seymour	16	74 0
36. Clyde May	Seymour	15	90 2
37. Everett Otte	Seymour	17	84 2
38. Marvey Knigga	Aurora	11	73 0
39. Wm. Evan Kessler	Madison	11	86 7
40. Gleonard Scott	Helltonville	14	80 0
41. Lawrence Younger	Bedford	11	80 7
42. Carl Robert Clark	Bedford	16	72 2
43. Merle North	Patriot	16	79 5
44. Merle Beard	Bedford	13	72 5
45. Paul Billings	Shoals	15	90 0
46. Frank Kelley	New Albany	18	87 6
47. Morris Wate	New Albany	15	88 7
48. Albert J. Sperzel	New Albany	14	89 7
49. Raymond Dethy	New Albany	18	87 0
50. G. E. Ratts	Jeffersonville	*	16 0
51. Everett Prather	Jeffersonville	17	62 5
52. Robert Prather	Jeffersonville	15	61 5
53. Loren Canfield	Moore's Hill	17	81 5
54. Donald Hass	Jeffersonville	*	17 0
55. Oscar Johnson	Jeffersonville	14	76 5
56. Theo. Baird	Jeffersonville	*	17 0
57. Carl Ross	Jeffersonville	17	76 2
58. Garner Lawrence	Jeffersonville	15	77 7
59. Elwin Richey	Jeffersonville	*	16 0
60. Roy Bridgewater	Scottsburg	16	74 5
61. Lloyd Jones	Scottsburg	16	79 0
62. John Whitted	Bedford	*	21 0
63. Irma Knable	New Albany	15	93 5
64. Ronald Reidel	Madison	11	89 2

\* No Record Book.

#### Hardly Complimentary

"Thank you so much for your song, my dear," said the elderly woman when the daughter of the house where she was visiting had finished her solo. "It took me back to my childhood days on my father's farm, and while I listened to your voice I seemed to hear the old gate creaking in the wind."

—Boston Transcript.



Henry DeLong, Waterloo, DeKalb County, Indiana, Sweepstakes Winner of 1923 Baltimore and Ohio Potato Club Contest at Indiana State Potato Club Show. His prize peck, as pictured, and generally fine record won the Baltimore and Ohio scholarship of \$100.00



# Summary of Check-Weighing in 1923

## LESS CARLOAD

	EASTERN LINES	WESTERN LINES	TOTAL FOR SYSTEM
Gains in Revenue—Check-weighing and Revising Classification Less Carload Inbound and Transfer Freight 1923.....	\$34,367.58	\$34,814.39	\$69,181.97
Gains in Revenue—Check-weighing and Revising Classification Less Carload Inbound and Transfer Freight 1922.....	25,661.34	29,938.81	55,600.15
Increase 1923.....	\$ 8,706.24	\$ 4,875.58	\$13,581.82
Percent. of Increase.....	33.93%	16.29%	24.43%

## CARLOAD

	NUMBER CARS CHECK- WEIGHED	
Gains in Revenue—Check-weighing, Eastern and Western Lines Carload Freight Received from Connections 1923.....	794	*\$ 7,897.59
Gains in Revenue—Check-weighing, Eastern and Western Lines Carload Freight Received from Connections 1922.....	1660	14,159.00
Decrease 1923.....	866	\$ 6,261.41
Percent. of Decrease.....	52.17%	44.22%

\*Total increase in revenue of which the Baltimore and Ohio receives its Proportion based on Division of Through Rates.

Amount charged to foreign railroads for weighing carload freight 1923..... \$ 842.50

## ACCURATE STENCILLED WEIGHTS MEAN INCREASED NET WEIGHTS AND GREATER REVENUE

### Number of Cars Light-weighted and Restencilled

	SYSTEM	FOREIGN	TOTAL	AVERAGE PER DAY	AMOUNT OF BILLS CHARGEABLE TO FOREIGN RAILROADS
1923.....	38,540	8,212	46,752	152.78	\$34,079.80
1922.....	20,798	3,979	24,777	80.97	16,512.85
Increase 1923.....	17,742	4,233	21,975	71.81	\$17,566.95
Percent. of Increase.....	85.3%	106.4%	88.7%	88.7%	106.4%

## CLAIMS HANDLED INVOLVING DISPUTED WEIGHTS

	NUMBER	AMOUNT APPROVED	AMOUNT DECLINED
1923.....	550	\$9,181.90	\$20,313.59
1922.....	402	5,950.11	12,073.82
Increase 1923.....	148	\$3,231.79	\$ 8,239.77
Percent. total amount claims approved and declined to total amount claimed 1923.....		31.1%	68.9%
Percent. total amount claims approved and declined to total amount claimed 1922.....		33.0%	67.0%

The Weighing Bureau, Transportation Department, extends thanks to agents and station forces for the commendable work done in check-weighing and revising classification of inbound and transfer L. C. L. freight by which revenue for the Company was increased \$69,181.97 in the year 1923, or 24.43% more than in the year 1922. In a general way it can be said this work is well organized at the principal important terminal stations, but there are many country stations and towns where it is believed more check-weighing can be done and that the revenue from this source can be still further increased in 1924.

Check-weighing carload freight (other than coal and coke traffic) received from connecting railroads on waybills which did not show definitely that authorized weights had been used in the year 1923 showed a decrease of 52.17% in the number of cars check-weighed and a falling off in the increases in revenue from this source of 44.22% as compared with the record for 1922. We would like to think this is due to the subject of weights receiving closer attention on foreign railroads, but it is feared, and the indications are, that those charged with examining waybills for such cars received from connecting railroads are overlooking the subject to see that authorized weights are shown on waybills, and if not, are failing to have cars check-weighed at the inter-change station if there is a scale, or if not, to attach Form 346-K (scale card) to waybill to have such cars check-weighed at a distant scale enroute to destination.

Accurate tare weights have an important bearing on revenue, particularly tare weights of coal cars which lose in weight as the years go by. In this respect it can be said Baltimore and Ohio equipment is well up-to-date, and it is hoped efforts will not be relaxed to keep tare weights up-to-date and accurate. It possible, where it can be done with economy, we should help other railroads that send their coal cars regularly to Baltimore and Ohio mines for return coal loading, to keep their tare weights up-to-date and accurate.

A. E. DAY, Chief of Weighing Bureau



## Vacation Friend Proves Her Business Benefactor

**L**AST summer a stenographer in the District Freight Office, Baltimore, and a girl friend met the traffic manager of a very large manufacturing concern of McKeesport, Pa., while they were spending a part of their vacation at Mountain Lake Park. He proved a very interesting companion in that lovely country. Our stenographer told him how much she would appreciate his sending some business over the Baltimore and Ohio, and during the month of January, her wishes came true. For the traffic manager wrote her on not less than three occasions, giving her car numbers and destinations of 16 cars all told, routed over the Baltimore and Ohio, and cars which represented business which previously had moved over competing railroads.

In one of his letters the manager said in effect: "Don't let your people tell you that they would have gotten this business anyway, for we could have sent it just as conveniently over another railroad."

Sixteen cars of freight to the credit of just one little lady who is employed in the office of District Freight Agent E. S. King, Baltimore! What wonderful opportunities there are for all of us to get business for the Railroad if we will make the business getting idea instinctive with us!

## A Wide-Awake Agent

**L**ITTLE out-of-the-ordinary things that can be done by employees to sell our service are well illustrated by the following, a sign made by Agent Strode and hung in his station:

Mason City, W. Va., 7-21-23

*Traveling Salesmen (Knights of the Grip) and All Concerned:*

We have on hand stock of fifteen (\$15.00) and thirty (\$30.00) script books. We are here at any time to serve you. If we please you, recommend the Baltimore and Ohio Railroad to your friends; if not, tell us. Try a good meal in any Baltimore and Ohio Dining Car. Smile and remember "The Careful Crossing Campaign."

(Signed) A. E. STRODE, Agent

## Thomas Fitzgerald Now General Manager, Pittsburgh Railways Company

**M**ANY of our employes and especially those who knew our late general manager, Thomas Fitzgerald, will be interested in knowing that his son, who also has many friends on the Baltimore and Ohio, has recently been appointed general manager of the Pittsburgh Railways Company, the appointment having been made by A. W. Thompson, formerly vice-presi-

dent of Traffic and Commercial Development of our Railroad and now president of the Pittsburgh Railways Company.

Mr. Fitzgerald was graduated from

Johns Hopkins University in 1898 and has spent practically his entire career in the employ of electric railway systems. He was an Army officer during the war.



### OFFICERS RECENTLY PROMOTED IN TRAFFIC DEPARTMENT

1. R. J. Beggs, Assistant General Freight Agent, Baltimore. 2. J. L. Hayes, Assistant General Freight Agent, Baltimore. 3. C. M. Gosnell, Division Freight Agent, Baltimore. 4. E. A. Ferguson, Division Freight Agent, Akron. 5. H. A. Williams, Division Freight Agent, Cumberland. 6. Samuel House, Assistant Freight Traffic Manager, Baltimore. 7. W. W. Blakely, Assistant to General Freight Traffic Manager, Baltimore. 8. John H. Carroll, Jr., General Freight Agent, Pittsburgh. 9. C. S. Roberts, General Freight Agent, Baltimore. 10. Geo. S. Harlan, General Freight Agent, Philadelphia





## Business-Getting the Theme of the Evening at Martinsburg Veterans' Banquet

NEVER was there an evening's program of the Veterans filled to the brim with business getting as was this one at Martinsburg on January 26. Many among our Baltimore and Ohio officers were present to help the Martinsburgers devour the delectable dainties as well as the substantial viands prepared by the members of the George M. Shriver Auxiliary, of which Mrs. C. E. Auld is president.

The party began at half-past seven. There were visitors galore. The tables were filled in a jiffy, and the party was well under way in a few moments. Candles and flowers decorated the long tables, and pickles, jellies, assorted meats, baked beans and celery, salads and deviled eggs, hot rolls and slaw, ice cream and coffee threatened to break the legs of the tables.

Vice-President Shriver and Brother Sturmer ran a race in trying to get away with the baked beans, and Old Man Fletcher drank two pots of coffee. Vice-President Galloway's smile caused a considerable amount of fletcherizing, and Brother W. W. Wood rubbed his silver locks in despair when the gravy ladle struck bottom. Sister Lewis and Sister Howard divided up the biscuits while John Michael Garvey's unmitigated tears flowed down his biled shirt when Brother W. J. Dudley reached for his favorite cut of fowl. Sister Garvey did full justice to the bouquets of celery, while Sister Wallburg failed to speak a word (she was too busy). General Superintendent Van Horn and Superintendent Brown were seized with fear and trembling lest they should later be called upon to deliver addresses, while General Manager Scheer sat undaunted and unhaunted and sawed away on a hambone.

The Martinsburg reverends were there to add their grace to the food and their yarns to the general merriment. Brother Fauver, president of the Martinsburg Veterans, was

in his glory; Sister and Brother Auld went here and there making strangers welcome, as did also Sisters Van Horn and Burkhardt. Ray Russler's golden hair glistened in the glare of electric lights, and Brother Tabb discussed the merits of Tennyson with a maid of uncertain age. Senator Faulkner reigned king of the evening and played the part of the distinguished southern gentleman that he is.

Especially attractive were the women of the Martinsburg Auxiliary, each in a pretty apron of original design, who served the banquet. Daddy Harrigan and Brother Wardley were there from Connellsville. Miss Vada Pearl Drumm, Cumberland, gave several delightful solos, as did Mr. Troxell, also of Cumberland, accompanied by Miss Croggan. The quartettes from the United Brethren Church sang a number of pleasing selections.

The following officers of the Veterans Association of Martinsburg were installed for the year: President, H. W. Fauver; vice-president, Raymond Russler; secretary, C. E. Auld; financial secretary, C. B. Britt; treasurer, J. M. Aldridge; sergeant-at-arms, G. G. Kilmer; grand lodge representative, Raymond Russler. Grand President Sturmer installed the officers. President Fauver made a speech of acceptance, urging all to work for peace and harmony, friendship and sociability, and that co-operation be made the watchword of the Association. He urged all employees to get business and he paid a tribute to the brothers who have died during the past ten years. Their names follow:

J. C. Hutsler; J. S. Herrington; Frank Kearnes; J. H. Orem; A. J. Ringier; S. B. Smith; John W. Myers; Wm. Westrader; A. D. McDonald; Thos. A. Knuckles; G. R. Kindle; G. A. McDonald; Robert Keller; R. C. McGowan; D. A. McGinnis; C. C. Wise; Jos. E. Cox; T. E. Auld; D. F. Drenner; G. W. Dolwick; T. B. Chambers; C. W. Lowery; H. D. Airhart; W. E. Baker;

J. D. Burch; E. S. Barton; Z. T. Brantner; C. Grimes; E. B. Duvall; F. W. Trout; F. T. Brantner; J. H. C. Dailey; Joseph Show; E. A. Bowers; W. H. C. House; P. J. Shriver; J. W. Light; H. L. Marshall; J. W. Davis; Goe. Hobday; S. Scandlon; F. S. Gettle; E. B. Doyle; J. N. Linthecum; Lewis Dugan; John Young; C. R. Burkhart; E. E. Peacher; W. H. Rothe; W. A. Burkhart; John O'Leary; N. Olinger; Geo. Meadows; S. W. Walker; A. O. Tederick; M. Furr; James Powell; D. Connors.

Senior Vice-President Shriver, although declaring himself "too full for utterance," talked on many subjects which lay near to the hearts of Baltimore and Ohio employees. He spoke of the memorial service for, and paid a tribute to the late Superintendent of Shops Z. T. Brantner. He complimented the ladies of the Auxiliary and their culinary abilities. Said he, "I have never met apples and mutton under such delightful circumstances until this evening." He spoke of the naming of the Auxiliary in his honor, and of the lovely birthday cake which had been sent him. He talked of the progress of the Baltimore and Ohio, of its volume of business, of improvements and earnings, of the value of transportation service to the farmer, and of his pleasure and appreciation at being present.

At the conclusion of his address, Mrs. C. E. Auld, president of the Ladies Auxiliary, presented Mr. Shriver with a huge basket of Berkeley County apples, "the best in the land."

Vice-President Galloway spoke of the Veterans Association and of his early membership, of the work of the organization. "Without the Baltimore and Ohio there would be no veterans, and without the Veterans there would be no Baltimore and Ohio," he said, "and some of the things that make the Baltimore and Ohio conspicuous in the railroad world today are due to the spirit of hearty cooperation and support of the Veterans, and the good feeling that exists among employees and toward the Railroad. I have been with the Railroad all of Mr. Shriver's 38 years and two more, and never in all this time have I seen a better spirit than that which exists today; 'day by day it's getting better and better.' Where good spirit does not prevail there is no success."

Mr. Galloway spoke of present conditions on the railroad and the need of more business to take care of the idle cars and locomotives. He explained how furloughs are enforced as the result of lack of business, and not through any desire on the part of the officers.

At the conclusion of his address, Mr. Galloway presented a 50-year service button to E. C. Gletner, former foreman of a coal tippie. "You are still a very young man," said Mr. Galloway, "and you must have found the Baltimore and Ohio good to work for. They, too, must have found you good, or you would not have stayed."



May you live as long as you want, and never want while you live."

General Manager Scheer expressed his appreciation of the loyalty and whole-hearted support of the employes during the past year. He urged everybody to get business, and expressed the hope that a season of business solicitation on the part of employes might result in bringing all the white-leaded engines into service.

President of Veterans Fauver then made a motion, which was unanimously adopted, that each employe do his utmost to get these engines back into service. Grand President Sturmer urged strong support of the business getting campaign, and also spoke of increasing the membership in the Veterans' Association.

Nor were the ladies to be outdone, for when Grand President Mrs. Frank Howard, of Newark, Ohio, arose, she added her voice to tell the women that they, too, could help get business for the Baltimore and Ohio. Mr. Sturmer read letters from President Willard and from Hon. Newton D. Baker, expressing their best wishes for the success of the banquet and regretting their inability to attend.

Grand-Vice President of Veterans J. M. Garvey and Mrs. Garvey, of Wheeling, both urged the necessity of business getting. Mrs. Charles W. Lewis of the Charles W. Galloway Auxiliary, Baltimore, added her plea along the same line, as also did P. J. (Daddy) Harrigan, of Connellsville. Mrs. Lewis also told of the excellent work of the Baltimore Auxiliary, of the mask ball,

the memorial service, of addresses by the clergy, the annual luncheon, and of the work done by the members for the Florence Crittendon Mission.

Mrs. Barnette, president of the Cumberland Auxiliary, and Mrs. Menafec were guests from Cumberland.

The women who prepared the banquet deserve much credit. It involved much hard work, not only in the preparation of the dinner but in carrying the dishes from the station to the hall, in bringing other dishes and utensils from their own homes and in the splendid preparations made for serving the meal.

### Ladies' Auxiliary No. 1, Baltimore, Md.

Correspondent, MRS. CHARLES SHIPLEY,  
Past President

I WONDER if we all appreciate our Baltimore and Ohio as we ought to? Every Baltimore and Ohio man and his wife can do his part in getting business for it. More business means more work, and more work means more employes and better conditions for everybody.

In the six years that I have been the presiding officer of this auxiliary it has been a labor of love. I want to thank the ladies for their kindness in presenting me with the lovely cameo pin watch. I shall always appreciate it and regard it as one of my sweetest memories.

We have elected Mrs. W. Williams to the president's chair for the ensuing year.

We have given her a good staff of officers and we feel sure that she will do the rest.

Our lodge has grown so rapidly that we now have a board of directors also to help take care of our business. Recently we raffled a centerpiece and made thereon the sum of \$200, without any great amount of work on the part of any one person. We have over \$500 now in the treasury to feed the "girls and boys." And oh, how they do love to eat.

The Veterans have elected a new staff of officers for 1924, and we expect to cooperate with them to the limit.

### Ladies' Auxiliary No. 21, Harter Division

By MARIE SLATTERICK

AT a meeting held on January 28 in Duger's Hall, Wheeling, the following officers for 1924 were elected and installed: President, Mrs. Lem Crow; vice-president, Mrs. C. P. Bishop; secretary, Mrs. W. K. Burke; treasurer, Mrs. W. H. Berry; chaplain, Mrs. C. L. Stitt; marshal, Mrs. J. Vaughn; outer guard, Mrs. S. Gardner.

Committees appointed by the president, Mrs. Crow, were: Sick Committee: Mrs. W. H. Berry, Mrs. W. K. Burke, Mrs. A. Burke, Mrs. S. Gardner.

Entertainment Committee: Mrs. Gillespie, Mrs. S. Elliott, Mrs. Ebbert Carr.

Sending notes to the MAGAZINE each month was discussed and your correspond-

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# The Garrett Veterans Find the Fountain of Youth in the Old Fashioned Dance

By AUNT MARY

THE other day I says to my Ezra, "Ezra," says I, "I'm plannin' to take a trip west. I'm so tired o' settin' round here an' lookin' at you that I believe 'twould do us both good if I'd take a vacation."

"Humph! Rats in the garret!" says Ezra, layin' down his newspaper an' takin' his cornob pipe out of his mouth.

"Might be," says I, "but I'll bet there aint no rats in Garrett, Indiana."

"So that's where you're goin,' is it? Well, why didn't you say so first? That's a quiet sort of a one-hoss town. Might do you good to go there. Go ahead."

"One-hoss, is it?" I yells, "I'll have you know they've got a taxicab there—a real, honest-to-goodness taxi, what you can hire any day, 'ceptin' the days on which they have weddings on hand! Why, they've got lots o' streets an' a fine high school, an' a city hall, an' a fire department, an' what more do you want? One-hoss, indeed!"

So I gets out my best Sunday-go-to-meetin' bonnet an' sets out on No. 7 for Garrett. My, you jest orter seen that train crew. Everybody, from the Pullman conductor to the dinin' car man askin' me how is my rheumatiz, etc. The time went flyin' by so fast an' the ridin' so nice an' smooth that 'fore I knowed it the porter was bringin' me my hat an' my gooloshes an' sayin' "Aunt Mary, you'r gittin' into Garrett."

When I stepped off the train there was that little black haired Crow gal, the one what writes fer the MAGAZINE, you know, an' also Alma Elam, both gettin' theirselves ready to take a trip to Chicago. Don't it beat all how gals fly around these days? Wonder who was in Chicago?

The folks in the offices has got the world beat fer hospitality. I met 'em all from the Accountin' Department to the telegraft operators. My, the way them menfolks can send messages! A woman's tongue wouldn't have no show with them. In the midst of the sightseein' tour, along comes Brother Floyd Jones, who at that time was president of the Garrett Veterans, an' decides to look 'em over, too. An' him a Presbyterian deacon! An' oh, yes, you needn't tell, but Bro. Jones had his name at the bottom of the dance program. Glory be, but when they tall, don't they fall hard?

Sister Hopper, president of the Ladies' Auxiliary, was on hand to do a lot o' entertainin', an' Sister Wallburg, of Lima, hung on to Brother Hopper like grim death.

The day was a sort of progressive party. At 2.00 p. m. the ladies held their meetin' in the O. R. C. Hall, an' was gettin' along fairly well when some o' the brothers had to stick their heads in an' tell 'em to come along an' go to movies. So to movies they all went, an' a good show it was, too. By

that time Sister Howard an' Sister Lewis from Newark had arriv' on the seen, an' also Bro. Sturmer, from Baltimore, the Lings from Willard, an' a lot of other folks from towns along the way, includin' Walkerton an' South Chicago an' Bremen.

Sister Hopper nigh busted up the party when she fell down the steps an' lost her heel, an' her pore husband had to miss  $\frac{3}{4}$  of the show in order to get the shoe mended while you wait.

From the movies the party proceeded to the banquet hall, where we found everything goin' along like clockwork. Hats an' coats were shook off in no time, an' soon everybody settled at the tables an' waited for the blessin' to be said. Veterans colors decorated the tables an' the ceilin', an' the girls who waited on the tables wore aprons of red, yellow or green. Nearly 200 people were there. Among the notables was the followin': Dispatcher "Buck" Harding, an' Ex-trainmaster Eagan, all dressed up in their Sunday-go-to-meetin' clothes. Sister Eberley, who's vice-president of the Ladies Auxiliary, an' Mrs. E. Smith, secretary, was happily welcomin' folks to the party. "Pap" Sherwin, crossing watchman, Walkerton, an' Engineer Obern was

among the smilin' faces. Engineer Sem-bower also was ready to fill up the inner man, an' there wasn't nobody prouder to be there than Bro. L. D. Hart, of the Capitol Limited. Everybody in town knows that since the beginnin' of the Capitol Limited last May, Cap'n Hart has brung that train into Garrett on time every day 'cept one, an' that was a 4-minute delay over which he didn't have no control. An' the Shultz boys was there with bells on. Says one of 'em to me, "Would you think that my brother could of been sentimental enough to write them love letters to his wife what you published in the MAGAZINE?" An' I says "Yes, after lookin' at him I can b'lieve 'most anything."

Superintendent Hooper asked the blessin' an' ever'body fell to with a will. There was everything that heart an' appetite could wish for. Glory be, they must of killed the old rooster an' a whole flock o' hens, not to mention a coopful of pullets to get all the chicken that they had piled on the plates. An' there was pickles, an' green peas, an' jellies, an' I can't tell what else, 'cept when we got nigh to the end, what did they do but bring on the most wonderful pie as ever you put in your mouth.

Followin' the dinner came the speeches. Bro. Jones told of one of his childhood escapades, of how he snuck out of the house an' went to a dance when he was young, an' how he come nigh gettin' caught by his grandmother. Superintendent Hooper told

GROVES IN A FUNNY  
STORY POSE



GARRETT, IND.

## THE OLD VETS DANCE

FEBRUARY 2<sup>ND</sup> 1924

J.T. McSWANEY - HAD ONE TOOLMAN'S DANCES



JIM LANTS



AUNT MARY AND THE FIDDLER  
FROM ALBION ALSO RAN

GOTTLIEB MAURER  
WAS THERE



DADY BURTON



DL GIBSON



THE THREE MUSICIANS



of the true significance of meetin's like this one, of the pleasure at bein' present; of the part that the wives, mothers an' sweet-hearts play in the lives of the railroaders, an' of his fine appreciation of the Veterans Association.

Brother Sturmer, grand president of Veterans, took "Cooperation" for his theme. He told of the growth of the Veterans' Association, and of the Auxiliary, and urged all to do their utmost to get business in order to get some of the white-leaded engines and idle cars back to work; he thanked the members of the Auxiliary for the fine dinner and complimented the girls who served.

Sister Howard, grand president of the Auxiliary, brought greetin's from the Newark Associations, told of the work there, and extended an invitation to all Veterans to visit Newark. Sister Wallburg added another joke to the collection, and the party was over. The ladies went on to the dance hall, and the brothers held their business meetin' an' elected the followin' officers: President, Roy McKinley; vice-president, H. H. Marsh; secretary, E. E. Smith; treasurer, W. A. Clifford.

An' when the meetin' was over, Brothers an' Sisters, let me tell you that there was one mighty dance. Two fiddlers and Car Foreman Gibson as pianist furnished the music that banished rheumatism an' crutches, gout an' canes. An' they played until they was mighty nigh giv' out. Bro. Jones stood on a box callin' the figgers, an' all the old square dances was revived. Brother McKinley twisted hisself in a double twitch, an' Brother Lightner never could tell when the music stopped. The old fiddler couldn't resist the temptation to put on a real, sho' nuff jig, an' the brothers an' sisters did shore step high, wide an' han'-some.

'Twas long after time when old folks oughter be in bed, but you jest couldn't get 'em to go home until Bro. Shultz started doin' taxi service. Then when they did leave I went investigatin' 'round an'—now don't you go an' tell nobody—I found some Sloans liniment behind the door. In spite o' this, however, there was a sight o' limpin' 'round Garrett the next mornin'.

Mister an' Missus H. J. Ringle, from Bremen, Indiana, was also to the party. Mister Ringle, bein' chief clerk an' accountant at the station at Bremen, was tickled to tell us how much the Bremen Station's earnin's for 1923 amounted to. Can you guess? \$359,283.82. Them's the figgers. Mister E. P. Leeper is the agent in charge there.

## Ladies' Auxiliary No. 21

(Continued from page 25)

ent was asked to attend the monthly meetings.

A social meeting was planned for next month. At this meeting, also, a membership drive will be inaugurated.

# Visiting Speakers Hobnob with Fairmont Veterans

THE regular meeting of the Fairmont Chapter, Veterans' Association, and the Ladies' Auxiliary, was held in the Knights of Pythias Hall, Fairmont, W. Va., on the evening of January 25. The meeting was well attended and those present heard a musical treat and some good addresses.

Grand President George W. Sturmer, who was introduced by Harry Fletcher, president of the local chapter, told the Veterans how they can be of service to themselves and to the Company. He stressed particularly the importance of everyone doing all possible to secure additional business.

Mrs. F. M. Howard, grand president, Ladies' Auxiliary, Newark, Ohio, explained how the Veterans and Auxiliary conduct their meetings in Newark. She said they hold joint meetings and that this method has proved the best, the attendance being kept up to a much higher percentage. She told of new auxiliaries being organized in Ohio and brought greetings from them to the Fairmont folk.

The next speaker was Mrs. Charles W. Lewis, president, Charles W. Galloway Ladies' Auxiliary, Baltimore. She explained how meetings are handled in Baltimore. Mrs. Lewis said: "The Veterans and Auxiliary hold separate meetings. The Veterans' organization has a membership of over 1,700, while the Auxiliary has over 300. The men, after they have had their business meeting, have a program, which includes music and dancing, in which the ladies share. The auxiliary always has a prominent speaker." Mrs. Lewis also told of the memorial service recently held by the auxiliary and extended a cordial invitation to local members to visit the Baltimore Auxiliary.

The musical program was interesting and well arranged. It consisted of several songs by Frank Jordan, accompanied on the piano by Miss Miller; instrumental music by Misses Margaret and Eleanor Miller; songs by C. H. Bloom, who was accompanied by his wife on the piano, and a piano solo by Miss Naomi Hecker. Junior and Eugenia Reynolds sang a duet.

The musical program was arranged by Mrs. H. Fleming, chairman, Entertainment Committee, and Mrs. F. M. Wittman, assistant chairman.

After the program, refreshments were served. They were prepared and served by the Veterans and ladies. Harry Fletcher once more proved that he is a good cook; his brew of coffee was delicious. We are told that when Harry makes coffee, he insists on water being supplied from Lloyd Heffner's well and uses Arnold Lloyd as water boy.

Visitors at the meeting included Mr. Sturmer and Mrs. C. W. Lewis, Baltimore;

Mrs. F. M. Howard, Mrs. Chester Lewis, Mrs. R. E. Leonard, Newark, Ohio; Superintendent M. S. Kopp and Frank Keane, Grafton, W. Va.

During the evening a telegram was read from James Aiken expressing regret that he could not be present.

Officers of the Ladies' Auxiliary for 1924 are: president, Mrs. E. Bartlett; vice-president, Mrs. H. G. Fletcher; secretary, Mrs. Jessie Nuzum; treasurer, Mrs. F. M. Wittman; chaplain, Mrs. F. Workman; marshal, Mrs. Harry Fleming; outer guard, Mrs. Margaret Hession; delegate to convention, Mrs. E. Bartlett; alternate, Mrs. Walter Wrick.

## From the Reporter's Note Book

Harry Fletcher is "some" cook. To see him, between times, with his white apron on, making coffee and—perhaps getting tastes of the ice cream and cake—was a treat. We think he missed his vocation. Mr. Baugh, please note.

"Joe" Layman, *Fairmont Times*, was an honored guest. His story in the next day's paper shows that "the road to a man's heart, etc." The Fairmont ladies have their publicity work down to a science.

Wonder what Mrs. Charles W. Lewis found in that little paper package in her mail box at the hotel! From the care she took of it, must have been valuable.

Why did Mrs. Bartlett leave her pocket book, shopping bag, etc., in the hotel? Some good reason, we assume. Is it for publication? By the way, one thing Mrs. Bartlett does *not* like is ice cream.

Mrs. Fleming had a busy time. Aside from the fact that she was kept running backwards and forwards filling her husband's plates and cups, as chairman of the committee she was required to look after the comfort of all guests. She did it, too!

One look at Mr. Wittman and you know he is well taken care of—in a culinary way—at home. "The proof of the pudding is in the eating." He required the services of several ladies, picking up empties and backing off loads.

Mrs. Leonard had a bad cold. Back of this lies a story of a day in Fairmont—not for publication, she says.

Mrs. Howard, with her usual good nature, charmed the Fairmont folk with her talk. We declined to take a bet on the subject of the number of Fairmont visitors there will be at Newark's next Auxiliary meeting. The number will be large.

"The song bird of the Freight House," Frank Jordan, made a hit with his group of songs. No wonder the work in that office is performed so efficiently. "Sing while you work," is evidently his slogan. But the Ticket Office ran him a close second. Miss Naomi Hecker, daughter of the ticket agent, upheld in splendid style the reputa-



tion for musical ability of the Fairmont Station.

And the children did their part. Eugenia and Junior are the pride and joy of Engineer Reynolds. We fortell a great career for them—their duet was much appreciated.

The Misses Miller are daughters of the first motorman employed by the Monongahela Valley Traction Co. He's been in their service 23 years. They are both talented young ladies.

The clock struck midnight. "Let's go," said Brother Sturmer, "you know we have to make that train for Martinsburg at 6 a. m. and Baltimore and Ohio trains leave On Time." And so ended a pleasant evening with the Fairmont Veterans and their ladies. Credit is due to every one who assisted in making the entertainment the success all agreed it was.

### Medical Examiners and Surgeons Honorary Members of Wheeling Division No. 22

By M. C. SMITH, Claim Agent, Wheeling

**D**URING the year 1923 Veterans of Wheeling Division No. 22, to show their appreciation of the medical examiners and Company's surgeons for services that have been extended to them and other employees who are not yet eligible to become members of the Veterans' Association, elected those from Holloway and Neff, Ohio, to and including Smithfield and Hundred, W. Va., as honorary members of Wheeling Division No. 22. It is believed that this territory belongs to our chapter and it would not be trespassing on another division's territory to include all in the Wheeling chapter.

This action was taken without the knowledge of the Medical Department and we did not know how it would be received, but the appreciation of the doctors surpassed our fondest hopes.

The motion that several active and honorary members of other divisions be made honorary members of Wheeling Division No. 22 was referred to the Board of Directors and after several months' consideration reported as follows:

"No member of the Veteran Employees' Association holding an active or honorary membership on one division can be elected as an honorary member of this division for the reason that when the total membership of all the divisions is reported to the Grand Division and a total of the membership is taken a correct total cannot be obtained."

This division believes that the Honorary Membership Roll was not created for that purpose but to take in such officials who by their length of service are not eligible to active membership.

### Springtime is Here!

Have you done your "housecleaning" in station, office, shop—on train and track! A Clean Railroad is a Good Railroad!

## A Message to the Veteran Ladies from Mrs. Howard

**T**HE following letter was sent out on the given date by Mrs. Howard, grand president, to all of the Ladies' Auxiliaries:

Newark, Ohio, February 12, 1924

To All Officers and Members, Ladies' Auxiliary, Veteran Employees' Association of the Baltimore and Ohio Railroad:

In an effort to carry out the suggestion of the president of our Railroad, Mr. Daniel Willard, when he said in his New Year's Greeting that he hoped the "good feeling and sympathetic understanding on the Baltimore and Ohio will continue to grow stronger with the passage of years," the Veteran Employees' Association was urged by its Grand President to use every means in its power to maintain the pros-

I feel certain, as grand president of the Ladies' Auxiliary, that we can do our part equally as efficiently and as cheerfully as the Veteran employees. Their success is our success. The steadiness of their earnings provide the home comforts that we and our children will enjoy. Our happiness and prosperity are closely allied with that of the Baltimore and Ohio Railroad that when it succeeds, we likewise can look forward, without worry to a prosperous year.

There are many ways in which we can assist our brothers of the Veteran Employees' Association, and if you will permit me, I will suggest the following:

1—Keep our ears open when our friends and acquaintances are talking of traveling, and then try to induce them to use the Baltimore and Ohio lines.

2—Convince those with whom we have business dealings that in view of our patronage they should use the facilities of the Baltimore and Ohio Railroad for both personal travel and shipments of freight.

3—At every affair in our social life speak of the unsurpassed facilities of the Baltimore and Ohio for travel and freight carrying.

4—Enlist every member of our family in our campaign, and by cooperative endeavor we shall be able, mutually, to enjoy continued prosperity in 1924.

In each copy of the Baltimore and Ohio MAGAZINE a card is enclosed. Read it, use it, and if you need additional cards, these will be provided.

### News from Martinsburg and Cumbo

By CLARA McDONALD TAYLOR

**W**E regret that President Willard could not be with us at our annual banquet.

He always brings us a worth-while message. We missed him. We also missed ex-Secretary of War Newton D. Baker, a former resident of Martinsburg, and whose father for a number of years was a Baltimore and Ohio surgeon.

Congratulations to Veteran E. C. Gletner on his 50-year service button.

We have here a picture of the little daughter of Theodore Newkirk, a well-known employe at Cumbo. Mr. Newkirk holds an interesting old document, a deed signed by Thomas Lord Fairfax. This deed was executed in 1678 and disposes of fifty acres of land near the "Patowmack" River to one John Davis. Mr. Newkirk also holds a deed dated 1752, in which a piece of land is granted by Barnett Newkirk to Cornelius Newkirk and Brothers. Mr. Newkirk's little girl is attending school in Kentucky.



Mary Jane, six-year-old daughter of Theo. Newkirk, Cumbo, W. Va.

perity which came to the railroad in 1923. Grand President Sturmer pointed out that empty freight and passenger cars and idle locomotives are an indication of enforced idleness for our "breadwinners."

In years gone by the Veteran Employees' Association has played no small part in securing shipments of freight, which kept many cars loaded and engines under steam. Our men did this by appealing to shippers in their vicinity, by urging the grocer, the coal dealer, the clothier, the department store manager and others with whom we have business dealings that goods shipped to them should come by way of the Baltimore and Ohio Railroad. We know that Grand President Sturmer's appeal this year is going to be productive of magnificent results, for the Veterans are spurred on again by the words of Mr. Willard when he said: "WE SHOULD BE HELPFUL, NOT BECAUSE WE FEEL OBLIGED TO DO SO, BUT JUST BECAUSE WE WANT TO DO SO."



## Cumberland Veterans Entertain on February 5

THE Veterans' Association and Ladies' Auxiliary at Cumberland, Md., held an entertainment and banquet in the Odd Fellows' Hall, Cumberland, on the evening of February 5. Many interesting speeches were made by the visitors and the musical program was everything that could be desired. The banquet, served as only the ladies know how to serve, was excellent and consisted of ham, chicken, vegetables, coffee and ice cream. The orchestra rendered selections while the guests were at supper.

The business meeting of the Veterans, under the direction of President H. W. Bloss, was short and snappy. Communications were read, bills ordered paid, new business handled and everything finished in short order, and then Mr. Bloss turned the meeting over to the ladies, Mrs. Barnett and Mrs. Menefee taking charge.

The program was as follows:

Selection by orchestra—Piano, Miss Thelma Hawk; first violin, C. W. Lemmert; second violin, Samuel Blank; cornet, M. D. Tenney; tenor saxophone, Jacob A. Lemmert

Reading—Mrs. E. T. Prichard

Solo—Master John Niland, accompanied on piano by Miss Rebecca Dantzic

Selection by orchestra

Solo dance—Miss Alice Brinker

Violin solo—Prof. Antonio LaManea

Reading—M. N. Barnett

Quartet—“Pop” Warner's Harmony Four

Solo—John Troxell, accompanied on piano by Miss G. Wise

Orchestra selections

Solo—Don Leber, accompanied by Miss Dantzic

Reading—Miss Emma Botsford

Piano solo—Miss Gertrude Warner

Piano solo—Mrs. Vernon Spring

Miss Elizabeth Hauger assisted at the piano throughout the evening. The program was well arranged and credit is due to the committee, under the able direction of Mrs. Menefee, for the fine selections made. The committee in charge of the banquet, consisting of ladies of the Auxiliary under the direction of Mrs. Barnett, are deserving of special praise for their hard work in serving about 300. “The way to a man's heart is—” the ladies know how to finish it!

During the evening speakers were called on between the musical numbers. Mrs. Barnett read letters from Vice-President Galloway, General Manager Scheer and Grand President Sturmer, expressing regret that they were unable to be present.

Chief of Welfare Bureau W. W. Wood expressed pleasure that he had been able to attend the meeting. He said that he desired to extend greetings to every man and woman in the room. He further said that all railroad men should be proud of

their occupation. “We have reason to be proud that we are members of this big family,” said Mr. Wood. “The railroads are an important industry. They are the basic industry. If the railroads shut down, how long is it before all other businesses must of necessity shut down also?” He also called attention to the fact that the ethical idea of the railroad is service, and asked that the Veterans and their friends and families do all they can to bring business to our rails.

Harry Fletcher, Fairmont, chairman of the Board of Veterans, said he did not come to make a speech. In fact, his principal interest seemed to be in the banquet which was waiting in the room below.

Mrs. Frank Howard, Newark, grand president, Ladies' Auxiliary, brought greet-



Cartoon by Engine Watchman Clarence Keller, Willard, Ohio

ings from the Ladies' Auxiliaries of the Western Lines and stressed the importance of the ladies doing all they could to assist in getting business for our Road. She also extended a cordial invitation to the Cumberland Veterans to visit Newark.

Mrs. Charles W. Lewis, president, Charles W. Galloway Ladies' Auxiliary, said that there are now 21 auxiliaries and that shortly there will be 22. She explained how the meetings are conducted in Baltimore and said a warm welcome awaited the ladies of Cumberland at their meetings. She also stressed the importance of securing business.

Mrs. Wallburg, Lima, brought greetings from her Auxiliary and invited the Cumberland folk to visit them.

Superintendent of Shops John Howe,

who was given a warm welcome by everyone, said he did not care to make speeches but that he was never afraid to say a few words to the Veterans. He said that railroad people do not advertise enough and that the entertainment this evening showed how much talent we have in Cumberland. He called attention to the falling off in business, resulting in the furloughing of a number of men, and said, “We have the finest officers in the country to work for. Let us, for our part, do all we can to make the Baltimore and Ohio operations a success. Let us cooperate to the fullest extent and do not forget that whenever you have an opportunity—and you all have them—you can put in a good word which will result in bringing freight and passengers to our Road.” Mr. Howe was enthusiastically applauded as he left the platform.

After the banquet, dancing was in order until a late hour.

Visitors from out of town included W. W. Wood, Baltimore, Md.; Harry Fletcher, Mrs. E. Bartlett, Mrs. H. Fleming, Fairmont, W. Va.; Mrs. Frank Howard, Newark, Ohio; Mrs. Otto Wallburg, Lima, Ohio; Mrs. Clara McD. Taylor, Martinsburg, W. Va.; Mrs. C. W. Lewis, Baltimore, Md.

### While the Rain Drops Fell Outside

Everyone inside had a good time—a good “dry” time, too.

A disappointment for the visitors was that the program was so lengthy that it had to be cut, and we did not have an opportunity to hear “The Cumberland Songbird,” Vada Pearl Drumm, although we did see her—occasionally when the crowd around her opened for a moment.

Miss Alice Brinker is a fine dancer. We are told she is one of eleven children. A fine future is predicted for her if she takes up dancing as a profession.

Master John Niland, who is only nine years old, captivated the hearts of everyone by his singing. Who got all the candies he threw to the audience? We noticed one young lady “eating kisses” all the evening, just as though she was used to it!

But—“After the ball was over” and some of the folk had to wait at the station for trains leaving at 4.00 a. m., let us charitably draw a veil.

John Howe tells us he is still single. Cumberland girls, wake up! This is Leap Year. Why let such an attractive “prospect” go begging?

Mrs. Wallburg said she was going home and going to stay there. Said she'd been on the go for a week. Poor Otto! No wonder he's getting thin. He can't attend the banquets.

Who was the young lady with Mrs. Barnett? Someone said it was her daughter. We believe it was her sister!

Teacher—“Who can name one important thing we have now that we did not have one hundred years ago?”

Tommy—“Me.” [—Los Angeles Times



# Many Make Merry at the Charles W. Galloway Auxiliary No. 1 Mask Ball

By M. W. JONES

ON January 18 the Ladies of Charles W. Galloway Auxiliary No. 1 entertained their husbands and friends at a mask ball, held in Claggett's Hall, Baltimore. Vice-President C. W. Galloway, for whom the auxiliary is named, and his wife and Grand President Veterans and Mrs. G. W. Sturmer were among the invited guests present. Music was furnished by Nelson's Imperial Orchestra, some of the musicians being employees. About 300 people were present, 75 of whom were masked and in fancy costume. Refreshments, consisting of sandwiches, ice cream, coffee and cake were furnished by our own John Bopp, in standard Baltimore and Ohio style, and were much enjoyed by everyone.

Prizes were given for the best costumes, the following being judged winners:

First prize, ladies: \$2.50 gold piece, Mrs. Hergenroeder as Lady Baltimore.

First prize, gentlemen: \$2.50 gold piece, Charles W. Lewis as a mandarin.

First prize, men, comic: Messrs. G. James and Jack Purdy as negro man and woman.

First prize, ladies, comic: Mrs. Wall as a minister.

The winners of the latter two prizes were awarded a case of ginger ale each. The judges were Mrs. E. Parlett, Mrs. A. Bathgate, Mrs. J. R. Orndorff.

The committees in charge of the ball, under

the general direction of Mrs. Charles W. Lewis, were as follows. General Committee: Mesdames E. Stier and W. T. L. McCaghey. Reception: Mesdames Charles Purdy, L. James, W. Bentley. Refreshments: Mesdames E. Parlett, J. A. Zimmerman, M. Robinette, J. Bopp, J. T. Spriggs. Dance: Mr. and Mrs. J. B. Blair. Announcer, Joseph W. Swikert.

After the prizes had been awarded, masks were removed and much merriment was caused by the revealing of the features of many characters whom no one had been able to guess. Favors consisting of swag-sticks, small paper umbrellas and fancy paper hats were given to each one present. The evening was a success in every way, and many congratulations were offered to Mrs. Lewis for the perfect handling of all arrangements for the ball. Her various committees were "on the job" every minute and were instrumental in seeing that everyone enjoyed the fun. Dancing continued until midnight.

To mention all the characters represented by the fancy costumes would not be possible in our limited space, but our reporter mentions several which were particularly striking.

## "Looking behind the Masks"

Miss Lola Isaacs made a very pretty country maid in her pink checked dress.

Mrs. Della Leffler, as an engineer, with overalls, goggles and oil can complete, was particularly effective. Not knowing her, without the mask, the observer, from a distance would have been sure that we had with us one of our real engineers who have helped to make the Capitol Limited famous the country over.

As a tambourine girl, Mildred Albrecht was "fetching," her dance with the tambourine being entirely in keeping with her costume.

Mrs. Flaherty as a Chinese lady was in a class by herself, while the old fashioned bride as portrayed by Mrs. Mercer was a thing of beauty and joy forever.

Not to be outdone by her Chinese friends, Mrs. J. B. Blair, in the dress of a Japanese dancing girl, made a pronounced hit with all who were fortunate enough to see her.

The "Yum Yum" of Lillian Schley and the Lady Baltimore of Mrs. Hergenroeder were perfect, while the Gypsy represented by Mrs. Stier carried us back to our younger days when we sat by the country roadside and watched the roaming bands pass by. She was accompanied by her sister, Mrs. E. T. Stevens, and her father, Geo. R. De Falcon, who helped so much to give us a pleasant day at the shore last summer. Hubby was on hand too, but we could not pick him out, although Mrs. Stier insisted we should.

A "Spanish Beauty" was represented by Mrs. Wiebking in splendid style, while the Chinese Mandarin of Mr. Lewis was so perfect that no one could ascertain who it was until masks were removed.



AT THE CHARLES W. GALLOWAY LADIES' AUXILIARY MASK BALL

Oval, left: Mrs. Della Leffler. Center, back row: Mrs. Mary Holmes, Treasurer; Mrs. G. S. McMillan, Secretary; standing: left to right; J. E. Mercer, Mesdames J. E. Mercer, C. R. Purdy, J. Edward Stier, Assistant Secretary; Mrs. McKee, Grand Treasurer; Mrs. Wall, Vice-President. Front row: Mrs. E. Stevens, Mrs. J. F. Schley, Outer Guard. Oval, right: Charles W. Lewis



Purdy and James as negro and negress caused the most fun by their antics. Many ladies tried to get them to say something so that they might appease their natural curiosity, but for the first time in their lives our two friends were "dumb." The hit of the evening was Mrs. Wall. Dressed as a man, carrying a cane, and leaning on the arm of a lady, she carried her part off to perfection. Many guesses were made and many inquires for Mrs. Wall during the evening did not give a clue, and it was not until masks were removed that any one—except perhaps her husband—knew her.

During an intermission Mrs. C. W. Lewis, president of the Auxiliary, introduced as the honored guest Vice-President Galloway. Mr. Galloway said that he did not come to make a speech and he would not do so. He said: "I am glad to be with you tonight. I hope everyone will enjoy themselves. I am strong for these meetings. There is nothing finer than to get together and become thoroughly acquainted in this way. While I am 18 days late, this is the first opportunity I have had to wish you all a happy and successful New Year."

As the party broke up, while going out we were stopped by Mr. Sturmer, who said: "I want to introduce you to my friend Mr. Blank, he was an engineer and ran engine 753. When he got through with her, he turned her over to me." "Yes," remarked Mr. Blank, "and when you got through with her, no one could run her."

Now, what did he mean? We wondered and are still wondering, but in any event that fine joke on "Uncle George" gave us the final touch for the end of a perfect evening.

## Newark Veterans and Auxiliary Meet in Joint Session

By B. A. OATMAN, Magazine Correspondent

THE Veterans and Ladies' Auxiliary opened their joint session on February 7 at 7:45 p. m.

Six applications for membership in the Veterans and seven for the Auxiliary were received and accepted.

"All work and no play makes Jack a dull boy," so after a busy session (too busy to have any "eats," something out of the ordinary) the Entertainment Committee, in charge of Mrs. Lewis, announced that it was their turn. The program started with the Misses Lewis, piano and vocal, in "Hall of My Dreams and Garden of Prayer." They were heartily applauded.

Miss McFarland was then introduced, and, in her quaint way, rendered the jolly and popular piece, "Maggie." The rendition of the popular song was high class; her dancing, her costume with all the trimmin's, were in contrast with the tuneful melody of the popular song. Miss McFarland responded to an encore, after which she was heartily applauded.

The usual penny march was then held and resulted in the collecting of a goodly sum,

always placed in the flower fund. This fund is usually drawn on heavily during the winter.

## Ladies Organize the C. R. Emery Auxiliary at Seymour, Indiana

By MRS. C. R. EMERY, President

ON December 14 Grand President Mrs. F. M. Howard, with four of her co-workers from Newark, Ohio, and one from Washington, Ind., came to Seymour for the purpose of installing a chapter of the Ladies' Auxiliary here. Thirty-six ladies responded to my invitation to join in the organization, giving us 37 charter members. The meeting was called to order with the following temporary officers filling the chairs: President, Mrs. F. M. Howard; vice-president, Mrs. Chester Lewis; secretary, Mrs. R. E. Leonard; treasurer, Mrs. Cameron Harrod; marshal and outer guard, Mrs. Huffman; chaplain, Mrs. Helfinger.

Mrs. Howard gave us an interesting address on the subject of organizing the Auxiliary and the purpose of the meetings. The following officers for 1924 were then elected: President, Mrs. C. R. Emery; vice-president, Mrs. W. E. Hamer; secretary, Mrs. C. W. Frey; treasurer, Mrs. W. A. Lloyd; chaplain, Mrs. John Lemen; marshal, Mrs. Harry French; outer guard, Mrs. Mike Fox; musician, Mrs. George Dixon; delegate to convention, Mrs. C. R. Emery; alternate, Mrs. W. E. Hamer.

After installing the officers, Mrs. Howard presented Mrs. Emery with an Auxiliary gold pin, for her untiring efforts in the organization of our chapter.

After business was completed, a social hour was enjoyed, the program including a vocal solo by Mrs. M. C. Black and humorous readings by Mrs. C. W. Frey. A lunch of mock chicken sandwiches, ice cream and cake was served, "Hoosier Plate" style.

On January 11 and February 8, joint meetings with the Veterans were held, at which a social hour and lunch was enjoyed.

We extend to the ladies of Newark and other Auxiliaries, an invitation to visit our meetings, which will be held on the second Friday of every month at 7:30 p. m., in Masonic Temple, Seymour, Ind.

Edward C. Massman, supervising agent, who is also secretary and treasurer, Veterans' Association, who was operated on at a Cleveland Hospital, is now out again. His many friends extend congratulations.

A. A. Phillipps, engineer, Nos. 23 and 24, with his wife, is often seen around Seymour in his new Willys-Knight.

John Donnels, engineer, Nos. 1, 2, 12, 3, is the oldest engineer in service, but not in years. He enjoyed his home during the cold snap.

"Ed" Boyles, engineer, Nos. 1, 2, 12, 3, Cincinnati, and his wife, were recent visitors at Seymour.

Trainmaster and Mrs. J. B. Purkheiser are recuperating at West Palm Beach, Fla. We hope they will return fully recovered on April 1.

"Link" Durland, Cincinnati, was a recent welcome visitor here, spending some time with relatives.

Pensioners Peter Reagan, Cincinnati, and "Tom" Ackley, Washington, Ind., were recent visitors here.

"Mort" Seymour is absent because of illness. We hope he will soon recover.

At a meeting of the St. Louis Division Veterans, held in Seymour on January 18, the following officers were elected for 1924: President, W. E. Hamer; vice-president, Frank Gilbert; recording secretary and treasurer, E. C. Massman; delegate to convention, Frank Gilbert; alternate, W. E. Hamer.

## George M. Shriver Ladies' Auxiliary

Correspondent, W. L. STEPHENS

WE are glad to report that Mrs. D. M. Keller has recovered from her recent illness.

Mrs. Ida Wolford is recovering from two broken ribs and a sprained wrist, these injuries being sustained in a recent fall.

Mrs. Frank McBee, who has so faithfully filled the office of chaplain in our Auxiliary since its organization, has been made a life member. She still fills the office of chaplain.

We regret to report the death of Mrs. Harvey Peer, one of our members. Our members extend sincere sympathy to her husband.

Mrs. Joseph H. Copenhaver, one of our active members, is in the King's Daughters Hospital for a major operation. We hope she will recover promptly.

It gave the members of our Auxiliary much pleasure to entertain our patron, Vice-President George M. Shriver, at the Veterans' banquet January 26. We hope he will visit us again soon.

## Division No. 22, Wheeling, W. Va.

By R. S. NESBITT, Secretary

AT a well attended meeting on January 21 the following officers were elected for 1924: President, J. B. Smith; vice-president, W. P. Cogley; secretary, R. S. Nesbitt; sergeant-at-arms, J. H. Harter; treasurer, C. J. Proudfoot; chairman, Finance Committee, J. B. Smith; chairman, Membership Committee, W. P. Cogley; chairman, Entertainment Committee, C. J. Proudfoot; Board of Directors, J. T. Sherry, A. Rodewig, Wm. Kennedy, C. C. Hoffner and M. C. Smith.

Officers and members are planning to make 1924 a banner year in soliciting freight and passenger business. Several affairs of a social nature are being planned as well

(Continued on page 103)



# New York Stages Farewell Dinner to Former Superintendent Hamner

By G. J. GOOLIC, Magazine Correspondent

ON February 2 the employees of the New York Division tendered our Former Superintendent E. J. Hamner, a farewell dinner at the Elk's Club at Stapleton, Staten Island.

Mr. Hamner has been assigned to the staff of Operating Vice-president Galloway at Baltimore. His successor, M. L. McElheny, from the Connellsville Division, was also a guest at the dinner.

The affair was an entire surprise to the retiring superintendent.

Trainmaster B. F. Kelly arranged the details and acted as toastmaster. Mr. Kelly, like Chauncey M. Depew, is a veteran on such occasions and was in his customary happy mood. The toastmaster called upon the following to make some short remarks: Messrs. W. L. Dryden, E. E. McKinley, W. B. Biggs, J. F. McGowan, T. McKeon, E. Morton, J. L. Suesserott, E. W. Murray, W. C. Cornell, A. L. Mickelsen, J. F. Bowden, E. A. English, J. N. Godman, Mr. Greenan, J. D. Gibb, J. W. Turner, W. P. Slattery, A. Lienhardi, E. A. Brown, J. B. Sharp,

W. E. Pettigrew, J. McCaffrey, J. G. Westbrook.

All the speakers expressed regret at Mr. Hamner's leaving and at the same time congratulated him on his deserved promotion, and pledged to the new superintendent the same hearty support that they had accorded to Mr. Hamner.

After the remarks by the various employees, Mr. Kelly presented Mr. Hamner with a handsome Gladstone Bag with a brief case to match, and a folding umbrella as a mark of esteem on the part of his former associates.

Mr. Hamner then told of his regret in leaving New York and thanked those present for their support.

The toastmaster then introduced Mr. McElheny, who, in a few well chosen remarks told something of his past history and also how he hoped to meet each man at an early date and get acquainted. The applause with which his remarks were received showed how favorably everybody was impressed with the new superintendent.

The feature of the evening was reserved until last, when the toastmaster called upon General Manager White to make some remarks. Characteristically Mr. White did not have to talk a great deal to say a whole lot.

In addition to the speeches a pleasant entertainment was provided by the Royal Blue Novelty Orchestra and in songs by the Messrs. William Jones and Jack Mahoney.

Mr. Hamner first entered the service of the Baltimore and Ohio on March 4, 1896, as B. and M. clerk on the Ohio Division. He held this position until April 1, 1897 on which date he was made chief clerk. On April 15, 1900 he was appointed agent at Hallgate, Ohio, and furloughed on September 12, 1904 until February 1, 1905. He then returned and was appointed relief agent until December 18, 1906, at which time he was appointed assistant traveling auditor. From October 1, 1909 to August 1, 1911 he was made traveling auditor. August 1, 1911 he was made supervisor of station service. On January 1, 1916 he came to New York and acted as terminal agent with headquarters at Pier 22, North River. On January 1, 1918 he was promoted to assistant superintendent at St. George and held this position until September 1, 1918 when he was made superintendent.



Santoros got the "High Lights" at Farewell Dinner to Superintendent Hamner



## Cumberland Social Club's Valentine Party

**R**ECENTLY we received an invitation from John Howe, president, and Vada Pearl Drumm, secretary of the Baltimore and Ohio Social Club, Cumberland, to be present at a dance to be given on Valentine's Day. "We'll be there," we replied, "but, never having been in Cumberland, how do you find the Back Shop Office?" "Better look for a tall, thin man and a short, stout girl on the platform when No. 1 arrives," replied Miss Vada. We did, and sure 'nuf, there was Miss Vada waiting to escort us, with—no, not Henry, his name was George, and it wasn't a Ford either. And so we arrived.

The Office in the Back Shop, used by Mr. Howe and the storekeeper, was beautifully decorated in white and red. All lamps were covered with red paper, casting a warm glow over the interior, which was pleasing to the eye after the cold driving sleet and snow outside. We are told that the decorations were taken care of by Assistant Storekeeper Wall and Electrical Foreman "Harry" Childs, with the assistance of several Efficiency Bureau employees. The large letters, "Baltimore and Ohio" on one side of the room, together with hearts placed artistically on the steel pillars and walls, made a pretty combination. The young ladies were responsible for the tasty punch (strictly Volstedian) served between dances. The music, furnished by "Bill" Spates' Orchestra, was good.

With our nose for news we discovered the solution of a mystery which has been puzzling Cumberland for some time. The agitating question has been "Why did Mr. Glenn always receive such fine telephone service from the P. B. X. at the station?" Answer, he married Miss Anna May Throat, formerly telephone operator, on February 8. We assume Miss Anna May was showing him "Service" and it finally captivated him. Unfortunately Mr. and Mrs. Glenn were not in Cumberland for the dance, being still absent on their honeymoon, and so we could not congratulate them personally. We do now, heartily.

Frank Hopkins was at the gate, and he's an expert ticket taker, too! Mr. Gettle looked after those who had no partners, and it was not his fault if everyone did not dance.

Ever see the "long and short" of it? "Bill" Shaw stood for a moment talking to Miss Adams. The contrast? Ask those who saw them.

W. C. Guthrie and his wife from Keyser, and Mr. Kellar, of Cumbo, were on hand to join in the fun, while Miss Goggin carried her "heart" in her hand during the dances. The youngest dancer present was little Miss Earle, who told us she was four years old.

The "Fashion Parade" commenced about 9 p. m. and lasted until midnight, when everyone went home tired but happy.



Left: E. J. Hamner, Special Representative, Office Vice-President-Operation and Maintenance.  
Right: Superintendent M. L. McElheny, New York Terminals

During an intermission Mr. Wall asked us if we would like to look over the store-room and the back shop. Never having been in Cumberland, we agreed readily. The trip was well worth while. Under the able direction of Storekeeper Sutton, who was also at the dance with his wife, the Cumberland Stores Department has been brought to a high state of efficiency. Everything is in its place, floors and windows clean, material neatly piled in orderly rows and rooms well lighted. It is evident that Mr. Sutton and his force are living exponents of the Baltimore and Ohio slogan "Good Housekeeping" on the property as well as at home. The back shop is also well worth a visit. Superintendent "Jack" Howe is proud of his shops and his men, and from the little we saw of both, we agree that he has every reason to be.

## Congressman Box Addresses Accounting Association on "Immigration"

By J. W. SWEITZER, President

**O**N Friday, February 15, we had the pleasure of listening to a splendid address on "Immigration," made by Hon. John C. Box, Representative from Texas, who came to Baltimore from Washington, accompanied by Mr. B. J. Hamm, Manager, Traffic Bureau.

Representative Box, who is a member of the Congressional Committee on Immigration, gave us quite a bit of interesting information about the number of immigrants arriving in this country, the number deported because of physical disabilities, and the manner in which this vast multitude is taken care of after reaching

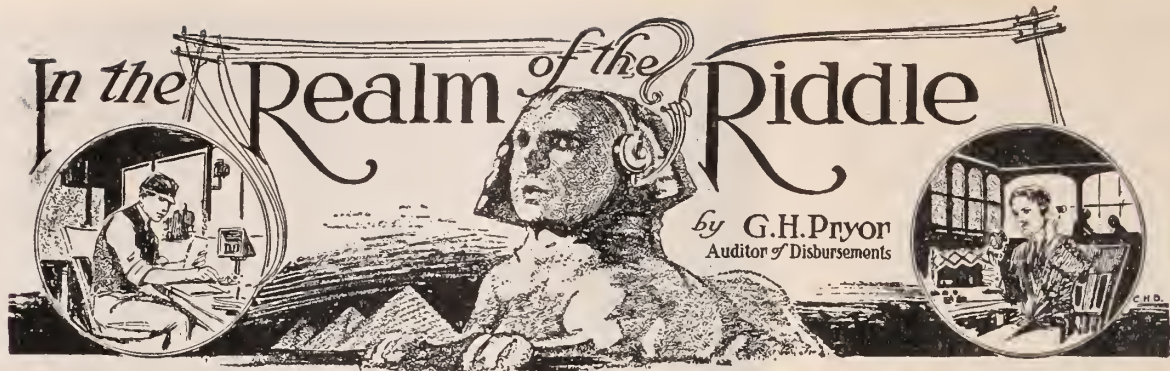
our shores. We could see that this momentous question is one of vital importance, and one that should be given deep consideration by Americans.

Representative Box explained clearly why the Government must watch so carefully the extent to which the privilege of allowing foreigners to settle in this country should be exercised, principally because of the existence of so much hatred and strife and ill-feeling among the natives of the various foreign countries. The Government realizes that it is almost impossible to bring about a change in the sentiments of these aliens, and to instill in them that happiness and contentment which is to a great extent enjoyed by Americans. Experience has taught that these immigrants do a great deal to stir up strife and bitter feeling, and it would be only a matter of a few years when the country which our forefathers worked so hard to bring to its present state, would be converted into an over-crowded, discontented and unhappy nation.

Another point to which Congressman Box called attention is the fact that if restrictions were not placed on immigration, about fifty per cent. of the population of the other countries would be hurrying to our shores, and that the peoples of one nation in particular, China, would be journeying towards this country ninety-seven per cent. strong—just as fast as vessels could carry them.

His closing remarks were to the effect that we should sympathize with and help these immigrants in their great distress, but that it would not be well for us to undo what our forefathers have accomplished (instilling in our minds the great principles of Americanism.) It is for us to instill these principles in the minds of those who follow us.





### Note:

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

THE answers to the puzzles published in the December issue are

1. B-ail  
A-void  
L-arch  
T-able  
I-deal  
M-all  
O-pal  
R-aid  
E-late

A-wry  
N-ever  
D-aunt

O-pen  
H-allow  
I-rate  
O-range

M-ode  
A-mass  
G-lean  
A-mount  
Z-one  
I-slam  
N-arrows  
E-aster

2. D  
B O M  
H A D E S  
B A R E T T A  
D O D E C A R C H  
M E T A P O R E  
S T R O K A L  
A C R A Z E  
H E L E S

3. Asp-halt

4. H A S T E D  
A S T H M A  
S T R E A M  
T H E I N A  
E M A N E S  
D A M A S K

5. Pipe-pie

6. T O L U R I C  
N O D U L A R  
T A B I N E T  
L U C I F E R  
S I N U S E S  
N A S T I E R  
L E S S E E S

7. R-ake

8. F  
G I B  
M I N E E  
M A N G E R L S  
G I N G E R A L E  
F I N G E R S T O N E  
B E E R S H E B A  
E L A T E R S  
S L O B S  
E N A  
E

9. Canoe—Ocean

10. M O D E L  
N O V E L  
T E N O R  
N O T E S  
X E N I A

11. Subtitle—Subtile—Subtle

12. S P H R A G I D  
P R A I R I E  
H A M L I N  
R I L E D  
A R I D  
G I N  
I E  
D

13.

G E R T  
P I L E U S  
G I G A N T I C  
E L A S T O S E  
R E N T E R E R  
T U T O R I E S  
S I S E E S  
C E R S

14. SEPTENTRIONAL

15. RIDE ON THE CAPITOL LIMITED

16. MASQUERADE COSTUME

17. THE HAT STORES

18. DESTINATION

19. BALTIMORE AND OHIO R. R.

CORRECT solutions were received from the following:

N. Jineer, Comrade, S. T. Udent, Ben Franklin, Sammy, Atlas, Primrose, Pearl, Glen, L. E. Phant, Martelia, The Major, L. M. N. Terry, G. Hartman Pryor, J. F. Donovan, Baltimore, Md.; P. M. Pennington, Cumberland, Md.; Amaranth, Phil., The Poser, Pittsburgh, Pa.; T. Hinker, Jack O'Lantern, Bangor, Pa.; Alce. Sander, Philadelphia, Pa.; Dan D. Lyon, New Florence, Pa.; Ralph, E. Stroudsburg, Pa.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Ann S. Thetics, Gemini, Poly, Brooklyn, N. Y.; Joaquin, C. Saw, New York, N. Y.; Mam, Albany, N. Y.; Spica, Whitney Crossings, N. Y.; Wiek-o-cincy, Cincinnati, Ohio; Reel, Zanesville, Ohio; Molemi, Gi Gantic, Petite, Dee, Ima Dubb, St. Louis, Mo.; Jo Mullins, Miami, Mo.; Gee, Asheboro, N. C.; Jemand, Wilmington, N. C.; Eureka, Charleston, S. C.; Kappa Kappa, Fargo, N. D.; Amor, Sioux Falls, S. D.; Emeline, Fairbury, Neb.; Sherlock Holmes, Worthing, S. D.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Em Jay, Eloise, Arcanus, Iowa City, Iowa; Ellsworth, Fort Worth, Tex.; Osaple, El Paso, Tex.; Winkie, Charleston, W. Va.; Delmonte, Richmond, Va.; Towhead, Lafayette, Ind.; The Gopher, St. Paul, Minn.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Lateo, Hoboken, N. J.; Kee Pon, Malden, Mass.; Mentor, Chicago, Ill.

The prize offered in the December issue for a copy of one of the six best sellers was won by S. T. Udent (Miss Mary E. Whitehill), Auditor Disbursements Office, Baltimore, Md.

### Puzzlers

Are in constant touch with other devotees not employed by the Baltimore and Ohio. Don't let them forget us when they are traveling or shipping freight!



New Puzzles

1. CROSS WORD ENIGMA

In Sabbath, not in Sunday;  
In Hudson, not in Fundy;  
In sandwich, not in butter;  
In dash-board, not in cutter;  
In packhorse, not in pacer,  
In serpent, not in racer;  
In ocean, not in river,  
In spendthrift, not in giver;  
A node for you, sir, or you, Miss or Mrs.,  
Now can you *untie* it and tell me what  
this is?

Lafayette, Ind. Towhead

2. RHOMBOID

(Defined by New International)

Across:

1—Any of certain wading birds family  
JACANIDAE,  
2—A city mentioned in Coleridge's  
"Kubla Khan,"  
3—Ilvaite,  
4—The pearlworks,  
5—Show (Obs.),  
6—A two-wheeled chariot in use among  
the ancient Gauls and Britons, and later at  
Rome,

Down:

1—A letter,  
2—An axe,  
3—A key (Ledge),  
4—Var. of Once (Obs.),  
5—Pineapples,  
6—A tribe of Circassians,  
7—Var. of HUTIAS,  
8—Once (Obs.),  
9—One of the sails of a windmill,  
10—At (Obs.),  
11—A letter.

Brooklyn, N. Y. Gemini

3. DOUBLE ACROSTIC

(The first letters, reading down, form the  
name of one of our Western writers, recently  
deceased; and the endings form the title of  
one of his books, made popular through  
the "movies.")

(Defined by New International Dictionary)

1—Springy,  
2—Spanish religious and genre painter  
(1618-1682),  
3—Elective (Ref. Sp.),  
4—Town, Randolph County, Alabama,  
5—Sleep,  
6—An opening,  
7—Eaten in small bits,  
8—A fine-toothed saw having its narrow  
blade stretched in a frame, for cutting  
metal,  
9—Earache (Med.),  
10—Annuling,  
11—A South American mammal (Lama  
huanacos) of the camel family, larger and  
more graceful than the llama, inhabiting  
the temperate parts of South America,  
including Patagonia,

12—A barbed spear or javelin used to  
strike large fish, whales, etc.  
Iowa City, Iowa Em Jay

4. CHARADE (9)

Hold him TWO in Thy care,  
This dear child of my heart,  
O Lord, 'tis my prayer  
That we never may part!  
Keep him TOTAL and good  
Yet, if worse come to worst,  
Let me stand as I've stood,  
Take me, Lord, in his FIRST!

Charleston, S. C. Eureka

5. NONAGON

1—A son of Zeus and Callisto (Gr.  
Myth.),  
2—A piece of roast meat,  
3—A eard or paper (Fr.),  
4—Not attached to the sternum, as the  
floating ribs,  
5—Of or pertaining to excrement,  
6—One skilled in musical notation,  
7—Pentahydric crystalline alcohol  
(Chem.),  
8—Latency (Obs.),  
9—Ital. form of LUTHER,  
10—In card playing, to fail to follow  
suit (var.),  
11—Obs. var. of Shoe (New Int.),  
12—A letter.

Pittsburgh, Pa. Amaranth

6. BEHEADMENT (4)

When little kids their stomach PRIMAL  
With Christmas goodies, they fall FINAL.  
St. Louis, Mo. Dee

7. OCTAGON

(Defined by New Standard Dictionary)

1—A form of the verb to be,  
2—A genus of insects typical of Vespidae,  
3—Occidental,  
4—The principal female deity of the  
Phenicians,  
5—One who disperses (Obs.),  
6—An independent union of laborers  
working collectively and sharing the profit,  
7—Saul's grandfather, 1 Chron., viii 33.  
Cincinnati, Ohio Wick-o-cincy

8. ENIGMA (9)

Among high-born and lowly,  
Among godless and holy,  
"Square pegs in round holes," oft you see;  
Sartorial creations,  
A modiste's impatience,  
And "second-hand" duds, help make me;  
Yea! mis-mated mortals  
Outside "Eden's" portals—  
What makes many such disagree?  
I'm both single and double,  
I'm the cause of much trouble,  
Divorce courts thrive well upon me;  
I'M masculine, feminine,  
Back to the men ag'in—  
My goodness! Say, what *can* I be?  
"Old maid," yet I'm married—  
Don't ask if I'm harried—  
I look not for *your* sympathy;  
At times I might need it  
But, jests go unheeded  
'Bout "Mutt and Jeff" couples like "we;"  
I'm a nickname, a pen name,

A "women-or-men" name  
A mystery here, you'll agree,  
I edit, I audit,  
Without thought of plaudit—  
Now, surely, you'll recognize me!

Telford, Pa. P. A. B.

9. INITIAL CHANGE (4)

I surely do wish I was a ONE,  
Then I could hand to you my TWO,  
And really feel I was your THREE  
For I have often tried so FOUR.  
I find it difficult to write a rhyme,  
I've tried and failed many a time,  
Then sure as FIVE comes from the hog,  
I'll go in the SIX to play with the dog.

Cumberland, Md. P. M. P.

10. SQUARE

1—A town in Carter County, Ky.  
(Century Atlas),  
2—Consisting of atoms,  
3—That branch of the drama which  
addresses itself to the sense of humor,  
4—A pancake made of eggs,  
5—Waiteth,  
6—An instrument for mowing or reaping.

Johnstown, Pa. Tom Crestmore

11. LETTER CHANGE TRANS-  
POSAL (6)

O, it's nice to get up in the morning,  
When the PRIMAL chimes the hour;  
He sounds the one at the dawning,  
With greatest gusto and power.  
No matter what FINAL my rising,  
I hark for his sounds with some dread;  
I like to get up—but it's surprising,  
I like better to linger in bed.

Baltimore, Md. Atlas

12. DIAMOND

1—A letter,  
2—The bleat of a sheep,  
3—Trunks of trees,  
4—Spanish dances,  
5—Ancient name for Scotland,  
6—A cannon especially constructed for  
use against aerial vessels,

7—The Latin word for "Sound,"  
8—Depravity,  
9—A letter

Whitney Crossings, N. Y. Spica

13. PENTAGON

(Defined by New International)

1—A letter,  
2—Why! (Scot. and Dial. Eng.),  
3—Youths,  
4—A low, whining, broken cry,  
5—An awning or canopy (India),  
6—A dependency,  
7—(Old English Law) A king's counselor,  
8—A dish made of pieces of meat stewed  
with vegetables and highly seasoned,  
9—American law writer, 1797 (Phillips  
Biog. Dict.).

Baltimore, Md. Comrade

14. ANTIGRAM

I NAME NOT

Yazoo City, Miss. Spud

(Continued on page 103)



# Women's Department

Edited by Margaret Talbott Stevens.



## Margaret Bondfield, Under Secretary of Labor for Great Britain

First Woman Member of Cabinet a Laborite and Former Shop Girl

**A**MONG the most interesting stories that come to us through the press is that of Margaret Bondfield.

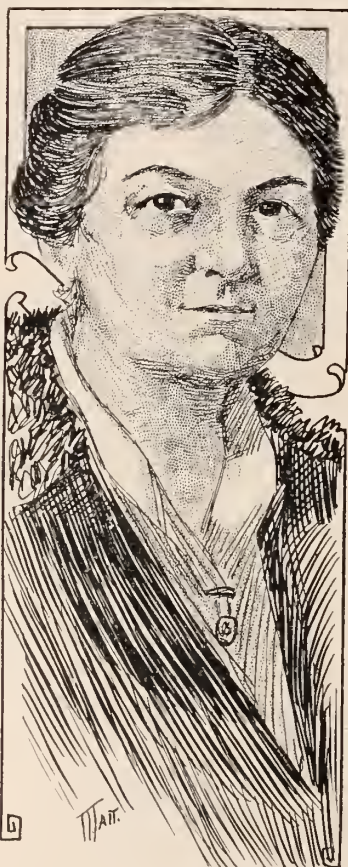
Did you know about Margaret? Well, a few years ago nobody else did, for not long ago she was a shop girl in an English town. Today, however, at the age of 50, she is a member of Great Britain's Labor Cabinet, a position heretofore unheard of for a woman. She is the first woman to hold ministerial office in Great Britain. And realizing the continental attitude toward woman's sphere, we can readily believe that only a woman of unusual personality and strength of character could gain such heights in that country. Her rise from the position of a 13-hour a day girl worker to the position of Under Secretary of Labor in the British Cabinet might well be an inspiration to any girl who is moved to complain about her job.

"Margaret Bondfield has been creating precedents all her life," says Felix Morley in the *Baltimore Sun* of January 29.

"Just a quarter of a century ago a lonely woman delegate appeared at the annual Trades-Union Congress as a representative of the Sales Clerks' Union (in England they are known as Shop Assistants). Eighteen years later this same woman was elected as a member of Labor's Parliamentary Committee, the first of her sex to receive that signal mark of confidence from the trade-unionists of Britain. Last September the same little woman, then turning 50, but showing even greater energy than as a girl, was chosen chairman of the General Council of the Trades-Union Congress, the highest industrial Office British Labor can bestow. And in the December election Margaret Bondfield was elected to Parliament from Northampton with a majority of more than 4,000 over her Conservative opponent, and a few more votes than that ahead of the Right Honorable C. A. McCurdy, a Minister under Lloyd George and right-hand lieutenant of that fallen idol. While not technically a Cabinet member the scope of her experience is such that she will probably

be summoned to its meetings not infrequently.

"Perhaps it is not mere coincidence that every personal triumph for Miss Bondfield has coincided with a mile-stone in the development of the British Labor movement. For in that movement she has been



Margaret Bondfield

an integral part and a brilliant dynamic force since as a girl of 23 she became assistant secretary of the Shop Assistants' Union. . . . But, unlike some Labor leaders she has never lost the simplicity of nature and the spirit of democracy of her early years.

"There are many in this country who have heard Miss Bondfield speak and few

who have ever heard her will forget. She is no advocate of violence; always her text is the appeal to reason and good will. She speaks in rounded sentences, with ringing phrases, which rival the best traditions of British oratory, and with a background of industrial knowledge and experience which few can rival. As fraternal delegate to the 1919 convention of the American Federation of Labor she made a speech at Atlantic City which aroused wild enthusiasm among our own rather 'hard-boiled' trade-union delegates. But that is a customary experience for Margaret Bondfield. When one congratulates her on her gift of oratory she smiles deprecatingly out of her kindly eyes 'It is not the way I say it, but what I have to say that is convincing,' she protests."

And the moral of the story is this: While it is quite probable that not one of those who read this story from this *MAGAZINE* may ever be eligible to membership in the Cabinet of Great Britain, this woman's work inspires us to make ourselves a part of the job that brings us our daily bread. And who knows but that, through this, we may some day attain heights that stand yet unscaled in the realm of Womanhood?

## Miss Helen M. Kodet, Now Passenger Representative at Cleveland

**W**E are pleased to present here a picture of Miss Helen M. Kodet, recently appointed passenger representative at Cleveland.

Miss Kodet was born in Cleveland in March 27, 1893. She is a graduate of East High School, Cleveland, of Dyke Business College, and of Central Institute. She has specialized in secretarial work and speaks several languages besides English. After serving in the capacity of secretary, she became identified with the law firm of Guthery, Guthery, Binyon and Williams.

Miss Kodet was one of the passengers on the Cleveland-Washington tours of 1923; at this time she became quite interested in Washington and its beauties, and thereafter became an ardent booster for the Washington Tours, later arranging another tour of Washington. Through her affiliation with the travel bureau of the Brotherhood of Locomotive Engineers' Bank in Cleveland, she came into contact with many persons seeking travel information.

Having a desire to meet and acquire new friends in the business world and believing herself to be particularly adapted to solicitation work, she made application for the position of passenger representative at Cleveland, and her application was accepted.

Since coming to work with the Baltimore and Ohio, Miss Kodet has proven her ability to solicit passenger business. At present she is giving much time to mapping out educational tours for the night classes pro-





Miss Helen Kodet, passenger representative,  
Cleveland

vided by the Government for aliens seeking knowledge to fit themselves to become citizens of the United States.

We welcome Miss Kodet to our rapidly growing circle of passenger representatives. Who's next?

## Tested Recipes

### Empenada

The empenada is a Spanish meat pie. The following recipe was contributed by Miss Barnes, who conducts the Mt. Royal Inn, near Mt. Royal Station, Baltimore, and who makes a specialty of this dish.

About one cupful of minced cooked meat (do not grind it), beef preferred. Add a rich gravy, thickened with browned flour until almost pasty. A few small, red, hot peppers are chopped into the mixture with a bit of onion. Roll out short flaky pie crust, cut round. On one-half place the meat in the form of a roll. A quarter of a hard-boiled egg is placed at each end of the meat roll. Sprinkle over the whole a few raisins and nut meats. Fold over the other half of the crust, roll over the edges, bake in a hot oven and serve hot. A meal in itself!

### Fudge

The following recipe is by Louise, daughter of  
B. A. Oatman, Master Mechanic's Office,  
Newark, Ohio

2 cups sugar,  
2 tablespoons cocoa,  
½ cup milk,  
1 tablespoon butter,  
1 teaspoon vanilla.

Mix sugar and cocoa. Add the milk and stir until smooth. Place over a low fire. Stir occasionally until sugar is dissolved. Add butter and let boil until it forms a soft ball in cold water. Remove from fire, add vanilla and place in a pan of cold water. Let it stand until bottom of pan cools. Beat hard and add nuts. Pour into a buttered pan.

## A Little Girl with Auburn Curls Likes Her Pretty New Dress

THE little girl with her mamma in this picture is the attractive little daughter of Composer Leonard B. Heron, of our own Baltimore and Ohio Printing Department, where the MAGAZINE is printed. Mrs. Heron made this dainty little frock for Lenora from one of our patterns. Mrs. Heron says that the pattern is simple and easily handled; that the dress is inexpensive, neat and becoming.

Mothers who would like to make dresses like this one for their little girls may obtain this pattern, post paid, by writing our Baltimore and Ohio Pattern Bureau, 1188-1190 Fulton Street, Brooklyn, New York, enclosing 10 cents in coin or stamps, and asking for Pattern No. 4351. Use the regular coupon on our pattern page, or give the same information on a separate sheet of paper if you do not wish to clip your copy of the MAGAZINE. All patterns will be sent by first class mail, so that the best service possible will be given our readers.

The Spring and Summer Fashion Book shows many other lovely little frocks for girls between the ages of 10 and 14, as well as patterns that suit every other member of the family. The pattern book may be had by sending 12 cents to the same address given above.

Pattern 4351 is cut in 4 sizes, 8, 10, 12 and 14 years. A 12-year size requires 4 ¼

yards of 32-inch material. Lenora's dress is made of brown serge, trimmed with collar and cuffs of tan, embroidered in brown.



Little Lenora Heron, wearing a dress made from Baltimore and Ohio Magazine pattern No. 4351, with her mother, Mrs. L. B. Heron, who made the dress. Mr. Heron is a compositor at our Mt. Clare Printing Department where the Magazine is printed. The price of the pattern is only 10 cents. Please use coupon when ordering



# Springtime Fashion Notes

By PEGGY

SEND 12 cents in stamps to the Baltimore and Ohio Pattern Bureau, 1188-1190 Fulton Street, Brooklyn, N. Y., for our new Spring and Summer Book of Fashions, and you'll find therein many lovely designs that you can copy with ease. There are also color plates and 500 designs



4659

of women's, misses and children's clothes, a comprehensive article on dressmaking, simple embroidery stitches, and many valuable hints for the home dressmaker. Some of these new fashions are shown on these pages.

Our fashion department is growing fast, and the fine letters that we receive from our women readers assure us that these patterns are just what railroad women like.

All patterns shown on these pages may be had at ten cents each, unless otherwise marked. Please send all orders to: Baltimore and Ohio Pattern Bureau, 1188-1190 Fulton Street, Brooklyn, New York. All patterns are sent by first class mail, thus assuring quick and safe delivery. Do not send orders for patterns to our Baltimore office. Use coupon when ordering, please.

## PATTERN ORDER COUPON

Baltimore and Ohio Magazine Pattern Bureau  
1188-1190 Fulton Street  
Brooklyn, New York

Please send to the following address the patterns listed below. I enclose 10 cents (stamps, check or money order) for each pattern.

Name.....

Street.....

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

Pattern No..... Size.....

Pattern No..... Size.....

Pattern No..... Size.....

### Up-To-Date Book of Fashions

Send 12c in stamps, check, or money order for our UP-TO-DATE BOOK OF FASHIONS

All patterns are sent direct to customer by first class mail

4659. A dainty yoke dress and a comfortable "barrie" or petticoat is here depicted.

The dress could be of lawn, batiste or fine nainsook. The barrie coat of flannel or cambric.

The pattern includes both designs.

It is cut in one size and requires 2 yards for the dress and 1½ yard for the barrie coat. To make the waist portions of the "barrie" of cambric will require ¼ yard.

4645. Easy to adjust and withal comfortable is the style here depicted. Mohair with plaid suiting for the facings would be very new and serviceable. This style is also good for gingham, linen, pongee, and wool crepe.

The pattern is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-



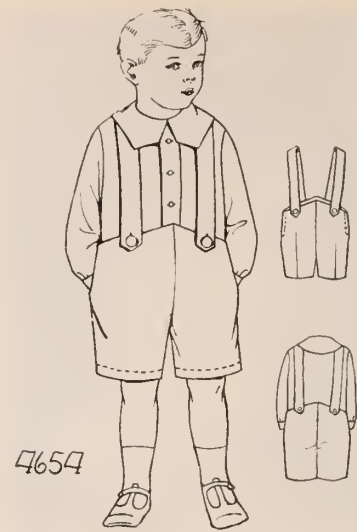
4645

inch size requires 4¾ yards of 36-inch material. Collar and pocket facings of contrasting material require ¾ yard. The width of the dress at the foot is 2 yards.

4654. This is a practical play or school suit. It may be developed in linen, pongee, seersucker or kindergarten cloth as well as in serge, or flannel—or, one may have the trousers of cloth and the blouse of wash material.

The pattern is cut in 4 sizes: 2, 3, 4 and 5 years. A 3-year size requires 2½ yards of 36-inch material.

4667. Figured woolen and serge are here combined. Velvet and crepe, or taffeta



4654

and velvet are also a good combination for this model. Gingham and linen would combine well, as would also pongee and crepe.

The pattern is cut in 4 sizes: 6, 8, 10 and 12 years. An 8-year size requires 2½ yards of one material 40 inches wide. To make as illustrated requires 7½ yard of plain material and 1¼ yard of figured material.

4650. This style is very effective with the front turned back to form revers. It is equally smart and popular with the straight side closing. Mohair, twill, wool rep, as well as linen and silk may be used for this model.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires 5½ yards of 40-inch material. The width at the foot is 2¾ yards. To face revers, collar and cuffs with contrasting material requires ¾ yard.

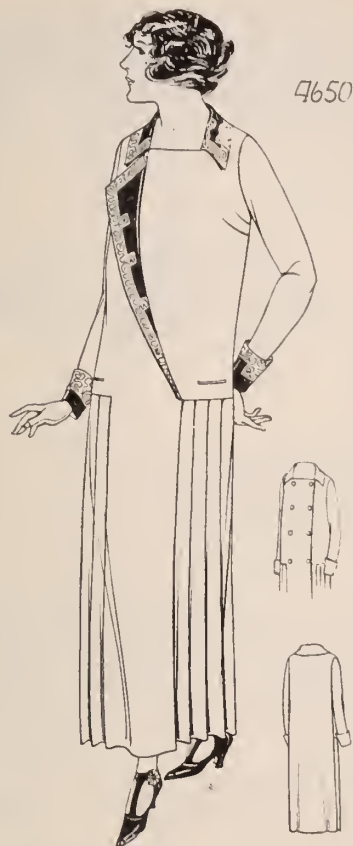
4673. This model is good for the new figured silks and printed cottons. It will also develop well in linen and alpaca.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A



4667





38-inch size requires  $4\frac{5}{8}$  yards of 40-inch material. The width at the foot with plaits extended is 2 yards.

4695. Crepe, gingham, printed voile or linen could be used for this style. The pockets may be finished at the edges with fancy stitchery, and the paws, eyes and tail worked out in embroidery, or stitchery.

The pattern is cut in 4 sizes: 2, 4, 6 and 8 years. A 6-year size requires  $2\frac{3}{8}$  yards of 27-inch material.

4668. Printed crepe in blue and tan tones with facings of blue crepe, is here shown. This is a good style for velveteen, wool, rep and serge.

The pattern is cut in 4 sizes: 8, 10, 12 and 14 years. A 12-year size requires 3 yards of 32-inch material.

For collar, belt and sleeve facings of contrasting material  $\frac{3}{4}$  yard is required.

4670. Bordered goods, embroideries, crepe, kasha and linen would all be attractive for this model. The dress is in wrap style. The fronts are turned back to form revers. The closing may be from left to right or the reverse. One may have this style with the short sleeve cap, or entirely sleeveless.

The pattern is cut in 3 sizes: 16, 18 and 20 years. An 18-year size requires  $4\frac{3}{4}$  yards of 36-inch material. The width of the skirt at the foot is  $1\frac{1}{2}$  yard.

4675. Cretonne was selected for this apron, with facings of white linene embroidered with "stitchery." Crepe with bands of contrasting material, or gingham with bias binding would also be effective.

The pattern is cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large,

46-48 inches bust measure. A Medium size requires  $3\frac{3}{8}$  yards of 27-inch material.

4694. Pongee, linen, kindergarten cloth, gingham and seersucker are good materials for this design.

The pattern is cut in 3 sizes: 2, 4 and 6 years. A 4-year size requires  $3\frac{1}{4}$  yards of 27-inch material. To make collar, cuffs, belt and pocket of contrasting material as illustrated will require  $\frac{1}{2}$  yard, 36 inches wide.



4646. This style is especially suited to stout figures. It is in slip-on style. The sleeve may be in wrist length, or cut short in shaped outline.

The pattern is cut in 6 sizes: 38, 40, 42, 44, 46 and 48 inches bust measure. A 42-inch size requires 5 yards of 36-inch material. For collar, facings and vest of contrasting material  $\frac{5}{8}$  yard is required. The width at the foot is  $2\frac{1}{8}$  yards.

4663. Twill, serge or alpaca, as well as linen or rep, could be used for this model.

If preferred the fulness of the fronts may be held with belt or string girdle portions attached at the side seams.

This pattern is cut in 4 sizes: 14, 16, 18 and 20 years. A 16-year size requires  $3\frac{5}{8}$  yards of 40-inch material.

4672. Linen, rep, gingham, serge or chambray would be good for this model. The closing is reversible, so that the dress may be worn buttoned from right to left or left to right side.

The pattern is cut in 7 sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. A 38-inch size requires  $4\frac{5}{8}$  yards of 36-inch material. The width at the foot is  $1\frac{7}{8}$  yard.

4690. Figured silk was used for this model. The collar and vest may be of self or contrasting material. This is a good style for linen, silk, alpaca or flannel.

The pattern is cut in 6 sizes: 34, 36, 38, 40, 42 and 44 inches bust measure.

To make the blouse for a 38-inch size requires 3 yards of 32-inch material.

To make the collar and vest of contrasting material will require  $\frac{1}{2}$  yard 40 inches wide.

4689. Satin, sateen or drill are good materials for this model. It is a style that is suitable for slender and stout figures.

The pattern is cut in 4 sizes: Small, 34-36; Medium, 38-40; Large, 42-44; Extra Large, 46-48 inches bust measure. A Medium size requires 1 yard of 36-inch material.

4640. Figured cretonne with bindings of black sateen is here portrayed. Four sizes: Small, Medium, Large, Extra Large. Medium size requires  $2\frac{5}{8}$  yards of 32-inch material.





# Our Little Railroaders

Dear Girls and Boys:  
Here's Mary Ann,  
Who brings us quite a store



Of funny tales  
And if you like  
This one, she'll tell you more.

## Where the Cat Got His Fiddle

By MARY ANN



ONCE upon a time Old Mother Goose wrote this jingle:

Hey, diddle diddle,  
The cat and the fiddle,  
The cow jumped over the moon;  
The little dog laughed

To see such sport,  
And the dish ran away with the spoon.

Didn't you ever wonder where that cat got his fiddle? Of course you did. So did I. But you never knew, did you? Neither did I until the other day when I met the Man Who Knows Everything, who told me all about it.

Many, many years ago the cat had a lovely voice, oh, a *most* lovely voice. And every night he used to sing, oh, so beautifully that every night all of the animals in the forest and all of the people of the towns came out to listen to him.

"Hush," the big rabbits would say to the little rabbits, "the great Professor Pussy Cat is beginning to sing."

And "Hush," said the mammas to their little children, "the great Professor Pussy Cat is going to sing."

And "Hush," said the mamma birds to the little birdies, "the great Professor Pussy Cat is going to sing."

Then they would listen to the cat's lovely voice until 'way late in the night. And all the little rabbits and all the little babies and all the little birdies would fall asleep listening to the voice of Professor Pussy Cat.

But one day a sad thing happened. Professor Pussy Cat lost his voice. Do you know why? I shall tell you.

One day Professor Pussy Cat took a stroll through the wood. He met Mr. Mouse.

"Good day, Professor Pussy Cat," said Mr. Mouse. "How are you today?"

"Why should a little mouse ask me how I am?" growled Professor Pussy Cat, twisting his big, white whiskers. "You are nothing but a little cheese-eater."

"I beg your pardon," said Mr. Mouse, "I meant no harm, I'm sure."

"Say no more or I shall eat you," growled old Professor Pussy Cat.

"But I meant no harm——," began the mouse.

Snap!

Pussy Cat had seized the poor mouse and eaten him right up. Oh, what a naughty pussy cat he was!

Just then the lovely Forest Fairy came and touched Pussy Cat.

"For this awful thing that you have done," she declared, "you shall never sing again." Then she went away.

Then Pussy Cat tried ever so hard, again and again, but he could not sing. On his way home he met an old man with a fiddle.

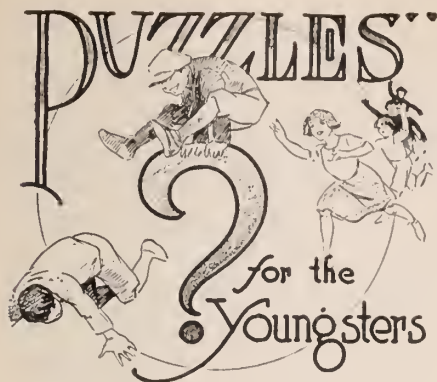
"Give me your fiddle," he said to the old man, "or I shall eat you, too."

So the old man gave up the fiddle. The cat tried again and again to play it, but he could only make a screeching noise.

So that's how the cat got the fiddle that Mother Goose wrote about. But not many days afterward, the cat became so ashamed of the way he had treated the old man that he went and hid the fiddle. And to this day nobody has ever found it.

But Pussy Cat, I am sorry to say, never grew ashamed of having eaten the mouse, and that's why his lovely voice never came back to him. Sometimes you may hear him trying to sing, but all that he can say is "Me——ou——ow! Me——ou——ow!" And I don't call that music, do you?





WELL, well, well! That certainly was a hard puzzle, that Jack and Jill story. Many little people sent in answers which were almost correct, but only two little people solved it correctly. These were Alice Taylor, Aiken, Md., and Elizabeth Sullivan, Bradshaw, Md. Alice received as her reward the dollar, offered by Mrs. Frank Howard, grand president of the Ladies' Auxiliary, and Elizabeth was awarded a little fountain pen, donated by Miss Edith Coplan, Transportation Department, Baltimore.

This is the way the puzzle should read when finished:

"Jack was a very SPRUCE young man and he PINE-D for Jill, who was the APPLE of his eye. In her bright CHERRY ribbon and her FIR (fur) trimmed coat, he often CEDAR (seed her... bad use of "saw her;" that was hard, wasn't it?), and finally got his courage to pop the question. He feared that she did not care a FIG for him; however, she accepted him, although she regretted that he was not very POPLAR (popular). They took their wedding trip in a BIRCH canoe. They were a fine PEAR (pair). Jill looked quite PEACH-Y as she served Jack's cakes at breakfast with MAPLE syrup. But feeling that this story is now a CHESTNUT, I shall end the narrative."

But just to show you some of the funny answers that we received, I shall fill in the blanks with some of the funniest:

"Jack was a very PEACHY young man, and he SYCAMORE-D for Jill, who was the LIGHTWOOD of his eye. In her bright PLUM ribbon and her PUMPKIN (I didn't know that pumpkins grew on trees) trimmed coat, he often CAMPHOR-A (came for her), and finally got his courage up to pop the question. He feared that she did not care a JUNIPER for him; however, she accepted him, although she regretted that he was not very PLUM (plumb, I suppose). They took their wedding trip in a GUM TREE canoe. They were a fine PEAR of CHRISTMAS TREES. Jill looked quite ASHY as she served Jack's cakes at breakfast with WILD CHERRY syrup. But feeling that this story is now a LEMON, I shall end the narrative."

## I.

My whole is a word of ten letters. Letters 1, 2 and 3 spell the name of something used in writing; it may be made of steel or of gold. My 4, 5 and 6 spell the name of the creature who was given charge of the earth when the earth was first made. My 7, 8, 9 and 10 spells the name of an object that sails the seven seas. My whole is a study that every little girl and boy must take in school. What is it?

—By W. BAYLESS STEVENS, Lothian, Md.

## II.

Little Margaret Anderson, of Relay, Md., sends us this one: I picked up a penny and found some fruit on it. What kind of fruit did I find? That's easy. Guess it.

Send all answers, as usual, to Aunt Mary, Baltimore and Ohio Magazine, Mt. Royal Station, Baltimore, Md.

## Pussywillow

By MILDRED LUH, Baltimore, Md.

Fuzzy pussywillow,  
Downy little sprays,  
You bring to me a memory  
Of childhood's happy days.



Evelyn Luh, daughter of Gang Foreman Michael Luh, Baltimore, Md.

## My Autobiography

By MARY KATHERINE HARRISON

MY name is Mary Katherine Harrison. I was born in Brunswick, Maryland, on August 24, 1909.

I attend the East Brunswick school, and am in the sixth grade. Miss King is my teacher. My favorite studies are reading and health lessons. I like reading because I enjoy books. I like health lessons because they tell me about my body and how to care for it.

Every evening when school is dismissed I go home and help with the work and run errands. On Saturdays I help with most of the house work.

My favorite game is speed ball. When I go to high school I hope to be captain of the team.

My favorite book is called "Little Women." It is written by Louisa May Alcott.

I have no pets but hope to have some soon. I would like to have a pair of rabbits and a pony.

My chum is Helen Danner; we go together everywhere.

I hope to become a head nurse in a hospital when I am older. That is what I have planned to be.

## Jack's Gold Medal

By VICTOR KIFER, East Brunswick

JACK is my dog. He has a gold medal. I believe you would like to know about it, would you?

Well, one day in May Mr. Jacob had made a visit to Perry to buy a bear hound. Mr. Jacob lived four miles from Perry on the Arkansas River, in a little log cabin. He owned five acres of fine timber. In the summer he was going into the lumber business, as he had five hundred dollars put away in a cave back of the house. When Mr. Jacob got home with the hound all the little boys nearly went crazy over it. They called the dog Jack.

That night, Mr. Jacob took a severe fever and was very restless. In the morning little Jimmie got on old Mollie and went for the doctor, taking Jack with him.

On the way back a big brown bear stepped from the bushes and started toward the horse. The horse shied and threw the boy off and then galloped away.

Jack ran and caught the bear by the leg, breaking it. There was a fierce fight for five minutes and then the dog finally killed the bear.

When Jimmie came to himself Jack was licking his face and the dead bear lay a few feet away. The dog then led the way home.

When Mr. Jacob got well again, he went to Perry and bought Jack a gold medal.



Hazel Louise, daughter of Operator Harry Grimes Martinsburg, W. Va.





# Safety Roll of Honor

## BALTIMORE AND BALTIMORE TERMINAL DIVISIONS

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
Nov. 14.	F. B. De Vouges...	Operator	Halethorpe...	Defective car
Dec. 9.	I. E. Beard...	Operator	Frederick Jct...	Defective car
Dec. 24.	H. D. Spurrier...	Operator	Gaither	Defective car
Dec. 29.	H. D. Spurrier...	Operator	Gaither	Defective car
Dec. 29.	L. J. Belt...	Brakeman	Elk Mills	Defective car
Jan. 9.	M. E. McGaha...	Patrolman	Knoxville	Load shifted
Jan. 25.	F. A. Blackburn...	Conductor	Susq. Bridge	Defective car

## CUMBERLAND DIVISION

Jan. 10.	V. D. Twigg...	Operator	Green Spring...	Defective car
Jan. 22.	V. D. Twigg...	Operator	Green Spring...	Defective car
Jan. 25.	Q. Hobbs...	Operator	Hobbs	Defective car
Jan. 30.	J. L. Shroder...	Operator	Martinsburg	Defective car
Feb. 4.	A. C. Hardy...	Operator	Okonoko	Track
Feb. 4.	A. C. Hardy...	Operator	Okonoko	Track

## CONNELLSVILLE DIVISION

Nov. 26.	G. W. Earnest...	Operator	Adams	Track
Jan. 20.	F. W. Habel...	Operator	Markleton	Defective car
Dec. 21.	F. W. Habel...	Operator	Markleton	Defective car
Jan. 21.	R. E. Fisher...	Brakeman	Confluence	Defective car
Jan. 30.	G. A. Trost...	Conductor	Bidwell	Track
Feb. 1.	R. E. Fisher...	Brakeman	Philson	Defective car

## PITTSBURGH DIVISION

Dec. 6.	M. J. McGrath...	Operator	Goehring	Defective car
Jan. 10.	T. L. Swisher...	Operator	Callery	Defective car
Jan. 10.	S. O. Six...	Operator	FY Tower	Defective car and track
Jan. 14.	O. L. Wetzell...	Operator	Etna	Track

## MONONGAH DIVISION

Feb. 6.	S. Law...	Operator	Wolf Summit	Prevented delay to important train
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## CHARLESTON DIVISION

Nov. 10.	A. J. Cortwright...	Lineman	Orlando	Track
Jan. 10.	G. B. Green...	Conductor	Hardwood	Defective car
Jan. 18.	E. L. Cutlip...	Baggage man	Weston	Care in handling mail
Jan. 19.	H. R. Fox...	Carpenter	Roanville	Track
Jan. 31.	J. K. Hoover...	Brakeman	Gauley	Assisted in firing engine when fireman taken ill
Jan. 31.	G. L. Nicholas...	Fireman	Gauley	Assisted in firing engine when fireman taken ill
Feb. 5.	C. A. Barrett...	Conductor	Centralia	Assisted in clearing land slide
	A. J. Lunsford...	Engineer	Centralia	Assisted in clearing land slide
	E. W. Hall...	Engineer	Centralia	Assisted in clearing land slide
	T. H. Morrison...	Fireman	Centralia	Assisted in clearing land slide
	L. L. Gould...	Fireman	Centralia	Assisted in clearing land slide
	W. A. Perkins...	Brakeman	Centralia	Assisted in clearing land slide
	C. E. Mulnix...	Brakeman	Centralia	Assisted in clearing land slide
Feb. 7.	L. A. Tesky...	Agent	Gilmer	Defective car

(Concluded on opposite page)

## Auditor Passenger Receipts Folks Have Pleasant Social Evening

ON the morning of February 15 we started making inquiries as to how to get to Walbrook Hall. "Take the 14 car to North, and then transfer east," said one. "No, you take the 31 east and transfer at Schroeder," said another. Finally, however, after many trials we arrived there in time for the dance of the Auditor of Passenger Receipts Welfare Association, at 8.30 p. m. No, it did not take us quite all day to get there, but nearly.

Going upstairs, we found our old friend Veteran C. R. Purdy at the door. "Tickets, please," said Mr. Purdy, and no one got through who did not have the documents.

Chairman G. Fred Miller, assisted by Rowland B. Hasson and Carl F. Grund, made the arrangements, while Thomas Cook of the A. P. R. Office, at all times had his automobile at their disposal to assist in carrying out their plans. The music was furnished by Nelson's Imperial Orchestra, some of whom are employes of the Baltimore and Ohio, and it was real music. Dancing continued from 8.30 p. m. until midnight. About 11.00 p. m. refreshments consisting of ice cream and cake were served, and during an intermission we were entertained by Miss Helen Meeks, U. S. F. and G. Co., who sang, in her own inimitable way, a number of sentimental songs.

We have always heard that Irene Castle was a splendid dancer, but she has nothing on Miss "Mag" O'Leary. And who is this we see with her? Yes, it is our old friend Rudolph Valentino Zimmerman! His wife sits still watching the fun—and doesn't seem to mind her husband's popularity with the fair sex one little bit.

In the Paul Jones, we had an opportunity to test the dancing qualities of about every young lady in the A. P. R. Office, and they CAN dance, too. Some of them left us in a hurry—but we couldn't blame them.

"You look very familiar," we remarked to one young lady. "I ought to be, you saw my face on the MAGAZINE cover not so long ago," she replied. Sure enough, 'twas Miss Leah Radcliffe, of fishing girl cover fame.

Chief Clerk G. William Jentner was on hand, escorting Mrs. Jentner, Mrs. Bentley, Mrs. Albrecht and Miss Mildred, but with four ladies to choose from, and the large number already there, it was only with considerable difficulty that Mr. Jentner was persuaded to dance ONE dance. "He can dance," said his wife, "but he's naturally bashful." Maybe so, but we are, we hope, permitted to doubt the bashful part.

Being of an inquiring mind, we asked several young ladies who was the best dancer in the room. They all answered, but we won't tell what they said, except that natural modesty prevents our pub-



lishing the reply of one of the number! Details may be secured by telephone, or mail, the latter only provided return stamp is enclosed. We also inquired of several gentlemen who was their ideal from a standpoint of beauty, dancing, etc. Now, girls, don't crowd, we won't mention names in public.

Midnight found us downstairs waiting for the "Toonerville" trolley, and soon we were on our homeward way, voting, one and all, that the evening had been a splendid success and that our thanks were due everyone who had helped to make it so.

We almost forgot to mention that MAGAZINE Correspondent Charles C. Warwick was among those present, but—being bashful—like Mr. Jentner, he did not dance, and we also wanted to ask Mr. Zimmerman one question. "What did you say about bobbed hair, 'Zimmy'?" We know now who is boss."

## Want to Help Get Business?

(Continued from page 17)

carried her grip down to ticket office. She went our way. —M. W. J.

\* \* \* \*

Two return tickets, New York to Baltimore. Girl and her grandfather went to N. Y. via competing line. Talked to them after ticket had been purchased and they promised to return via Baltimore and Ohio. They did.

Gentleman came from Pittsburgh over competing line. Paid me a visit. Result: One ticket, Baltimore to Washington; another, Washington to Philadelphia, via Baltimore and Ohio.

"I can't come to your house, for I'm going to Pittsburgh next week," said a member of the Ladies Aid Society of a local church.

"And how are you going?"

"I don't know; from.....(name of station of competing line), I guess."

"Why not come down to Mt. Royal Station and let me see you off on our Best and Only. Try our new Capitol Limited."

Result: She asked me to get her reservation for her, Baltimore to Pittsburgh. And she is the aunt of an employe of the competing road.

Sent a Methodist minister some literature and time-tables with the following note:

"ROUTE YOUR COUPLES VIA THE BALTIMORE AND OHIO."

He brought a pair of honeymooners to Mt. Royal Station, bound for Philadelphia, called to me and said, "Here's your first pair!" —M. T. S.

\* \* \* \*

One passenger prospect, referred to me by an uncle, sold ticket Baltimore and Ohio, Baltimore to Chicago and return.

During the winter about a dozen passengers from my old home in Newark, N. J. to Washington and return, largely due to the persuasion of my mother and sister, whose home is now in Washington, and who

## Safety Roll of Honor—Concluded

### WHEELING DIVISION

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
Jan. 19.	Paul Dowell	Agent	Polk	Removed obstruction from wires
Jan. 22.	Paul Dowell	Agent	Polk	Extinguished fire
Feb. 4.	C. L. Friel	Operator	H. O. Tower	Found lost freight on track

### TOLEDO DIVISION

Dec. 31.	Martz	Operator	Lima	Defective car
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### NEWARK DIVISION

Jan. 9.	H. H. Supolee	Operator	Dillon	Defective car
Jan. 11.	O. M. Varner	Operator	Bridgeville	Track

### OHIO DIVISION

Jan. 17.	T. Hollingshead	Foreman	Era	Defective engine
Jan. 25.	Elizabeth Bien	Agent	Little Hocking	Defective car

### AKRON DIVISION

Dec. 31.	A. L. Breneman	Operator	TF Tower	Defective car
Jan. 6.	H. C. Chaney	Agent	Piedmont	Track
Jan. 6.	C. K. East	Sig. Mntr.	Newton Falls	Track
Jan. 6.	D. G. Foster	Sig. Mntr.	Newton Falls	Track
Jan. 13.	W. W. Harrison	Operator	CO Tower	Defective load
Jan. 15.	E. C. Mishler	Operator	Stillwater	Defective car
Jan. 18.	E. C. Mishler	Operator	Stillwater	Defective car
Jan. 18.	O. B. Shannon	Agent-opr.	Creston	Defective car
Jan. 29.	O. B. Shannon	Agent-opr.	Creston	Defective car
Jan. 15.	C. C. Fusselman	Car Inspector	Lodi	Handled broken down car and repaired signals
Jan. 16.	U. S. Wine	Brakeman	Cleveland	Track

### CHICAGO DIVISION

Jan. 31.	C. A. Martin	Pumper	Tiffin	Track
	C. L. Enders	Patron	Attica	Track
	E. A. Hartzell	P. R. R. Towerman	Tiffin	Defective car

### ST. LOUIS DIVISION

Jan. 4.	M. H. Beard	Tel. Mntr.	Springfield	Track
Jan. 4.	W. E. Sheets	Lineman	Springfield	Track
Jan. 12.	Glen Griffith	Helper	Holton	Track
Jan. 15.	T. R. Scoopmire	Operator	Ft. Ritner	Defective car
Jan. 22.	J. F. Helm	Lineman	Louisville	Track
	Barney Parker	Pumper	Medora	Track

are "eloquent" boosters for the Baltimore and Ohio.

Most of my friends and relatives in Baltimore are now and always have been regular patrons of the Baltimore and Ohio. They would consider it quite out of order to use any other than the "home" road.

\* \* \* \* —R. M. V.

One passenger, Baltimore to New York and return.—H. C. WEBER, Sec'y to Editor

"My brother and family made a hurried trip to Arizona and had made reservation via competing road before I was able to route them Baltimore and Ohio. While in the west they bought an automobile. They used our road, St. Louis to Baltimore, on return trip, and also shipped their car via the Best and Only."

—GENEVIEVE WRIGHT, Ch. Multi. Operator

(Continued on page 45)



Safety First Magician Arthur D. Gans, manipulates manifold mysteries on and about these new magic tables



# THE BALTIMORE AND OHIO RAILROAD COMPANY

## Relief Department—Advisory Committee

### Conducting Transportation Department

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

### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

### Statement of Pension Feature

Employees who were honorably retired during the month of January, 1924, and to whom pensions were granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Balsley, John M.....	Janitor.....	Conducting Transportation...	Wheeling.....	21
Barber, William J.....	Delivery Clerk.....	Conducting Transportation...	St. Louis.....	45
Frisse, John.....	Lumber Handler.....	Stores.....	Baltimore.....	21
Hamilton, Joseph.....	Conductor.....	Conducting Transportation...	Wheeling.....	38
Johnson, Charles A.....	Conductor.....	Conducting Transportation...	Baltimore.....	36
McDonough, Michael.....	Shop Yard Engineer.....	Motive Power.....	Newark.....	43
Peach, William O.....	Supt. of Blue Prints.....		Mt. Clare.....	40
Miller, Herbert.....	Turn Table Operator.....	Motive Power.....	Toledo.....	43
Sheets, Elias.....	Laborer.....	Maintenance of Way.....	Toledo.....	13
Walzer, Leo.....	Foreman.....	Maintenance of Way.....	Akron.....	25
Wray, Joseph M.....	Conductor.....	Conducting Transportation...	Newark.....	43

The payment to pensioned employees constitutes a special roll contributed by the Company.

During the calendar year 1923, \$429,235.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to November 30, 1923, amount to \$5,423,131.45.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Cuddy, William L....	Engineer.....	Conducting Transportation	Cumberland..	Dec. 30, 1923.....	22
Dent, Frank E.....	Operator.....	Conducting Transportation	Monongah....	Nov. 11, 1923.....	28
Donmoyer, Frank L...	Watchman.....	Conducting Transportation	St. Louis.....	Jan. 9, 1924.....	12
Jackson, Edward H...	Watchman.....	Maintenance of Way.....	Baltimore....	Dec. 31, 1923.....	34
Leonard, Henry R....	Machine Operator...	Conducting Transportation	Baltimore....	Dec. 31, 1923.....	31
Pendergast, Martin...	Trackman.....	Maintenance of Way.....	Cumberland..	Jan. 13, 1924.....	50
Silvers, Fred.....	Train Baggage-man...	Conducting Transportation	Toledo.....	Dec. 26, 1923.....	50



## Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

### Isaac H. Baldwin

Was born in 1859. He entered Baltimore and Ohio service on February 1, 1894, as car repairer. In 1902 he was appointed car inspector under Forman J. W. Ravenscraft. He was later transferred to the classification yard, Keyser, as air tester, which position he held at the time of his recent retirement.

### Michael McDonaugh

Was born on February 16, 1855. He entered Baltimore and Ohio service at Grafton, W. Va., on April 1, 1876, as engine wiper. In March, 1881 he was transferred to Newark, Ohio, as laborer and in 1905 was made engineman in Shop Yard. In 1913 he was appointed hostler at Newark, which position he held at the time of his recent retirement.

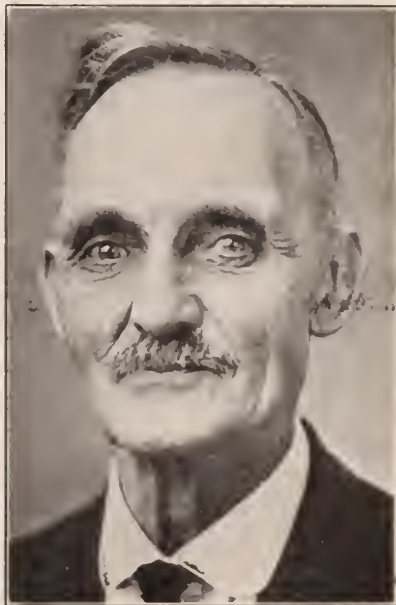
### August C. Hoffman

Was born on January 2, 1857. He entered Baltimore and Ohio service in January, 1883 as laborer, Baltimore Division. In 1885 he was promoted to carpenter, which position he held at the time of his recent retirement.

### William J. Barber

Was born in Hamilton County, Ohio on September 1, 1858. His first employment

was in a cooper shop at 8th and Eggleston Avenue, Cincinnati, where he remained until 1878. In June, 1878 he entered the service of the Cincinnati, Washington and Baltimore Railway, now a part of the Baltimore and Ohio, as trucker. In 1890 he was promoted to delivery clerk, which position he held at the time of his recent retirement.



### John H. Howard

Was born on February 5, 1853. After leaving school, he was employed by the old M. & C. Railroad for about two years as messenger boy, during which time he learned to telegraph. After this, he entered the employ of his father, who was an undertaker in Chillicothe, remaining with him about six years. In 1876 he left his father to accept a position as operator at Lawrenceburg, Ind., on the old O. & M. R. R. In 1890 he decided that his health was being impaired by indoor work and was employed as brakeman, serving as such until he was placed in charge of the Express Office at Chillicothe, where he remained one year. In 1899 he again took service as brakeman and in 1906 was promoted to conductor, which position he held at the time of his retirement.

### Want to Help Get Business?

(Continued from page 43)

One passenger, Baltimore to Newark, N. J., and return.  
DOROTHY LIPPY  
Multigraph Operator

Miss Margaret Carroll, multigraph operator, says she has tried but failed thus far to get any business. Then stretching to the full limit of her four feet nine inches, she adds: "But I'm still trying."

### Washington Advertising Campaign

(Continued from page 19)

passengers for our Washington tours. The plan for travel offered through the all-expense tours is an ideal one, all care and trouble as to tickets, reservations, hotel accommodations, means of conveyance, etc., being taken care of by the Railroad and capably handled by trained managers.



Left to right: Michael McDonaugh, William J. Barber, A. C. Hoffman. Above: Isaac H. Baldwin



# Cleveland's "Ferry Car" an Important Innovation in Rail Export Service with United American Lines

By J. ROSS GOULD, Magazine Correspondent, Locust Point, Md.

THE accompanying photograph is the American Steamship "MOUNT CLINTON" of 10,000 tons dead-weight, now operating in the Intercoastal service of the United American Lines, Inc., out of Baltimore.

One of the important lines docking at our terminal is the United American Lines, Inc., frequently referred to as the Harriman Lines. They operate an Intercoastal service as well as a service to Hamburg, Bremen and Baltic Ports.

A new feature has been added to the Intercoastal service of the United American Lines with the inauguration of a weekly "Ferry Car" from Cleveland, via the Baltimore and Ohio R. R. The first car left Cleveland on November 13 and after that date on Monday of each week.

This ferry car is a consolidation of less carload shipments made by various shippers. The lots are assembled by our less carload station in Cleveland and loaded in one car for the United American Lines. This insures the shippers prompt delivery and absolute connection with the steamer with a minimum of handling of shipments.

Mr. Noblett, freight traffic manager, United American Lines in New York, has informed us that this service is in line with the policy of the Company in giving shippers an intelligent solution of their needs, at the same time cooperating with the railroads—their natural allies in the Intercoastal trade.

Since the commencement of the service with the sailing of the Steamship "Sudbury" from Baltimore on September 8, the United American Lines dispatched from Pier 9, Locust Point, up to December 1, eleven steamers. Their schedule calls for a

weekly sailing on Saturdays hereafter. These sailings are to be maintained by first-class steamers, of which the "Mount Clinton" is representative.

The "Mount Clinton" was formerly in transatlantic passenger service out of New York but because of her speed and adaptability to freight carrying, she is now being used in coast to coast service.

Mr. John Sonderman (for many years office manager for Furness Withy & Co., Ltd.) is the Baltimore manager for the United American Lines, Incorporated. Prior to going into the steamship business Mr. Sonderman was connected with the Foreign Freight Department of the Baltimore and Ohio for seven years. Captain H. A. Burns, of F. Jarka Co., Inc., is superintendent of pier operations at Locust Point for the United American Lines.

Both of these gentlemen are great factors in promoting the mutual interests of the United American Lines and the Baltimore and Ohio and give ample evidence by the immense tonnage brought to and carried from the Baltimore and Ohio by their line, that the spirit of cooperation so constantly emphasized by President Willard in his address at the Correspondents' Conference is strongly in force.

## Brakeman J. R. Johnson a Business Getter

BRAKEMAN J. R. JOHNSON, Connelville, Pa., was recently instrumental in securing a passenger for our company.

While on his way to report for duty, Mr. Johnson was riding on a street car and over-

heard a passenger asking for information as to how to get to New York. Mr. Johnson told the gentleman he could go via Baltimore and Ohio at 11.40 p. m. and also explained our service in detail. Instead of alighting from the car at trolley station to make connection with competing railroad, the gentleman was taken to our station by Mr. Johnson, where he purchased a ticket to New York via Baltimore and Ohio.

Brakeman Johnson has been commended by Superintendent Martin and passenger officers for his interest and good work.

## "Whatsoever Things Are Honest . . . Think on These Things"

THE conscience fund of the Baltimore and Ohio may not bulk very large on the credit side of our ledger from year to year, but that it has been made a real asset in the life of one person may be judged from the following letter recently sent anonymously to Senior Vice-President Shriver:

February 12, 1924

Dear Mr. Shriver:

Inclosed you will find \$15.00 in payment for a ride I once took on your railroad free of charge. I have figured out that honesty is the best policy. At the time I took the ride I was financially embarrassed, and now that I have a few pennies I am paying you back. Thanks a lot for the service you rendered me, I am

A FAITHFUL BOOSTER

P. S.—I hope you will see to it that this money is given to the right department.

We appreciate the remittance of an old obligation by an unknown party and trust he will have all the comfort and success that his honest effort to correct past mistakes justifies.

The fifteen dollars have been sent to our Treasury Department.



S. S. Mount Clinton, United American Lines, Inc.



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Buildings

### Law Department

Correspondent, GEORGE W. HAULENBECK

I have a nose for news and use it in my calling as Law Department correspondent, but when new arrivals appear upon the scene after I have dispatched my copy to the MAGAZINE and items are thus lost for the next publication, it does look as though I was losing my grip.

Miss Jane Frances May, entered the service in this department on January 16.

Miss May is an experienced stenographer. Her first day's work indicated that, and it was just as though she had been continuously engaged in the department.

The Law Department is now well supplied; has a full quota of girl stenographers, and they are of the best. Hurrah for the girls!

She lived in my neighborhood, and in returning from a visit to New York, employed a taxicab at Union station. Reaching her home, she found to her dismay that her hand bag, with money and other valuables, was reposing in the inner recesses of the vehicle. The chauffeur, anxious to be at his post at Union station, hastened away. Hence the visit to my domicile of the lady in question, to use the telephone. Before leaving it, a message was received that the hand bag had been turned in.

Here was my chance. "I hope when you go to New York again," I said, "you will take the Baltimore and Ohio. You will find it will meet all your requirements, and serve you well." She smiled and remarked that my suggestion would have full consideration, and I felt rewarded.

Women students in Michigan University are charged with extreme carelessness in the use of marcel waving appliances, chafing dishes and electric irons and the like, to the extent that the fire hazard at the University has been increased. It is said they forget to turn off the current under the coffee pot and similar things. I do not believe this to the extent that it is pictured, but I do believe that man's carelessness in the use of the cigarette is responsible for a great many of the conflagrations. I shall always entertain the view that the cigarette was at the bottom of our big fire in 1904.

"What are the six most important words in the English language?" was the form an inquiry took at Princeton University. Word lists from ten students demonstrated that "Loyalty" was in the lead on six of the ten lists.

Here is the dictionary definition of the word—

"Constant and faithful in any relation implying trust or confidence; bearing true allegiance."

It strikes me that it applies with remarkable clearness to the railroad man in whatever capacity he may serve.

I fear I am peculiar, but I do not like to sit next to anyone in Mr. Bopp's lunch emporium, if the fork is handled as you would manipulate a rake or a hoe, and I positively have a fit if any one in my hearing calls for "bread pudden."



The Garrison Boulevard Improvement Association gave a dinner dance at the Hotel Emerson recently, three hundred guests being present. Our Edgar W. Young is president of the Association.

Francis Ralston Cross, assistant general attorney, is to be married. Miss Charlotte C. Gittings is the name of the bride elect. Mr. Eben J. D. Cross, a brother of our Mr. Cross, is also to take unto himself a wife. In all my experience as a MAGAZINE correspondent, I have never had an opportunity before to narrate such glorious news, and I am really excited over it for fear I will not give it the proper tone. Both of these young gentlemen are just as nice as they can be, and positively just a little bit of envy is finding a lodgement in my breast. What luck some men have!

I have occasion to make frequent visits to the Treasury Department. These are pleasurable events, for the atmosphere is congenial. The door of E. M. Devereux's office is always ajar. There is one thing that always attracts my attention and admiration and that is the practice of interchanging the clerks from one desk to another as the work requires. This is to familiarize all the clerks with the work of different desks. If a holiday intervenes and banks are closed, the department has other work, and idleness does not prevail. Everyone is busily engaged all the time. The young ladies are polite and positively charming. Perhaps this has something to do with my frequent visits.

### Engineering Department

Correspondent, O. K. EDEN

#### Thought for Today

Rise to the day!

If it be dark with trouble,

And all the sky is gray,

Get up with courage double;

If bright and fair the day

Let not your soul be dreary,

Set forth upon your way

And be you also cheery.

—Detroit Free Press

It won't be long before candidates for our baseball team get out their equipment and begin warming up. With most of the oldsters back and some young blood to inject new life into them, our captain and manager are looking forward to a successful season. Batter up!

"Wittie" Warren, Drafting Room, and also one of the Engineering Department bowling team's mainstays, made a name for himself the latter part of January in the tournament held at the Recreation Bowling Alleys under the auspices of the *Baltimore News*. From a field of 200 aspirants, by consistent bowling, "Wittie" drew away until he was eighth. On the night before the

finals, however, he was taken ill, and so lost out in the final reckoning. We might mention, however, that in the last five games that he bowled, "Wittie" spilled 599 pins! Some bowler, eh? Here's wishing you better luck next time, "Wittie."

We congratulate J. E. McKibben, chief clerk to District Engineer A. H. Griffith, Cincinnati, on securing the business referred to in the January MAGAZINE. Boy, page the Traffic Department!

Freddie Gempp, saxophone virtuoso and clarinet player par excellence, has recently been made director of the Order of DeMolay Orchestra, and we understand it is making wonderful progress under his able leadership. And because that isn't enough to keep him busy, he has taken Everett Kennedy, the speedball of the department, under his wing and is teaching him the gentle art of playing a sax. It won't be many moons before these two young men will be billed at Keith's as "speed-up" artists of the past degree.

Funny thing, but while every one else was talking about Thrift, a notion came to me to join the Savings Feature, Relief Department. Although my semi-monthly check is slightly depleted each pay day, I have the satisfaction of knowing that a certain amount of money, at least, is being saved. And if I can do it, why can't some, or all, of us? A few dollars each month won't be missed, especially if you don't get your hands on it first, and at the end of a year you will find yourself the possessor of a neat little sum of money. Try it and see!

When a fellow needs a friend! When you have been invited to a dance, given in honor of a young man's twenty-first birthday, that promises to be "some" party, and your escort suddenly develops an abscessed tooth. How 'bout it, Miss Fox?

The pennant chances of our baseball team are seriously threatened by the breaking up of the famous Bridge Department infield. This famous quartet will be deprived of the valuable services of its star third baseman, who is now spending most of his time on the road. However, the captain and manager, remembering how Babe McLaughlin, the Utah "whirlwind," came through in the game with the Transportation team last year, are not discouraged. The fact that he is a southpaw is the least of the difficulties they expect to encounter, as his remarkable slugging and brilliant base running amply make up for his fielding.

Our friend Count Schanze, recently took his last year's vacation and hid himself to California and the Mack Sennett girls. At the time of this writing, February 13, he has not returned, but we will vouch that more than one girlie fell for the Count and his cute little moustache.

We have another musician of note, by name Charles Raymond Boxwell, who performs on the snare and other makes of drums, and their accoutrements. We understand that Raymond wields a wicked stick.

Cooperate with your correspondent by sending in worth-while news about your friends or yourself for the MAGAZINE. Also some pictures, please. Help brighten up our department.



And while you are cooperating with your correspondent, don't forget to cooperate with your fellow worker, and especially with the Company for which you work. Your employer pulling one way and you trying to pull another won't bring home the bacon!

And speaking of cooperation, there are several ways to do so. Cooperate not only in your particular line of work, but help to keep down expenses by practicing economy in everything you use, whether or not you pay for it personally. If it is possible for you to secure business for the Company for which you work, try your hand. And if you are unable to give the desired information yourself, get someone who can. Cooperate!

We understand that "Empty" still continues his weekly trips to the farm, in spite of the fact that the mud has been so thick that he could hardly navigate Henry. You simply can't keep a man from what he wants!

### Pittsburgh District

Correspondent, J. M. WHEALAN

Those of you who are familiar with the sort of winter we have been having in the Pittsburgh District, will appreciate the nature of the accident suffered by Miss Emory recently. She went coasting with several of her friends a few nights ago and got dust in her eye.

A prominent young man from Baltimore was a recent visitor, on business, it was said.

Chef Chew appears to have started something with his famous Sally Lunns. We understand that his recipe has been given a thorough tryout by some of our department cooks and the result was eminently successful. Miss Henderson thinks them delicious.

Miss Ward has secured some through business to the Coast via both Cincinnati and Chicago, but declines to give details until she has secured more volume. Miss Ward is an enthusiastic worker in the cause and we hope soon to give you details of the results of the work which she has been doing.

Brothers Borland and Leasure are with us after cleaning up the "Pike." Seems like old times.

We welcome to our organization Messrs. Wright and Merriwether, who assume their new duties with the best wishes of the entire department.

Our compliments to our co-worker, McKibben, at Cincinnati, who has set a difficult mark to meet in the production of business.

The engineering accountants met recently at Pittsburgh in order to discuss the details of the meeting held in the office of Special Accountant Skilling at Baltimore.

### General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

Wallace Oest has brightened our office once more with his smiling countenance. He has been at home for more than a month recovering from an attack of diphtheria.

Chief Clerk and Mrs. C. H. Frederick and their daughter Edith left on February 7 for a trip to Florida by boat. Mr. Frederick will return from Jacksonville. Mrs. Frederick and Edith will go to Miami to visit friends.

We were delighted to have a call from our friend "Brad" Worthington and to see



The late Frank Waters Ridgely

him looking so well again. Mr. Worthington, T. B. M., Trains 77-78, is recovering from a serious illness of nearly a year's duration.

We are glad to report improvement in the condition of Baggage Agent F. Watkins, Parkersburg. Some weeks ago Mr. Watkins was severely injured while on duty in an accident caused by a passing train. He has now sufficiently recovered to be moved to his home, although his leg is still in a cast. We sincerely hope that he will soon be entirely well.

We have often wondered what the terrible and frequent commotions were on the floor above us. Now we know. (See third item of Telegraph Department's notes for January.)

Ten additional milk-cream refrigerator cars have been assigned to this department for transporting the increasing volume of dairy product. These cars were selected to conform with the latest requirements of the American Railroad Association. Sectional shelves are being added to double the carrying capacity, and the cars are constructed to permit operation in fast passenger service, this being a much needed requisite. Four cars have already been released for service; the others are to follow as fast they are completed.

This department would be grateful for any information concerning prospective business in line with the freight and passenger solicitation campaign now that equipment is available. Much of the increased business has come through timely tips from employees and friends of the road, and was appreciated.

The Chestnut Farms Dairy, Washington, D. C., is making arrangements to erect a 12,000 gallon capacity shipping plant at Frederick, Md. This new plant will, no doubt, be an incentive for more intensified dairying in the Frederick district and result in greater prosperity to the community.

The Harmony Creamery Company, Pittsburgh, is also arranging to equip a fourth car with thermos tanks for hauling an additional supply of cream. The value of tank equipment in transportation of milk is just beginning to be realized, and it is a matter of only a short time until it will be used universally.

Frank Waters Ridgely died in Baltimore on January 14.

Some of the older baggagemen and other employees of the Company will remember Mr. Ridgely as the last baggage agent at the old Baltimore and Ohio Station, Washington, D. C., and the first assistant baggage agent at the new Union Station. He resigned the latter position shortly after the opening of the new station to go into other business.

Mr. Ridgely entered the service of the Baltimore and Ohio in 1871 as a brakeman. Two years later he became baggage agent at the Baltimore depot where he remained until the extension of the Philadelphia Division in 1885, when he was transferred to Philadelphia. Later he was transferred to Washington, D. C. During his employment at this station there was a large volume of baggage handled, especially during the presidential inaugurations, when people came from far and near. In those days it was the custom to carry an elaborate wardrobe and each person took with him several trunks. This meant a deluge of baggage whenever there was an important public affair in Washington. The baggage forces and facilities were taxed to the utmost, it being necessary to have special buildings to care for the baggage.

Mr. Ridgely was a typical Southern gentleman. He was gentle, deliberate, courteous and unusually refined; he was well liked by all who worked with him. He was also an intimate friend of former General Baggage Agent B. E. Petticord.

After Mr. Ridgely reached the age when he was compelled to give up business activities he was a frequent visitor at this office, and was always looked upon as representative of the days gone by.

### Office of General Freight Claim Agent

Correspondent, NORMA H. APPLIGARTHE

Our sympathy is extended to Assistant Chief Clerk Olson, who recently lost his father, in Topeka, Kan. Also to F. L. Schepler, assistant to general freight claim agent, who recently lost his brother.

Our old friend "Jimmy" Love has received a well-deserved promotion to the position of traveling freight claim adjuster, Akron, Ohio. Good luck to him.

Our O. S. & D. Division "gladiators," Guy Seemers and Morris Friedman, gave an exhibition of wrestling at the Y. M. C. A., both participants rolling on the mat until out of breath. Of course it was a draw.

Many of our young ladies have recently purchased miniature cedar hope chests. We are at loss to understand the reason. Is it that their hopes are small, and it is only by looking into the dim and distant future that there is any chance of realization that that much hoped for day may materialize? Or is it that the good old idea of storing up linen, lingerie and the like has passed and it is now the fad to store up jewelry, knickknacks, etc? What next?

Dear Horace:

Why so many dolls with fancy paper dresses? Did you buy them to show you the state of the weather, and whether a storm is brewing? We all know the female sex is changeable enough and you can stir up a storm any time you wish by mentioning the other girl.

And now comes a belated Christmas present in the form of a beautiful diamond ring! Do you know any more good jokes, Miss Messick? Save your pennies, folks, you may need them soon.

Sleep is sweet but radio is sweeter, so C. L. Brown forgets the hour and listens to the voices of the night.



Young and old, they fall sooner or later to the fads of the day. Who will be the next to have her hair bobbed? It's leap year and it behooves us all to be as young as possible.

Have you gotten YOUR passenger, the one who might have used another road? Please someone by telling them of the BEST AND ONLY.

#### Relief Department

Correspondent, H. IRVING MARTIN

We have seen many enter the service of the Relief Department and many leave, none whose departure caused more regret than did William T. Dixon, when he served notice on us that he had accepted a position as secretary to superintendent of the United States Industrial Alcohol Company. Now that the 18th Amendment has linked up Alcohol with Industry, it only needs William to see that the job is done right. William never nursed a grouch and always put a smile into his work. Unnecessary to predict that he will make friends and win success.

Another new name on the payroll: Benjamin L. Ode succeeds Walter R. Carroll as messenger. Ben is another one who is "toiling upward in the night." He

is studying mechanical drawing at the Maryland Institute and we are going to hear of a high average on graduation day. He realizes that he is acquiring something that will be a permanent asset on his balance sheet.

H. Baker Tall has received his honorable discharge from the National Guard. He served three years and says it was a happy day when he signed up but a much happier day when he came out. With drilling, hard work and roughing it, he is as hard as nails and is now in the class from which the advertising poster artists and Charles Dana Gibson drew their pictures of vigorous young American manhood. Unless he wears out his eyes studying the "Marquis of Queensbury's Rules," his training at Saunders Range and the Edgewood Arsenal will be of lasting benefit to his health.

The picture of the fair lady on page 50 is of Miss Marie E. Siegrist, stenographer to our fire insurance expert, Sam Griest.

"Lady Betty," daughter of J. R. Graham, building inspector, whose illness gave her father much concern, has entirely recovered and Bob again wears a smile.

Bob Smith had some anxious hours because of the serious illness of his daughter,

Helen, who suffered with scarlet fever, but at this writing she is on the way to full recovery.

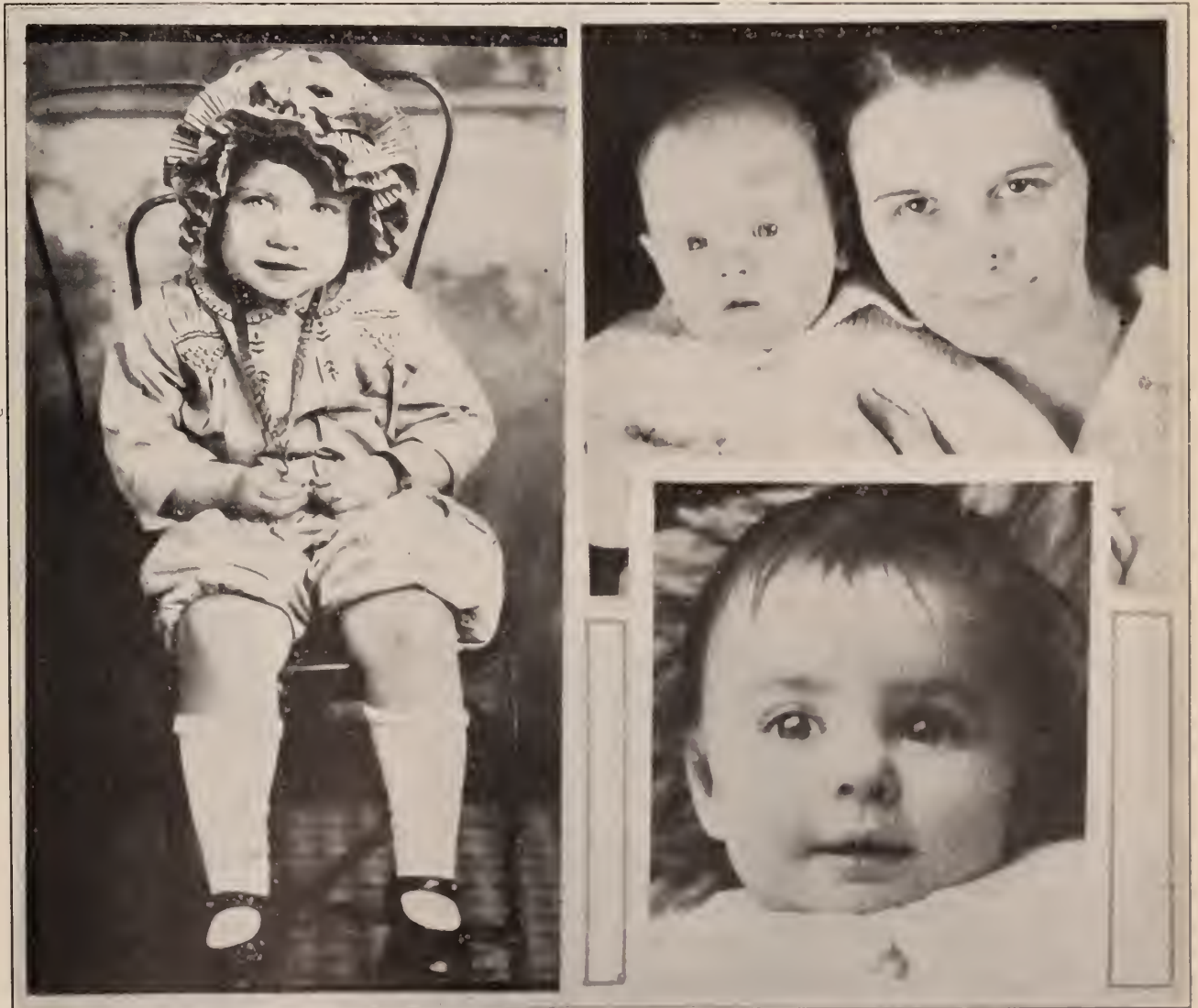
Building Inspector Dan Shivers is overhauling his Pierce-Arrow preparatory to taking his annual summer tour. Last summer he found the mountains too hard on his tires. He proposes to choose sandy soil or ocean board-walks for his next tour. It is said that Dan filled one section of his museum with articles picked up by his tires or entangled in his car wheels.

The hand of Death has touched the mothers of two of our force.

The loving hearts are stilled, the willing, working hands are folded in their lasting rest.

Mrs. Kate E. Green, mother of Walter Green, clerk, Relief Feature, died on February 2, aged 71 years. Her husband, Nicholas H. Green, who survives her, for many years was employed as a locomotive engineer in Baltimore and Ohio service. Mr. and Mrs. Green traced their ancestry back to the sturdy squires of Merrie England.

Mrs. Sarah A. Fleming, mother of James P. Fleming, reception hall man, died on January 22, in her ninetieth year. She was a native of Derbyshire, England.



#### SUNBEAMS OF THE PRINTING DEPARTMENT

Left: Charlotte Lee Humrichouse, two years old. Upper right: Mary Dotterweich, six months old, and her mother. Lower right: Regina Shea, four months old





Miss Marie Siegrist, Relief Department

### Printing Department

Correspondent, HARRY TOFT

Asleep at the switch! Your correspondent regrets that he did not have this department represented in the February MAGAZINE.

The boys in the Composing Room expressed in a tangible way the high esteem in which they hold Foreman L. B. Frey by presenting him with an electric percolator during the holiday season. The presentation speech was made by Compositor L. L. B. Heron. In the course of his remarks, Mr. Heron quoted from Mark Twain. Since that time Compositor "Rev." Hicks has been endeavoring to ascertain just who "Twain" is and how he happened to have his name mentioned.

We congratulate Operator Keller on the arrival of a young son.

Feeling that Congress might need some help and valuable suggestions from him, Compositor Feusahrens has left Baltimore and taken up his residence in Washington.

We extend our heartiest congratulations to Compositor Grund, who, at twilight on January 9, in all his glory, as a gallant knight, sped with his bride-to-be, Miss Marie Lehr, to the parsonage of Martin Evangelical Lutheran Church, where they were made one. Mr. Grund is an energetic young man, well liked by his brother craftsmen.

'Twas the month after Christmas and all through the house  
There were toys strewn and broken,  
e'en the little tin mouse;  
And the sock that once hung by the chimney with care  
Has had lots of washing and a great deal of wear.  
Hark! Out on the lawn baby hears a great clatter—  
She runs to the window to see what is the matter.  
As she pulls back the shade, to her sad surprise,  
There is pussy cat playing with one of dolly's blue eyes;  
And down by the front gate that leads to the street,  
Lies dolly's old bonnet and her two broken feet.  
"Ah, 'tis long 'til next Christmas, but I s'pose I can wait,  
The best I can hope is that 'twill not be late—  
So I'll be very good and as quiet as a mouse,"  
Says little Miss Charlotte Lee Hum-ric-house.  
—By Daddy

### One Million Marks for the Correct Answer

Barney Google: Boss, can I get off at 4.30?

Boss: What for?

Barney: To get a hair cut.

Boss: Say, if it takes an hour to get "a" hair cut, how long would you want off if you decided to have them all cut?

### Purchasing Department

Correspondent, S. I. O'NEILL

The accompanying photograph is of Harry Adams, one of our veterans. Oh! no, not of Foreign Wars, but in the service of the Baltimore and Ohio, for more than twenty years. Harry holds a position which necessitates having a good memory and an even temper in order to satisfy storekeepers on line. No matter how busy he may be, you can always be sure of a courteous reply from him.

Here we have another future price clerk—Dan Huber, Jr. Occasionally this youngster pays his respects to Daddy at the office, especially on Saturdays, which means a shopping tour for Papa via Lexington St. with his market bag.

Our sketch is of Richard Kostka, the boy with the Charley Paddock stride, and the "Chesterfield" of the Purchasing Department. Dick is a connoisseur on theatricals and can be found 'most any night at the Maryland, behind the scenes. He has made many friends there owing to his accommodating disposition. Often he may



### NEWLYWEDS!

Mr. and Mrs. Wm. F. Grund, Printing Department

be seen coming from the stage entrance of the theater on a rainy night, with some prominent artist, showing "her" to his car which is always available to those "out of luck."

### Office of General Storekeeper

Correspondent, M. J. GREBOW

If our employes ever decide to give a play, it will be useful to remember that Miss Maybelle Foster, the blonde beauty of the General Storekeeper's Office, has blossomed forth as a star in the dramatic world.

Our entire force enrolled as members of the "Order of the Fish," on February 1.

### Office of Superintendent of Telegraph

Correspondent, E. M. BRYAN

We are very glad to have Mr. Plumly with us again after his serious illness.

Recently we had the pleasure of meeting T. E. Rinker, who is acting as foreman in one of the camps during the illness of Foreman Yost. Mr. Rinker's camp is at present engaged in the construction of new circuits between Cumberland and Pittsburgh, and under his skillful supervision rapid progress is being made. We thoroughly enjoyed Mr. Rinker's visit, and we are sure he did also. The fair sex made a lasting impression, especially Miss Nortrup. The boys on the road display good taste. Watch out Margaret, "Ted" is coming to see us soon again.

Our sympathies are extended to the family of Frank Cavey, who died February 1. Mr. Cavey rendered services of merit and was popular among his friends. He was buried at Granite, Md. The foreman and members of the gang in which Mr. Cavey was employed, also N. R. Davis and P. G. Miller were present at the funeral services.



### IN THE PURCHASING DEPARTMENT

Left: Dan Huber, Jr.

Right: Harry Adams



Richard Kostka, the Chesterfield of the Purchasing Department





Lineman H. C. Clark, Flatwoods, W. Va., builds a new garage for his "car"

The accompanying picture is Lineman H. C. Clark, Flatwoods, with helpers, erecting a garage for his motor car. Mr. Clark prizes his new equipment and it is hard to tell who receives the most attention, Mrs. Clark or the new garage and car.

Have you secured at least one new patron this year? If you have a prospective traveler or shipper in mind, fill out the "Prospective Business" card found in the MAGAZINE, send it to the division freight or passenger agent, as the case may be, and he will do the rest. The January issue of the MAGAZINE recorded wonderful results derived from the use of the cards. Let the Telegraph Department head the list when the next statistics are compiled.

Never use a phrase please, when a code word will do!

#### Office of General Superintendent of Transportation

Correspondent, PAUL L. FAUSTMAN

A great statesman has passed away. Regardless of political affiliation, the deep thinking and far-sighted public agrees that Woodrow Wilson stood for what he thought was right. This is a great achievement for any man.

Speaking of service records, here are the first five on our roster: A. E. Day, 1875; J. A. McCaghey, 1881; J. B. Joynes, 1882; T. A. McCann, 1891; T. A. Murphy, 1891.

This might not be a record for the System, but it is a mark for many of our departments to shoot at.

"Phil" Wood, Mine Rating Department, has just completed a traffic course and received his diploma from La Salle University. I have always had a great deal of respect for the fellow who tries to elevate himself during his spare time.

It has probably not occurred to many of us that every holder of a life insurance policy is really a railroad stockholder, as railroad securities are held, to a great extent, by insurance companies. Incidentally, the Bethlehem Steel Company has just inaugurated a plan whereby its employees will have an opportunity to purchase preferred stock in that company effective April 1, 1924, by making small payments each pay day, or by having the amount deducted from their pay envelopes. Many of us would welcome the opportunity to do

likewise in our own Company, but up to this time it has not been deemed advisable.

While listening on the radio to the trans-continental test of the American Telephone & Telegraph Company a short time ago, I was especially impressed by a little incident, to which probably no one attached much importance. General Carty, vice-president, American Telephone & Telegraph Company, was calling the roll of stations from Cuba to California to see if they were all there, and when he came to Terre Haute, Ind., a brisk and live voice said: "This is Terre Haute, Ind., Mr. \_\_\_\_\_ speaking." The General stopped a moment to say "Young man, you sound to me as if you are wide awake." That remark cost the General nothing, but if you could have heard the little chuckle and appreciative reply you would have known that that man out in Terre Haute had received something that money can't buy—a few kind words from his chief. There are some people on our Railroad like that. Give credit where credit is due, but draw the line on idle flattery, which is both insincere and worthless.

"Cleanliness is next to godliness." Have you ever seen "Joe" Cooney, the fellow who comes around when the radiator, or electrical apparatus, or what not fails to operate properly in the Central Building? He is one of the cleanest and neatest mechanics I have ever seen and others say the same thing. Many of us in the offices could take a lesson from "Joe." He makes a complete change of attire at noon and when you see him upstairs in the lunch room, you would pick him out as someone's chief clerk or secretary, rather than a man whose work continually takes him into grime and soot. There is something about a well groomed man or woman that demands respect.

Well, we held another dance at Tuttle's on February 6, and, as usual, it was a great success. About two hundred attended and apparently everybody had a fine time. Roy Mansfield, who labors unusually hard to make these affairs successful, wielded the whistle in the Paul Jones. We take this opportunity to thank our friends in other departments for their assistance, especially those from the Car Service Office, who responded nobly.

If the editor will permit me, I shall "step out of my character" for a moment to say a word for the Baltimore and Ohio Glee Club. Did you know that you need not be able to sing to become a member? Well, it's a fact. There are what are known as "associate members," and in looking over the list the other day I was surprised at the comparatively few enrolled. In the present day, when the value of music is being recognized all over the land, and hundreds of thousands of dollars are being spent annually for its furtherance, it is only to be expected that the Baltimore and Ohio Glee Club should keep abreast of the times. If you are interested, communicate with A. S. Hardwick, care of General Superintendent Transportation, or our editor, R. M. Van Sant, or any member of the club, who will be glad to give you details. Remember, you need not be a resident of Baltimore. Your name would look well on the list of associate members. Five dollars will put it there and give you six tickets for the Glee Club's Annual Concert.

Our sick are coming along nicely. The only two, at this writing, are "Bill" Marley, who has had considerable trouble as a result of a tooth infection, and Clifton Wilson, who is gradually recuperating at Phoenix, Ariz.

We were grieved to learn of the death of Mrs. Walter A. Kraft, wife of supervisor of

L. C. L. Freight, on January 16. A number of us had enjoyed the pleasure of her company about ten days prior thereto, and had not even heard of her illness when informed of her death. Our sympathy is extended to the bereaved family.

Among the speakers at a recent meeting of the American Institute of Electrical Engineers were the president of the Great Northern Railroad, and vice-presidents of the New York, New Haven & Hartford and the Pennsylvania Railroads. The main topic of the evening was the record-breaking tonnage moved by American railroads last year, and it was agreed by all that this was made possible only by the wonderful cooperation evinced by railroad employees.

#### Car Service Department

Correspondents, H. V. OBERENDER and C. P. BAYN

While some people are saying "It can't be done," they are constantly being surprised by somebody doing it. This little thought was exemplified by a group of girls one week-end in January. Mildred Hussman, Rose Hull, Amanda Earle, Elizabeth McQuilton, Monnie Elloff, Marie Schmidt and Mabel Hull had talked for a month about hiking to Washington. Of course, everyone thought this was some hike—40 miles—why, they can't do it! To the girls, every knock was a boost and only helped to spur them on to greater determination. They left Baltimore, Saturday, January 26, at 1.30 p. m. The day was clear and cold—about 12 above—but with spirits undaunted they started out intending to make Laurel before dark, which they did, arriving at 5.30 p. m. They stopped at a hotel for shelter over night but alas! there was no heat. After walking so far in the cold, one could hardly expect them to sleep in a refrigerator, so the proprietor, being a good hearted fellow, said he would build a fire. Then the natural thing happened—the water pipes burst, and our plucky girls decided to get out and hunt for warmer quarters. They found them with a kind lady and her daughter who took them in and made them comfortable for the night. The next morning, early, they continued on toward the goal. After walking for several hours, fatigue came upon them—you know how it is, your feet seem to weigh a ton each, and then you feel as if you were carrying someone on your back and each step seems to grow heavier and heavier. When Berwyn was reached, feet and backs seemed too heavy to move further and all but two, Miss Earle and Miss Elloff (who must have met Mercury and borrowed his sandals), dropped out. The two pressed on to their goal and reached Washington in the early afternoon, no worse for the hike, but with the feeling in their hearts which only the Victor knows.

We need people today with this spirit, young men and young women. Set your goal and don't give up until you accomplish that for which you aim. May it always be a high and noble purpose!



CAR SERVICE "HIKERETTES"  
Misses Earle, Elloff, Hull, Hussman, McQuilton



Mr. Hawxhurst has taken over the management of the Ladies' Bowling League. "Abe" likes to be with the ladies, and we notice one young lady in particular, who had dropped out of the league, has renewed her membership since he became manager. How about it, Miss 4, 5, 6? We wish Mr. Hawxhurst success and hope that every girl in the office will be a member of the Bowling League. Roland Tucker was a fine manager but, Gosh, he's married!

We are sorry Miss Sherwood has been ill and are glad to have her back again. Flora Simms suffered a sprained ankle and was confined to her home for three weeks. We are glad to report her return, although she is not able to run in the fat ladies' race yet.

E. W. Greenfield was in the office for several days. We were glad to see him. One never sees E. W. without a smile, even though he has suffered much!

"If I knew the light of a smile might linger the whole day thru' And brighten some heart with a heavier part, I wouldn't withhold it, would you?"

Mr. Gilbert is still on the sick list, improvement seems to be slow but he possesses that faith which never gives up. We hope he will soon be given health and strength to continue his work among us.

Wedding bells will again ring out when Adelaide Eckmeyer, Ellen Simms, Jane Ward and Grace Jacobs become happy brides. We extend our best wishes.

By the time these notes are printed the boys of the office expect to have heard and enjoyed a radio concert, broadcasted by H. Becker, at the home of our radio expert, R. L. Collingsworth.

Wilson Auld was heard to remark that he would like to get a job in a radio broadcasting station so that his wife could tune in and he could get the last word in once.

J. B. Wright and N. Grafton recently joined the automobilists. They now own an Oldsmobile and Maxwell, respectively.

We think Reider is about to change his address. He recently purchased a fiddle!

### Valuation Department

Correspondent, J. A. RENEHAN

As mentioned in the February MAGAZINE, a meeting of the Mid-Western Mechanical Valuation Committee was held in the Assembly Room, General Office Building, Baltimore, on January 17 and 18.

At the close of an interesting morning session on January 17, Senior Vice-President George M. Shriver extended a cordial welcome to the members and their guests, outlining in his remarks his personal views on depreciation.

A luncheon followed at the Engineers' Club. W. I. Cross, counsel for the Baltimore and Ohio, briefly and wittily addressed the sixty odd present.

A special train was waiting at Camden Station, and at 2.15 p. m. a trip of inspection of our terminal facilities was made, under the personal direction of Special Engineer M. F. Steinberger. Locust Point was visited and a fine view of the new elevators and piers under construction, as well as the business section of Baltimore and its harbor, was obtained. The famous Curtis Bay coal pier, with its wonderful facilities for quick loading of ships with coal for export trade, was next on the program. Keen interest was exhibited in the extensive equipment here.

Upon returning to Camden Station, several of the members enjoyed an excel-

lent seafood supper at one of our local restaurants.

Early in the second day's session, Mr. J. Howland Gardner, vice-president, New England Steamship Company, and chairman, Equipment Committee, President's Conference Committee, addressed the meeting, giving valuable suggestions in connection with the reproduction, for valuation purposes, of locomotives, cars and floating equipment, in accordance with the methods as prepared by his committee. His remarks were supplemented by H. E. Hale, engineer, Eastern Group, President's Conference Committee.

Interesting reports were presented relating to reproduction of mechanical property of railroads, as well as service, life of equipment, and other subjects of general and vital interest in connection with valuation work.

At the close of the session the representatives were guests of the Baltimore and Ohio at a luncheon prepared under the able direction of John Bopp.

Before final adjournment, unanimous appreciation was expressed to our Company for the interesting and hospitable program.

Representatives were present from twenty odd railroads, covering all sections of the country.



Margaret Judith McHale

### Office of Assistant Comptroller Deverell

Correspondent, JOHN A. RUPP

The marriage of our correspondent, John A. Rupp, to Miss Mary Josephine Egenhoefer, took place on Wednesday morning, February 20, at St. James' Church, Baltimore.

The bride was beautifully attired in a gown of bridal satin embroidered with pearls, and trimmed with Duchess lace and orange blossoms. She was attended by her sister, Miss Margaret Egenhoefer, who was dressed in gray.

Mr. J. Albert was best man. Master John Henchel was train-bearer. Little Mary Jane Sweitzer, daughter of our chief clerk, was flower girl. Her gown was of blue georgette, with hat to match. She carried a basket of pink sweet peas.

After the ceremony a large wedding breakfast followed at the home of the bride's parents, Mr. and Mrs. Laurence G. Egenhoefer.

We extend to Mr. and Mrs. Rupp our most hearty congratulations, and hope that they will be happy in their new state.

J. W. SWEITZER

### Auditor Coal and Coke Receipts Office

Correspondent, J. LIMPET

A new and powerful Sheik has arisen to dispute the throne held jointly for many moons by Ekas and Lutz (the last named being the author of the famous "Spinal

Column Twist"). This Sheridan person is a dashing young sprout from out Relay way, and, judging from the influence he has over the young and good looking girls of this office, it won't be long before he outsheiks the two aforementioned gentlemen.

The young ladies of the office gave Miss Esther Brannon a "shower" on January 21. What this "shower" consisted of we do not know but—putting bits of information together—we surmise an enjoyable evening was had by all present. Some of the high spots of the gathering were that Miss Johnson took a great liking to the cakes; "Lil" could talk of nothing but Howard; Maggie O'Shea nearly sprained her knee when the chair slipped and she kicked the top of the table; Elsie and Lilburn were sitting pretty on the piano stool. What was in the big bag "Bess" Lewis carried? Kate Dempsey was fond of the presents, one in particular. Last, but not least, Mattie nearly went to Dorsey without her hat.

The male contingent, usually on hand on these occasions, was strangely absent, but the fact that it is leap year may explain the situation.

### Bowling News.

January 30. Mr. Lutz was listed on the score card as a "star." The "star" failed to shine. The "star" not only failed to shine but seemed to be in total eclipse with a game of 78 and another of 80. Denton was high with a 113 game.

February 6. This was a large night, with Royal Blues monopolizing the limelight. Pritchard rolled high for one game with 139, which is a season mark, while his three games for a total of 355 is a league record. The team also set up a season mark for three games with a count of 1157. The only old mark left standing was high team score for one game, which is still in possession of Capitol Limited.

February 13. Capitol Limited assumed the lead by taking two out of three from the Pull Men. Starting the second half of the schedule, January 2, in last place this team, by a complete form reversal, climbed right up the ladder to the top rung. Standing of teams to date is:

	Won	Lost	Per Cent.
Capitol Limited	32	25	561
Pull Men.....	31	26	544
Head Lights....	26	31	456
Royal Blues...	25	32	439

### Auditor Disbursements

Correspondent, LILIAN E. SCHUELER

Well, how's this for "putting one over." In the February MAGAZINE we told of the marriage of Miss Rae Euzent on January 20, and we believed what we said to be the truth. But what was the surprise of the Transportation Bureau when, on January 29, they received a box of fudge and stuffed dates, a sample of the bride's first cooking, and an announcement which said that the marriage had taken place on January 6 instead of the 20th. As an expression of their good wishes and as a proof that they all survived eating the candy, the Bureau sent the following Round Robin letter:

January 29, 1924

File 31990-A

Subject—99 Year Lease—Renewable Forever—

Mr. and Mrs. Sigmund Libowitz  
2133 E. Fairmount Avenue  
Baltimore, Md.

Dear Honeymooners:

We were quite surprised to receive announcement of your wedding as occurring on January 6, 1924.



Perhaps the box of dainty sweets was intended to express that January 20, 1924 was a "fudged date," as we would say in accounting terms.

As one, we all join heartily in wishing you success and the happy life we know you deserve.

MOZEL TOV, Transportation Bureau

The picture on facing page is of little Margaret Judith McHale, daughter of Mr. and Mrs. John T. McHale, St. Denis, Md. Yes, you guessed it, the daughter of "John of the Transportation Bureau." Mrs. McHale was formerly our own Helen Patterson, Voucher Bureau, and there we have the reason for Judith's good looks. Don't blame John for that extra chest expansion!

Charles Carroll Doud, Voucher File and Index Bureau, has a galloping tea-wagon of the Ford type. Evidently it sees considerable service traveling to and from Hamilton. "Twas quite a good show at the Auditorium on Monday night, at least so Anna thought, eh Charlie?

The latest addition to our office force is J. C. Meyer, who hails from Richmond. Girls, there's no chance for we hear he's married. We hope he will like Baltimore and the Coupon Bureau.

We take great satisfaction in announcing that after soaring for eleven years over the home of our esteemed friend, Herbert Corkran, traveling disbursements auditor, without even dropping a feather, the stork suddenly did a nose dive and lit squarely on top of the chimney, leaving a nine pound boy. Now Herbie sings:

He scratch mine face,  
He pull mine hair  
He crawls me ofer eferyvare.  
But vot I care?  
He iss mine needle bapy.

What did you think of the Thrift Issue of our MAGAZINE? Fine, wasn't it? Somebody said he didn't know thrift could be applied in so many ways as were found in the MAGAZINE, but it can and with good results, too. Then, I heard two men talking in the street car about the improvement of our MAGAZINE. One of them said: "They're making it more interesting every issue. It doesn't seem to be written for just the superintendents or the fellows who run the trains and know all about signals and switches and car miles, but there's something in it for everybody connected with the Baltimore and Ohio. My wife doesn't stop at reading the Woman's Page but reads all through and she's everlastingly asking me who's so-and-so and I have to read so's I don't look so dumb. As for Alice and Jim, well, they must come to blows over who is going to get it first for that children's part. Of course, I—" but right there I had reached my street so couldn't eavesdrop any longer. Although I didn't know who the man was I do know that what he said is the truth—it pays to read the MAGAZINE through.

#### Indications of Wedding Bells

H. T. Beck, chief clerk to assistant auditor disbursements, was seen entering one of our large department stores, accompanied by a young lady. Best wishes, Harry! She is a mighty sweet looking girl.

The office bowling team has been improving rapidly in the last few weeks and from all appearances will finish close to the leaders of the League. Because of an unfortunate beginning, our "Champions" were held back, but nothing can hold them now. All teams beware, for Henecke,

Whalen, Sherman, Shanahan, Mettle, Hayden, Williams, Burns, Scott, Clancy and Schacker form a combination difficult to defeat. Even greater things can be expected next season as a few of the best bowlers in the League, employed in this office, are playing on other office teams but are expecting to be with our team next year. These are Beck, Boring, Pinkerton and our old friend "Cap" Zimmerman. "Cap" fell several months ago and sprained his leg but all of us are looking for a speedy recovery. "Cap" is one of the most ardent Duckpin fans and prior to his injury was considered one of the best bowlers in the League. All old-timers are anxious to see him back in the game.

#### Auditor Freight Claims Office

Correspondent, GRACE L. STANFORD

With regret we again report Misses Alta Baker and Lillian Dittmar on the sick list. To this list we have added Earl Hoot and J. B. Eggen. Mr. Hoot is recuperating

#### When a Feller Needs a Friend By BRIGGS



Copyright 1924, New York Tribune

from an operation performed on January 28, at St. Agnes Hospital.

Mrs. Earl Mullinix evidently believes the old fashioned way of keeping a husband's love by feeding him well, is a good one. At Christmas, her recipe for fruit-cake won the prize given by the "Sun." We like fruit-cake, too, Earl!

The little circlet of gold, containing a sparkling stone, reposing so naturally on the third finger of the left hand of Madeline White, has a meaning all its own, but we believe we can guess what it is. Congratulations to the lucky man, if we're correct!

Miss Ethel Miller, president of the Girls' Clifton Park Tennis Club, through your correspondent, thanks members of this department for their attendance and cooperation in making their first dance, given at Tuttle's Hall on January 15, a success. She extends an invitation to all future affairs given by the club.

Preparations are being made for the coming baseball season. We hope to carry off the honors again this year, as we did in 1922, and are getting our best material together. Manager Zink and Captain Shakespeare are working hard to get our star players signed up. New suits have been ordered, campaigns started for raising funds and interest is running high. Here's luck!

The Welfare Association is preparing for an entertainment and dance to be held on St. Patrick's Day at J. O. U. A. M. Temple. Promises for a good time bid fair to ring true, for we know them of old. These get-together affairs are always enjoyable, and we are looking forward to this one with keen anticipation.

Frank Starke is boasting of the finest nephew in the world. Your correspondent contradicts that, she has a nephew who has borne that title for more than two years. Of course, it may take more than this article to convince him of the truth in this statement, but it is none the less correct. Some one hopes "Uncle Frank" will commemorate the occasion by treating himself to a new fountain pen. We did not inquire into the "why" and "wherefore" of this wish, but it's obvious that they are in earnest. Our curiosity is unlimited.

Mr. Bull answers our assistant chief clerk's question of last month, thusly—"Damifino."

An intercepted letter reads "Dear Ed - California is calling me"—signature omitted out of courtesy to the writer. Here's a tip. Ask Ed. Schneider for information.

Letters of condolence have been pouring in to Miss E. V. M., bearing expressions of sympathy in the loss of "Laddie Boy." By way of explanation—Laddie is no was the six-month old Collie pup, who joined his friends in dog-heaven last month. As an epitaph we offer—" 'Tis better to have loved and lost, than never to have loved at all."

The following is an excerpt from a letter written by a patron of the Baltimore and Ohio regarding a claim filed with and adjusted by this department:

"In conclusion, I am very glad to see the Baltimore and Ohio get business, because they render service, are considerate of the shipping public and pay claims promptly. If we got as much cooperation from other Railroads, as we do from the Baltimore and Ohio, our difficulties would be greatly reduced."

This pleases us and makes us proud that we are more than just a cog in this great wheel.

The Auditor Freight Claims Base Ball team wants to play base ball with any teams on the System during the coming summer, on Saturday afternoons or Sundays.

For details, please write to J. P. Irland, Auditor Freight Claims Office, Baltimore and Ohio Annex Building, Baltimore, Md.

#### Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

'Twas a dark and stormy night recently when the Monumentals had a feed—turkey, ice cream meringues, and a lot of goodies too numerous to mention. Friend Ross Tarr managed to have everything in fine style, with G. S. Moore as host. Needless to say those who were present, and braved the storm to get there, will be on hand at the next call.

Clara Capetz, stenographer, Local Settlement, was a recent contestant in the popularity contest at the Fifth Regiment Armory, where the Baltimore Federation of Labor conducted a benefit circus. The contest was spirited at all times between the first six contestants. At various times, Miss Capetz led the list but finally finished in fourth place, with 67,000 votes to her credit.

Match this one fellows!

A. M. Seldner, Interline Settlement Bureau, recently speaking to business



friends in our immediate wholesale district, near the Annex, endeavored to have them favor this Company, these concerns heretofore having been using a competing line. Result—45 carloads for the Baltimore and Ohio! This is cooperation that cooperates. Atta Boy, "Booze," keep the good work up!

The lectures held by the Baltimore and Ohio Traffic Class every Thursday evening at 8.00 p. m. in the Assembly Room, General Office Building, are well attended and of special interest to employees. The following lectures have been given: December 13, Distribution of Cars, J. D. Clarke, superintendent transportation. January 3, Foreign and Coast Traffic Solicitation, Earle C. Wight, assistant foreign freight agent, also the Operation of Curtis Bay Coal Pier. All were illustrated by moving pictures shown by Dr. Shattuck. As a courtesy to the class, Dr. Shattuck also exhibited his animated picture, "Three Atoms," which explains the chemistry of the fire box. Everyone having an interest in fuel conservation should see this picture. January 13, Overcharge Claims, W. M. Crane, auditor, Overcharge Claims Office. January 17, Loss and Damage Claims, F. L. Schepler, assistant to general freight claim agent. January 24, Publication of Tariffs, Walter H. Fogle, chief, Tariff Bureau. January 31, Solicitation, Edward S. King, district freight agent. February 7, Refrigeration, Charles Curran, General Freight Office. February 14, The Lure of the Rockies, Dr. Shattuck, special representative. (Entertainment and educational feature.)

Miss Adah G. Kent was married to E. Lloyd Cochran on January 25. After a honeymoon in Florida they will reside in Altoona, Pa. Congratulations!

We regret to learn of deaths in the families of Misses Pokorny and C. R. Solomon, and extend sympathy.

Recently the boys made up a party to visit Sweezy Hotel (The Penitentiary), evidently to see a display of steel and iron mechanical art. The following gentlemen seemed impressed and are going to make another trip to one of the reformatories: Randolph Laudeman, B. A. Chevee, G. R. Rowley, John G. Miller, Homer Porter, N. C. Straub, W. A. Straughn, Gerard Feldman, Jack Hartley, Wm. J. Finn.

## Office Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

Miss Mollie A. Hamlen, formerly of this office, was married to Emory Shipley at the Parsonage of Catonsville M. E. Church on December 31. The ceremony was performed by Rev. Dr. Edgar C. Powers, who is well known to us through his interesting addresses at the office. Our sincere good wishes are extended for a great measure of happiness.

The Valentine dance of the Welfare Association was held at Walbrook Hall on February 15. A detailed account of the "finale hopping," "pivot shaking," etc., will be found elsewhere in this issue.

Mention was made in these columns last month of "Harte and Sohl." We wish to assure Miles and Akers that we have not overlooked them.

Miss Margaret O'Leary has a remarkable suit of hair. Having it bobbed four or five times a month has no apparent effect. It remains as long as ever.

Been reading the stories about employees who have secured business for our Road? The MAGAZINE is full of them. The correspondent will be glad to report results secured by members of this department.



Agent C. E. Floom, Pier 21, E. R., met with an accident on January 19, and will be out of active service for some time.

Thomas Lenehan, assistant foreman, Pier 22, fell from a float at this station on January 18, and is now at St. Vincent Hospital, New York, with an injured knee cap.

F. W. Nelson, terminal cashier, Pier 22, N. R., has returned after a short illness. Fred was at home with tonsilitis, and said there was "A spot in his throat no gargle could touch."

On January 21 a shower was given at Pier 22, to Miss Margaret Cronin, Rate Revision Bureau, by the Misses Louise Bowne, Mary Caffrey, Anna Marshall, Josephine Marshall, Mary Monahan and Loretta McLindon, all of Pier 22, with the exception of Josephine Marshall. We were not invited, but sat down and helped ourselves plentifully to some of the very good "eats."

A bachelor girl's dinner was given to Catherine Zoerner, who resigned February 1, after being employed at Pier 22 since 1917. Miss Zoerner expects to become Mrs. Bernard Jordan. "Benny" has been with the Company since 1915. We expect to lose a number of our girls this year, as we hope they will take advantage of the privileges of "Leap Year."

Society Note—Take your gentleman early before they're all gone.

On our Children's Page in a future issue you will find a drawing by Helen, daughter of Traffic Solicitor John Bradely, 25 Broadway, New York. As we have occasion to use the address of 25 Broadway, we hope they will read our items and cooperate with us in order that we may make New York notes interesting, particularly in the line of increasing passenger and freight traffic.

James Lynch has spent some of his good evenings drawing and helping to make the "Among Ourselves Notes" a success. We wish to thank him.

On February 11 a noticeable change for the better was made at Pier 22. Every desk is in either good condition or replaced by a new one, and the pier was newly painted inside and out.

New York, mecca of travelers, is a specially good field for personal solicitation for passengers. Have you mentioned the Martha Washington and Mt. Vernon—the beautiful new Colonial dining cars, to your friends? A meal in them is a treat indeed!

## New York Properties

### Pier 22, North River

Correspondent, THOMAS BRADLEY

On February 2 a dinner was given to Superintendent E. J. Hamner, at the Elks Club, Van Duzer Street, Stapleton, Staten Island, as a mark of respect after his stay here of 8 years. He has been assigned to other duties, after starting with us as terminal agent and finishing as superintendent. At the dinner Mr. Hamner was presented with a Gladstone traveling bag, brief case and umbrella. Mr. Hamner's friends in New York will miss him.

M. L. McElheny, Connellsville Division, is Mr. Hamner's successor.

Agent Joseph J. Bayer, Pier 22, is in Roosevelt Hospital, New York, after a successful operation for ulcer of the stomach. We hope Joe will be with us when this item is printed.



Celebrities of Pier 22, North River, New York





PIER 22, NEW YORK, HAS ITS PRIDES, TOO!

Kathleen, charming little daughter of M. A. Benjamin, Accounting Department, in the arms of her mother, watching daddy click the camera

The Lighterage Department is kept busy at present. A number of improvements have been made here within the last few months enabling us to give better service to our patrons.

Tonnage figures for January, 1923, were 64,235 tons, 2,927 cars; March, 62,415 tons, 3,422 cars; October, 58,059 tons, 3,266 cars; November—30-day month—62,837 tons, 3,160 cars. January, 1924, was our banner month, with 71,705 tons, 3,206 cars. Watch New York for additional business!

Lighterage operations here are under the jurisdiction of Assistant Terminal Agent A. L. Mickelson, Pier 6, Staten Island, and J. P. O'Reilly, lighterage agent, 25 Broadway, New York. The services rendered by these gentlemen elicit favorable comment.

## Staten Island Lines

Correspondent, G. J. GOOLIE

Regular monthly meeting of the Board of Directors of the Employees' Mutual Benefit Association was held on January 14. Officers for 1924 are: B. F. Kelly, president; E. E. McKinley, vice-president; J. B. Sharp, treasurer; G. J. Goolie, recording secretary, and J. V. Costello, corresponding secretary. Executive Committee: W. P. Slattery, J. J. Lestrangle and F. T. Metcalfe. Dr. Francis DeRevere was appointed association surgeon.

During 1923, eighty-two members received sick and injury benefits. The following men died during the year:

Peter Iandioro, trackman; Edward Viner, retired; Michael Lenza, crossing watchman; Charles Peterson, retired; J. H. Junius, conductor; Peter Hansen, ticket agent.

The accompanying photograph is of Emil Colberg. Emil is night electrician at St. George Terminal. Every time you see him he has an oil lantern in his hand, ready for work, in case of darkness on our passenger trains.

The accompanying picture may look like a schoolroom; it is the Division Accountant's Office Force, St. George, S. I. Front to rear, left: A. Offerjost, M. P. timekeeper; J. Sterling, income tax clerk; H. Keenan, time clerk; T. Busteed, M. B. clerk; "Ben" J. Levy, inspector of accounts; T. Keenan, general clerk; H. Morenc, time clerk; B. McCullough, time clerk; C. Hendrickson, C. T. timekeeper.

Right: H. Vidler, M. of W. dist. clerk; W. Murray, fuel clerk; W. Hill, M. of W. timekeeper; J. Doyle, M. P. dist. clerk; Miss D. McBreen, stores clerk; L. Crochran, time clerk, and Miss Mabel Cole, time clerk.

A bathtub salesman called at the home of Trainmaster J. B. Gibb with a view of interesting him in the purchase of a new up-to-date bathtub. Mr. Gibb informed the salesman that at the present time he had a ten-foot bathtub. Does Mr. Gibb use this as a swimming pool in the summer and a skating rink in the winter?

Another man gone wrong. "Dan" Reynolds, Division Engineer's Office, St. George, informs us he had taken a bride on February 4. She was Miss Ruth Osterlei. Congratulations!

Talking about getting married, Metcalfe, is slow. He and Santoro are the only fellows in the Division Engineer's Office still single. Watsa matter? We'll excuse Santoro as he is not far off, judging by the way he is planning honeys. When "Fred" went to Albany we thought it would be a honeymoon, but it doesn't seem that way. Again, Metcalfe, we repeat, Watsa matter?

At the regular monthly meeting, held on January 25, the Veterans' Association, New York Division, held at the Staten Island Railroad Club Rooms, the following officers were elected for 1924: President, S. I. Achilles; vice-president, Charles Weaver; treasurer, R. F. Farlow; secretary,

Short-sighted lady (in grocery): Is that the head cheese over there?

Salesman: No, ma'am, that's one of his assistants.—*Ne-Ca-Hi Monitor*

Football men usually turn out to be rail-read men.

Why so?

They are used to training.

—*Ne-Ca-Hi Monitor*



STATEN ISLAND FOLK

Division Accountant's Office force, St. George, S. I. Names in notes. In Oval: Night Electrician Emil Colberg



J. B. Sharp. Delegates to the Grand Division, S. L. Achilles; alternate, F. H. Brant. Executive Committee; B. F. Kelly, M. J. Hanlon, Maurice Allen. Good and Welfare Committee; F. Pierce, P. Garrity, F. H. Brant, Maurice Allen and C. H. Weaver. We have a membership of 155 and are growing fast.

At a staff meeting on February 12 our new superintendent, M. L. McElheny, expressed the desire that all present give the correspondent of the MAGAZINE their full cooperation to make the notes of interest. Well, Mr. Correspondent, we are all with you, for when the superintendent sends the "gang" out to do something, they are going to make a good job of it. Thanks, Mr. McElheny.

Do you want a good man for a minstrel show? See A. Schoeffler, St. George Yard Office. He is well recommended by his fellow-workers, and if a star actor is needed he will fill the bill with music. He plays (?) the saxophone.

On January 2, Miss Beryl Gibson was employed as stenographer, Lighterage Department, St. George. The young men of that office are now being told to keep their minds on their work.

While walking around the freight yards, St. George, Frank Rebham observed a frog in a very dangerous position and immediately reported it to track supervisor who had it replaced with a new one.

Good work F. R!

Note: B. Loftis has a new hat two sizes larger than his old one. Why? He is now leader in the North Shore Bowling Tournament, and when he saw the headlines in all Staten Island papers he had to buy a new sky piece.

#### Heard in the Stationmaster's Office

Commuter: Has anyone turned in a pair of shellrimmed glasses?

Day Clerk: Were they lost? If they were, when, where and why?

With regret, we announce the death of Towerman W. A. Langford, on February 13, at his residence. The employees of the Staten Island Lines extend their heartfelt sympathy to his family.

### Baltimore Terminal Division

Correspondent, J. B. HIGDON

Superintendent Shriver says that it is very gratifying to receive letters such as the one quoted below, sent by the Standard Guano Company:—

"C. M. & St. P. 506233, loaded with bags for export shipment, was moved from New

York Saturday night, and I thank your Mr. Fitzgibbons for lining this car up in the Baltimore Terminals so that it reached our plant at 7 a.m. this morning, and thereby saved the day. Mr. Fitzgibbons is to be commended, as it is really this kind of service that counts in a pinch."

W. T. Fitzgibbons is employed as clerk, Car Distributor's Office, Camden. This letter shows that a little earnest effort will make friends and secure business for the Baltimore and Ohio. Keep up the good work, Fitz!

There has been organized at Locust Point an Athletic organization known as the Locust Point Athletic Association, all employees, with the following officers; Phillip Hill, president; Charles Reichenberg, vice-president; J. V. Houck, recording secretary; M. Moeller, assistant recording secretary; H. W. Doegan, treasurer; M. H. Ridgeway, financial secretary.

These athletes have already established a high grade Soccer Team and also a Basket Ball Team, and expect to get results. A Base Ball Team is also under way, and it is hoped will be able to carry the pennant for 1924.

The organization would like to hear from other good teams, and will attempt to demonstrate their prowess on the field of honor, either Soccer or Basket Ball. All information and arrangements may be made with



E. E. Woodward, Locust Point

who takes F. X. Doefler's place as stenographer to Chief Clerk Sparks.

All contributions will be gladly accepted in order to secure funds to purchase an alarm clock for George Crocker, so he may get up in time to catch Train 142.

One of the nicest things about being employed at Camden Station is the courtesy enjoyed by those who patronize the station restaurant, at the hands of Mr. Shadburn, the manager, Mrs. Shadburn and their force. They are doing all they can to please their customers and many pleasant comments are heard about the standard of service. Several months ago they began a special luncheon service consisting of several choices of meat, vegetables, desert and tea or coffee, which is offered to employees at a very reasonable figure, this specialty having become quite popular. Our picture shows this pleasant couple. They have made many friends during their stay at Camden.



H. R. Shadburn, Manager of Camden Restaurant, and Mrs. Shadburn

the recording secretary, J. V. Houck, Locust Point Car Foreman's Office.

No age, weight or other conditions barred, Line forms at the right. Make your programs early and avoid the rush.

#### COMMITTEE

If you want to be dead as the Kaiser,  
Who preferred dark brown Schlitz to  
Anheuser,  
Just get on a stew by drinking home brew,  
It might make you dumb—Budweiser.

ED LEECH

#### "Limited Slogan"

C—omfort  
A—ccommodations  
P—leasure  
I—n  
T—raveling  
O—n  
L I M I T E D .

J. B. H.

We are glad to see the wonderful showing Riverside Bowling Team is making in the Baltimore and Ohio League and trust they will come out victorious.

We again congratulate Bernie Higdon leader of Kentuckians Jazz Orchestra, on his success in defeating ancient rivals in a Jazz Band contest at the Automobile Club, winning first prize.

We welcome to our family F. A. Jenkins,

#### Locust Point, Md.

Correspondent, J. ROSS GOULD

Assistant Correspondent, R. W. MORAN

Our fellow clerk, George Viscosil, we understand, has become a "violin virtuosa" and is very accommodating. When he appears in public with that permanent wave and draws his bow, his appearance, coupled with his exquisite performance, captures the feminine portion of his audience and they fall by the dozen.

#### Go Get 'Em

The following excerpt from letter from an attorney-at-law in New York City, dated January 12, to his friend, George Abbott, Baltimore, an employee at Locust Point, gives evidence that our boys at the Point want to get on the firing line in getting business for our road.

"The last time I was down there (Baltimore), I took your advice and travelled on the Baltimore and Ohio for the first time and so far as service and comfort, as well as punctuality, is concerned, the Baltimore and Ohio has far superior service to its competitors in my opinion. It was such a pleasure to arrive at my destination on time. Well, you live and learn.

"Hereafter I will not have to keep my friends wasting time, waiting for me at the station. Thanks to you."



Bernie Higdon & his Character



Your correspondent showed the above to Frank E. Beck, who has been temporarily assigned to Locust Point Office, and, after intercession by me, reluctantly (he being of a modest nature), agreed to give me the following experience occurring in the last 30 days:

"I secured two passengers for Lamara, Iowa, who were about to book their trip on a competing line to Chicago, by offering to secure their tickets to destination without putting them to this trouble. They left Baltimore on our train No. 7, February 21 and arrived in Chicago the next day, after an enjoyable trip. I received word from them saying the Pullman and Baltimore and Ohio train crews were very thoughtful and polite, extending to them every courtesy. They also spoke of the excellent service and reasonable prices prevailing on the dining car; and they said when they return to Baltimore they will come from Chicago via the Baltimore and Ohio.

"I also secured one of the constant users of a competitor, between New York and Baltimore, by offering the services of my auto to carry him to our Mt. Royal Station to catch our train No. 528, leaving at 1.25 a. m. This man is a frequent visitor to Baltimore, and he is now a satisfied patron of the Baltimore and Ohio and intends to use our road entirely whenever he travels from New York to the West."

Here are two of the many examples of loyalty to the Baltimore and Ohio, which employes are constantly showing.

A bowling team has been organized by the employes of the Agent's Office at Locust Point. Wm. Becker, captain of this team, would like to hear from teams of Baltimore City that would like to arrange match games to suit the convenience of both teams. Communications may be addressed to Mr. Wm. Becker, 1218 W. North Avenue, or by phone Madison 3790-J.

We are glad to report the return, on February 1, of Andy Miles, alias "Andy Gump," who, owing to a serious illness (necessitating an operation), has been on

the sick list for about six weeks. His interest in his work could ill brook further confinement to his room.

It is the earnest wish of his many friends that no ill effects will result from his effort and that he may enjoy good health for many years.

The accompanying photograph is of E. E. Woodward, who is connected with our Police Department at Locust Point.

Mr. Woodward was born in Frederick, Md., on July 17, 1866, entered the employ of the Baltimore and Ohio on October 19, 1910, at Brunswick Transfer Shed under W. E. Shannon, as an abstract clerk. Then he assisted in handling the Eastbound mail and had charge of it until transferred to the Police Department on April 19, 1917 as a watchman, under Lieut. H. J. McCall, and was stationed on the north end of grain elevator B, recently destroyed by fire. Mr. Woodward has filled all watchmen positions from Pier 1 to Pier 10 and at present is stationed at the Baltimore and Ohio Police Department Office, foot of Andre St., as a watchman and telephone clerk from 12 midnight to 8 a. m.

Woodward was at one time foreman of the Brunswick Volunteer Fire Department and has taken active part in all Baltimore and Ohio fires, day and night. He also served as a volunteer in Company "K," District of Columbia volunteers, Spanish-American War, and had the honor, as a company clerk, of writing his own discharge and promotion papers. These he has framed at his home, 17 East Barney St. He served with honor under Col. Geo. H. Harries, commander, and Maj. Charles Delane Hines, 2nd battalion, who, in 1917, was connected with the Baltimore and Ohio at the Central Building.

Mr. Woodward is a member of the General Henry W. Lawton Camp 5, S. A. W. V. and is also a member of the Tribe of Ben Hur, South Baltimore Court, No. 15.

MAGAZINE correspondents especially will be interested in reading the following clipping, given me by a friend who has had it

for thirty years. Attempting to read it to a few friends, I was almost seized with lock jaw and a serum was about to be administered. However, fortunately, I quieted down and my jaws became unlocked. After careful study, if my readers are unable to understand just what it is all about, I suggest they do as I did, namely, "Pass it to the editor."

"In promulgating your esoteric cogitations, or articulating your superficial sentimentalities and amicable, philosophical or psychological observations, beware of platitudinous ponderosity. Let your conversational communications possess a clarified conciseness, a compacted comprehensibility, coalescent consistency, and a concatenated cogency. Eschew all conglomerations of fraudulent garrulity, jejune babblement, and assinine affectations. Let your extemporaneous descantings and unpremeditated expatiations have intelligibility and veracious vivacity, without rhodomontade or thrasonical bombast. Sedulously avoid all polysyllabic profundity, pompous prolixity, psittacous vacuity, ventriloquial verbosity, and vaniloquent vapidty. Shun double-entendres, prurient jocosity, and pestiferous profanity, obseurant or apparent."

Mt. Clare

Correspondent, W. H. ZELL

Superintendent of Shops Office

What a GRAND and GLORIOUS feeling it was to wake up on the morning of February 5, and be filled with the thought that today is the day we move to our new office building. December 17, 1922, was the date our former office building went up in flames, and today on the same spot stands a newer, more up-to-date and substantial office building, covering the same space, but with one more story added to it. There is ample space for everybody, and, it is a daylight building owing to the number of windows. Part of the new building will be occupied by the M. C. B. Bureau.



Superintendent of Shops T. R. Stewart in his new office at Mt. Clare. The flowers were the gift of his foremen and clerks on "Moving Day"





#### MOUNT CLARE'S CHILDREN

1. Ruth Evelyn, granddaughter of Work Checker Peter Stier. 2. A few of Charlie's sons and daughters: Joseph, 6; Edwin, 8; Loretta, 3; and Emma, 4.  
3. Hazel, daughter of P. A. Riggleman. 4. Alvin and Mildred, children of Mr. and Mrs. P. A. Davis

T. R. Stewart, superintendent of shops, when he entered his private office on the morning of February 5, was surprised by its sweet fragrance; foremen of the various shops, as well as clerks in the office, presented him with several baskets of flowers.

Chief Clerk C. W. Serp was also the recipient of several bouquets of flowers, from his wife, son and nephews.

J. E. Tatum, superintendent of the building, who has been busily engaged since we occupied our new quarters, was also presented with several bouquets by his wife and grandchildren.

#### Mechanical Engineer's Office

To Miss Elsie M. Demitz, file clerk, Mechanical Engineer's Office, goes the honor of selecting the name for one of the two new colonial diners recently built. She conceived the idea that one should be

named "Dolly Madison," and sent her suggestion to Vice-President C. W. Galloway. She received a reply thanking her for the suggestion and informing her that this name had been adopted for one of the new diners. The other car is to be named "Betsy Ross."

#### Freight Car Department

We are glad to announce that our old friend Johnnie Sobens, assistant foreman, has returned to his position as assistant foreman on box cars.

Albert L. Hafner, our new assistant foreman, is congratulated upon his promotion to assistant shop foreman. We are all with you, "Al."

Some people must have been born unlucky. Two of our fellow workmen were injured about a year ago and are still in the hospital. They are O. A. Dareki and G.

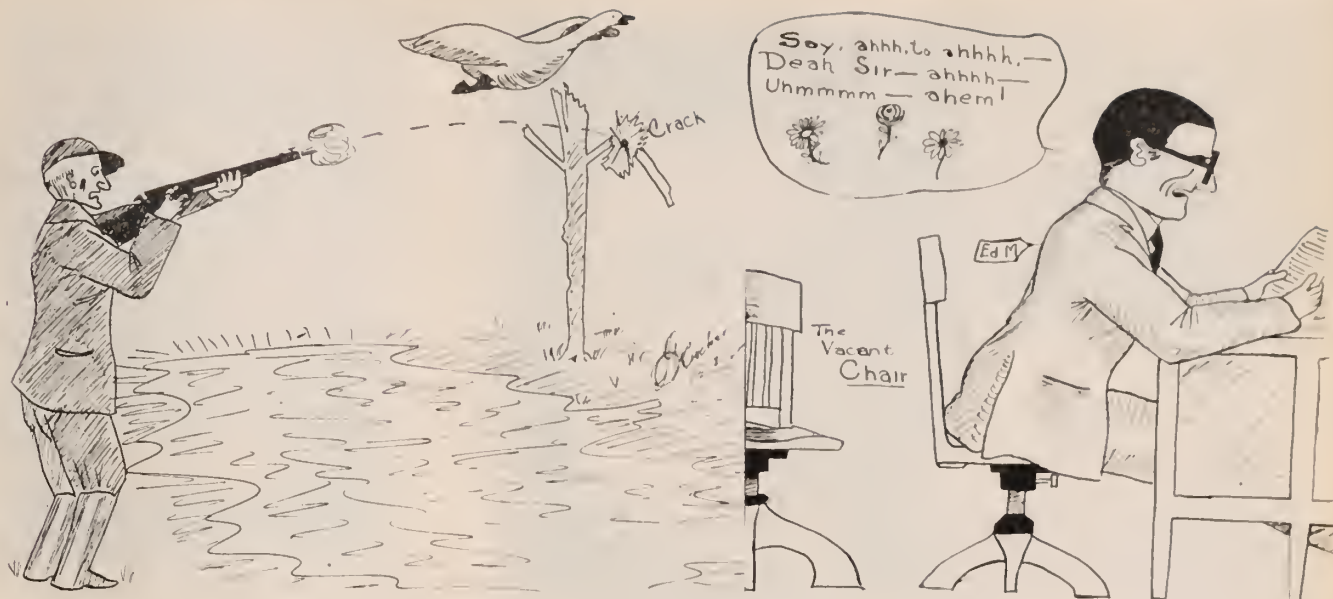
Puppies. We hope they will soon be out again.

We are sorry to learn that Assistant Foreman T. P. Griffin is confined to his home by illness. We hope he will soon be back.

H. E. Sluss, helper, Electric Crane, spent the holidays with his parents among the beautiful hills of Piedmont. Sluss says that Piedmont reminds him of the well known song, "When it is Wednesday in Italy, it's Sunday in Piedmont."

Have you seen the stories in recent issues of the Magazine about improved shop methods at Mt. Clare? Intelligent handling of work means better production—AND WITHOUT GREATER EFFORT ON THE PART OF THE MECHANIC!





Left: "Chief" Hartman, the terror of the Susquehanna Flats. Right: You know him

### Camden Station

Correspondent, W. H. BULL

EXTRA! After a peaceful married life of several years, a new musical instrument has arrived at the home of W. S. Caples, Accounting Department. He is now the proud father of a ten and one-half pound boy, born on January 23, who will be known as Gerald—not Jerry—William Caples. "Bill" lives in Halethorpe and is the happiest man in 48 states and two territories. In days past, it was only with considerable trouble that Bill was able to keep in line with the "Twelve minute" gang, in their daily walks from the station to Post Office at Halethorpe. Now, the rest of them fall behind. Bill walks on air and passes Washington Boulevard far in the lead. Oh, well, there is only ONE first born son, and, in common with his fellow employes, the "Twelve Minute Gang," extends hearty congratulations to Mr. and Mrs. Caples.

It is reported by the Halethorpe news gatherer that Mr. Caples is busily engaged fixing up the old "Henry" so that young

Gerald will be able to take his exercise helping dad run it this summer.

Roland A. Garrett, the father of twins born last October, reports they are doing well, but they sleep all day. Maybe that accounts for daddy's sleepy eyes in the morning.

Millard Traband has had his share of trouble during the past month. His two children have been confined to the house because of illness. When the youngsters recovered, mother had her turn. We all know what it means when mother is sick. We are glad that all are now improving.

Mrs. Armstrong, wife of one of the "Twelve Minute Gang" has returned after an operation performed at St. Agnes. Congratulations on her recovery!

### TRAIN CALLERS

Can help win friends for the Railroad by always speaking distinctly and always answering questions courteously—no matter how often they are asked. Courtesy wins for the Railroad—and you too!

### Baltimore Division

Correspondent, W. B. WETS

Assistant Correspondent, G. K. SEIBERT

With regrets to the Cumberland Division

After many months of anxious waiting, but with our shoulders to the wheel, our efforts at last bore fruit, the Baltimore Division not only passed the Cumberland Division but leads all divisions on the Eastern Lines in Freight Train Performance for December, 1923. To show that this was not a mistake, or luck, we repeated in January. It is fine to look down upon the Cumberland Division with the feeling that the foundation we have constructed during these long months of waiting will support us in this lofty position for some time to come.

We now understand why W. H. ("Jack") Tarr wanted to give up the job of correspondent. A few days ago "Jack" laid off: a very unusual thing. Three days later he returned and said, "It's a boy! A seven-pound boy!" Congratulations, "Jack"! We understand—you can't write articles and tell bedtime stories too.



PRIDES OF THE BALTIMORE DIVISION

Engine 5203, which handles The Capitol Limited, Mt. Royal Station to Washington. Right: La Verne and Howley, children of Terminal Trainmaster R. C. Davis, Brunswick, Md.





BALTIMORE DIVISION WEST END PRIZE WINNERS

Left: Foreman C. E. Pope.

Right: Supervisor C. W. Selby

Engine 5203, a photograph of which will be found on these pages, is the pride of Master Mechanic J. P. Hines. However, the East End is not the only place they have pets. Ask General Foreman M. E. Mullen about the 5076, relief engine, Brunswick, better known as "Spark Plug." We hoped to have a picture of "Sparky," but because of weather conditions and photographer's absence, we are unable to do so.

Miss Elizabeth Carr, now Mrs. Hubbard started something when she married "Pete." Her friend Miss Cora Ekin has followed her example and taken unto herself a husband. Congratulations, Cora!

Miss Florence Goodman, former secretary to division engineer, is now filling position in "DO" made vacant by the marriage of Miss Ekin. Watch your step, Floss, you know the fate of your predecessor.

Miss Esther Auld, stenographer, Division Engineer's Office, has been appointed secretary to division engineer, vice Miss Goodman.

F. X. Doefler has been appointed clerk to Passenger Trainmaster Mewshaw during the absence of "Slim" Mallery. Everyone wishes Frank luck.

Chief Clerk W. M. "Bill" Devlin was ill for several days with the grippe, but is now back, smiling as usual and looking strong and healthy.

On February 1, a farewell dinner was given at the Arcadia, Philadelphia, to General Freight Agent John H. Carroll, Jr., prior to his departure for Pittsburgh, where he is now located. District Freight Agent Babneu was toast master. General Superintendent Van Horn, Superintendent Hoskins, Terminal Trainmaster Gallary, Division Engineer Harveson, Terminal Agent Sands and District Passenger Agent Haase were among those present and made short addresses. Following the festivities, Mr. Carroll was presented with a handsome chime clock by Mr. Babneu on behalf of the guests present, as a token of their esteem. Mr. Carroll had many friends in Philadelphia and while we are sorry to see him go we are glad of his promotion. To G. S. Harlan, his successor, we extend a hearty welcome.



Demonstrating how a duck should be eaten

Our accommodating and smiling red cap porter, Arthur Simmons, who holds forth at 24th and Chestnut Streets, Philadelphia, has developed into a poet. After conducting a party to the Capitol Limited

Chicago Sleeper he struck off the following poem:

**"The Baltimore and Ohio—The Best and Only"**

Here we are, boys, running on time,  
Years ago you said we ran behind time,  
Now all our equipment is up-to-date;  
Nobody can say the B & O is late.  
The Capitol Limited is awfully fast,  
Boys, we are giving our enemies H— at last.  
They are fighting us from every side,  
Once tried, this train you will always ride.  
Five and Six—we call's 'em dat—  
Washington to Chicago in nineteen hours flat.

Oh! The dining car service is simply grand,  
The best you can find in all the land.  
There's a barber shop and maid service too,  
The Pullman Porter will shine your shoe,  
You can get a hair cut, shave and massage,  
At the very same price your barber would charge,

It is a very fine train, that is true,  
And every employe will be courteous to you,

Terminal Trainmaster R. C. Davis, Brunswick, is proud of his children. La Vern, age 15, and Howey, age 13. We don't blame him, but wait 'till Jack Tarr springs the photo of that seven pound boy of his!

The Baltimore Division, which we cheerfully admit is the best on the System, not being satisfied with having the best roadbed and track, has started to improve the high-ways adjacent by making the road crossings not only the smoothest, but the best protected. We have recently installed standard flash-light signals at Winchester, Keedysville, Ridgeville, Terra Cotta, Lamond, Takoma Park, Gaithersburg, Lansdowne, Eddystone and Glenolden. The new form of protection has met with favorable comment of motorists and County and State officials and we feel it will only be a matter of time until we will discard other forms of road crossing protection and make the protection at these points compare with the other standards we have on our Division.

Have you been signalled to STOP by Signal Supervisor B. H. (Bert) Prinn, better known as "Flash-Light," and LOOKED AND LISTENED to his description of his great achievement in the construction and installation of the famous Flash-Light Signals? Bert's story starts with the first signals installed at Winchester, on the Valley, where the movement over the crossing is very slow; up through the City of Washington, to the placing of one



Standard track and roadbed, Havre de Grace Cut, Baltimore Division, East End





A BALTIMORE DIVISION PRIZE WINNER  
Foreman, J. F. French

of his signals in the Banquet Hall of the Emerson Hotel, Baltimore, which was displayed for the "Wise Men." Bert has not stopped yet and expects to exhibit one of his signals at the next automobile show in Washington so that senators, representatives and other high dignitaries may view his work. We are interested in you, "Flash-Light," and feel that your success is also ours.

The stationmasters at Philadelphia have lost their "home" and are now located in a room under the stairs in the station. This room is equipped with a large boiler, which is kept hot by the power plant at all hours of the day and the stationmasters are "sweating blood," but they say—"for a worthy cause—wait until you see our old home remodeled." They expect to be back in their office by Easter. We bet they'll make a run on the passenger trainmaster for buttons, devices, etc. then. Still, it is just as Passenger Trainman M. R. Bujac (if you don't know him, get acquainted with him) says—"Little by little we accomplish great things." He looks forward to the time when the Baltimore and Ohio will have a station at New York and a new station at Philadelphia. Here's hoping his prediction will come true.

We extend our sympathy to the family of Conductor W. W. Shay who was fatally injured at Lumbrook, Del., on January 9. Conductor Shay entered the service as a freight brakeman on March 24, 1904 and was promoted to conductor on March 20, 1916. He had many friends and was well liked on the East and West Ends of the Baltimore Division.

The hero of DO, Dispatcher E. F. Kelly! "Ed's" sister was recently taken ill and an operation was performed necessitating the transfusion of a quart of blood. "Ed" stepped to the front and made the sacrifice. His sister is now getting along nicely and "Ed" is still his old sweet self.

Superintendent Hoskins says the performance of Trains 94 and 97 improved during the month of January. Engineers L. K. Heck, C. Richter, T. B. Stringer, F. E. Weightman, O. L. Welsh and A. W. Ecker are in this fast freight service and have made a number of creditable runs. Next month we hope to announce a record performance.

Material Clerk E. E. Myerly's slogan is, "Keep that desk clear." No correspondence lingers there. Recently he dictated letters at the rate of two every three and a half minutes. Fifteen minutes later he came to, suddenly realizing that he had been dictating to empty air. He had forgotten that he had sent his stenographer out. Tie a string to your finger, hereafter, "Ed."

We went into the Division Engineer's Office to interview Division Engineer C. B. Harveson and Assistant Division Engineer T. Bloecher concerning notes for the MAGAZINE. They both said that they did not know anything of interest or anything funny except themselves—take a good look at them, sometime.

Dispatchers H. H. ("Ham") Hamilton and W. S. ("Baldy") Eccleston are watching the sun—measuring it in every way imaginable—keeping a daily record of the height

it reaches, the heat it throws, etc. "Ham" has a fine place at Manhattan Beach and intends to spend the summer there. "Baldy" has his machine out of the shop and is getting the old hack all spruced up for weekend trips to Pine Bluffs, where he has his summer mansion.

Chief Dispatcher M. T. ("Tom") LaMar has a Cleveland. He recently made the statement that he ran his machine for a month on ten gallons of gas. Upon going into this a little deeper, it was developed that during the month he had used the machine three times to run to the market, located about two blocks from his home. You ought to trade it in for an Oakland, "Tom." See "Roby" for further information.

Operator W. L. ("Roby") Robinson put his machine into the garage the other night. Next morning he was unable to get it out.



PRIZE WINNERS—BALTIMORE DIVISION

1. Foreman F. L. Harwood, East End. 2. Foreman C. E. Asher, East End. 3. Foreman A. Ferruccio, East End. 4. Supervisor C. E. Wolfsberger, East End



The lock on the door had frozen. You can talk the public into buying a machine, "Roby," but you can't talk a machine out of a garage. From reports of the language used that morning the lock should have melted.

Here's a customer, "Roby"—Dispatcher C. A. ("Goose") Gosnell sent his machine to a repair shop recently to be overhauled. Through forgetfulness on someone's part (he won't admit it was his) the radiator was not drained. Result, a new radiator and motor and a *drained* pocket-book. He'll never forget to drain it after this.

H. N. Constantine and O. L. Hamilton, Division Accountant's Office, have finished a pleasant hunting season of several days on Herring Bay, Patuxent, Magothy and South Rivers. Their report follows: Ducks 104, rabbits 42, quail 14, doves 42, reed birds 460, woodcock 2, jacksnipe 5. We don't know what kind of a story to call this—they didn't shoot any fish. For pointers on the art of gunning, see "Buck" or "Ham."

A hot race is on in the Division Accountant's Office Bowling League. If you don't believe it ask Cox. Anyone wishing games write C. M. Machin and "Charlie" will have the money.

A delightful week-end party was held recently by Messrs. Childs, Roche, Hamilton, Priel and Swein, Division Accountant's Office, and Moriarity, General Superintendent's Office, at the cozy bungalow of Mr. Childs at the head of South River. The journey to the mansion was made in the old faithful "Henry Ford," which groaned beneath the weight of these huskies and the substance for their existence over the week-end.

Bountiful meals were prepared by Chef Roche. It became necessary to assist Priel and Swein from the table after each meal. Moriarity still uses the "Clean-up-Broom." Hamilton took his usual tour through the woods with his gun, looking for a "shot." He generally goes to the same tree. All had a pleasant time and returned home Sunday night.

A. F. North, Division Accountant's Office, has become a "Rough Rider"—it's very rough on him, he's sore from one week to the other. Yep—he joined the 110th Field Artillery, Battery F. If you want to see some real riding go out some Tuesday night.

#### One of our High Spots

Best  
Rooms.  
Unsurpassed  
Neatness.  
Service  
Wonderful.  
Improved  
Catering.  
Kick-in.

Yours!  
Men,  
Come  
Along—join the "Y."

Did you ever hear a candy-liner, dog knoter and tabby get together in an argument about why the Baltimore Division is better than the Cumberland Division. For educational purposes stop in the "Eel Pot," as the Trainman's Room on Camden Street is known, between 12 and 1 p. m., anyway. We're back of you—Baltimore Division men—don't let the Tabbies put anything over on you.

The cartoon, "The Terror of Susquehanna Flats," is the artist's conception of Division Operator H. K. Hartman, better known as

"The Chief," killing those ducks for the banquet which was held by those well-known nimrods—Conductor Howard Lane, Assistant Trainmaster J. C. Basford and Division Operator H. K. Hartman. From all we have heard and from the back view of a duck-cating "bon viveur," who attended the festivities, it must have been some banquet. See page 60.

The publicity which the Cumberland Division has derived from the fact that that division is located at Harper's Ferry has made some of our fellow employees thoroughly acquainted with the "reason why," feel that it would be an easy matter to surpass this famous historic and beauty spot by fixing up a spot of our own. They have elected Point of Rocks (formerly Washington Junction) to have this distinction.

Point of Rocks is a natural beauty spot and has many advantages which have not been set forth, both historical and otherwise. Watch Point of Rocks. For further particulars address Assistant Trainmaster J. J. McCabe, mayor of that beautiful community.

Several of our friends have been spending their vacations on the Shenandoah and Valley Railroad of Virginia; others are contemplating going to that part of the railroad for a few days' rest. "Mayor" McCabe has been very busy entertaining. He states that there are still plenty of fine apples in cold storage; the chickens are coming along fine but that the cider barrel is getting pretty low.

The Freight Claim Prevention Committee is doing some wonderful work under the leadership of our amiable and efficient Terminal Agent "Bill" Neilson. The minutes of these meetings are being spread broadcast over the division and are having a great effect in educating and instructing employees in this important matter. All are invited to attend these meetings, which are held in the office of the superintendent of the Baltimore Division at 10.30 a.m. on the second Wednesday of each month.

**SAFETY FIRST.** Don't fail to be present at one of our Grand Rallies and dances to be held in the interest of Safety First; Philadelphia, April 2, and Brunswick on May 13. From the preparations being made you will be sure to enjoy yourself. Bring your family and your friends.

We are glad to learn of the promotion of "Johnny" Hayes, our friend and former division freight agent, to the position of assistant general freight agent, Baltimore. "Johnny"—a Baltimore Division man, mind you—grew famous over the entire System by winning first prize in presenting the best paper on "Freight Solicitation." Believe us, John practices what he preaches. He has our best wishes for success.

The Davis, Bissett, Mullen Company, located at Brunswick, and commonly known as the "Keep Them Moving Gang," have been doing a considerable amount of entertaining lately. Mechanical officers and others have been visiting Brunswick to get a few pointers on how to repair cars while in motion and to pick up the finer points of terminal operation. We trust that their visits have been profitable.

General Foreman H. L. Bach, our "One Man Band," and General Yardmaster W. M. Murphey, the "Maintracker," with the assistance of G. L. Hennick, our sprightly ear foreman, have been making some wonderful records at Wilsmere, with Assistant Trainmaster J. C. Basford standing on the side line singing "Here She Comes—There She Goes."

#### Pier 22, Philadelphia, Pa.

Correspondent, MARY G. GUTHRIE

We extend our deepest sympathy to Clerk Arthur J. McKernan, on the death of his little son on January 26.

Welcome to "Willie" Lawrence, former delivery clerk, pier 24.

Our "business getter," Edward Mitchell, has been transferred from Pier 62 to Pier 64. Success to him!

Bobbed hair fever has reached the Cashier's Office at Pier 22. Mildred Blackburn and Anna McGinley are among the victims. Who will be next?

Edna McFadden, stenographer to terminal agent, Pier 22, asks, "When are they going to put sleeping cars on the Manayunk Line?"

The story is told of a railroad president, who, hearing of a worker who had not, in twenty years' service, missed a day from his duties, or been reprimanded for carelessness, idleness or mistakes, called him into his office to compliment and commend him.

"I have heard splendid things about you," he said to his model worker. "Now tell me just what your duties are."

"Well, sir," replied the employee, "it's my job to stay on the platform, and every time a train pulls in, I walk along it and tap all wheels with a hammer. I've been doing that steadily ever since I worked for the company."

"And what do you do that for?" demanded the president. The model worker scratched his head for a while and then answered candidly: "I'm derved if I know."

Don't be afraid to ask questions. Be an eternal question mark.

Learn what relation the work you are doing has to other operations of the company. Understand what you are doing and why you are doing it.

Success comes only to those who know.

The one who merely goes through the motions soon finds that opportunity has lost his address.

Ask questions and grow.

#### Brunswick, Md.

Correspondent, MILDRED T. FISHER

The Ladies' Auxiliary at Brunswick recently presented W. C. Compton, secretary, Veterans' Association, with a beautiful monogram ring, showing their appreciation of his securing Pullman accommodations for their trip to the Galloway-Fries celebration in Cincinnati.

John Talbott, clerk, Motive Power Department, who has been absent since last February, has resumed duty. He has taken a position with Mr. Shannon at the Transfer Shed.

The accompanying photographs are of Wilma Jean, daughter of Ezra Baker, employee, Transfer Shed, and Richard Fisher, brother of correspondent.

We are indebted to Charles W. Smith, tool room attendant at Brunswick, for the following historical data of the Baltimore and Ohio, which was extracted from the Business Guide of the Baltimore and Ohio Railroad Company published in 1860. This Business Guide at that time sold for \$1.00 per copy. Mr. Smith's father, Christian Smith, was employed as a fireman for four months and then as engineer, his last position being road foreman of engines on the Second Division. He took the first engine west and his brother, John R. Smith, who was general foreman of





#### WILSMERE YARD

Important factors in switching West Bound trains are Engineer Murphy, right, and Engineer Williams. In oval: Yard Brakeman J. E. Harper and—who is she? She's now in Miami and Mr. Harper does not wear the same smile

of April, 1832, the whole line was completed to Point of Rocks, 70 miles. We will here remark that the Baltimore and Ohio Railroad was the first railroad in operation in the United States, and consequently attracted considerable attention, not only in this country, but also in many parts of Europe. During the summer of 1831 the Company commenced the construction of the Branch Road to Washington, D. C., and during the same summer, the first locomotive, called the 'York,' and built at York, Pa., was run upon the Road. (This was the first locomotive built for the Company. The Tom Thumb, Peter Cooper's locomotive and the first one built in America, had been tried on August 25, 1830.—Ed.)

"On the 20th of July, 1835, the Washington Branch Road was opened, and on the following 25th of August travel between Baltimore and Washington commenced. During the first four months the travel averaged 200 passengers per day.

"On the 1st of June, 1842, the Road was opened for travel to Hancock, Md., and on the 5th of November, same year, it was completed to Cumberland.

"On the 22d day of June, 1852, the Road was opened for travel to Fairmont, W. Va., and on the 1st day of January, 1855, the first train of cars ran over the entire Road from Baltimore to Wheeling."

We are very much pleased to have a photograph of Mr. Smith to be printed with these notes.

#### Wilsmere, Del.

Correspondent, C. W. BAILEY

While pulling out of the yard, Engine 1712 had brake rigging dragging and this defect was discovered by our Patrolman Regenauer. We appreciate the interest that Patrolman Regenauer takes in things that ordinarily are not his regular duties and for his watching this train and others, too, for such defects.

The last few days have wrought wonderful changes in the Rest House. All the walls in the hall ways and bed-rooms have been washed and painted. Everything is now shining like a new dollar. This work was supervised by Manager Parrish.

Lots of credit is due to our General Yard Master Murphey for the manner in which the fast freights are moving through Wilsmere. They are making better time through our terminal now than ever before. Interest is taken by everyone to keep these trains moving. In the early morning hours you can hear Assistant General Yard Master Stifler and Yard Master Densmore on the 'phone asking the chief dispatcher for information on first and second 697. They believe the sooner 'he' comes the sooner 'he' goes. At night you can see Yard



Second Trick Yardmaster L. F. Kirk, Wilsmere

Master Tommie Gaynor asking the train booker if he has heard any "dope" on 94 or the stock train. Our motto is "Keep the freight moving."

We are glad that our scale track, which until very recently was a stub end track, has been connected to the ladder in the East Bound Yard. This addition to the scales is not only a great time-saver, but it prevents the yard masters who weigh the cars losing their patience. We used to have to put the car on the scale, weigh it, then pull it off. Now, since the scale has been connected up with the ladder, all the crew has to do is to weigh the car and push right through the track, saving much time.

Our stenographer is taking special courses in English in Philadelphia, going to classes three times a week. He can hardly wait until class night comes. Perhaps there is something more in Philadelphia than the English class. It won't be long now and I hope that they will give us an "invite."

We take pleasure in announcing the arrival of a young son to Yard Brakeman T. J. Dolan and his wife. Both are doing finely. On the other hand, we don't see any cigars. May! they will come later. Good luck to the family!

Chief Crew Dispatcher A. L. Wilson was recently observed writing out requests for transportation covering a trip South. He's not going alone, either! We all think that the party of the second part has plenty of "nerve" to take over our friend Wilson, but—we wish them all good luck possible, and hope we will at least get a piece of the cake.

Our photograph is of Second Trick West-bound Yardmaster L. F. Kirk. When you need any information about westbound movements after 3.00 p. m., just ask "Larry" and you'll get it.

Extra! A few days ago Mr. Cooper called her hubby, Machinist Cooper, on the telephone. Told him to hurry home a baby had just cut a tooth, she also told him to bring a roll of films along! Send baby, or rather, some tooth!

Yardmaster Williams and his wife may be seen almost any day, after hubby leaves work, riding in their new Chevrolet coupe. George might bring the "Chev" down to the yard and give us all a ride, we think.



#### BRUNSWICK, MARYLAND

Left: Wilmer Jean Baker. Center: Tool Room Attendant C. W. Smith. Right: Richard Fisher, brother of our correspondent at Brunswick



"Ruddy" Burrows, first trick booker, had a birthday this month. No, we won't tell his age. "Ruddy" tells us that this will be his last. When girls make this remark, they are usually considerably older than Ruddy is now.

We regret very much to report the illness of Yard Conductor Burke. He had been absent for some time, but recently reported for duty. However, he was compelled to lay off again. Here's hoping for his prompt and complete recovery.

#### Hagerstown, Md.

Correspondent, GEO. R. PACKETT

Clerk H. R. Potter has been able to secure for our line, a large amount of L. C. L. cake and cracker business, formerly handled over another line. His brother is a local salesman for a New York house, and after being advised of our good service from New York, arranged to route his orders via Baltimore and Ohio.

Relief Agent Browning is filling the desk of S. A. Gates, passenger station. Mr. Gates has been ill for some time but hopes to report for duty soon.

Hagerstown is being well advertised in the world of sports by the success of the Elks Basket Ball Team this winter.

It is reported we will have a new theatre soon, to cost about \$350,000. It is also reported that two local theatres will erect roof gardens during the coming summer.

The M. P. Moller Pipe Organ Co., known as the world's largest builders of Moller pipe organs, will shortly commence the construction of an addition to their plant. The Crawford Auto Co. has taken charge of the Old Steel Co. plant in this city and are now building the Dagmar Autos and Luxto taxis. It is also reported that work will start shortly on Hagerstown's new million dollar hotel.

Rate Clerk Gail H. Wolfe has purchased a new Ford "Tudor" sedan. He has also been able to secure future shipments of a service station here, formerly routed via another line.

Mrs. E. H. Zeigler, wife of Special Representative Zeigler, Hagerstown, has returned after spending several weeks with her son, Rev. Robert Zeigler, Chicago, Ill. Rev. Zeigler has been under treatment in a Chicago hospital.

#### Cumberland Division

Correspondents, JOHN J. SELL and R. L. KETZNER

An employee at Piedmont furnishes picture of engine 104 taken in the year 1865, in charge of Engineer Charles Helms, who died a few years ago. At that time, Piedmont was the end of the division and the yard had a capacity of 300 cars. It was considered a well equipped terminal, having two roundhouses and a square shop; the shops were equipped with all the

latest machinery, and were training schools for many young men, who, after learning their trade, branched out into other important fields. There was a swinging bridge over the Potomac in the rear of the shops, to permit employees living on the Maryland side to get to and from their work; an old bell in the tower tolled the hours and called the men to work, this practice being general on the System at that time, before steam whistles came into general use. The old bell was donated to the local Presbyterian Church, many years ago, and is still in use calling the members to worship.

Everyone seems to be making a record these days. Our old friend "Bill" W. B. Sonners, operator, WC Office, Cumberland, feels that he has made a record himself in completing more than two thousand days of continuous service without losing a day. He also has been able to get his garden in first each spring.

Our Social Clubs seem to be vieing with each other in arranging good times. The Queen City Social Club entertained with a card party and dance February 12, in the Division Accountant's Office; the Baltimore and Ohio Social Club, held a Valentine Dance in the Superintendent of Shops' Office on February 14, the committees are to be congratulated on the success of these affairs.

On February 4, a banquet was tendered Messrs. T. K. Faherty, assistant Superintendent, Monongah Division, and Wm. C. Baker, train master, Connellsville Division at the "Queen City Hotel," Cumberland, upon their recent promotions, by the staff and friends on the Cumberland Division. Superintendent R. W. Brown was toast-master, while almost every one present had something to say, wishing them every success in their new fields. A letter was read from General Superintendent Van-Horn, who was unable to attend, because of a previous engagement.

V. N. Carrico, assistant train master, M. & K. Junction, has been promoted to assistant train master, East End, Cumberland Division, vice W. C. Baker, promoted. W. Henry has been promoted to assistant train master, M. & K. Junction, vice Mr. Carrico. These men are well known, and their many friends wish them every success.

We frequently hear of a commendable act on the part of our patrons and friends along the line. On February 10, Mr. A. P. Wentling, Paw Paw, W. Va., while at our station, noticed a car off center in a west-bound train. He immediately advised Operator Hardy at Okonoko. Train was stopped and car set out. Mr. Wentling has been thanked for his prompt action.

Our fellow correspondent, Ben Tasker, assistant shop clerk, Keyser, is continually telling us about the wonderful checker club he has organized at Keyser, and sending his challenges to the four winds. We claim the Championship and if Ben thinks he knows how to play checkers, we are willing to give him a chance at the nickleplated umbrella before the end of the season.

Our old friend Jake Miller always talks of the beauties of Sandy Hook, but we have been unable to get him to give us a story, so we will have to look to our old friend "Bill" Toomey for it.

The Cumberland Veterans' Association has been stepping to the front during the present season. They are holding some fine entertainments which are being enjoyed by our Veterans, old and young, the ladies not overlooking something good to



ON THE CUMBERLAND DIVISION

1. W. H. Nolan. 2. Station Master Raush. 3. W. M. Kelly. 4. Car Repairmen, taken in Cumberland West Yard, 1910; for names, see notes. 5. Who is the fourth man? See notes. 6. Engine 1170 in Cumberland Yard in 1907; for names, see notes. 7. A happy group of Cumberland Railroaders on Flg Raising day; for names, see notes



eat, and a fine musical program at each meeting.

The Safety Department is arranging for a big Safety Rally at Cumberland early in April. This is a subject that is always foremost in the minds of our employees. Anything to promote their welfare is bound to meet with success.

Freight Agent C. R. Grimm has been promising to let us have a picture of his efficient force but to date, we have no record. "What's the matter C. R." The great work the boys and girls have been doing, together with that record breaking crew of the warehouse deserves recognition. After this, no picture, no notes. **WHEN DO WE GET THAT PICTURE?**

Engineer William M. Kelly, Connellsville Division, working out of Cumberland, died on January 28, at St. Joseph's Hospital, Baltimore, after an illness of six weeks. "Brother Kelly," as he was known by practically every man on the Maryland and Pennsylvania Districts, was one of the most popular engineers on the System. Thirty-three years of active service, with a clean record, a friend of every man he met, will be the memory of "Brother." Mr. Kelly was one of the old school, working day and night, always ready with a joke and ever trying to make the way a little easier for the other man. The writer, some years ago, when first entering the service of the Baltimore and Ohio was a brakeman on the Pike, and will ever remember the fatherly interest of Brother Kelly; his teachings of safety first, and his interest in his fellow man, years ago earned him the name of "Brother" as he will ever be remembered. Mr. Kelly is survived by his widow, the second wife, and by four sons, Rev. Father William M. Kelly, Baltimore; Frank J., Syracuse University, Syracuse, N. Y.; Anthony J., Washington; and John T. Kelly at home, and to them we offer our sincere sympathy.

Railroaders galore were grouped around Engine 4055 on the day of the flag raising at the Eastbound Hump, Cumberland Yard. Reading from left to right; J. R. Burkhart, C. H. Kraus, L. E. Madden, C. E. Davis, M. C. Merryfield, J. H. Pike, J. H. Mosner, C. F. Vanosdale, W. S. Beggs, J. W. Eckles. Second row: J. W. Mahaney, J. J. Hare, E. F. Kelly, R. C. Ward. Third row: F. W. Hamilton, J. F. Smith, H. T. Giffin, Robert Kraus, W. S. Beggs, Jr., E. R. Clark, H. L. Hoyle. Left of engine: J. H. Johnson, J. W. Yost, F. E. Waters. Right of engine, W. Fairrell.

Agent Burr Flag, North Mountain, W. Va., died at his home on February 17, after a short illness. Mr. Flag was known by every employe on the East End of our division and enjoyed an enviable reputation as a railroad man, having been an agent on our division for over thirty years. While seldom absent from duty he was always a welcome visitor to the offices in Cumberland and we deeply sympathize with the family in their bereavement.

It must have been gratifying to all employes of the Baltimore and Ohio to read General Freight Claim Agent Glessner's supplement No. 2 to bulletin 61 of January 14, which indicates the decrease in claim payments, down to less than one per cent. of the freight revenue for the year of 1923. All employes have a share in this and we trust that this division will do its full duty and get behind the slogan "Reduce our claim payments to .75 per cent. in 1924."

Boys, how many remember the 1170? Here is a picture taken in Cumberland Yard in 1907 with "Bern" Reeder, "Dan"



Above: Banquet tendered Assistant Superintendent T. K. Faherty and Trainmaster W. C. Baker by Cumberland Division staff and employes, on their recent promotions. Below: Engineer Charles Helms, who died during the past year, on engine 104

Kitzmiller, "Andy" Lewis, J. S. Smith and John Helfrick. Wonder which way she would grab one of the trains that the 6100 class engines are bringing into the yard today!

Talk about interest in your work and in your railroad, here is one for you. J. W. Driscoll, Cumberland Yard brakeman, known to all of us as "Bulleye," was visiting in a city on a western division and overheard a complaint by one of the merchants on Baltimore and Ohio service. Knowing this to be very unusual, "Bulleye" made a complete investigation, then went back to the merchant advising him that he was a representative of the Baltimore and Ohio and understood there was some complaint about the service. The merchant told his story and J. W. advised him the car in question had been received from a connecting line at 1:15 p. m. and had been switched out and placed on the consignees siding at exactly 4:10 p. m. or less than three hours after it had arrived on the Baltimore and Ohio Lines. The merchant thanked him and said: "In the future, guess I'd better see who is responsible before I make a complaint." Just another case where our Railroad might have gotten a whole lot of bad advertising from a man who was sore on slow movement and was too quick to blame the delivering road.

Hear a lot of jokes about stationmasters every once in a while but here is one that is full of business and not much time for joking on the job. Night Stationmaster L. M. Rausch at Cumberland. "Snookums," as he is better known is a young man but has been with us a little over ten years.

Someone is using those business getters, soliciting cards. On February 14, we received 18 trains in the Eastbound yard in seven hours and forty-three minutes.

Keep after them. While this is handling business, sure enough, we can still do better.

Who remembers the fourth man on this picture? We know "Happy" Law, "Eddie" Mills and "Bob" Valentine and will leave the other one to our readers. This picture was taken about 15 years ago in Cumberland and no doubt will bring back happy memories.

Division Freight Agent R. J. Beggs is still going up the ladder and we are happy to announce his appointment as assistant general freight agent, Baltimore. Mr. Beggs made many friends on the Cumberland Division while stationed here. While we are always sorry to lose a good man we are happy to hear of his well merited promotion.

Mrs. Mollie McDonald, index clerk, Superintendent's Office, is getting to be quite a regular visitor to Paw Paw. That's all right, "Mollie," on the home town stuff but watch your step.

When you are boosting The Capitol Limited, don't forget our other crack trains, all steel, well lighted, comfortable and four other east and westbound trains that carry observation cars, and best of all operating ON TIME with dependable regularity. No wonder we are proud of our road.

With profound sorrow, we report the death of Conductor Patrick J. Mackin on January 16, while inspecting his train at Mt. Lake Park. Mr. Mackin was a respected citizen, true christian and a thorough railroad man and his record of thirty years continuous service with the Baltimore and Ohio, absolutely clear, speaks volumes of the high esteem in which he was held, not only by the officials of our railroad but by all men. Conductor Mackin was a



*The Store for Men and Boys*

## SCHWARZENBACH & SON

CUMBERLAND, MD.

kindly man, always ready to lend a helping hand to the new man in the service and many a green brakeman was thankful to be called for his run; men all along the line knew "Paddy" and he was never too busy to talk to everyone, after he had arrived at his terminal and was relieved from duty. Mr. Mackin was a member of the Brotherhood of Railway Trainmen, Knights of Columbus and the Holy Name Society. Pallbearers representing these Societies were Patrick W. Burke and Patrick Coyle, the Knights; J. W. Minear and J. Packett, the Trainmen, and Joseph King and J. Codire, the Holy Name. Mr. Mackin is survived by his widow, who was, prior to her marriage, Miss Mary Carney of Oakland, and two sons; James F. Mackin, night general yard master, Cumberland, and Lawrence A. Mackin, and one daughter, Miss Louise Mackin, Cumberland. Another pioneer of the West End of the Cumberland Division has been laid to rest and we all join in the supplication, Eternal Light Shine Upon Him, Oh Lord; May He Rest in Peace, Amen!

P. O. Barger and J. F. Taylor, two of our assistant chief crew dispatchers, are seeing America First. Just received a card from Los Angeles telling of their wonderful trip. Maybe we won't have to listen to SOME stories when they return.

One of our pictures is some car repairmen, West Yard, Cumberland, taken in 1910. Come on, boys, pick them out as they are all in the service yet and no doubt will be surprised to see how they looked in the "Old Days."

Another big wedding in the family. Miss Anna May Trost, charming telephone operator in the Queen City Building and James G. Glenn, chief clerk to storekeeper, Cumberland, were married on February 8. Congratulations!

We extend sympathy to G. Frank Messman, report clerk, Superintendent's Office, in the death of his mother on February 3.

We are glad to present a photograph of Conductor W. H. Nolan, taken off duty. While "Nig" is one of the most popular conductors in Cumberland Yard, don't think any of us appreciated his good looks before. When you need a helping hand "Nig" is always first on the job and his greatest pleasure is playing the part of a friend in need—who is truly a friend indeed.

### Cumberland Back Shop

Correspondent, J. C. GLENN

The Efficiency Department employees at Cumberland Back Shop are doing splendid work and are to be commended on the manner in which they handle their duties. They are increasing production and are setting a high mark for our employees to shoot at.

Reverend Harding, pastor of St. Luke's Episcopal Church, spoke on "Victory" at the local Y. M. C. A. Sunday, February 3. A large attendance greeted him and his speech was indeed a delight. A duet was rendered by E. F. Warner and A. Y. Wilson.

We welcome our new file clerk, George McDermott. George is a hustler and we are glad to have him.

The Champion Stores Department bowlers, Shaw, Wall, Glenn and Kington are all tuned up and ready to meet all comers. They are contemplating a trip to Keyser soon and later intend going to Baltimore to clean up the best of that city.

Employees of the Cumberland Back Shop were visited on January 18, at lunch period, by Rev. Harry V. Wheeler, pastor of Belmont Church, M. E., South, of Roanoke, Va., who gave an interesting talk on applying the "Golden Rule" transposed to suit present day needs.

The talk was masterful and was delivered in Mr. Wheeler's peculiar style. He was pastor of Trinity M. E. Church at Cumberland from 1915 to 1919.

The Baltimore and Ohio quartette, consisting of A. Y. Wilson, E. F. Warner, Earl Murray and Nelson Kreiger, sang a suitable selection. We will welcome another visit from Mr. Wheeler.

### Rolling Mill and Bolt and Forge Shop Notes

It is rumored that inducements are being offered by local theatrical concerns to have Master Mechanic E. H. Martin commercialize his comic wit. It may not be long before he and his co-star, Mr. Michael, the bass singer, will appear in a sketch at a local theater, under the caption of "The Laboring Man's Favorites."

Among local favorites, we have Alfred E. Howe, Jr., Rolling Mill clerk, who answers to the nickname of "Deedy," and Stoner Dowlan, energetic yard foreman, Stores Department.

Andrew Companeck, forging machine instructor, is a new arrival in our midst, hailing from the Metropolis of Baltimore. Incidentally we neglect to mention that he is already making provision for our future force. Yes, it is a boy!

We were agreeably surprised when informed by C. R. Merryman, yard foreman, that he had taken unto himself a "better half," the "girl he left behind" in dear "Ole Baltimore." He will take up his residence in the exclusive suburb of Frostburg.

The Bolt and Forge Shop continues to show splendid progress in the present efficiency drive, exceeding all previous records. The Rolling Mill output is continually on the increase, under the watchful guidance of Superintendent Charles T. Carney.

The team of "Merryman & Rupp," no rivals of Gallagher and Shean, but our yard foremen, continue to make the condition of the Piling Shed and the Yard a feature to be proud of.

### Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

The Veteran employees of the shop and other members of Martinsburg Chapter enjoyed their meeting on January 26. They were especially grateful for the hearty responses made by visiting officials. It always gives our members pleasure to extend hospitality to any of our officers who can find time to visit us. We especially enjoyed the manner in which Vice-President Shriver "hefted" the basket of apples.

*Please mention our magazine when writing advertisers*

It was a pleasure to meet again Miss Vada Pearl Drumm, MAGAZINE correspondent, Cumberland, Md. Her pleasing personality and charming voice added much to the success of our program. We hope it will be our good fortune to hear Miss Drumm sing again soon.

Aunt and Uncle's natural modesty prevents saying very much about Aunt Mary's visit to Martinsburg. She is a member of the family and it would not look just right to "blow our own horn."

Veteran Yard Brakeman Minor Furr died at his home, 210 East King Street, on January 14, at the age of 63. He had been confined to his home only a few weeks before the Angel of Death took him, but he had been in poor health for several years. He was born near Keyser, W. Va., and was a son of Franklin and Hannah Furr, his parents having moved to a home near Keyser, from Loudon Co., Va. When a young man he entered Baltimore and Ohio service at Piedmont Shop. After serving a short time, he was transferred to main line train service. After his marriage to Miss Lena Lashorn he came to this city to live and was transferred to yard service here. He was in yard service at the time of his death. Practically all his active life was spent in our service. For 25 years he was a member of the B. of R. T. and he was also a member of the Martinsburg Chapter of Veterans. He is survived by his widow and one sister, to whom our sincere sympathy is extended.

### Paw Paw, W. Va.

Correspondent, M. L. SHARON

That this may be the happiest and most prosperous year of our lives is a common wish, but it covers about everything a railroad employee wants. May it come true for all of us. 1923 has gone and with it our past trials and sorrows. May 1924 bring better things for all of us.

The great apple crop of this territory has been gathered and shipped. Business here is now back to normal.

On the afternoon of Christmas Day, one of our prominent citizens, S. D. Moser, with some young folks, started on a pleasure trip in his new Dodge car. For unknown reasons, the car went down an embankment, about two miles from Paw Paw, turning over. Mr. Moser received injuries from which he did not recover, passing away the following night.

Some time ago, Mr. Moser was a large orchardist and fruit shipper, but retired a few years ago. He leaves a widow and several children, to whom we extend sincere sympathy. Booth Moser, train dispatcher, Cumberland East End, is a son of the deceased.

"Uncle" John Shipley, who has been working for our Company many years, is still young, he says. Tried to persuade him to go to the Veterans' banquet at Martinsburg but he would not. Says he will go next year.

Of course your correspondent went to the banquet, with Brother A. C. Hardy, who has been limping ever since. We enjoyed the banquet from beginning to end, especially the speakers, and above all the good things to eat. "Ed." Fournety filled his pockets, but Charles Auld caught him and "squealed."

### Newburg, W. Va.

The Baltimore and Ohio MAGAZINE for January, 1924, contains the following statement:

"Frank Mayolo, a boilermarker's helper at Hardman, has been off duty the past few



days taking up a special course in law. Mr. Mayolo is an efficient interpreter and his greatest ambition is to become a criminal lawyer so that he can ably prosecute all Blackhanders."

I wish to say I am not a lawyer or interpreter, and I have no desire to be. I am a working man attending to my own business. I did not want to interpret the cases against the so-called Blackhanders in the Clarksburg Criminal Court in April, 1923, but I was compelled to do so by the law of the land. I am only sorry to see the poor boys pay the death penalty as they did. The statement in the January MAGAZINE was a joke by some of my best friends at the Hardman Shop, where I am employed, and I give them credit as an extra sport toastmaker. I am sure that this friend did not mean any harm, but that it was a joke. At the same time he did not realize the seriousness and circumstances in the future to print such a statement. He did not realize what he was doing. This is, as usual, a railroad man's joke, only this joke is more material than others.

I wish to say to all that I am not opposed to a Blackhand Society, if there is such. I have read and heard about such a society but I do not know anything about it myself and if there is such a thing, I wish to say I am not against them, nor am I for them. I have nothing to say one way or the other. I have plenty to do to attend to my business, and if that friend of mine who sent that article to the MAGAZINE would do the same, he would be in the same position. The so-called Blackhanders have never bothered me and I have never bothered them and never intend to.

(Signed) FRANK MAYOLO

Keyser, W. Va.

Correspondent, H. B. KIGHT

Assistant Correspondent, B. E. TASKER

Local papers recently carried an article regarding a block of coal mined at Consolidation mines, Monongah. This block measured four and one half by four and one half by eight feet, and weighed six tons. It was shipped via the Best and Only on its trip to Genoa, Italy, where it will be displayed at an exposition to be held there.

Our Capitol Limited is the most talked of train in the world today. It is being used by officials of foreign roads who are loud in their praise of the excellent equipment and of our dining car service. Not only do our competitors tell us of the quality of this train but we hear it from everyone.

Agents, I'm depending on you to have your Bulletin Boards kept in the best possible shape, showing information which should be there. The public depends on that information; let's see that it is correct.

Have you made up your mind to send your family on one of our personally conducted all-expense tours this season? Every school in the territory is talking about these tours and many are planning to accompany us.

At Rowlesburg, W. Va., on February 2, Supervisor M. W. Laffey, Sub-Division No. 5, a prize winning territory of the Cumberland Division, entertained his foremen and the West End staff officers, at a banquet and musicale in the parlors of the Methodist Church. The dinner was prepared and served by the Ladies' Aid Society and, as "Pop" Wigal expressed it, contained everything from "soup to nuts."

Assistant Division Engineer John Edwards presided as toastmaster and interesting responses were made by Trainmaster Welshonce, Road Foreman Carney, Master Mechanic Dixon, Assistant Road Foreman

DEPOSITS \$1,055,260.26

## The First National Bank Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

Browning and Supervisor T. A. Laffey. State Senator E. Bunker Reynolds, who happened to be passing through, was present and pleased everyone with his wit and humor. He spoke at length on his impressions of the loyalty and service of Baltimore and Ohio men.

Mr. Carney entertained with a sleight of hand performance with his disappearing anvil. The orchestra played many selections during the dinner and Messrs. Mankins and Hooten entertained with saxophone and vocal solos. The feast was concluded with remarks from Toastmaster Edwards and an address by Supervisor Laffey.

Those present were: E. P. Welshonce, M. A. Carney, J. Edwards, Jr., W. J. Dixon, F. R. Browning, T. A. Laffey, Hon.



John Robert, son of Mr. and Mrs. G. P. Murphy,  
Keyser, W. Va.

E. B. Reynolds, I. S. Sponseller, C. A. Wigal, R. E. Furcy, F. P. Graney, J. W. Grimm, T. C. Hunter, B. Beaver and S. N. Powell. Foremen T. E. Dunbar, J. Murphy, J. E. Bolyard, G. C. Reed, M. A. Faherty, R. M. Cole, G. W. Dunbar, C. W. Bucklew, J. W. Funk, W. Hall, P. Raconia, W. L. Shrader, George Sinclair, A. F. Taylor, H. M. Laffey and A. F. Braithwood.

Supervisor M. W. Laffey, Rowlesburg, whose territory extends from Terra Alta to Grafton, was the winner of the \$100.00 cash prize for the best sub-division. More familiarly known to his friends as genial "Mike" Laffey, he has presented the best example of what may be accomplished by the dogged perseverance and fighting spirit that makes soldiers into generals. A territory with the roughest of grades, washouts and slides from the mountain torrents, peaks where the winter lasts longer, territory where the hot summer sun kinks and buckles the track quicker.

And then, when the ties have been renewed and new rails placed, their lives are made shorter by the pounding and impact of the never ceasing procession of monster Mallets, carrying the precious black nuggets from the mines, across the connecting link, to the homes and industries awaiting heat units.

But with all these difficulties, at the close of the season, he was able to present a clean, orderly, well drained right of way, straight

edges of ballast line enclosing tracks whose line and surface presented to Engineer of Maintenance E. G. Lane and his experienced assistants an appearance that could only be rewarded with the first prize. Well done, "Mike" our best wishes. Long live the King!

Foreman "Joe" S. Rhodes, Swanton, Section No. 39, whose territory is the famous 17 mile grade for its last two miles, was awarded a cash prize of \$50.00 for the best section. Foreman Rhodes is deserving of much credit for his work. His motto in employing men is that they must register up to his own standard for work performed.

"Joe" divides the credit with his men and we notice some of them are wearing new hats.

Foreman Thomas E. Dunbar, Terra Alta, Section 44, whose territory extends from Terra Alta to Hopement, was awarded a cash prize of \$35.00 for the section showing the most improvement during the year.

"Tom" is another "working foreman" who works with his men at all times. Good work, boys, make 'em "Try to get it next year."

We note our jovial paymaster, George R. Bramble, comes around in a mounted Studebaker. He looks fine in his new car and hands out a prize in every package.

Foreman Flanigan at Deer Park established a new record last week when he disposed of three sacks of Mail Pouch. The excitement that day was too much for "Gum."

General Supervisor I. S. Sponseller held his annual shoot at Rhodes Lodge, just north of Wilson, and the affair was well attended. Laffey and Schmidt furnished the hounds and the hillsides resounded all day to flashes of powder and the death cry of birds and bunnies. G. S. carried home an abundant supply of game and it was unanimously agreed that he had redeemed his last season's work and that his initials stand for "I Shoot Straight."

Gloom was cast over the West End when the news was received that Conductor John M. Smith had passed away at Hoffman Hospital, Keyser. Mr. Smith was fatally injured in an accident at Blaser on the morning of January 13. Brakeman Fred Arve and C. J. Ott were also injured painfully but not seriously. A special train took all three to the hospital at Keyser where they received medical attention, Brakeman Ott later going to his home. Arve is still in the hospital.

Conductor Smith was of a kindly disposition and was loved by all his fellowmen. He was an earnest Christian and a devoted husband. He is survived by his wife to whom we extend our deepest sympathy.

Cumberland Division employes were shocked on January 16, when they learned that West End Conductor P. J. Mackin had been found dead beside his train as it stood at Mountain Lake Park at three o'clock in the morning. While I write this I have not heard the details but it is supposed that he died of heart trouble. There were no marks upon him to indicate that he had been injured, or of foul play. His watch and money were intact.

I regret that I failed to report in the February MAGAZINE the death of Conductor Wm. R. Wenner, which occurred at the home of his sister in Keyser in December. "Friday," as he was familiarly known among his fellows, has been a sufferer for years, but bore his suffering without a murmur and in his passing we shall feel his loss. To the bereaved family we extend our deepest sympathy.



One of our photographs is of the two sons of Brakeman J. F. Kerns, Richard and Russell. These boys are also grandsons of Engineer R. E. Craig, Rowlesburg, W. Va. Mr. Kerns lives at Westernport, Md., and says he reads the *MAGAZINE* through every month and is much interested in it.

Another of our photographs is of Veteran Engineer J. M. Buckner. His first railroad experience was with the C. & O. Railway. He commenced work as fireman, firing with wood, on April 1, 1870. On October 5, 1872 he resigned and moved to Parkersburg, W. Va. He was given a position as fireman by I. N. Kalbaugh, then master mechanic, on the Parkersburg and

Grafton Branch. In April, 1873, he was transferred to the Third Division, running between Grafton and Piedmont and has remained there ever since. He lives at Rowlesburg, W. Va. In writing to us, Mr. Buckner says: "I served ten days at one time and seven at another, but have never laid off on a legal holiday or pay day. I think I have worked for the Baltimore and Ohio about seventy-five years, if all my time is counted and figured at ten hours per day

"I thank all the Veterans and all officers of the Baltimore and Ohio. They have all been very good to me, and I appreciate especially the letter sent me on completion of fifty years service."

**Slogans—Assistant Master Mechanic's Office**

Do Do—W-a-i-t a minute!

Nina H.—Indeed I have so much to do now!

Dusty—No record!

Marshall—H— No!

Bertha—What do you do?

Lena—No papers!

Alice—Well, I don't see why!

Nell—I was a little late, but—

Ethel—Too bad!

B. J. Davis, who was operated on for appendicitis at the Hoffman Hospital, has so far recovered that he will be removed to his home in the near future. "B. J." says he is entitled to leave as he holds seniority rights over all other patients.



AT KEYSER, W. VA.

1. Taken at Terra Alta: Engineer John Carnes, Fireman John Young, Engineer Beta Bishop and Fireman Luke Nine. 2. Engineer J. H. Carnes and Fireman C. H. Hooton. 3. Retired Engineer Jeff Buckner. 4. James Richard and Russell Eldridge, children of Brakeman and Mrs. J. F. Kerns, Westernport, Md.



# "I Was Partial to the Hamilton Years Before I Owned One—



and I've been timing my trains with a Hamilton for over fifteen years." Thus does Conductor T. M. Thatcher of the Santa Fe endorse the Hamilton watch.

Conductor Thatcher has been running trains since 1888, and is at present in charge of the California Limited on the Illinois Division. He is a man whose judgment of a watch is bound to be sound. Like thousands of other railroad men Conductor Thatcher was partial to, and chose the Hamilton, because it combines both accuracy and dependability to a high degree.

You can depend upon a Hamilton to serve you all the time, no matter how far "up the ladder" you go. The next time you pass your jeweler's, stop in and have him show you a Hamilton No. 992. This is the watch that times America's fastest trains and is, in truth, "The Railroad Timekeeper of America." This model will better than pass time inspection requirements on any railroad, and like all Hamiltons will serve you dependably and faithfully for many years to come. Thus the Hamilton is really the most economical watch you can buy.

For other than time inspection service you will find the Hamilton No. 974 an excellent timekeeper. It is a seventeen jewel model that is built up to Hamilton standards throughout.

Send for a copy of the Timekeeper which illustrates and describes the various Hamilton models. A postal card will bring a copy of this booklet to you by return mail.

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U.S.A.

# Hamilton Watch

"The Railroad Timekeeper of America"



Our sympathy is extended to Boiler Inspector Wolf on the death of his father, which occurred during the early part of February.

The accompanying photograph is of John Robert, age 5 months, son of Mr. and Mrs. G. P. Murphy. "Murph" says he does not know if the little one will develop into a radio operator or movie director. His father is quite proficient in both.

We congratulate C. R. Wheeler, formerly chief clerk to local storekeeper, on his appointment as storekeeper, Brunswick. We wish him success in his new position. Carl Welch has been appointed as successor to Mr. Wheeler.

R. T. Ravenscraft, assistant car foreman, wishes to express his gratitude through this column, to his fellow workmen for the donation he received, as well as the many tokens of sympathy extended during the period he was confined to his home because of injury.

Air Brake Foreman "Bill" Ravenscraft has the Sunny Jim smile on his face since the arrival of the nine-pound boy.

C. Inskeep and W. D. Wright, assistant car foremen, received painful injuries in performing their duties during the latter part of January, which will prevent them from working for some time. Foreman Inskeep had his left ankle broken by a bin of brass bearings falling on him. Foreman Wright had his left ankle broken by falling from a car. We are glad that the injuries, while painful, are responding to treatment.

The Veterans' Association at Keyser appreciate the courtesy of the officials in allowing them to use one of Murphy's Rest Rooms as a meeting place. The Veterans have put this room in good condition, installing new electric fixtures, steam heat, gas, running water, etc., as well as securing a piano donated by the carmen. This room is also supplied with games, magazines, etc., and is open to Veterans each evening during the week.

#### Hardman, W. Va.

W. P. Cannon, general foreman, attended the staff meeting and banquet given in

honor of the promotion of T. K. Faherty and W. Baker at Cumberland.

G. W. Boylan, yard engineer, has given up his yard turn and accepted position as helper engineer.

J. C. Liller, assistant train master, Newburg, is spending his vacation at Hollywood-by-the-Sea, Florida. C. E. Chidester, our efficient crew dispatcher, is looking after Mr. Liller's duties during his absence.

"Dutch" Shrader, second trick Store Room attendant, celebrated his 38th birthday on February 6. "Dutch" invited about thirty of his friends to donate something in honor of his short and eventful life and from the number of handkerchiefs, socks, shirts and ties that were presented to him, we think he will not have to purchase any of these articles for the next 38 years.

We are sorry to lose the following efficient employees at this station because of furlough: Machinists John Vansandt and Paul Ellis, Boilermaker T. H. Bell, Machinist Helper Clyde Sheetz and Engine Wiper "Vic" Lucas. We hope to have them back with us in the near future.

C. O. Shay, machinist helper, is reported on the sick list.

### Connellsville Division

Correspondents, CHARLES E. REYNOLDS and EARL SHANK

On February 3, the stork visited the home of Yard Conductor and Mrs. Harry Sivits, South Connellsville, Pa., and left an eight pound baby girl. Congratulations!

General Night Yard Master and Mrs. J. R. Porter, Connellsville, are receiving congratulations upon the birth of their first daughter, January 14; the other child is a boy. The babe has been named Thelma Mae, for her mother.

One of our photographs is of J. S. Flickinger—better known as "Jake," and his little grand-daughter, four months old. Mr. Flickinger is local freight conductor, main line, Connellsville Division, and has been in the service about twenty years.

On January 30, members of the Connellsville Division Staff gathered at the Pleasant Valley Country Club at a seven o'clock turkey dinner in honor of Train Master Matthew L. McElheny, who on February 1 took up his duties as superintendent of terminals, New York.

There were 32 guests present, including R. W. Brown, superintendent, Cumberland Division, and the following from Pittsburgh—F. P. Pfahler, district master mechanic, T. E. Drake, station master and C. D. Grow, night terminal train master, also T. H. Robey, assistant road foreman of engines, Pittsburgh Division.

Superintendent Martin was toastmaster. On behalf of the division staff he presented Mr. McElheny with a fine gold watch, chain and Masonic charm.

There were some good talks made by the toastmaster, the honored guest, and other members of the party, and the evening was enjoyably spent.

Mr. McElheny has the best wishes of the employees on the Connellsville Division.

He has been succeeded by W. C. Baker, formerly assistant train master, Cumberland Division. Mr. Baker is welcomed to our division and we are sure our association with him will be pleasant.

The Superintendent's Office is graced with a new face—that of Miss Mildred Furtney. This young lady is a dark-eyed beauty, with a pleasing personality. If you don't believe us, ask Simon Burns—he knows—also Assistant Chief Clerk Shank, who, since this advent, wears a continual smile.

On Sunday, January 6, we had a broken rail west of Cheat Haven, which resulted in a delay of one hour and twenty-five minutes to No. 69. Section men were not working. The following employees were riding train 69 on this date:

Fireman M. B. Coughenour, Brakeman R. J. Mason, Brakeman R. N. Solenday, Fireman Walter Sheering, Brakeman L. Burnsworth.

These men, as well as Engineer J. W. Turner and Baggage-master G. M. Harker, on No. 69, assisted in replacing the broken rail.

The action of these men merits hearty commendation especially in view of the fact that the thermometer registered four degrees below zero.

The Connellsville Shop Bowling Team, composed of Messrs. Schad, Spence, Russell, Gallagher and Haney, recently played the second game against the team from the District Master Mechanic's Office at Glenwood, which is composed of Messrs. Powell, Miller, Voltz, Hopkins and Strotsky at Connellsville and took the latter team over by a total of 164 pins for the count. Some creditable bowling was done by several men. The Glenwood team defeated the Connellsville team at Pittsburgh by a total of 191 pins, and naturally the third and deciding game to be played is looked forward to with great interest, as quite a lot of friendly rivalry obtains.

We were sorry to lose Assistant Storekeeper Howard Dean who was recently transferred to the same position at Glenwood, but wish him success in his new position.

Miss Alice K. Kramer, secretary to Master Mechanic Schad is a fanatic on basket ball and is connected with one of the fastest female teams in Connellsville. Miss Kramer's photograph is in the MAGAZINE this month and possibly explains why so much difficulty is experienced in accommodating the crowd when she plays.

Oliver Moser, time clerk, Division Accountant's Office, requests nothing be



ON THE CONNELLSVILLE DIVISION

Above: Messrs. P. C. Dix, M. E. Akers and C. L. Senheiser. Below, left: Local Conductor J. S. Flickinger and his granddaughter. Center: Herbert Shank, Jr., son of Mr. and Mrs. Herbert Shank, the former a brother of Assistant Chief Clerk Earl Shank and latter sister of Loretta Rattler, File Clerk. Right: Miss Alice K. Kramer



said about the valentines he received on Valentine Day, although we believe that he was tickled to get them.

### Pittsburgh District

Correspondent, E. N. FAIRGRIEVE

Engineer J. D. Evans, who was severely burned oiling his engine while on duty in 36th St. yard on January 24, died in the St. Francis Hospital on February 5. Engineer Evans was born January 31, 1873 and entered the service of the Baltimore and Ohio, August 21, 1895 as a yard fireman, being promoted to yard engineer, April 17, 1901 and to road engineer September 12, 1918.

The death of Engineer Evans removes from our midst a loyal and faithful employe, whose loss is mourned, and we extend to the sorrowing family our sincere sympathy.

Our old friend Bill ("Duck Pond") Evans, Pike dispatcher, who owns a Durant machine let it balk on him one day recently, and when he went to wind it up (it won't go unless you wind it), the cranky crank flew off the squeemadink and soaked Brother Bill in the arm, breaking his wrist. Hard luck, Bill. Better sell the pesky thing and get one of Henry's self starters!

Paul P. McGrail, energetic young man from Car Record Office, is dabbling so we understand, in dramatics, learning to be an actorine. Go to it, Paul. A good actorine makes a hit with the goils, and it should be your long suit.

Mary Kenney says she likes to have Summer(s) come in winter. Oh, you New Joisey summer!

A freight solicitor from the Traffic Department has been making a number of calls at the Car Record Office, Pittsburgh, recently. Don't know what he is soliciting, do you, Gertrude? \*

E. L. Allnutt is acting yardmaster, 36th St., during the absence of "Uncle Billy" Nagle who is ill.

Be a Booster for the B. & O.  
Spread its fame where'er you go,  
Such enthusiasm will make it so,  
Business will reach an overflow,  
Now is the time to spread its fame,  
To add prestige to its already good name,  
Your friends will enjoy the comfortable ride,  
On the Capitol Limited, the Company's pride.

Don't overlook any opportunity to impress your friends and acquaintances with the wonderful opportunities of Baltimore and Ohio service. Solicit business on the strength of your knowledge of the efficient service being rendered and be ever ready with a word of defense when criticism offends. Such loyalty is bound to win satisfaction for yourself and new friends for the Baltimore and Ohio.

Records indicate that the Company's loss and damage claim payments for 1923 were 0.99% of the freight revenue a very marked reduction. Think of it, folks! Splendid effort and personal interest of a multitude of employes of the Baltimore and Ohio have brought about this wonderful achievement, proving the value of loyalty and cooperation, and it is with a feeling of pride that this item is brought to your notice.

Continuing our thought on Claim Prevention; records indicate that from October 1, 1920 to January 1, this year, the Baltimore and Ohio handled 24,000,000 pounds of L. C. L. freight from the Jones & Laughlin Steel Corporation and during this period there were only two claims presented amounting to the small sum of \$7.08. Claims against other railroads in this terri-

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## We asked a merchant—

*"Who buys most of your Naugahyde Bags?"*

"Men who have to carry a bag regularly," was the answer. "Men who want a bag to stand the wear and tear of day in and day out use."

Everywhere the answer has been practically the same—and everywhere railroad men are finding Naugahyde the most practical bag they can carry.

Built over a strong, steel frame, every Naugahyde Bag is vulcanized into a single piece. No seams to rip and no rivets to come loose. It's waterproof and heat-proof. No wonder Naugahyde outlasts all ordinary bags!

Unexcelled in appearance, Naugahyde Bags hold their good looks in spite of the hardest treatment. They are made with a handsome black grain finish, English check lining, and solid brass fittings of the finest quality. Unusually moderate in price.

If your dealer cannot supply you immediately, write direct to us. Made in three sizes—16 inch, 18 inch, and 20 inch.

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**NAUGAHYDE  
BAGS**



tory in handling of the same business reached a total of 24. This is an excellent showing and is the result of a systematic system of education for good marking, and the cooperation of all concerned in the handling of this business. Every employe is to be commended for his or her support.

The accompanying photograph is of Master Clayton Russell, son of Track Foreman W. F. Dunkle, Knox Pa., famous for his prowess in bagging bunnies in the wilds of Clarion County, where he is hailed as champion. Daddy Dunkle is proud of his boy and it won't be many years 'till he will have him helping to fix up the rough spots.

Your correspondent has enlisted the aid of a certain employe in the train service, who, for the time being, will be known as "Bill." He has entered into his duties with a vim and presents the following:



ON THE PITTSBURGH DISTRICT

Above: Russell, son of Track Foreman Dunkle, Knox, Pa. Below: Emma Nauney, Division Engineer's Office, Connellsville

Noting that other departments of the Pittsburgh District are having a word to say in Our MAGAZINE, from time to time, we, the passenger trainmen of this territory, desire to voice our commendation and appreciation of the MAGAZINE, its purport and results. Having a desire to start right, we pick on the two oldest young bloods in the District, Tucker Hunt and Dennis Devine, who, though both retired, are looking fine. How about coming to the conductor's room for a little dis(cussing) of the merits of the Post & Times! Wow!

How many of the boys can remember the fine, hot breakfasts Uncle John Cowan used to fix up for the crew on old Nos. 1 and 2. Come and see us, John, we sure would welcome you.

We have a fine looking lot of men gracing our extra board just now. This is pleasing and means we will continue to stand high on the list with respect to appearance, courtesy and efficiency.

It is quite a task for some of the boys to keep up their personal appearance as they would like to, but let us all keep trying.

How true it is that a man's efficiency respecting his work can be gleaned from his conversation. Dissatisfied and disgruntled employes, no matter where they are employed, are never in that frame of mind necessary to render efficient, effective service. What can you do to increase your efficiency? Your correspondent will welcome any news items from any train men. Please drop them into the suggestion box and I will receive them. This applies to conductors, baggagemen and brakemen.

The accompanying photograph is of Foreman D. Chiovitti. On January 15 he was working with his gang near Coulter Station when Train 94 passed. Mr. Chiovitti looked over the equipment as train passed and observed a defective wheel on one of the cars. He attracted attention of Lineman S. Hovermill, who was riding on rear end of caboose, and train was stopped before serious damage was done.

Mr. Chiovitti entered Baltimore and Ohio service as trackman in 1906, and was promoted to foreman in 1913. He has been commended by Superintendent Beltz for his close observation and prompt action.

#### Traffic Department, Pittsburgh, Pa.

Correspondent, MARGARET BIERER

The first annual dinner and dance of the Baltimore and Ohio Traffic Department was held at the Seventh Avenue Hotel on January 28.

General Freight Agent Blakely, toastmaster for the evening, made an entertaining address, after which he called on the following officers and employes: Manager Commercial Development H. O. Hartzell, Miss Nellie Murphy, Miss Margaret Bierer, Miss Leona Walker, Superintendent J. D. Beltz, F. A. Markley, C. R. Perkins and A. L. Doggett.

Invitations were sent to a number of employes of the Operating Department, many of whom were present, adding materially to the success of the entertainment.

The Royal Syncopators furnished music during the evening. After dinner, the floor was cleared and dancing enjoyed until a late hour.

The committee in charge consisted of C. Rochrig, chairman; J. W. Swoger, Misses Mary Harkins and Leona Walker, F. J. Yeager, H. G. McLaughlin and L. Van Zandt.



Foreman D. Chiovitti

#### Pittsburgh Freight Station

Correspondent, G. OBERDICK

In 1922 there were 64 employes at the Pittsburgh Freight Station injured while in the performance of their duties, while in the year 1923, there were only 44 injured—a reduction of 20 accidents. I believe the interest taken by our Safety Committee is reflected in this showing. Members of Pittsburgh Freight Station Safety Committee for the year 1923 are: Messrs. C. J. Maloney, M. J. Flavin, P. Melia, J. F. Hines, W. E. King and J. T. Campbell, whose motto is "SAFETY—FIRST, LAST AND ALWAYS."

We were sorry to learn of the illness of B. T. Lansker, foreman's clerk, who was taken to the hospital on January 17. "Barney" is getting along well and it is hoped he will be back soon.

Many of us are kept busy trying to chase the wolf from our door, but would someone kindly ask Mary if she would chase a "Wolf" away from her door!

Is it colder in the winter than it is in McKeesport—how about the second floor, Colonel?

What's the matter with Braddock, "Bob." I always thought it was a nice town.

#### Northern District

Correspondent, D. H. KIRKWOOD

One of our old timers gives me this story. The engine was failing badly for steam; the engineer went to the telegraph office and started to write a "night letter" to the dispatcher. "Be Brief," said the operator. "Don't you see those words on the corner of the form?" A boomer fireman took form from the "eagle eye" and wrote, "C. C. C. St. L." "What's the big idea?" said the "ham." "You said be brief," said the fireman, "that means, 'Can't come cockey, steam too low.'"

Our dispatcher, Mart Ross, you "ops" can see, is some speedy man on a telegraph key.

When he calls with a clickety click, that means get on and that mighty quick.

He's the boy boomers tell us, makes them all sit up and take notice.

One thing makes him "just foam" is to call and call and find nobody home.





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**FOR THE AUTOMOBILE:** Riverside Over-size Ford Tires, guaranteed for 10,000 miles and lasting longer than that, will save you one-third. Why pay more? The same saving is offered on tubes, batteries, radiators—everything for the automobile of standard make and quality, and with a big saving for you.



**FOR THE FARM:** For fifty-one years we have studied the farmer's needs. For fifty-one years we have been friends with the American farm. We have experts in every branch of farm life. To study what farm is longest, what gives the best satisfaction in actual use. Quality first, for the farmer is our policy, but always we offer a saving.

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We have perfected our service for you. After much study and testing new systems and employing experts we have perfected a system that makes certain your orders will be shipped promptly.

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**SIBBLE & WELLMAN**

General Merchandise

St. Petersburg, Pa.



Left: F. J. Rainey. Right: The Kane local crew; for names, see notes

First he calls "J" and she gets the Dickens for being out so long, "Feeding the chickens."

Next call "OU," where have you been? I've called since the clock struck ten.

Then comes a click and it says, "CB, if I go out for a while in my Ford would you miss me?" "No," says Mart, "not at all, only that I'll miss making your call."

"And that call 'F' Foxburg," says Mart, "I know by heart in my sleep."

"BR. Bruin, wake up there, Heine, what's the situation at the refinery."

"WC" what's the weather, please let me know. Says SI we have just three feet of snow.

And that's that. Dispatcher Ross has so many duties that it would surely peeve Barney Google and his famous horse but he gets them all done and he's one of the Northern District's real live wires.

Our country has suffered another severe loss in the death of Ex-President Woodrow Wilson. He will live long in the hearts of his countrymen and will go down in history as one of the world's greatest men.

Our Company conducts what is known as "All expense tours," to Washington, D. C., on March 12, April 12, 16, May 10, 27, June 4 and 28. These tours include all expenses for five days, such as round trip transportation, meals en route, hotel, sight seeing tours, etc. Passengers desiring to do so can secure railroad tickets only at reduced fares.

Washington is a city that every one should see and know. It is the heart of our Government and there are many beautiful public buildings to be seen there.

Let's boost the tours. Tell your friends to try the "Friendly Way." Any ticket agent will give you full information.

The Capitol Building is near the Baltimore and Ohio Union Station in Washington; you can see it as you step out of the station. To tell of the wonders of Washington would require too much space. Take the Baltimore and Ohio trip, seeing historic Harper's Ferry on the way.

We regret to report the following deaths in the Baltimore and Ohio Family. Evelyn, six years old, daughter of Mr. and Mrs. E. H. Gross. The mother of Thomas W. Grays, conductor. Our sympathy is extended to the families.

Flagman D. B. Shoup is absent because of illness. We hope he will return soon.

R. S. Howe, joint agent, Mount Jewett, has been appointed cashier of the bank, Mount Jewett; E. W. Anderson is acting agent.

Passenger Conductor W. A. Mattern has purchased the Commercial Hotel at Mount Jewett. It is now under the management of Mrs. Mattern. Good meals and good beds are the order of the day. Let's stop there next time we go to Mount Jewett. Mrs. Mattern will make us welcome. Previously, this hotel was under the management of "Bobby" Leach, the only man who went over Niagara Falls in a barrel and lived to tell the tale.

O. D. Titts and L. R. "Abe" Martin, who were furloughed, have been recalled to duty. They are car repairmen at Foxburg.

One of our photographs is of Baggage-

master Thomas J. Rainey, Trains 51 and 52. This photograph was taken several years ago and was handed to Mr. Rainey a short time ago by Agent C. B. Smith, Parkers Landing. It reminded Rainey of olden times, and he said, "Those good old days! A dance every night." Probably he referred to the days of the oil boom. He is a good musician; we hear that he helped to furnish the "jazz" in early days. Mr. Rainey has been in the service about 48 years and is still a young man. He owns a nice home in Kane, Pa. It is said here that he is the oldest baggageman in the service.

Another of our photographs is the Kane Local crew, taken in 1913. Left to right they are Brakeman D. S. Parsons, Flagman Dick Fowler, J. C. Smith and Conductor C. D. Newman. Mr. Fowler has left the service and is now on the police force at Kane.

Another photograph is M. A. Sheely and his family. Mr. Sheely is a retired carpenter foreman and now resides in St. Petersburg, Pa.

The following clipping from the *Pittsburgh Gazette Times* is of special interest to Northern District employees:

"Kane, Pa., January 19.—Urged by a mysterious impulse, he says, Sylvester Hopper, Baltimore and Ohio Railroad engineer of Kane, stopped his train at noon today just in time to avoid crushing two children who were playing with a sled on the track. Hopper, who was running his train out of a siding near the Baltimore and Ohio station here, declares that he did not see the children until after he had stopped the train and his attention was attracted to them by excited spectators who expected both would be killed."

**Office of District Master Mechanic,  
Glenwood**

Correspondent, EDRIC C. GREAVES

Foreman J. P. Kane is proud of the performance of his forces in Glenwood Blacksmith Shop in reclamation work during 1923. The saving effected by reclaiming material in this department amounted to \$140,323.69 during the year and was accomplished by the reclamation of flues, springs, couplers, etc. Had new material been purchased, it would have cost the amount given above in excess of the actual reclamation cost. The Blacksmith Shop forces firmly believe in the old adage "Waste not, want not," and we anticipate that the saving during 1924 will be even greater.

We are glad to announce that District Motive Power Inspector P. T. Poole, who has been confined to his home with a severe cold, has returned.



Pensioned Carpenter Foreman M. A. Sheely and his family

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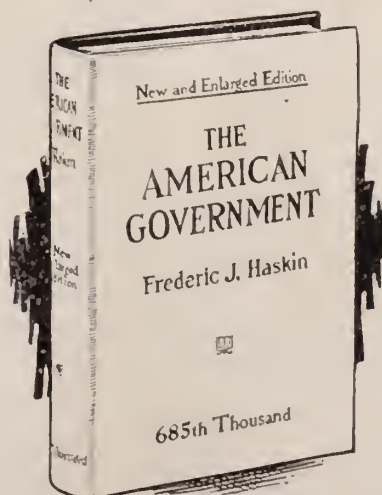
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"The American Government," new and enlarged edition, has 484 pages, including a 32-page section of beautiful half-tone illustrations. There are 42 chapters, containing over 150,000 words. It is 8x5 3/4 inches in size and durably bound in forest green cloth stamped in gold. It is in a class with books that often sell for \$3 or \$4, but because of its educational value it is being offered by this Magazine at the nominal price of \$1, postage prepaid to any address in the United States. **Money back if not satisfied.**



ure, but primarily to promote better citizenship by giving a better and more intimate understanding of how the Government functions.

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**THE PRIDE OF GLENWOOD SHOP**

Engine 5051, which handles The Capitol Limited on the Pennsylvania District

"Mental anguish" is a legal term, but it aptly describes the feeling of your correspondent when he was recently compelled to relinquish his old stand in the office. However, when elements of efficiency and acceleration are introduced, we must follow the tide and bury all sentiment.

It is with pleasure that we announce the promotion of H. F. Schwab, chief clerk to storekeeper, Glenwood, to be assistant storekeeper, Fairmont, W. Va. We frankly admit that Glenwood is the loser, as Mr. Schwab endeared himself to all his associates by strict attention to business, his impartiality, as well as his gentlemanly and courteous attitude to all with whom he came in contact. We wish you the best of luck Harley—we know you will make friends wherever you go.

The Connellsville Shop Bowling Team visited the Glenwood Shop Bowling Team

on January 17, playing three games for total pins. The score resulted in Glenwood administering a defeat to the visitors by 191 pins. On January 31, the Glenwood team returned the visit and were defeated by 161 pins, leaving them with a lead of 28 pins in the two series of the three games each so far played. A close contest is anticipated between these two teams, as they are evenly matched. Glenwood is represented by Messrs. M. R. Powell, J. E. Kerr, J. Stratosky, J. Miller, M. Hopkins, C. E. Rider and Joseph Shedlock. Connellsville is represented by Messrs. J. W. Schad, C. Spence, L. A. Russell, W. E. Finn, W. T. Gallagher, R. Mahoney and B. Moyres.

Air Brake Instructor W. C. Garaghty, has been at Glenwood for the past six weeks, instructing engineers, firemen, conductors, trainmen, inspectors, etc., in the operation

and maintenance of air brake appliances on locomotives and cars. During this period, he has instructed 1,212 men and examined 29 firemen for promotion. This is an exceedingly interesting subject in addition to being one of vast importance. In the operation of trains it is absolutely essential that every member of the crew be familiar with, and fully understand the operation of air brake appliances. It may be stated, in this connection, that firemen are not promoted to the position of engineer until they pass an examination on air brake appliances. Mr. Garaghty has added to his course of instructions a stereopticon outfit, which shows the latest Westinghouse passenger air brake and this feature of his lecture is helpful to all passenger crews. Employees who attended these lectures were greatly benefitted and expressed themselves as being glad to have had the opportunity of receiving this practical demonstration of the use of air brake appliances.

W. H. Dean has been appointed chief clerk to storekeeper, Glenwood, vice H. F. Schwab, promoted. Mr. Dean comes from the Connellsville Division and has the best wishes of his associates.

The accompanying photograph is of locomotive Number 5051, which has recently been overhauled in Glenwood Locomotive Back Shop. This locomotive is assigned to "Capitol Limited" service on the Pennsylvania District and, like all other locomotives assigned to this service, receives a thorough daily inspection by competent and experienced mechanics. Daniel Quinn, who is the proud engineer of the 5051, in speaking of it says: "Engine 5051, recently overhauled at Glenwood Back Shop, having received class five repairs, has had all the work reported on the engine by me given special attention and I have never known her to be in better condition. This locomotive on her last visit to the Back Shop was cleaned and polished to such an extent that it presents a fitting appearance when coupled to the 'Capitol Limited' and it makes me feel like being called to my second home when I am assigned to take her out, for I know I will have easy sailing over the stretch of road



**CAUGHT BY THE CAMERA MAN AT GLENWOOD, PA.**

Left to right: Pipefitter Edward Casey; Fireman David L. Shaffer, who is said to be the oldest fireman on Pittsburgh Division; Electrician Alvin R. Frazee (sitting); Ticket Agent J. W. Dashiell, the "Thrifty Man" of Glenwood; Water Station Fireman and Pipefitter William Lyle (forty years' service); Edric C. Greaves, Secretary to District Master Mechanic and Magazine Correspondent; Fireman E. J. Gessner.



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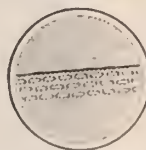
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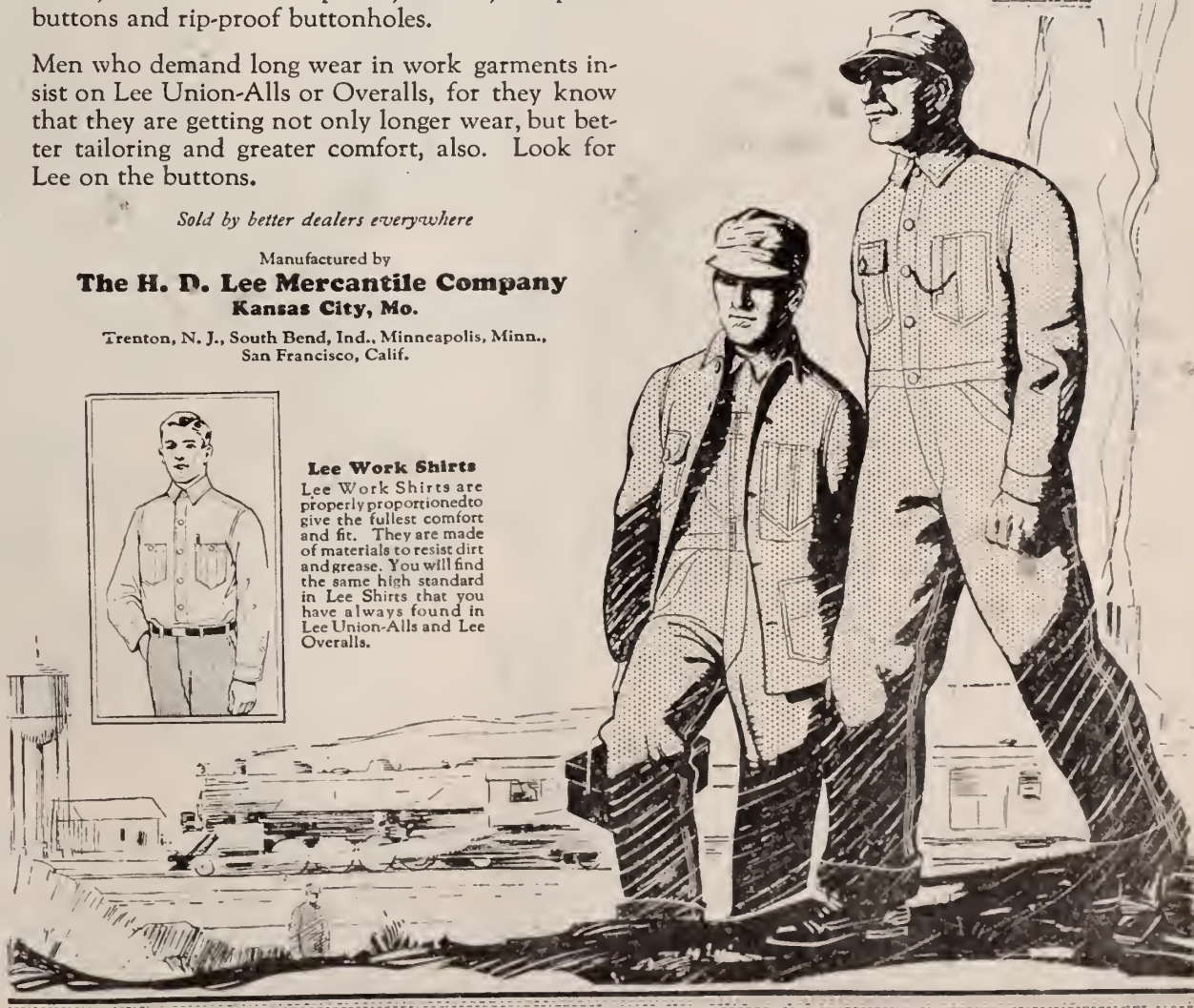
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on which I handle this high class train. The locomotive has a good square valve, always has a full head of steam, the reverse bar being one notch ahead of center most of the time on this run, and I feel sure if all our locomotives were kept in similar condition, there would be no complaint from the traveling public. I have been running an engine for thirty-three years and the 5051 is the most perfect I have ever handled."

The foregoing is not only a high tribute to the locomotives furnished by the Baltimore and Ohio, but also indicates the high class of work Glenwood Back Shop is turning out and demonstrates fully that "Capitol Limited" locomotives are being given the utmost care by the mechanical forces at Glenwood.

We regret to announce the illness of Shop Superintendent C. M. Newman. Mr. Newman is in Mercy Hospital, Pittsburgh, Pa. We sincerely trust he will be able to return to his duties in the near future.

During the recent shut-down of the Glenwood Locomotive Back Shop for four days, the foremen gave their general offices on the balcony of the shop an overhauling and painting and they are now up to the Glenwood standard.

### West Virginia District

In connection with the Washington All Expense tour from West Virginia on June 4, please note that arrangements are being made to hold a West Virginia Day in Washington on June 7.

Full details will be given later and it is hoped MAGAZINE correspondents in that territory will do all possible to boost "West Virginia Day." It is the intention to hold afternoon and evening "Get together" receptions for West Virginians in Washington, and those taking the tour, at one of the largest Washington hotels, and it is hoped that prominent West Virginians will be on hand to speak to their constituents.

### Wheeling Division

Correspondent, MARIE SLATTERICK

We extend our sympathy to Section Foreman Walter Yeager, Holloway, Ohio, whose mother died on February 8.

Have you heard about the chap who paid his gal a Valentine call and left in such a



PRIZE WINNERS ON THE WEST VIRGINIA DISTRICT

1. Foreman J. F. Cronin. 2. Foreman J. Valardio. 3. Foreman T. C. Stonecipher. 4. Foreman J. E. Riffe. 5. Foreman A. L. Quilfong. 6. Foreman J. Finnicum. 7. Supervisor P. Thornton. 8. Supervisor W. C. Wright. 9. Foreman J. Culver. 10. Foreman P. Murtaugh. 11. Foreman John Douglas and wife





**BENWOOD CHILDREN**

Above: Robert, Mary Katherine and Thomas, children of Engineer T. K. Finnegan and grandchildren of Engineer J. J. Finnegan. In oval: The little granddaughter of Track Foreman and Mrs. D. M. Booth, Burton, W. Va. Below: Little Joe, son of Chief Clerk to Storekeeper J. A. Marschani. His daddy says he's a future Baltimore and Ohio engineer

hurry he forgot his hat! We don't like to make insinuations but Robert Evans, Division Accountant's Office, looks fine in his new hat!

At noon on February 14, Michael Cusack, (better known as "Mike") persuaded Miss Blanche Williams of Wheeling Island to be "his Valentine," while he promised to be "hers." Immediately after the ceremony the young couple left for a honeymoon in the East, destination unknown. On their return they will reside in McMechen. "Mike" is a fireman on the Wheeling Division and has a host of Baltimore and Ohio friends who congratulate him.

We hope all passengers on Car 1058, February 16, are well and happy after partaking of the delicious dinner cooked and served by Dining Car Waiter Oscar Winters.

Dining Car Foreman W. L. Detwiler is as busy as a hen with one chicken trying to get relief men for the cooks and waiters.

The young lady recently employed at the Wheeling Coach Yard is creating havoc. The coach foreman was seen trying to draw water out of the steam pipes and the electrician was trying to find electricity in the gas lamps. But two of the boys on the dining cars say they can't turn down the old

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for the new! Miss Ella and Miss Gylispe can still come in for hot coffee. (Just the same, we wonder why Roma Webb is talking about spending the remainder of the winter in Arizona?)

## Monong Division

Correspondent, ANNA MARY UNKS

J. G. Begley, Division Engineer's Office, and Miss Jessie Fuller, were united in marriage at Clarksburg, W. Va., on January 31. Mr. Begley has been in the service seven years and is well liked on the division because of his fine disposition. Miss Fuller's home is in Fairmont, W. Va., where she has many friends. Congratulations!



**ON THE WHEELING DIVISION**

Left, left to right: Chief Clerk F. W. Kinsey, Lieutenant V. Wright, Clerk C. M. Thompson, Conductor H. G. Persons, Yardmaster B. Nuzum, Coal Billing Agent B. L. Helfer, Clerk Miss Nellie Parsons, Chief Clerk Bud Hunter, Clerk O. A. Van Fossen. Center: Jack, son of Demurrage Clerk J. S. Thomas, Wheeling, whose one ambition is to be President of the United States. Right: Inspector C. H. Roehm, Road Foreman Powell, Clerk Miss Lillian Kennedy, Stenographer Miss Clyde Gleaves, Round House Foreman R. W. Livingston, Managers of Baltimore and Ohio Restaurant Mr. and Mrs. Lawrence, Boiler Foreman R. W. Tedrick, Clerk Frances Perkins, Assistant Master Mechanic H. E. Whitner, Chief Clerk O. R. Telle

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The friends of Miss Christina Finch extend their deepest sympathy to surviving relatives of this young lady, who had been in the service of the Baltimore and Ohio for six years. Miss Finch was employed in the Westbound Yard Office, where she made many friends, not alone among the employes but also among our patrons. Her services were cheerfully given to everyone requiring them. Her death came as a shock to all of us as she had been reported as recovering nicely from an operation, which she had undergone in Baltimore. Miss Finch was 32 years old, and was born and educated in Grafton. She is survived by her mother, three married sisters and two brothers. The survivors have asked us to publish the following letter: "We, the mother and relatives of Christina Finch, who died on January 31, wish to express our thanks and appreciation for the many favors extended, sympathy given us and the generous tokens of flowers, during the illness and death of our daughter and sister."

Mr. and Mrs. J. E. Maxwell are the proud parents of a baby girl, Marion Lee, born last December. Congratulations!

Walter McFarling, assistant shop clerk, is rapidly recovering from the effects of an operation which he recently underwent in the city hospital. Best wishes are extended for his early recovery.

George Welsh and Ruth Haddix were married on February 6. Mr. Welsh is a yardmaster at Grafton. We think his position would be very trying to a young man, but his efficiency in his duties leads us to believe he will prove to be a good husband. Miss Haddix is a popular Grafton young lady. Our congratulations! The newlyweds will reside here.

J. P. Lannon, who died recently, was born on January 29, 1882. He entered Baltimore and Ohio service on December 25, 1901, since which date his service reflected efficiency and faithfulness in his chosen line of duty, namely telegraph operator. For several years past he has been first trick operator at D. K. tower. Mr. Lannon is survived by his wife and three children to whom our sincere sympathy is extended.

We are not surprised that Charles C. Smith has such a good disposition when we see the happy group of youngsters surrounding him after his return from duty in G. R. office each evening. Look at them in our photograph gallery this month.

"Monty," as A. C. Montgomery is known here, always has a smile. Betty Jane is the reason. A good one, too.

The Clerk's Organization held a Valentine Party on February 6, and a most enjoyable evening was spent by all of us. We hope for a larger attendance next month.

We extend sincere sympathy to friends and relatives of J. W. Garner, who passed away on February 6.

Mrs. John Tackett was recently called home. We extend sympathy to her husband and children.

The Veterans held their monthly meeting on February 4, a goodly number being present. A pleasing program had been arranged and refreshments were served—much to the delight of the men. All men seem to love to eat!

The death of Captain "Jim" Morgan, on January 21, came as a shock to his host of friends. Our sincere sympathy is extended to his surviving relatives. The following is part of story of his life and death as taken from the *Parkersburg and Grafton Sentinels*:

"The sudden death of Conductor James C. Morgan, one of the oldest and best known passenger conductors on the Baltimore and Ohio Railroad, came as a terrible shock to the family and will be generally regretted.

"Mr. Morgan had gone up earlier in the morning to Vienna, where a home was being built which he and his wife expected to occupy in the near future and which he had been frequently visiting. He had been suffering for the last year or more with attacks of high blood pressure and it is thought that he must have felt an attack coming on and decided to return home on the street car on which he died.

"Mr. Morgan was born in 1861 in Man-nington, Marion County, and was one of the oldest conductors in the service, having served on different branches of the Baltimore and Ohio system. For at least fifteen years was employed on the run between here and Cumberland, Md., and in two years' time would have rounded out the allotted period before retirement. For the last year, however, ill health necessitated a vacation but he was preparing to resume duties within a few weeks.

"A man of genial temperament and sterling character he was most popular with his associates and with other friends and his death will be universally regretted. Mr. Morgan was a member of the First M. E. Church, a 32nd degree Mason, a Knight Templar and a Shriner and he also belonged to the Order of Railway Conductors. In addition to his wife he is survived by one sister, Mrs. Frank Keane, of Grafton, and four brothers as follows: J. R., E. A., D. M. and J. N. Morgan, all of Grafton."

Clarksburg, W. Va.

Correspondent, VERNON A. LYON

In mentioning last month those who have assisted me in getting notes and pictures for the MAGAZINE, I failed to include P. P. Cutright, round house clerk, who has been assisting me for some time. Mr. Cutright has been absent because of illness, but we are glad to have him on duty again.

A. L. Summers, car repairman, and wife are the proud parents of a son, James William, born February 7. Congratulations!

Dr. Edward Davis, Salem, W. Va., has been appointed Company surgeon, Monongah Division. He takes the place made vacant by the death of Dr. E. B. Fittro, who served the Company for a number of years.

L. C. Fowler, cash clerk, Freight Office, is making frequent trips to Charleston. One guess is enough; we are almost sure she is a blonde.

Watch T. F. Cornwell, car clerk. Tom, too, is making a good many out of town trips. We are sure they are not for the sake of his health. We never heard of Altoona being a health resort.



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A great improvement on our Railroad is five miles of new track, which was put into service on January 28, marking the completion of ten miles of double track from Grafton to Flemington, W. Va. Five miles from Grafton to Brydon were completed more than a year ago, then the stretch from Brydon to Flemington was begun. Two more miles, from Flemington to Rosemont, will be built this year, it is said, making a total of twelve miles of double track, which is more than half the distance between Grafton and Clarksburg. The double track will greatly facilitate freight and passenger traffic.

The Clarksburg Traffic Club met at the Waldo Hotel on January 25.

There was a large attendance of the members and one of the best meetings in months was held. The principal subjects discussed were railroad legislation and probable bills to come up before Congress.

It was said in the speeches that the railroads believe it to be in the interest of the country as a whole to keep the Transportation Act of 1920 intact.

P. M. Neigh, traffic manager, Wheeling Chamber of Commerce, told of the probable bills that will come up before the present congress and he asked that the Chamber of Commerce and civic bodies wire their representatives to allow the

present laws to stand. According to Mr. Neigh, the last year has been one of the best, and in point of service the most satisfactory, the railroads have ever had. In addition to Mr. Neigh, H. H. Marsh, general freight agent, Wheeling, W. Va., made a short speech in which he declared that the railroads wanted further to try present legislation and see whether it will prove satisfactory. He cited the record railroad business moved in 1923, the present condition of cars, engines and roadbed, as proof of the ability of the railroads to give ample service under present conditions.

#### Parkersburg, W. Va.

Carl Augustine, son of Engineer E. A. Augustine, Parkersburg, W. Va., was graduated from Parkersburg High School on February 4. Congratulations!

#### Fairmont, W. Va.

Correspondent, OLIVIA HAIGHT

On January 29, when the streets of Fairmont were so slippery that one could scarcely take a step without falling, Third Trick Baggage-master James Morrow obtained a barrel of sawdust and scattered it on the sidewalks of the hillside leading to

the Baltimore and Ohio station so that patrons and employes could reach their destination safely. This was done after the completion of Mr. Morrow's eight hours of duty as baggage-master at Fairmont station. Credit is due him for his consideration of others, as no doubt serious injury was prevented by his safety device.

A delightful party of one of our Baltimore and Ohio families was given on January 27 at Blueville, a suburb of Grafton, when the 89th birthday of "Grandmother" Wittman was celebrated.

Thirty-two of Mrs. Wittman's children and friends attended the party, and she was the recipient of many beautiful gifts. Each year, on her birthday, a party is planned and given by her daughter, Mrs. E. Kinsler, and at this time her children and many friends come to greet her and to wish her still another year of health and happiness. A story of "Grandmother" Wittman will shortly appear in the MAGAZINE.

Fairmont Freight House was represented at the Blue Ridge Theatre last week when F. M. Jordan, leading tenor at St. Peters Roman Catholic Church, sang a number of selections. Mr. Jordan is tallyman at the Freight House and is noted for his splendid voice.



ON THE MONONGAH DIVISION

1. Thelma, daughter of Operator C. C. Smith. 2. Mary Frances and Lillian Gail Smith, twins, five months old. 3. The late Captain James Morgan  
4. The late Christina Finch. 5. Betty Jane Montgomery, age 5 months





#### IMPORTANT PEOPLE AT CLARKSBURG, W. VA.

1. Chief Claim Clerk S. Hall, Train Rider A. E. Wotring, Chief Delivery Clerk R. E. Nulter, Captain Police C. W. Travis, Division F. C. P. R. Criswell, Lieutenant of Police A. R. Elyard. 2. Joseph Stewart Worthington, nephew of Miss Mary Grosscup. 3. Wayne, son of Round House Clerk P. P. Cutright, and his pup, taking a ride in their new car. 4. Mary Joe Anne, daughter of Freight House Foreman T. L. O'Connor. 5. Kenneth Paul, nephew of Miss Monnie Underwood. 6. Joe, Jr., son of Boilermaker J. C. Page. 7. Junior, son of Fireman W. R. Everett

At a business meeting called Sunday, February 3, by the executives of the Veterans' Association special arrangements were made for a full attendance at a meeting to be called for Sunday, February 10. It is the desire of the officers in charge that members who have been negligent in their duties as Baltimore and Ohio Veterans cooperate with the new president, F. H. Brummage, and not only do their duty in a financial way, but to help the organization by attending meetings.

A plan was discussed to urge delinquent members to pay their dues and to put new life into the organization, showing by their attendance that they appreciate the efforts of the new president.

A resolution was passed, which is to be submitted to the Ladies' Auxiliary for their approval, is that a regular schedule be arranged for all meetings and entertainments hereafter.

#### Charleston Division

Correspondent, C. W. DIXON

Assistant Correspondent, V. B. HICKMAN

Glad to see Gassaway coming to the front in the "A. O." column, Charleston Division, for this issue. It seems that it takes Car Department employees to do things.

On January 24, Car Department employees held a social and "Get-to-gether meeting," in the parlors of the Y. M. C. A. building, Gassaway. It was well attended. After an opening selection by the orchestra, there was prayer by the Rev. Harold, followed by an address of welcome by Mr.

U. C. Stewart. Followed then a selection by the Shop Quartette, a reading by Miss Stump, violin solo by Master John Garber, vocal solo by Miss Geraldine Hostettler, banjo solo by Earl Duncan, vocal solos by Miss Huff and Mr. Stanley, an exceptionally fine address by Superintendent Trappnell, and a specially arranged selection by the Male Quartette. At the conclusion of this excellent program refreshments were served, and everyone enjoyed himself during the social hour which followed. Not only did the Car Department employees favor other employees and the community in general with an excellent program, but they did more. Substantial prizes were given for the largest family in attendance and to the person bringing his or her family the greatest distance. Both prizes were won by James Miller, a Car Department employee, who paraded his family of eight.

Space forbids our covering this gathering as we should and we trust our readers will content themselves with the knowledge that we have merely touched some of the "higher spots" lightly.

We are glad to have back with us Major Richard Brooke, division engineer, who was granted a leave of absence because of severe illness. He is now fully recovered and "rarin' to go."

Business in the Richwood-Camden-on-Gauley territory has been so heavy during the early part of the year that it has been necessary to double-head the Richwood district engine. Indications point to continued prosperity in that territory.

The Smoot Lumber Company's Mill, Arcola, W. Va., burned down on Feb-

ruary 11, resulting in a heavy loss to that company, and, of course, will result in a loss of business for us temporarily. The fire was confined to the mill building and did not reach the lumber in the yards.

During the remaining months of the present year let's all try to take the "I" out of accident.

#### Old Things Made New

In an effort to revive interest and cultivate enthusiasm in the Monday morning meetings a departure from former methods is now in evidence. At the meeting held on Monday, January 28, after careful consideration, it was decided that the meetings would be known as "Employees' Cooperative Conferences." If the first two of them are a sample of what is to follow there is no doubt but that they will be of a type altogether different from those of the past and that they will savor of a zest and enthusiasm that has not been in evidence heretofore.

Faith plus determination will make anything go. With enthusiasm added, it can't be stopped. To the personnel of the Charleston Division the superintendent says, "These are your conferences, with me acting as chairman for the sole purpose of assisting you all possible. You can supply the enthusiasm, both at the meetings and on the outside, that will not let the thing stop. I know I am calling your attention to a familiar thought that has been expressed by President Willard when I ask you to become a part of this movement 'because you want to, and not because you have to.'"



A committee of five was appointed by the chairman of the Employes' Cooperative Conference in session on February 11 to canvass thoroughly the situation on the entire division and to make recommendations as to methods to be employed in an "Every Man Drive" for the securing of more business for our Company. Their report will be awaited with interest.

Someone has said, "Push: If you can't push, pull. If you can't pull, please get out of the way." As the colored man said to the rabbit, "Move 'long, chile, an' let somebody run what kin run."

Agent T. A. Richardson, Richwood, was a business caller in Weston a few days ago and says that the items we have seen in the newspapers about wildcats and other "varmints" in the outskirts of the town are correct. He reports in some cases it is necessary to "shoo" them off the back porch before it is safe to go out. He is certainly picking up "yarn" telling fast since he went to Richwood. Evidently he believes that when in Rome, do as the Romans do.

Today is as full of opportunities for you as a hive is full of bees.

No matter what your age is—whether you are fifteen or fifty—you may do what others of your age have done. The others had no more opportunities and no better ones than you have.

The piece of music called "Narcissus," with which nearly everybody is familiar, was composed when the author was only 13 years of age. That is what a boy can do.

Hershey, the chocolate manufacturer, after failing three times, began over again as a day laborer in a chocolate factory, when he was 45 years of age. After that, he amassed a fortune of about sixty million dollars. That is what a man of middle age can do.

Amelia Barr, the famous authoress, was left a widow with three young children and only \$5.18. She obtained employment on a magazine and steadily advanced. Her beautiful home, her fame and fortune, the 63 books and hundreds of short stories, poems, and magazine articles which she wrote, show what a woman can do. (Our own "Aunt Mary" is right on Amelia's trail, except that she hasn't had a husband,



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2ND PRIZE—\$1125 ESSEX COACH



3RD PRIZE—\$1100 OLDSMOBILE SEDAN



4TH PRIZE—\$895 CHEVROLET SEDAN

at least, so far as we know.) (Aunt Mary's note: Give me time, "Charlie," give me time!)

We are sorry to learn of the death of J. S. Toms, father of Engineer W. P. Toms, Weston. Mr. Toms was 76 years of age and his home was in Weston.

We are also sorry to record the death of Mr. C. B. Beamer, father of Miss Vado Beamer, Car Distributor's Office, Onecon, Raymond, is also employed in the shops at Weston.

Mrs. C. F. Davis, wife of Conductor Davis, and Mrs. D. D. Nicholas, wife of Water Station Foreman Nicholas, are recovering after recent operations at Weston City Hospital.

Engineer A. W. Pickens, who was seized with an attack of appendicitis while on duty, and taken to the hospital at Weston, was operated on February 5. He is recovering. We hope to see him at the throttle soon.

S. W. Hill, assistant auditor of disbursements, Baltimore, Md., was a recent visitor on the Charleston Division.

At 10.00 p. m., February 3, Third Trick Operator F. E. Friend, Bower, W. Va., was advised at his home by Mr. Arden Stout that there was a rock slide in cut near Bower. Mr. Friend called dispatcher but was informed that an extra south had passed the last telegraph office at which it could be reached. Operator Friend, in company with Dr. E. W. Shaffer, John Burdette, C. J. McCusker and Arden Stout, went to the cut, and while Mr. Friend flagged the train, the other four gentlemen cleared the track so that train could proceed.

Operator Friend has been commended and Superintendent Trapnell has thanked the four gentlemen for assistance given in this case.

#### The Claim Agent's Dream

(With apologies, and many of 'em to Edgar Allan Poe)

On a warm September morning as the clock struck three it seemed,  
While I sweated and I sweated as I dreamed  
and dreamed and dreamed;  
Dreamed of clains and fair and radiant ladies I had seen.  
Then I dreamed I heard a tapping, tapping,  
As of someone loud rapping, rapping on my window screen.  
'Tis the wind, I muttered wearily, beating new and then the stately branches of the tree against my window screen;  
Only that, 'tis plainly seen.

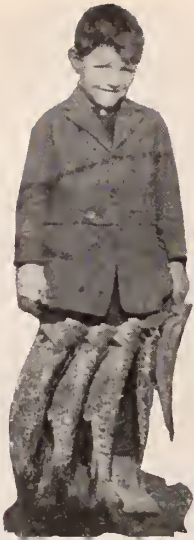
Indistinctly I remember it was in the month of September,  
And the moonlight east its shadows here and there upon my chamber floor;  
Still I wondered what could cause the rapping,  
As again I heard the tapping, tapping, louder than before.  
Then upstarting in amazement, nearly falling to the floor,  
As a white-faced form came tumbling, tumbling in upon my chamber floor.  
"Who are you?" I cried, affrighted, frightened as I'd never been before;  
"Collier," was the answer, only that and nothing more.

If you don't think there is truth in poetry in the above, ask Workmen or Collier.



Please mention our magazine when writing advertisers





Orval, son of Section Foreman Sirk, Charleston Division

On January 21, Mr. Thomas McPherson, of Burnsville, W. Va., discovered a broken rail at Mile Post 49. He flagged Train 64 and reported the damage. The conductor asked Mr. McPherson if he would remain there and flag any eastbound trains, which he promptly agreed to do. Superintendent Trapnell has written Mr. McPherson expressing appreciation of his action.

On January 20, Mr. Charles McCoy, of Cogier, W. Va., discovered broken rail near Cogier. He reported it by telephone to division headquarters and arrangements were made to repair the defect. He has been appropriately thanked by Superintendent Trapnell.

Mr. H. U. Taylor, employed by the Standard Oil Co., at Weston, W. Va., found broken rail in main track near Bendale, on January 19. He reported it to train dispatcher and also flagged an eastbound train, advising the crew of the defect. Superintendent Trapnell has expressed the thanks of the Railroad to Mr. Taylor in an appropriate letter.

On January 8, J. D. Degarmo, Silica, W. Va., found broken rail east of Silica station. He arranged with Mr. G. H. Reader to flag passenger train and notify crew of the defect.

E. L. Nixon, Buckhannon, found a broken rail on Liggett Road Crossing on December 28. He notified yard clerk immediately and repairs were made, thus averting delay to passenger trains. Superintendent Trapnell has written a letter to each of these gentlemen expressing appreciation for their assistance.

One of our photographs is of James H. Lang, nine year old nephew of Operator C. A. Givens, Orlando, W. Va., with his dog. A fine looking dog, and a finer looking boy.

Another photograph is Charleston Division Engineer W. P. Duffield and his son Verlin Burl. If the youngster is not a "chip off the old block" we never saw one.

We understand "Bill" Kearfott, Jr., arrived in Connellsville,

Pa., at two-thirty a. m., on February 11. "Bill" Sr., must have been happy; they say he called, the old folks on long distance at three-thirty a. m. and got them out of bed to hear the glad news. Mr. Kearfott was formerly located at Weston as assistant division engineer. Mrs. Kearfott was formerly Miss Bernice Borneman, of the Office of General Foreman at Weston. How we would like to see "Old Bill" now! Say, Bill, does "Jr." have those waving chestnut colored locks, or is it too soon to tell?

#### Hamden, Ohio

The photograph on page 88 is Car Inspector E. R. Brown, Hamden, who discovered a broken flange on Baltimore and Ohio 173941, in train of No. 90, en route Cincinnati to Parkersburg. Mr. Brown has been commended for his close observance.

Our other photograph is Donald Richard, the fourteen months old son of Agent W. A. Kibbey.

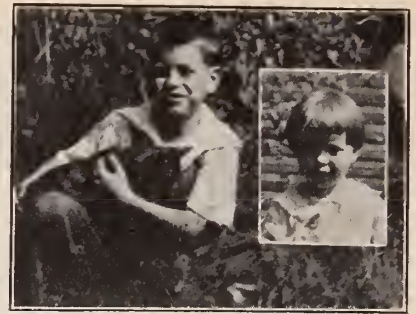
## Western Lines

General Offices, Cincinnati

Correspondent, T. J. MURPHY

Reports persist that C. J. Moeves is, or will be soon, an honest to goodness man with a wife. To support the contention, it is pointed out that "Charley" has started smoking a pipe instead of the usual dream-sticks.

In this issue is a photograph of Charlotte Lauther, comptometer operator in the



Children of Engineer W. E. Paisley, Charleston Division

General Manager's Office. It is a matter of regret that we could not furnish a photo which would do justice to Charlotte; however, it is her own fault; she was asked for a photo but said none were in existence; brother "Art" to the rescue. The verdict of all who observe Charlotte operate the comptometer is that while probably there are some just as good, she is not excelled by any. We are informed that Charlotte will soon take the fatal step into the sea of matrimony; her host of friends know that with such a disposition as she has, there is nothing in view for her intended but happiness. The best wishes of the General Office to you, Charlotte.

Even though it is long past, there are still some echoes of the Veterans' Dance at the Grand Hotel—"Sheik" Charley, who missed out on the cake; Marie Oliver, who did some tall stepping; "Ferdie," who showed 'em what he used to do; Marie Hughes, who trod the light faftastie with a couple of eligibles; George Lange, who smoked his lemonade through a straw.

Because of a reduction in yard force, Charles Brown's sojourn as yard clerk ended and he has returned to the General Manager's Office as assistant file clerk. This brings back to the Transportation Department the miniature Luis Firpo, who, it is understood, is taking an advanced course in astronomy, particularly the stellar feature.

Giles Kieidler, of baseball fame, according to reports, has decided to share his happy lot with someone else and a prepossessing young lady of Bellevue is the proud possessor of one of those kind—you know—diamond set in platinum. Giles is a fine fellow and we all wish him well.

St. Louis does not compare with Cincinnati—Witness: "Ed" H. Gardner, who has returned to Cincinnati and is now employed in the General Superintendent's Office. Glad to have you back with us, "Ed."

Walking is a most delightful exercise—under certain conditions its good features are considerably enhanced, e. g., a two member walking club—ask Lena.

E. C. Yoeum, challenges all comers in a bowling match—conditions its good features are considerably enhanced, e. g., a two member walking club—ask Lena.



'MID THE WEST VIRGINIA HILLS

Upper left: The three years old son of Agent T. A. Richardson, Richwood, taken at Russell's Point, Ohio. Right: Verlin Burl, son of Engineer W. P. Duffield, Gassaway. Lower left: James H. Lang, nephew of Operator C. A. Givens, Orlando, and his dog. Right: Engineer W. P. Duffield



Engineer Maintenance of Way Department bowling team was handed a neat trimming by the Kroger Grocery & Baking Company (no doubt the Meat Department). Another practice game will be played soon.

Who, in the Maintenance of Way Department, lays claim to this: "Give me one with lots of salt?"

#### Favorite Frets:

G. M. Wilhelm, W. C. Morrison, F. J. Hornbach, R. C. Kistner and their radios. Inability of certain users of smokeless tobacco to hit the cuspidor.

Penchant of Von to agree with anybody. An occasional nice Saturday afternoon when "Bill" Morrison is off.

W. C. A. broadcasting.

Why C. A. B. can't operate the duplicator.

Why George Lange can't be still.

Why Frank can't be busy.

Radio program Station WGDV broadcasting 319 Gas Meters

Recitation—"And He Took the Fifty Thousand"—C. A. B.

Solo—"Yes, We have no Bananas"—F. P.

Dialogue—"Where are Those Papers"—H. C. P. and C. A. H.

Piano Solo—"Mendelssohn's Wedding March"—R. L. B.

Solo—"Heaven Eyes"—R. C. K.

Cornet Solo—"You Got to See Mamma Every Night"—E. A. D.

Duet—"Bobbed-Hair Bimboes"—A. H. C. and M. O.

Observations from Collyer's Eye indicate that F. A. Murphy, district storekeeper of the Southwest District, has been shot at and hit by old boy Cupid. Let it be said that the young lady responsible for drawing "Frank" from his shell is well qualified to make any young man decide to forsake the state of single blessedness and that he has caused many a heart flutter among the "sheiks" around the Central Union Depot.

Mrs. Tiechen (May Egan) recently entertained at dinner the feminine representatives of the Offices of the General Manager, General Superintendent and Superintendent of Transportation. The universal report is that in view of the happy life now enjoyed by May, a further reduction in the ranks of the female employees may be expected soon.



Miss Charlotte Lauther, Cincinnati, Ohio

## FOR SALE

Modern brick house 6 rooms bath. \$10,000. Baltimore and Ohio employee can get this with cash payment \$2,500. Balance covered by mortgage Baltimore and Ohio Relief Department, can be paid same as rent. 2599 Laura Lane, Norwood, Ohio. Telephone Ridge 4185.

### Freight Traffic Department, Cincinnati, Ohio

Correspondent, C. BRENNER

In recent issues of the MAGAZINE stress has been laid on a campaign for "More Business."

This does not mean necessarily that we should go out after working hours and solicit business, but it does mean we should be glad to sell our Company's services whenever it is possible to do so.

Every business man you talk to is a prospective shipper for our line. In the course of conversation with him, mention the matter of shipping. Find out if his company is shipping anything in the near future. If they are, such information, when placed in the hands of the Traffic



Louis Henneberry, Ivorydale, Ohio, Back Shop

Department, generally results in "More Business." Every tip you get is of value to the Company.

It is gratifying to see how much interest has been displayed by employees and the amount of business they have turned in. Every little bit helps, and we hope other employees will do their part in the campaign for "More Business."

#### The Old Owl

How many sides has a Division Sheet, Ben?

Why Elmer uses Belgian Hair Tonic.

Tullis wants to know if Miss Ruhlman knows it is Leap Year.

Why Barrick takes pride in his suspenders and pipe.

The General Freight Office bowlers were a long time in getting the range of the Tariff Bureau but they can now take them into camp whenever they feel like it. The excellent work of John Maxwell put the last two games "on ice" for the General Freight Office. The two heavy men for the Tariff Bureau were Witte and Studer.

The outstanding feature of all the games was the wonderful footwork of "Shuffling Mincow." Mincow thinks the man who invented the game has nothing on him. Someone passed the word around that Mincow was once a student of Classic Dancing. We believe them. All he needed was the clothes to finish the act.

The Tariff Bureau had better step lively if they want to take home the bacon in the next game as the General Freight Office boys think they have it "cinched."

Please mention our magazine when writing advertisers



## "There's One Man We're Going to Keep"

"Ed Wilson, there, is one of the most ambitious men in the plant. I notice that he never fools away his spare time. He studies his International Correspondence Schools course every chance he gets.

"It's been the making of him, too. He hasn't been here nearly so long as Tom Downey, who was laid off yesterday, but he knows ten times as much about this business.

"I'm going to give him Tom's job at a raise in salary. He's the kind of man we want around here."

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Funeral services were held on January 16, at 8.30 a. m., at St. Joseph's Cathedral, Columbus, Ohio, for Miss Mary A. Lynch, secretary to District Freight Agent Max N. Freese. Miss Lynch had been ill for several months, but did not give up her duties until a week before she died. Her death followed an operation for tumor.

Miss Lynch entered Baltimore and Ohio service on August 1, 1896, and she was employed in the Traffic Department until her death. She made many friends and was loved and respected by us all. Her life was devoted to her work and her friends. Her outstanding characteristics were loyalty, kindness and inestimable patience.



The kindness of Miss Lynch was far reaching. She was always ready to lend a helping hand and her services were rendered in an unostentatious way. She was always looking for opportunities to voluntarily render service. Her activities were not confined to business; she was an enthusiastic worker in the church she loved so well. She was secretary of the League of the Sacred Heart, the Altar Society, the Catholic Women's League and the Benevolent Association.

Besides many friends, Miss Lynch leaves her mother to mourn her loss. We extend sincere sympathy. Her pleasant, kindly presence will be greatly missed in our department.

CHARLES H. WORDEN

## Cincinnati Terminal Division

Correspondent, J. BEEL

Sparring with locomotives is good training, as the picture of Louis Henneberry shows. "Lou" was "K. O'ed" recently by Dan Cupid but seems satisfied with the decision.

Cupid also has been busy in the Car Foreman's Office, Ivorydale. We are waiting for Mary to announce the date.

Anyone having property to dispose of, can do so by sending his name in to Schramm & Haggerty, who have entered the real estate business since they were furloughed. They are go-getters.

Engine Inspector Nolte, who has been ill for some time, is back on the job. This time, we hope, for good.

### Things you'll never see

Walter Reel sitting still.

George Girton with a pompadour.

"Art" Buchner angry.

"Charlie" Everly blushing modestly.

"Ben" Goldstein without a smile.

"Ben" Hesselbrook yelling out loud.

Our hearts have been saddened by the untimely death of our friend and former shop superintendent, E. T. Haas.

Mr. Haas was ill for some time and every available means to regain his health was resorted to, but the Grim Reaper had laid his hand upon him. On January 30, Mr. Haas quietly passed from this life. "Big Dick," as he was known to his intimates and friends, was 42 years of age and was just reaching the zenith of his usefulness when called. He leaves a devoted wife and many friends. His popularity was symbolized by the number of floral offerings. The number of friends who called to offer their sympathy to Mrs. Haas and to look for the last time upon Mr. Haas was so great that their home was not large enough to accommodate them. The Baltimore and Ohio has lost a useful employee, and all who knew him a real friend, whose life was one of big heartedness, justice, duty and love of humanity and will not soon be forgotten by us.

The accompanying picture is a snap shot taken in front of his office sometime before he was stricken.

Who is the fat lady in the Superintendent's Office. Listen!! Miss Kathryn Weber, the secretary, after much milk drinking has acquired the great weight of 103 pounds. Look her over now, boys; this unprecedented fatty era may have passed by next month.

### Moonshine

A little mash, a cooking good,  
The little worm upon the still  
Brings life's end to a box of wood  
To the graveyard on the Hill.

C. H. WIEHR

## Akron Division

Correspondent, A. C. HARRIS

The accompanying photograph is of Leo Walzer, former track foreman, Canal Fulton, now retired. Mr. Walzer was born near Warwick, Ohio, in Stark County, on September 6, 1852. He entered the service of the C. L. & W. as trackman in 1898 and continued in this service when the line was taken over by the Baltimore and Ohio in 1906. In 1915 he was promoted to track foreman and held this position until retired.

The campaign to increase business is bearing fruit but we can still further improve the showing. Opportunities are presented daily to divert business to our line and we should be ready to take advantage of them. Whenever you hear friends or acquaintances talk of traveling or shipping, remind them of the exceptional services given by the Baltimore and Ohio.



The late Shop Superintendent E. T. Haas, Cincinnati, Ohio

Train Dispatcher Phelps uncovered a whole bag of tricks in manipulating a Ford half way down a steep grade, then making a sudden turn and negotiating the balance of the grade backward. The pole at the bottom of the hill was not seriously damaged, but the Ford needs a little overhauling.

In Akron, we have inaugurated a move to rubberize the world. We have dispensed with street cars and will use busses and motor cars to stimulate the use of tires. We have all signed a pledge to wear nothing but rubber collars, boots, gloves, etc., and a few other clothes, of course. Inside facts and opinions will be furnished anyone sending us a sheet of high class asbestos writing paper and return stamps.

(Continued from last month)

the goods. It seems the train then left the station, at any rate it's gone. A well trained mind responds quickly and after an interval of several hours it dawned upon our hero that something was wrong. Without unnecessary or undignified haste he searched his clothes and his mind but nothing could be found. It is customary to hand it to George and instinct told him that he should be carrying something. Starting on this basis he worked back to the starting point. He knew now his real condition. Not for nothing had he read the synopsis of "Tarzan" and he remembered that the way to overcome all obstacles was to beat his chest and yell. Unfortun-

nately, he beat his chest so hard he couldn't yell, but his mind continued to function. He knew he was a better musician than Tosti was a prophet and he hummed sourly "Goodbye Forever" and felt relieved, as he certainly had been. With his back to the wall and one ear to the ground listening for the tread of Opportunity, he is again ready to step out in fast company, confident of his ability to finish anything he undertakes.—FINIS.

Advice has been received of the death of James Hershberger, pensioned employee, residing with his daughter, Mrs. Dan Kline at Aultman, Ohio.

The Freight Claim Prevention Committee postponed their meeting this month but will make up for lost time in connection with the rally day at Cincinnati. This is a live committee, handling one of the most important railroad subjects. Results are apparent on the division.

The sudden death of W. A. "Bill" Cavany came as a shock to us. In his years of service on the New Castle District he had acquired the friendship of many employees, who sincerely sympathize with the wife and children, and who also mourn the loss of a true friend.

The marriage of Martha Adams, clerk, Division Engineer's Office, and Frank Hert, Division Accountant's Office, took place on February 15. Congratulations!

L. E. Martin, assistant engineer, has been transferred to Dayton, Ohio. Martin is one of the tallest engineers in captivity, but this has no bearing on our belief that he is destined for higher things.

Assistant Engineer R. M. Beckett is the proud possessor of a new radio outfit and now hears everything except his wife's lectures. Any employee doing any broadcasting work can obtain accurate information by advising Beckett in advance of the event.

Miss Bernice Meek is training for a David Harum life. As a "swapper" she is "there" and "then some." This is written for the benefit of the unwary.

The digestive apparatus of the Baltimore and Ohio Company is not yet strained to the danger point and if you can "dig" up any food in the way of freight or passenger business, get it coming. No matter how good business is, we can make it better.

Engineer "Dad" Willard, Akron Jct., on the pusher engine, is developing his literary ability. His article appeared in the Akron Press replying to criticisms of the crossing protection at one of the street crossings in Akron. His article showed that the Company has spent considerable money in placing one of the most modern protective crossing devices there and demonstrated that drivers are not exercising proper care.

On January 20, Mrs. Fred Stoll R. F. D. 1, Box 77, Rittman, Ohio, discovered and reported a broken rail near Easton, and repairs were made without delay to traffic. Mrs. Stoll is not connected with the Baltimore and Ohio and our thanks are extended to her for her prompt action.

## East Akron, Ohio

Correspondent, J. B. DRAKE

It is with deep sympathy that we record the untimely deaths of Mrs. Dora Warner and daughter Hazel, mother and sister of our foreman, C. A. Warner. They were struck by a truck while walking on the road near their home near Beach City



Ohio, about 6.00 p. m. on January 2. This is a peculiarly sad case because it leaves only Mr. Warner and a sister living out of a family of twelve children. At 3.00 p. m. on January 9, just after Mr. Warner had returned to duty, he received a telegram advising him that his mother-in-law had dropped dead at Winamac, Ind. The Baltimore and Ohio family extends to him their deepest sympathy.

It seems pertinent in connection with the above accident to add a word in connection with our campaign of "Safety First." This accident was said to be due to an autoist driving with bright headlights, while meeting another machine, thereby blinding the driver of the other machine as well as the people who were walking along the road. Automobile drivers of the Baltimore and Ohio family, take this to heart and set the other fellow a good example!

Our genial rate clerk, A. Earl Thompson, met with a painful accident the evening of January 7. The furnace in his house is heated by gas, and as the house began to get chilly, "Tom" went to the cellar to investigate. He found that although the gas was turned on, there was no blaze. After shutting off the gas and waiting a minute or so, he lighted a match, thinking the gas had been drawn out through the chimney, but soon found that even people coming from the country which furnishes our gas supply can be fooled, as there was an explosion which saved "Tom" the price of a shave and a hair cut, even taking eyebrows and lashes as well. "Tom" says he prefers to shave in the usual way and will try to remember "Safety First" in future.

Our wide awake demurrage clerk, J. E. Tritt, better known as "Si," demonstrated the fact that he can see other things besides car numbers, when he found a piece of iron driven between the rail joints on the main track and removed it before any train had passed over it. He deserves honorable mention in these columns. We fear that if our "Valley Flier," No. 42, had found this piece of iron first there would have been another tale to tell.

#### Youngstown, Ohio

Correspondent, PEARL C. SCHMUTZ

Aleck Getchey, clerk, Local Freight Office, has been transferred to the Division Freight Office.

The Aiken Division, Ladies' Auxiliary, held their regular meeting on February 5. After the business session, the husbands were entertained with cards and refreshments. Mr. James Aiken was presented with a bill-fold by the Auxiliary.

Howard Kyle, tallyman, has been granted a three months furlough because of illness. Mr. Kyle is now in Los Angeles and is much improved.

#### A Safety-First Invention

The *Santa Fe Magazine* has an idea for an invention which should attract the attention of railroad men the world over. Here it is. "Automotive talent is being directed to the perfection of a device that may be attached to the speedometer of an automobile and register in this manner:

"At 20 miles an hour a green light flashes.

"At 30, a yellow light flashes.

"At 40, a red light flashes.

"At 50, a gong rings and a phonograph starts playing, 'Nearer my God to thee.'"

We are glad to welcome Francis Coalo. Mrs. Coalo is with us during Miss Mildred Konker's visit to California.

Much truth is contained in the following extracts from an address delivered by Dr. Frank Crane before the New York Life Insurance Convention at White Sulphur Springs:

"If your voice is disagreeable and your manner of speech indistinct, see specialists. Don't get mad. I like you to be sunny, but I don't want you to get freckles.

"Tell the truth. If you are working for a concern where you cannot tell the truth, quit and go elsewhere.

"If you tell a man you are going to do a thing, do it if it costs a leg, be dependable.

"Be human. If the company merely wanted to disseminate information, they would use a catalog, not you."

These commandments of selling are just as applicable in the selling of transportation as in selling life insurance.

Aunt Mary's recent visit to Youngstown was an agreeable surprise and a most enjoyable one.



Leo Walzer, Pensioned Track Foreman, Canal Fulton, Akron Division

#### Newcastle, Pa.

Correspondent, AGNES L. BARNES

Road Foreman of Engines W. M. Canfield, New Castle Junction, has returned to duty after an illness of several weeks.

According to the rules of the Baltimore and Ohio MAGAZINE, as we, at New Castle Junction, understand them, all advertisements must be bonifide and represent the true article, otherwise they will not be accepted. However, we note on page 87 of the January issue, "The most brilliant aggregation of brains on the System," and we think that this advertisement was not thoroughly investigated before being inserted in our worthy monthly, or else the printer made a typographical error. There is nothing in the world like boosting, especially your own stock, and we don't hate ourselves one little bit, but we would hesitate some time before telling the WORLD that we are the "MOST BRILLIANT AGGREGATION OF BRAINS ON THE SYSTEM," as the Baltimore and Ohio covers SOME territory.

Two of our young engineers, "Banjo Face" Beahm and "Crow" Peterson have become interested in the game of "Mah Jong" and, according to several observers, "Banjo Face" (who never gambled in his life) won \$700.00(?) which will never be paid by "Crow". The game was played recently in the parlors of Tea and Social

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Club. We were unable to learn who the other two players were, but believe one of them was "Steve himself."

The many friends of Engineer W. J. Osburn will be pleased to learn that he is recovering rapidly from injuries sustained while on duty a few weeks ago.

Mary Young, eldest daughter of Assistant Terminal Train Master Young, is recovering from a recent operation for appendicitis.

Many of the "fems" at New Castle Junction have had their hair bobbed, and they all look "nifty." A few more are falling slowly.

W. J. Spurrier, booker, has been on the sick list for about two weeks. We all wish him a speedy recovery. "Old John," as he is known, is missed at Center Yard Office.

C. R. Duncan, chief clerk to General Superintendent Stevens, was a recent visitor at New Castle Junction.

The "BANDOS" have again come into the limelight since the basketball season opened. On January 23, the Baltimore and Ohio quintet journeyed to Youngstown and handed the Bretschneider Drugs a 23-22 defeat at Lincoln gymnasium. The teams were evenly matched and staged a lively battle.

The accurate field goal shooting of Buckingham and Jimmy Burnett (location clerk, New Castle Jet.), enabled the "BANDOS" to win; these two players scored every point. "Buck" was dropping the spheroid through the hoops from all angles, counting six during the setto, while Burnett garnered four double-deckers.



The "Radio-Lyres,"—Conductor Key and "Saxa" Elam were observed in a hot discussion as to how far they could get on one tube.

The secret has leaked out that Yard Brakeman E. F. Fannin was married on December 3, 1923, to Miss Henrietta White. The ceremony took place in Woodlawn, Pa., and the bride and groom are residing in New Castle. Best wishes!

H. A. Lockhart, division storekeeper, with a great deal of hard work, has completed remodeling the store house here. From remarks made by general officers who have visited it, we feel that it is one of the nicest store houses in the North West District.

#### Public Improvements

A few minor repairs made to private office of Terminal Train Master:

George Nolte got a hair cut;  
Frank Stevenson bought a new pipe;  
Clyde Nicholson lost his mustache;  
"Jimmy" Kane cleaned his "Chevy";  
"Billy" Childress is raising a mustache.

The "gang" at New Castle have asked the Correspondent how old the baby (which is shown on cover of January issue) was when this picture was taken. Will some one kindly answer this question? (Answer—He simply looks old because of old associations. He went to school with his great grandfather—Ed.)

Agent J. H. Hossler has just purchased a new Buick Six Sedan.

We regret to report the death of Milton Sample, aged 79 years, father of Road Foreman of Engines W. E. Sample. He died on January 24, in Akron Hospital.

Our sympathy is extended to Mr. Sample and family.

#### Canton, Ohio.

Correspondent, E. J. CRAMPTON

F. C. Starn, cashier, has been given four months' leave of absence, and in company with his wife, has gone to Tucson, Ariz., in the hope that the climate will be beneficial to Mrs. Starn. We will miss him and hope that the change will prove beneficial.

E. V. Kilbow, assistant cashier, has been appointed cashier in the absence of Mr. Starn. F. E. Powell, demurrage clerk, has been appointed assistant cashier.

Lee Warburton is again on the Demurrage Desk. He has been employed by the Hoover Suction Sweeper Company for the past six months but feels that railroad work is more fascinating. We are glad to see his smiling face again.

Chief Clerk K. C. Row Lee has had his share of troubles during the past month. Two of his boys were laid up with grip and the oldest one operated on for appendicitis. Latest reports are that they are getting along nicely, with bright prospects for recovery.

Employees of the Freight Office and Warehouse have recently organized a bowling team, and they expect to win honors by the end of the season. They took three straight games from the Hygienic Products Co. team recently. The team consists of the following employees: E. J. Crampton, Howard Cox, Philip Viscounte, Frank C. Starn and Louis Shane.



#### AT HAMDEN, OHIO

Above: Coal Dock Foreman Gallegher and Lieutenant Karl Wright, New Castle, Pa. Below: Car Inspector E. R. Brown and Donald Richard, son of Agent, Hamden, Ohio; see note on page 84

#### Cleveland Terminal

Correspondent, H. B. SMITH

The Cleveland Terminal Welfare Association, at its dance at the Winton Hotel on March 1, put over the biggest and best party ever attempted locally. All departments were well represented. Again the superior leadership of their worthy president, "Joe" Clines, was demonstrated. "Our Joe" showed the boys how they should do their stuff. Burdge was on the door equipped with a razor for some unknown reason. "Al" Gensley did not succeed in reducing very much. The young lady employees surprised the boys with their "Style Show" stunts; however, George Littell was unable to find that Dan Cupid had made any headway. There were many visiting employees and their families and friends from Youngstown, Canton, Akron, Elyria, Lorain and other nearby points.

Cleveland Terminal Division No. 19, Veterans' Association, was organized on February 14 by Grand President Geo. W. Sturmer, who made an eloquent address in which he explained the origin of the association, its objects, growth and success.

H. G. Fletcher, Fairmont, W. Va., chairman of the Grand Board of Directors, assisted Mr. Sturmer in organizing the new division. Among those in attendance were O. S. Lewis, freight traffic manager, and J. H. Carroll, general freight agent, who made interesting addresses.

The following officers were elected: J. R. Niederheiser, president; C. A. Burdge, vice-president; S. C. Holcomb, secretary and treasurer.

Mr. Niederheiser was elected delegate to the Grand Convention.

It is hoped that all employees with twenty years' service in this district will avail themselves of the opportunity to join this association, and with our usual interest and support it is anticipated that it will be the banner organization on the System.

Something you never see at the General Foreman's Office is Agnes McHugh, hunting for correspondence with a hunting license. Why should she, with "Ed." for an assistant?

A megaphone is not required to announce the recent marriage of Machinist Edward Koula, look at him. Congratulations!

There are several employees in the terminal who have not yet received their annual



#### PRIZE WINNERS ON THE AKRON DIVISION

1. Foreman A. Bonacci, Cleveland, Ohio. 2. Foreman U. G. Alberts, West Farmington. 3. Supervisor C. F. De Long, Ravenna. 4. Foreman W. Brust, Kent. 5. Foreman M. Cavano, Akron. 6. Foreman C. E. Jones, Strasburg, Ohio



membership card in the Welfare Association. GET YOUR CARD AND BE A BOOSTER.

"Art" Kroque, "Pat" Carnahan and "Hank" Mulhern displayed unusual interest in the three hikers, on foot from New York to Texas. They subscribed for magazines to the full extent of pay day and are already saving for a vacation to San Antonio. "Hank" was overheard inquiring about the life time rate for "Good Housekeeping."

At the time these notes are being written, John Disler is recovering from a serious illness and we expect him back soon.

Marie Langdon has joined the army of bobbed-haired Shebas; it has helped her skating wonderfully.

Report of proceedings of the Methodist Sunday School Conference, recently held at Berea, Ohio, shows Elsie Lake elected a member of the Spinster Revival Division. However, we do know that she didn't return home alone. And think of the many ambitions most girls have in Leap Year!

"Whitey" Weishaar can be seen any day at noon training for the Fire Department with the new extinguisher.

McGinley was somewhat disappointed when it was necessary for him to attend the Welfare Dance alone. He does not own enough stock in Stoner's to demand that the night shift be discontinued.

Car Inspector E. Merkle, Clarke Avenue, is the proud father of twins, a boy and a girl, born on January 3, and the only twins born so far this year.

A frequent visitor is former Chief Caller F. L. Scott, who is now the local representative for the Brotherhood Watch and Jewelry Co., and his winning personality is still evident in his new line of endeavor. Our loss is their gain. Good Luck, "Scotty!"

#### Traffic Department—Cleveland

Correspondent, A. R. STROME

The Welfare Association, Cleveland, held their second dance of the season on March 1, in the ball room of the Hotel Winton. The Entertainment Committee worked hard to make this even better than the last dance.

In connection with the business getting campaign, we desire to mention the activities of Claim Clerk F. G. Mensch, Canton. He has been keeping the division freight agent busy following up tips on both carload and less carload traffic to and from Canton, and he has furnished a number of routing orders covering specific shipments.

It is with considerable regret that we see General Freight Agent Blakely leave this



AT LORAIN, OHIO

August Bailey, with his son "Buddy" and their pet turkey

territory, but we extend to him our best wishes for continued success in his new position at headquarters.

We welcome J. H. Carroll who has succeeded Mr. Blakely as general freight agent, Pittsburgh.

#### Dover, Ohio

Correspondent, M. O. HOWELL

Add another baby to Dover's list. Born to Mr. and Mrs. Fazenbaker, a boy. Mrs. Fazenbaker wants him to be a car foreman like his daddy. Mr. Fazenbaker thinks he would make a better yardmaster.

R. J. Everett, brakeman, Massillon Holloway Local, has been on the sick list. We hope that he will be back soon.

G. J. Elford, agent, was operated on at Union Hospital, January 30, for appendicitis. At this writing he is doing nicely. W. A. Phillips is working in Mr. Elford's place.

Our sympathy is extended to the McPeak brothers, employed in the Car Department, in the loss of their father who died on January 28, after a lingering illness.

#### Chicago Terminal

Correspondent, E. B. OLIVER

"Paddy" Wolfe, switchtender, State Line Drawbridge, one of our oldest and most trusted employes, met with a serious accident on the morning of February 5. It is not known how Mr. Wolfe met with the accident which caused his death, but it is supposed that he crossed between the cars of Train 210, slipped on the ice and fell on his head; his skull was crushed. Mr. Wolfe was always on the job and was liked by all the men he met in his daily work.

Flagman S. F. Hillian met with a serious accident on February 1, when getting out of caboose to flag an approaching train. In the dense fog he stepped off bridge over the Calumet River and fell to the ground. Mr. Hillian is now at the West Side Hospital recovering from a broken hip and the loss of some teeth.

Mrs. John W. Bickel died at her home, 1918 South St. Louis Avenue, on the night of February 7. Mrs. Bickel had been ill for some time and we all hoped that she might recover. Mrs. Bickel was a member of Siloam Chapter, O. E. S. No. 119; also a member of Loyalty Division No. 96.

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Tom Dowling, putting his army of cats through their daily calisthenics before breakfast





Mrs. Carrie Latshaw McCarthy and her son, Robert John

G. I. A. Her husband, who is our senior engineer, and daughter Edna survive. Interment took place at Wooster, Ohio. We extend our sympathy to the bereaved ones.

Because of the increased volume of business we have recently received from the Baltimore and Ohio, Engines 4020, 4038, 4094, 1007 and 1017 for service in the Chicago Terminal. Engines 2805 and 2931 have been tied up for repairs.

Victor H. Hansen, general bookkeeper, is seriously ill in a Chicago hospital. It is hoped that his recovery will be rapid.

Miss Gertrude Harper has been employed as typist in the General Auditor's Office.

Mrs. Dorothy Kreger has been employed as stenographer to Assistant Chief Clerk T. J. Shea, Superintendent's Office. Mrs. Kreger is also a talented musician, being pianist for the orchestra recently organized.

The many friends of former Track Supervisor Hugh McDonald will regret to learn of his passing away at Des Moines, Iowa, on January 12.

Mr. McDonald started his railroad career in 1892, on the Chicago Great Western Railroad, as track laborer. He was later promoted to foreman, and in 1900 was promoted to roadmaster, which position he held until 1905, when he was employed as track supervisor by the Baltimore and Ohio Chicago Terminal.

In May, 1921 he was obliged to take a furlough owing to ill health, and had been

unable to work since. He was laid to rest at Churchill, Iowa, on January 14.

December 29, 1923, proved to be a red letter night to a number of our engineers and wives; also to a number of engineers and wives from the C. G. W., C. & N. W., and C. M. & St. P. Mrs. J. F. Latshaw, president, Ladies' Auxiliary of the Engineers and wife of Engineer Latshaw, entertained railroad friends at an informal party given at the Columbus Park Recreation Center. Such a fine gathering of engineers and wives has not been held in many a day. Cards and bunco and an old-fashioned Virginia Reel were the amusements of the evening. Judging by the number of prizes won by our engineers, we are convinced that they can do more than run an engine. It was the consensus of opinion that they should organize a regular Bunco Club.

Fancy paper caps were distributed during the supper march and pretty, colored balloons floated about the hall, adding to the festive appearance. The dining room was a glimpse of fairyland in Christmas colors. A profusion of poinsettia artistically decorated the tables; baskets of this flower and red candles made a pretty picture. White candle holders of fancy paper, concealing the napkins, made welcome souvenirs. Credit is due to Sisters Williams, Humphrey, Mather, Lindsey and Wells for preparing the bountiful luncheon.

### Chicago Division

Correspondent, GERTRUDE G. CROW

On February 5, Conductor "Jerry" N. Mahoney, Garrett, had both legs crushed under the wheels of a freight car at Willard, Ohio, which resulted in his death a few hours later.

Mr. Mahoney climbed onto the side of an empty stock car which was being run off the hump for track 15. The stock car slowed up and was caught by a car of coal that followed. When the coal car struck the stock car, Mr. Mahoney lost his balance and fell to the track. He was taken to the Blaine Hospital, but died shortly after.

Mr. Mahoney was born in Valparaiso, Ind., in 1864, and came to Garrett twenty-five years ago to enter the service of the Baltimore and Ohio R. R. Surviving are his widow, a son, Joseph Mahoney, of South Bend, Ind., and two stepchildren, Mrs. George Valos, Garrett, and A. G. Weller, of Chicago.

Interment was made in the mausoleum at Calvary.



ON THE CHICAGO DIVISION

Left: Track Foreman J. W. Gray, North Baltimore, Ohio. Right: John Clarke, wife and child. These men won prizes during the recent track inspection

The Freight Claim Prevention Committee is making preparations to send a large representation to the Western Lines Freight Claim Prevention meeting, to be held in the Grand Hotel, Cincinnati, Ohio, on February 21.

C. Hooven Griffis, the lieutenant who attempted to capture draft dodger Bergdoll in Germany, passed through Garrett February 12, on Train No. 7, en route to Chicago. He was met at the train by representatives of the American Legion, and the Ladies' Auxiliary, also a number of citizens. Mr. Griffis said he was glad to be home again, and was very grateful to the American people for their efforts to secure his release.

Neighbors in the vicinity of the Chas. Hopper residence, on South Randolph Street, are still wondering why F. N. Shultz, who "happened" to drive to that end of town on Sunday morning after the Veterans' banquet, apologized so profusely to a certain "policeman" while he was attempting to call on a lady from Baltimore. We never knew "Fred" could be so polite. Perhaps the policeman had been tipped off that he intended kidnapping the lady. From all reports he nearly got by with it as the lady in question wired back for some articles, which in her mad rush for No. 10, she had forgotten.

At the next Veterans' banquet we sincerely hope the guest of honor will not be monopolized by the "Shultz Boys."

(Note: Kitty, Kitty, Me-ou-w!—Aunt Mary.)



Left: Three Good Reasons why Supervisor Fuel Economy E. L. Fleming hurries home. Ruth, Dick and Baby Jack. Right: Wolf Lake Yard Office; Operator Hill (left) and Clerk Maloney



### Garrett Shops

Assistant Correspondent, THERESA SHUNK

Our sympathy is extended to Engineer Elmer Orr in the loss of his wife, who died on January 17.

Herman Stoll, for many years employed as blacksmith helper in Garrett shops, died on January 26, at the home of his son "Fred" Stoll. Mr. Stoll had been suffering from paralysis for the past six years, being bedfast the last year. Mr. Stoll was born in Germany on October 4, 1859, and with his wife came to America in 1891. They lived in Chicago until 1894, when they moved to Garrett. The widow and two sons survive, to whom our sympathy is extended.

A. B. Steel, chief car clerk, has been granted leave of absence because of ill health. His place is being filled by Geo. Pilgrim, car clerk.

The messenger boy in Master Mechanic's Office has been wearing a broad smile recently. Upon making inquiry we find it is because of the arrival of a new brother, named John. The father is a blacksmith in Garrett Shops. Congratulations, Mr. and Mrs. Kock!

### South Chicago, Ill.

Correspondent, ESTHER J. MOBERG

Frank Ullrich expects to have his son working with him as assistant ticket agent



Theodore Brown, Operator, Whiting Tower

soon. Must be all of six months, old, eh, Frank? And we didn't see any candy or cigars either!

The "Old Timers" at 90th Street are back again playing checkers. Why don't they challenge the boys down town?

South Chicago was well represented at the Veterans' Banquet on February 2, held at Garrett. Mr. and Mrs. K. E. Pence, Mr. Oburn and Mr. Frank Johnson; we understand, had an enjoyable time.

We are sincerely sorry to hear of Mr. Hufton's illness and trust that he will soon be back. Mr. Hufton is chief clerk to R. R. Huggins, terminal trainmaster, South Chicago.

Friends of William MacDonald, pioneer switchman, will be grieved to learn of his death which occurred on February 8.

The writer was just informed that our good old friend, "Charlie" Hampton, agent, U. S. Yards, formerly agent, South Chicago, has left for California, locating at Los Angeles at the present time. We hope he will like California, but not too well to leave it for a visit to South Chicago and his friends.

Our friend "Red" Garrett is back on the job at Wolf Lake, working as third trick eastbound clerk. There's no place like the Baltimore and Ohio, is there George?

The accompanying photograph is of Theodore Brown, telegrapher and leverman, Whiting Tower. On January 27, at 4:48 a. m., after Extra 4136, west, had passed the tower, he discovered a broken rail near the eastbound home signal. He called out the signal maintainer and section men and a new rail was put in. Mr. Brown has been commended for his close observation and prompt action.

### Newark Division

Correspondent, B. A. OATMAN

The time is ripe when all live members of the Baltimore and Ohio Family should endeavor to secure additional revenue. You, as an employee, if you have been in the service for any length of time, have noticed that the depression in business occurs with regularity semi-annually. So the present lack of business is according to custom. Such being the case, why not make preparations semi-annually for this dullness in business, which always finds its way down through the rank and file, necessitating curtailment of operations? This, of course, has its effect on the pocket book of every employee who is furloughed, requiring him to seek a new position at a time when business is poor on all railroads. The fact that you know in advance that this dull period is bound to come should be an incentive to do everything possible to secure additional business. Let's get busy, take advantage of every opportunity to secure extra passenger and freight business for the Baltimore and Ohio and I am sure that we will all be happier for any efforts that we have made toward this end. Your assistance will go a long way toward keeping forces at work in the shops and on road. COOPERATION should be our slogan; this is the key note to success in any organization.

Employees on the Newark Division are taking an active part in the solicitation of business, freight and passenger, during the present dull period. Your correspondent is receiving frequent reports of the good work done. Agents have been asked to make reports of all such cases, so that credit can be given through the MAGAZINE. We have the following cases to report:

Pensioned Baggage-master Howard Hufton, Zanesville, Ohio, secured two passengers Zanesville, Ohio, to Tampa, Florida.

Mrs. R. E. Leonard secured passenger Newark to Chicago recently, and four passengers, on their way to California, used the Baltimore and Ohio between Newark and Chicago, both ways.

Mrs. Frank M. Howard, grand president, Ladies' Auxiliary, has to her credit two passengers, Baltimore to Newark; one passenger, Baltimore to Cincinnati; one passenger, Newark to Washington, D. C., and return, one passenger, Newark to New York and has secured many passengers between Newark and Cincinnati and between Newark and Columbus where the public is served by a competitive steam road, traction line and interurban bus lines.

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# THRIFT HAVE RETAIN INVEST FORTUNE THRIFT

January was THRIFT month, selected because it is the first month of the year and an appropriate time to start to save. Now we have been on the way about two months; how much have you saved by this time? Have you kept up your set amount for the two months, January and February? Thrift requires following a definite plan of saving, else you will fail to reach your goal. In the above lines, you will note that the word THRIFT appears first. If you endeavor to be thrifty, you will HAVE. If you HAVE, you can RETAIN, but if you do master the situation this far, you will not accumulate much unless you INVEST. When you have your savings invested safely it will only be a matter of time until you are well on the way to FORTUNE, which is the result of THRIFT. Relief Department Savings Feature has paid 5 per cent. interest almost every year! It is safe.

On January 31 members of the G. I. A., B. of L. E., entertained their husbands with a birthday dinner at Engineer's Hall, Newark, Ohio. Dinner was served at six thirty. After the after dinner talks were made by those at the table, Mrs. Joseph Robe, wife of Engineer Robe, presented Mrs. E. M. Little, their president, with a beautiful corsage from Division No. 41.

Mrs. Little expressed her appreciation of their kindness.

Mrs. Albert Altmeyer gave several selections on the piano, which were enjoyed by the entire assemblage, after which the evening was spent in dancing and cards.

Foreman William R. Browning, Tin and Pipe Shop, is confined to his home because of illness. His condition is serious.

Frank Lippencott, who has been on the sick list since September 25, is slowly regaining strength.

James Teagarden, machinist, has been on sick list since October 1. His many friends hope that he will soon be with us again.

J. R. Karnes, boilermaker, injured, is still off duty.

Crafts, the Veterans and shop foremen. He leaves to mourn their loss, his wife and step-son, Edward H. Ritter, two sisters, Mrs. John Shuttleworth and Mrs. Bernice Bentfeld. We extend our heartfelt sympathy.

## James Wilson Wray

Born on May 30, 1858, died January 26, 1924, as a result of accidental injury while on duty as crossing watchman for the Baltimore and Ohio and Pennsylvania Company, near the Baltimore and Ohio Passenger Station. Mr. Wray had been in the service twenty-seven years and while on duty as brakeman suffered the loss of an arm. Since that time he has been employed in minor capacities. Mr. Wray was a man who was liked by all who knew him, he was sociable and always had a smile and word of good cheer for every one who came in contact with him while on or off duty, was a faithful workman and always had the interests of his employer uppermost in his mind. He was a member of the Baltimore and Ohio Veterans' Association and the Brotherhood of Railway Trainmen.

He leaves to mourn their loss his wife, one daughter and one brother, a son having



## ON THE NEWARK DIVISION

1. Stationery Fireman Walter Barlow. 2. Maidam Larie and Virginia Louise, daughters of Pipe Fitter Searl Watts, Newark. 3. Howard Fleming, Clerk, Division Engineer's Office, Newark. 4. Harold, son of Car Inspector P. V. Cook, Columbus. 5. David Leon, son of Operator W. G. Coffey, Columbus. 6. Daughters of Pipe Fitter Searl Watts, Newark. 7. Leonard, son of P. V. Cook, Car Inspector

Have you ever noticed Engineer "Jim" Campbell look over the tank of his engine before going out on his run? He places all lumps of coal that are likely to fall off in a pocket or next to the side board of the tank.

This is a good practice, not only preventing loss of coal, but it may be the means of preventing accident to some employee or other person who might be struck by lump of coal falling off tank.

Don't Fail to Take the Safe Side in All Cases of Doubt or Uncertainty!

Don't Assume too Strongly That the Other Fellow Has Caught the Safety First Germ;—if You Feel "Danger" Then Talk it. Eternal Watchfulness is the Price of Safety!

Engineer and Mrs. E. F. Ryan and Mr. and Mrs. Charles Bounds are spending the winter at Santiago, California. Mr. and Mrs. Ryan spent part of last winter in California and were so pleased with the climate that they planned to visit the same resort this winter. Mr. Ryan, passenger engineer, Newark, is nursing a broken right arm, the accident occurring while oiling his engine at Benwood some time ago.

W. F. Staugh, veteran boilermaker, on sick list, is regaining strength slowly. He paid a visit to the shops recently.

A. E. Grimm, passenger car inspector, is on sick list.

## John Edward Schramm

Born on December 26, 1865; died January 21, 1924 at the home of his step-son, Edward H. Ritter, district boiler inspector, 562 East Main Street, Newark, Ohio after a lingering illness. Mr. Schramm entered the service at Newark, Ohio, on July 19, 1882 as apprentice boilermaker, was made boilermaker, July 19, 1886 in which position he served the company until January 1, 1918 when he was made boilermaker layer-out, this position he held until he retired because of failing health.

Mr. Schramm was expert in his chosen craft, and well liked by all shopmen, who will miss his friendly advice. He was always ready to instruct and help in any particularly intricate piece of work.

Funeral services were held on January 24, at the Blessed Sacrament Church. Beautiful floral offerings were sent from the Baltimore and Ohio Federation of Shop

recently died following injuries sustained while in the service of the Baltimore and Ohio at Willard, Ohio. Funeral services were held at the First Methodist Church, Newark, Ohio, on January 30. We extend our heartfelt sympathy.

## Newton W. Arnold

Born on August 29, 1890; died January 28, 1924 as a result of accidental injury received while on duty as car inspector, Newark, Ohio, yards. Mr. Arnold entered the service on April 15, 1910 in Stores Department at Newark, Ohio; was made carman, March 8, 1912 and car inspector, December 16, 1915; joint car inspector, Junction City, April 1, 1917 and on May 16, 1921 returned to Newark as car inspector, Newark Yards, which position he held until his death. Mr. Arnold leaves a wife and two small children, who live at 354 Eastern Avenue, Newark, Ohio, his father and mother, Mr. and Mrs. L. G. Arnold, Cleveland, Ohio, a brother and sister who also live in Cleveland, one sister in Cincinnati. Funeral was held from the United Brethren Church, East Newark, January 31. We extend our sympathy.





FAIR BUSINESS GETTERS SET THE PACE AT NEWARK, OHIO

Left: Mrs. R. E. Leonard. Right: Mrs. F. M. Howard, wife of Engineer and Grand President, Ladies' Auxiliary

An example of personal effort on the part of employees' wives to secure additional revenue for the Baltimore and Ohio

In connection with the campaign to secure business for the Baltimore and Ohio, we are pleased to give deserved credit to the wives of two employees in the service at Newark, Ohio. We naturally expected a goodly number of employees to take part in this campaign and while we thought there might be a possibility of enlisting the support of the wives or families of employees in this work, we really did not think that they would undertake it so enthusiastically. We congratulate Mrs. Frank M. Howard, wife of Passenger Engineer Frank M. Howard and grand president, Ladies' Auxiliary, and Mrs. R. E. Leonard, wife of

Engineer R. E. Leonard, on their efforts to secure passenger business. Mrs. Howard secured a passenger Newark to Washington, D. C., and, not content with this, agreed to make the trip with the passenger to be sure that it would be enjoyable and remembered by the new patron of Baltimore and Ohio service.

Mrs. Leonard secured a passenger, Newark to Chicago, after considerable difficulty; a competing line had always been used by the prospective passenger because she was acquainted with the train crews through frequency of her trips to Chicago. This woman, being a cripple, felt that she needed attention enroute to Chicago. Mrs. Leonard was equal to the demands inti-



PRIZE WINNERS, NEWARK DIVISION

1. Fred Fulk and his family. 2. Foreman A. W. Powell. 3. Foreman E. C. Eyster. 4. Foreman John T. Thorne and his children

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mated in the course of their conversation and agreed to accompany her passenger to Chicago. The prospective passenger agreed and Mrs. Leonard made the trip, taking good care of her. On arrival at Chicago, Mrs. Leonard met the daughter of the passenger who thanked her for her kindness. The husband of the daughter of our new passenger, a doctor in Chicago, asked Mrs. Leonard how they could repay her for her kindness.

She replied that any time they cared to travel and could use the Baltimore and Ohio, she as well as the Management would be glad to have them do so. When Mrs. Leonard was asked, "Why do you take such an active part in this canvass for additional revenue for the Baltimore and Ohio?" her answer was, "Since I get my bread and butter through the compensation received from the Baltimore and Ohio for services rendered by my husband I feel that it is a duty I owe our Company."



THE THRILL THAT COMES ONCE IN A LIFETIME : : By Webster



Reprinted by courtesy of the Baltimore News

If more employees could see this in the same light as Mrs. Leonard does we can surmise what effect the concerted efforts of our large family of employees would have on our revenue.

One of our photographs is of Stationary Engineer Walter Barlow, who was born July 2, 1858. He entered the service of the old Midland R. R. in 1887, and when the Baltimore and Ohio took it over, Mr. Barlow came to his present position at Columbus round house on April 2, 1891. He has been in the service for 33 years, and 4 years on the Midland R. R. "Walter," as we know him, is a familiar figure at Columbus, a firm believer in SAFETY FIRST and always has the interests of the Baltimore and Ohio uppermost in his mind. It is a wonder that Walter could spare enough time from the power plant, to step outside and have his photograph taken!

#### Columbus, Ohio, Freight Station

Correspondent, EDITH ROACH

Mrs. Harry Willard, wife of tallyman, is slowly recovering from a broken ankle.

Born to Section Foreman and Mrs. W. C. Heskett, a son, George, on January 23. This is the twelfth addition to the Heskett family. The boys are waiting for the cigars, Dick!

Rainbow Lodge 1008 entertained their members February 9, with a Dutch lunch.

At the local claim meeting, January 22, this interesting fact was mentioned—perishable car loads have increased to three times the number of last year.

We welcome Miss Mildred Everett, expense bill clerk, into the Baltimore and Ohio family.

F. M. Ashcraft, utility clerk, has left us to join the Traffic Department of the Ford Motor Company. We wish him success in his new work.

We extend sympathy to the family and District Freight Office in the death of Mary Lynch.

Misses Anna Browne, Marie Brink, Mary Miller, Kathryn Jones and Hazel Ayers entertained Miss Edith Roach with a dinner at the Southern Hotel, followed by a theatre party, on February 3 in honor of her birthday.

Mrs. Hayden McCormick entertained the sewing club January 23 at her new home on E. Rich Street. Thrift is practiced in our office.

Thrift is the road to success.

#### Zanesville, Ohio

Correspondent, C. H. SOMERS

Agent Waller informs us of a change in his forces. There was an opportunity for him to wax poetic. He might have said "My poor Dolly Gray, they have taken him away"—and made him a ticket clerk. So we chronicle the promotion of one of our best and most trusted mail porters to the position of ticket clerk.

We are pleased to announce the addition of a commuters' train between Zanesville and Philo. This train makes three round trips daily between Zanesville and Philo and is necessary to accommodate employees of the Ohio Power Company, the largest power plant in the world. While this train was principally for Ohio Power employees, it incidentally serves the people between here and Philo, and should, in time, be a source of revenue for the Baltimore and Ohio. If any readers desire to see some beautiful scenery, as well as the largest power plant in the world, let them come to Zanesville and take a ride on the Philo Special.

By the time the March MAGAZINE reaches its readers, it will be near the time when the women are beginning to think of the great festival of house-cleaning. To those who have gone through many of these trying, profanity-producing times, there is little in store but work, but to the newly-weds, there is a novel experience awaiting them.

#### Mansfield, Ohio

Correspondent, EDWARD FISHER

Agent Perry says, "the only hard work he has to do is to get up these cold, cold mornings." More power to Mr. Perry, but let us all make a wish that the cold winds of March will soon blow over and leave us Spring in all its beauty.

Amzy Bird, yard conductor, is again laid up with rheumatism. We all hope to see him back soon.

R. L. Bookman, "Booky," brakeman, is also on the sick list.

Yard Master Stockwell reports the addition of another crew. Among the new men are found Charles Hees and M. Russell, also our old fellow employee, Tom Kithcart.

Mansfield is gaining monthly in inbound revenue. This looks fine for this time of the year. We predict a heavy business for 1924.

Fred Mikesell is a proud man! He has the only electric light in the office except one on the agent's desk. When some hopeful remark is made that we will soon have one at each desk, it is squelched by Miss Wright or "Bill" Severns, saying we will get them when we get the new Freight House.

#### Shelby, Ohio

Correspondent, F. C. HORN

James Denoon, one of our efficient crossing watchmen at Main Street, reported a broken rail on the main track. Thank you, "Jim!"

Lester Jewett, foreman of Section 41, Shelby, Ohio, has a new baby girl at his home. Congratulations!

With business again on the upward path, and a large amount of freight being hauled over our road, it is necessary that we all put our shoulders to the wheel and s-h-o-v-e with the intention of keeping the good old Baltimore and Ohio the best and only. Figures show a decided increase



Merle Gladys, daughter of Bill Clerk  
C. O. Abele, Sandusky

in business over that of 1922. Let's all help make 1924 the biggest and best yet. All together, let's go; get some new business for our road!

#### Marietta, Ohio

Correspondent, G. R. STEEN

Forget each kindness you have done  
As soon as you have done it;  
Forget the praise that falls to you  
As soon as you have won it.  
Forget the slander that you hear  
Before you can repeat it,  
Forget each slight, each spite, each sneer  
Wherever you may meet it.

Remember every kindness done  
To you, whate'er its measure;  
Remember praise by others won  
And pass it on with pleasure.  
Remember every promise made  
And keep it to the letter;  
Remember those who lend you aid  
And be a grateful debtor.

—Author unknown

We have three future great men working in our office, judging by the way they talk and plan. Cashier R. H. Schantz, oil magnate; Rate Clerk W. A. Mellor, fish rod manufacturer; J. M. Reed, head of the national egg producers association, with which firm Baggage-man H. J. Henry will no doubt be associated as chief orator, broadcasting his lectures by Radio.

There seems to have sprung up in the office a so-called discussion group, which is functioning in the interest of all. Each morning some important topic is discussed from all possible angles, and it is really surprising to hear some of the wonderful ideas expressed by members of this group. With our able critic, Mr. Henry, we feel that these discussions will prove beneficial to all of us from an educational standpoint and help to make us wiser each day. These discussions are also especially pleasing in view of the fact that for the past eight or ten months the boys have discussed three subjects only, to the exclusion of all others, namely; fishing, chicken raising and bear hunting. These are all interesting subjects, we admit, but anything becomes monotonous when carried to excess. Shakespeare said, "Variety is the spice of life." Let's have a little of the spice and continue to take even a greater interest in our discussion group in the future.

Our two marriageable young men in the office, seem to be perturbed these days, because no girl has, as yet, proposed to them. Remember, young men, that faint heart



never won fair lady, and it might be well for you to muster up enough courage to try to capture some nice girl without waiting for her to show all the bravery of the proposal game. Good luck to you!

CATHERINE M. REYNOLDS

### Sandusky, Ohio

Correspondent, R. SCHEMENAUER

Members of the Car Repair Shop Force have noticed that Helper Carman Norman Joseph Hirt has been acting strangely of late. It has been reported that he has made a number of "dates," with dainty farmer girls in the vicinity of Castalia, Ohio. Various older and more experienced Shieks employed at Sandusky have tried in vain to warn this handsome, dashing young man that such actions will terminate fatally if a young hired man, beau of one of these rustic Shebas, should intrude upon the scene at the moment he was about to imprint a kiss upon rural rosebud lips. Unfortunately, this daring young Romeo does not heed these warnings and it can only be hoped that no casualty will occur.

Car Foreman Frank E. Cheshire has accepted a position on the Chicago Division.

An illustration of the high esteem which the largest shippers of this city have for the Baltimore and Ohio is evidenced by the fact that one concern in our city recently

sent to our office a list of 67 cities on a competitive road, asking us to route and give junction point of delivery to foreign road so as to give us the longest haul possible. This concern expects to have carloads for these points and took this method to show that they prefer our service.

If Theodore Roosevelt were alive, he would take much pleasure in the following announcements of arrivals in our midst. We take pleasure in congratulating the happy parents as follows:

Cashier and Mrs. Joe Weingates, on the arrival of Mary Jean, January 23. Conductor and Mrs. Harry Spiegel, a baby girl, on January 31. Bill Clerk and Mrs. Charles Abels, on the arrival of William Charles, February 3. Painter and Mrs. Clarence Siebert, on arrival of Clarence Jr., February 10 and Hostler Helper and Mrs. George Stegman, who announce the birth of Warren Woodrow on February 11.

Louis Traut, car inspector, is smiling over the arrival of a grandson on February 9. Nearly all the men we know, who are grandfathers, have a somewhat aged appearance, but not Mr. Traut. He looks ten years younger.

The smokes and candies were enjoyed by us all. May it be an annual event!

(See page 102 for conclusion of Newark Division Notes)

### Ohio Division

Correspondent, A. E. ERICH

The regular meeting of Ohio Division Veterans' and Ladies' Auxiliary was held at the Eastern Star Temple, Chillicothe, Ohio, on January 12 at 7.30 p. m. Installation of the newly-elected officers was the principal business of the meeting. Membership, finance and sick committees were appointed by the newly-elected president, W. L. Allison. The Veterans are planning a membership drive to get the hundred and forty employees who are eligible for this association and who are not now members to join. With this added membership and proper working of the committees appointed, prospects are good for a successful year. President Allison stated that regular meetings would be held each month and special entertainment features will be arranged. An appeal was made to each member to pay his dues for the year promptly, this being necessary to enable the officers to carry on the work of the organization.

The Ladies' Auxiliary held a business meeting at which the following officers were elected: Mrs. Wm. Allison, president; Mrs. Elmer Hyson, vice-president; Mrs. Charles Hummel, treasurer; Mrs. James P. Britton, secretary, and Mrs. H. J. Schwarzel, chaplain.



OHIO DIVISION PRIZE WINNERS

1 Supervisor T. A. Pausch. 2 Foreman S. Salts and family, Dundas. 3 Foreman W. LaFlare and wife, Telgarden. 4 Foreman Elmer Flint, Melvin. 5 Foreman W. H. Grady, Wellston





## ON THE OHIO DIVISION

1. Yard Clerk J. Lungo, Chillicothe. 2. Engineer Charles M. Gilbert and his prize Rhode Island Red rooster, which took first prize at the recent Ross County Poultry Show. This photograph will be used as an advertisement by a well known poultry food company. 3. Sectionman James G. Able, Madisonville. 4. Charles Jr., son of Engineer Gilbert, and Rhode Island Red rooster "junior," which also took first prize for cockerels at Ross County Poultry Show

At the conclusion of the business meeting a delightful social hour was enjoyed and a tempting lunch was served by the ladies. This was thoroughly enjoyed by all, especially the Veterans, who literally "cleaned up everything in sight."

An earnest call has been sent out by the newly-elected presidents, Mr. and Mrs. Wm. Allison, asking all members of the Veterans' and Ladies' Auxiliary to attend regular meetings during the coming year.

The stork stopped at Charles Paul's residence on New Year's Day and left a fine son and daughter. Mr. Paul is one of our reliable trackman at Washington C. H., Ohio. Congratulations!

Henry W. Snider, trackman, Washington C. H., and Miss Matheney, daughter of James Matheney, coal chute foreman, were married on January 20. Best wishes, and may their married life be a happy one.

Conductor C. F. Yaus has our sympathy in the death of his father, who was killed in an automobile accident on January 16 at Newark, Ohio.

On January 14, as Train No. 145 left Madisonville, a young lady attempted to get on after it had started, fell on platform and rolled towards the moving train. The engineer, observing the accident, stopped as quickly as possible. In the meantime, however, Sectionman James G. Able, who was on his way to tool house, saw the dangerous plight of the young lady, and went to her assistance and probably prevented her from rolling under the train. The young lady was very grateful to Mr. Able, and after a few minutes rest went to her home and later to Cincinnati, where she was employed. Her injuries consisted of a slightly bruised shoulder and back. Mr. Able is commended for his quick action which possibly averted a serious or fatal accident.

G. D. Gurney has been appointed assistant engineer on Maintenance of Way Corps. We welcome him.

A number of clerks from the Division Accountant's Office enjoyed a regular skating party during the cold wave. It seems, however, that "Bob" Myers had

considerable difficulty in locating a boy friend on the ice, who was supposed to be wearing a white sweater. We are told that he now realizes there are several "white sweaters" usually worn among skaters. Apply to "Bob" personally for details.

Miss Eva Eberle has been assigned to the position of stenographer to chief clerk to superintendent. Miss Dorothy Dunlap is the "new" clerk employed to fill Miss Eberle's place. Success to both!

It is with regret that we report the death of Bernard Corrigan, carman, on January 24 after an illness of two years. His fellow employes extend sympathy to his family.

Careless workers always have a good supply of alibis—but alibis do not prevent accidents. Do your task the right way—**THE SAFETY FIRST WAY.**

Speaking of carelessness, remember it is the easiest thing in the world for a careless crew to waste fuel. **SAVE FUEL**, get every ounce of steam in a pound of coal and utilize it in the most useful way.



Carl F. Boll, demurrage clerk, Freight Office, Chillicothe, while looking over orders for cars to be placed, noticed an order for a car from a manufacturing firm at this point to be loaded to Indianapolis, Ind., routed v'a other roads. He immediately called this firm, asking if they could not give this business to the Baltimore and Ohio, and was informed that it was the consignee's request that it be routed as given. He then asked if they had any objections to our taking the matter up with view of having routing changed and this was agreed to. Agent Moore's attention was directed to this, matter taken up, consignee gave consent to route via Baltimore and Ohio, and the revenue of a car load of freight to Indianapolis secured through the efforts of Mr. Boll. As this will show, Mr. Boll, has the interest of the Company at heart in his work and is a thorough believer in "GETTING BUSINESS FOR THE BALTIMORE AND OHIO."

We have many live "Get the business for the Baltimore and Ohio" employees on this division, but the following case is worthy of special note:

On the morning of February 9, Brakeman J. F. Harmon was entering the Union Station at Cincinnati to go out on his run, Train 12. A lady, noticing his uniform, asked him about trains to Detroit. Mr. Harmon told her about our No. 56 which leaves Cincinnati at 8.00 a. m. Inciden-

## ATTENTION!

### Railroad Men—Including all Baltimore & Ohio Employees

DO YOU KNOW that we have the privilege of taking your orders for WATCHES, CHAINS AND CHARMS, on the payment plan?

Any of your purchases can be taken care of in this manner.

**HENN & HAYNES**  
Baltimore & Ohio Watch Inspectors  
38 NORTH PAINT STREET  
Chillicothe, Ohio

been noticed that when passengers ask him about connections made by his train he can give full information promptly. He is always courteous and ready to render assistance to the public, whether in line of duty or not. He usually carries several Baltimore and Ohio folders with him for the accommodation of passengers and has doubtless secured other business for the Baltimore and Ohio in this way.

The services rendered by Mr. Harmon, and his good judgment in handling a difficult case, have been highly commended by the trainmaster and superintendent.

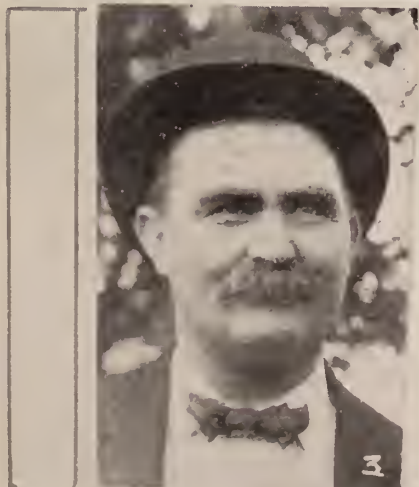
More power to Mr. Harmon. The MAGAZINE takes particular pleasure in recording his enthusiasm for "His" road.

## Toledo Division

Correspondent, C. E. THRASHER

We have been wondering why all the improvements have been made in General Yardmaster's Office, Hamilton. The general yardmaster has a new "Private Office," the place has been painted, the floor is spick and span, and a new electric sign "No Smoking." There is a reason. It is that a pretty young miss has been added to the official staff. We welcome her to our family.

The accompanying photograph is of Charles Irwin, brakeman, his wife and son



### PRIZE WINNERS ON THE TOLEDO DIVISION

1. Foreman A. Frickenstein (arrow) and gang, Leipsic. 2. Foreman A. Frickenstein and two children. E. Blake. 5. Foreman W. J. Taulken, Section 10

Please mention our magazine when writing advertisers



Mr. Irwin has been in ill health for the past two months. We hope for his speedy recovery.

Our old friend Supervisor McCarthy, Wellston Division, has been transferred to Toledo Division, headquarters Toledo. We know one person who is sorry to see "Mac" leave the Wellston Division, but we dare not mention names. Mr. Bowman, Division Engineer's Office, takes his place at Chillicothe.

Born to Assistant Division Engineer and Mrs. P. W. Elmore, a fine baby girl. All of the boys have been furnished with cigars, and the ladies with plenty of chocolate candies. (Although the poor "scribe" has not seen any cigars, he lives in hope.)

Have you ever seen more accommodating clerks than we have in the Union Depot Ticket Office, Dayton? These boys are there when it comes to rendering service. Ask them for a match, and you get one. Ask them for a hair pin and they'll get you one and ask them for a ticket and they'll sell you one. And they are there in all varieties. Short ones, fat ones, tall ones and lean ones. But the best part is they all wear perfect smiles.

A baby boy was born to Assistant Chief Clerk and Mrs. George Stoecklein, Dayton. Congratulations!

Division Engineer R. E. Chamberlain met with a serious accident recently. While boarding Train 56 at Second Street he slipped on the ice and broke his arm. He now is well on the road to recovery.

Chief Clerk to Superintendent L. E. Fenner has returned from a vacation in the Sunny South. Lou likes to tell us about the fine fishing he had. He can tell fish stories and of course a fisherman is judged by the number of BIG ones that got away.

Depot Foreman "Bill" Ireland came to work a few days ago wearing a new fur lined cap. Now we want to know whether "Bill" killed his cat for the fur or whether it was a neighbor's kitty.

The Baltimore and Ohio Railroad, is the pioneer in rail transportation, and this is one reason why this wonderful System should receive a good portion of the business offered today. This can only be accomplished by the loyal spirit of our employes, who are in close touch with the shippers, their friends who contemplate a trip on business or vacation.

Persons should not deprive themselves or their children of the opportunity to travel in this age. Some of the older folks think that traveling is a luxury, but the modernists say NO—that it is a necessity. For educational value alone it is worth a

hundred times the price you pay for a railroad ticket. To the child in school what could be any more interesting and educational than a trip to Washington to visit such notable sights as the Washington's Monument, Lincoln's Memorial, a trip down the Historic Potomac to Mt. Vernon?

#### Traffic Department, Dayton, Ohio

Correspondent, GERTRUDE M. McBRIDE

I announce with regret the death of Miss Maud E. Veidt, former secretary to division freight agent, Dayton, Ohio.

Miss Veidt was born in Ludlow, Ky., but spent her girlhood in Morrow, Ohio. She entered the service in 1916, was identified with the Local Agent's Office from March, 1917 to April, 1920 when she became secretary to Division Freight Agent H. E. Warburton. While serving in this capacity her health became impaired and she resigned August 7, 1923 returning to her home in Lancaster, Ohio. Although everything possible was done, she passed to the Great Beyond on February 6.

Miss Veidt's services while with the Baltimore and Ohio were satisfactory in every respect. She won her way into the hearts of those with whom she was associated in business and social life. Miss Veidt was engaged to be married to G. F. Aring, freight representative, in September, 1923 but their happiness was marred by reason of the illness which finally resulted in her death. Chas. Veidt, a brother, is employed in the Division Accounting Office, Dayton, Ohio. We extend to the family our sincerest sympathy.

The Baltimore and Ohio Freight House is still located at Third and Webster Streets. We make this announcement for the benefit of those coming to the building. It is the same building and the only difference is that it has been given a new coat of paint which gives it a decidedly different appearance. Just a word to those who work in the building—do your share toward keeping it nice.

#### East Dayton, Ohio

Correspondent, EDW. M. MANNIX

Business is booming on the Toledo and Wellston Divisions, with every indication of a continuance. Shippers are beginning to realize the many advantages the Baltimore and Ohio Railroad offers them in prompt and speedy movement and courteous treatment. The year 1924 bids fair to excel 1923.

Our MAGAZINE has taken the lead in Business Solicitation. Keeping employes informed of the latest developments is



The late Miss Maude E. Veidt

stimulating. Every employe can be a good solicitor for business.

With the approach of Spring everything brightens up and looks more cheerful. General Foreman W. A. Gilmore has already started activities. The installation of the Water Softening Plant, a general clean-up and a few additional improvements puts us in a better position than ever to give A1 service.

Master Mechanic T. C. O'Brien is about the busiest man on the railroad at the present time, watching every movement. He is always careful of the company's interests and the well being of the employes, and ever vigilant in the prompt discharge of his duties. Mr. O'Brien's motto is "Respect all and you will be respected."

Our old friend Thomas Grady, until recently yard master, second shift, has moved to third shift at East Dayton, and, by the way—I guess that new car is the cause of it.

Ivan Van Hall has taken the second shift as yard master. "Van" is adept at the game.

We are glad to note that Brakeman Robert Mundy and Switchman Frank Harness, who have been confined to their homes by illness, are convalescing and will be back soon.

Don't forget that the railroads are starting one of the greatest Safety Campaigns ever undertaken, especially against crossing accidents. The statistics they present are appalling and it behooves every employe to be a missionary, spreading the gospel of Safety, that the public may be warned against carelessness in approaching railroad crossings. Remember Shop Safety at all times, and, "DO NOT DO IN AN INSTANT WHAT AN AGE CANNOT RECTIFY."

TRAIN COMING—  
MAY BE SOONER THAN YOU THINK—  
STOP!

#### Wellston, Ohio

Correspondent, L. M. MASON

Three thousand years ago there lived an Egyptian King, Tut-ank-ha-men. The name sounded like a stutter, so fellow luxurites called him "Tut" for short. When "Tut" reached the dangerous age, and finally succeeded in producing the "Staycomb" effect, with somewhat luxuriant locks, he died. Dying was one of the leading indoor sports then, and "Tut's" death was a major league event. They proceeded to wrap him in a series of layers and finally deposited the remains in a tomb in the valley of departed Kings.

Three thousand years later a party of Anti-Voisteaders, while exploring for a fit



ON THE TOLEDO DIVISION

Left: Brakeman Charles Irwin and his family. Right: Mrs. C. C. Collins, Hamilton, Ohio



spot for "still" development work, dug up "Tut's" tomb with all the medieval relics buried with him. Then the advertising man stepped in and took charge, and in a few weeks gave "Tut" a reputation which puts "Charley" Chaplin, "Doug" Fairbanks and Mary Pickford into oblivion by comparison.

Dead three thousand years! Forgotten! Lost! then "Bang"—advertised and the whole world clamored for more news of "Tut." If advertising can put that much life into something dead for three thousand years, what will it do for a live subject? A subject like ours, our business, our Railroad? By talking we can make the Baltimore and Ohio Railroad a by-word with everybody. They might have dug up a hundred "Tuts" and if they kept the news to themselves only a few bookworms and historians would have ever heard of it. Moral: You may have the best product in the world, but unless you tell the people about it your business will slumber peacefully to death. What more advertising would we want than to have each employe in his daily walks of life ask his friends to give us business?

It is with regret that we lose our good friend C. D. McCarty. Mr. McCarty, who has been road supervisor, Wellston Sub-Division, for the past four years has been transferred to Toledo as supervisor, North End. He made many friends during his stay and we will miss him. Mr. McCarty's successor is D. R. Bowman, who has been connected with the Engineering Department for several years. We welcome Mr. Bowman.

Section Foreman Edward Blake, Zimmerman, Ohio, takes the prize for the second time in as many years for the best section on our division. He is all smiles since he is the only section foreman on this division who has accomplished this feat.

It is very gratifying, to know that the public on our Division takes an interest in our Road. Recently, an extra train going west out of Jamestown, dropped a brake beam that caught between the rails and a crossing plank. Mr. Sheeley, a farmer, living near by, discovered the beam and it was wedged so tight that he was unable to remove it. Knowing that train No. 68 was soon due he called Agent A. E. Smiley, Jamestown to get section men out and made arrangements to flag No. 68. Mr. Sheeley's action averted serious trouble, and the Baltimore and Ohio appreciates his close observation. Thank you, Mr. Sheeley!

Trainmaster Dick Mallen recently had the pleasure of being best man at a colored wedding. While he was staying at a hotel in Portsmouth, the porter and a maid decided to embark on a wedding journey, providing they could raise enough money to pay the minister. Mr. Mallen came to their rescue and made a donation. After the ceremony had been performed, Mr. Mallen said he thought he should be the first to kiss the bride. The bride quickly consented and proceeded to throw her arms around "Dick's" neck. EXIT Mr. Mallen. We hope he will be caught the next time.

On January 27, Mrs. C. E. Jones died at her home in Dayton, Ohio. She leaves to mourn her loss Operator F. B. Jones, Chillicothe, Ohio and Supervisor F. A. Jones, Dayton, Ohio, and a daughter at Celina, Ohio. Our sympathy is extended to the family.

On January 8 Mrs. Geo. Christman, wife of agent at Coalton, Ohio, died. Our sympathy is extended to Mr. Christman and family.

The out look for 1924 is bright for those who look out.

Cafeteria and  
Dining Room Service Moderate Rates  
Congenial Surroundings  
EUROPEAN  
**WELLSTON HOTEL**  
Edward D. Shields, Mgr.  
WELLSTON - - OHIO

The demand for locomotives is increasing. Why don't auto drivers look and listen at crossings?

T. C. O'Brien, our new master mechanic, recently visited Wellston to get acquainted with the force. We were glad to see him.

We are having the best business on our division that we have had for several years. All stations are increasing revenue and everyone is looking forward to a good year. Our through business is getting better from day to day. We are now receiving from the Norfolk and Western at Renick, from two to three solid trains a day and the indications are that we will get more than this. This is all through business for Chicago and gives us the long haul. In order to hold business we must give good service. Keep the cars moving. Shippers want the best movement and if we can't give it to them, they will give business to someone else.

Trainmaster W. B. Kilgore recently left for New York, where he will attend a meeting with other officials from all over the system. The meeting, we understand, is in connection with air tests.

#### Hamilton, Ohio

Correspondent, C. C. COLLINS

A freight claim prevention meeting was held at Hamilton, Ohio, on January 21, which was attended by J. Reister, agent; C. C. Collins, chief clerk; "Clem" Borscher, cashier; Edwin Alstatter, general foreman; Paul J. Collins, delivery clerk; Lester Scarborough, utility clerk; Mrs. Jennie Sharp, utility clerk; Miss Mary Connell, claim clerk; Miss Gertrude Guyler, stenographer, and Tallymen Ruhl and Schmitz.

The proper way to mark and accept "Order Notify" shipments, also the inspection of damaged or robbed shipments, and notations to be placed upon the delivery receipt and paid freight bills were discussed in detail. The proper way to handle carload or less carload freight when in U. S. Bond was also discussed.

The monthly meeting of the Traffic Council, Hamilton Chamber of Commerce, was held on February 5. This council is composed of the traffic managers of the larger manufacturers of this city. This meeting was attended by Agent J. Reister and Cashier Borscher.

Paul J. Collins, who was in charge of delivery office for the past year, was appointed freight bill clerk on February 1. James Schmitz, tallyman, was appointed delivery clerk.

Martin Philabaum and Miss Gertrude Guyler, of this office, had a contest to see who could secure the most freight for movement via the Best and Only. At present it is a tie, each having secured several carloads and the promise of several more.

#### Lima, Ohio

Correspondent, O. L. WALLBURG

Does everybody know exactly what use to make of the solicitation cards sent out in the MAGAZINE each month? When you hear of a shipment of freight, car load or less, that is going to be shipped from Lima, or when you hear of someone who will make a trip, get the information, fill out the card and give, or send it to freight or ticket agent. Action will be taken on the information supplied. Let's go!

On February 2, a farewell party was held by the Local Freight Office girls in honor of Beatrice Goeb and Ruth McIlvain who left on February 4 for a trip to the Pacific Coast, visiting friends and relatives en route. They were also given a send off at the depot by the office force when they left.

Safety Representative Braden, Baltimore, Md., stopped here on February 6 to make arrangements for a Safety Rally to be held at Lima, in Memorial Hall, on April 29. His visit recalls our rally at Lima on February 11, 1921 held in the Elks New Ballroom, when we had to turn hundreds away. Everytime the Koch twins see us they sing snatches of Frank Guinan's song of the evening "The Wildflower."

It is planned to repeat another all star performance on April 29. Memorial Hall was considered the only hall here large enough to hold the people.

The Veterans' Association, Toledo Division, held another of their famous card parties on the night of February 6, at the Oddfellows Hall, Wayne and Main Sts., Lima. All had a fine time. The party was composed largely of Baltimore and Ohio employes, their families and friends. Announcement was also made of the get-together meeting held on February 20, in same place, to which all Veterans and their wives were invited. Superintendent Iams was also invited. Invitations were sent to all members on the Toledo Division.

Yes Marion, yes Florence, I think since you have had your hair bobbed it has added to the beauty of the office. There seems to have been added a touch that may account for the increased business we have been enjoying.

Some of the things your correspondent observed at the Veterans' Card Party:

Frank Snyder, the watch dog of the Veterans' treasury, checking up to the cent.

Mrs. R. M. Lane, conducting the card party and distributing the prizes in her usual delightful manner.

Jim Jay holding a "lone" hand and passing. John Schnable, in the kitchen, looking for a piece of pie.

Ed. Brennan in a deep study while playing (no doubt thinking of the pillow slips he donated for "Doc" Hutchinson to raffle again for the benefit of the Ladies' Auxiliary).

Pat Leahy enjoying himself, as usual, with the ladies.

Brother Van Horn, president, Veterans' Association and Sister Wallburg, president,



Ruth Shindledecker, granddaughter of Conductor J. M. Barnett, Toledo Division



Ladies' Auxiliary, in earnest conversation together, no doubt planning the big time on the 20th.

A fine sociable spirit prevailed. Everybody enjoyed himself.

Pauline Graham, Mary Andra, Maxine Wallburg, Margaret Gallagher, Naomi Brewer, Pauline's cousin and other girls serving refreshments prepared by Mrs. Conley and Mrs. Graham, committee in charge.

### Transportation Department

Correspondent, GUY FAIN

On January 5 all railroads entering the Union Depot, Cincinnati, had to vacate because of high water. Baltimore and Ohio trains used the old Eighth and Baymiller Streets Depot. Trainmaster Fitzpatrick wants to borrow Barney Google's puddle jumper so he can be everywhere at the same time in case of another flood.

Conductor James Kelly has returned from the sunny south. It was so cold down there it reminded him of home, so he got homesick and returned to the Buckeye State, only to find it *twelve* below.

We extend our sympathy to Switchtender George Hannum and Baggage-master "Cal" Hannum, whose wife and mother respectively passed away after illnesses of several months.

Former Operator James Wiley, retired on pension after fifty-one years' service, now resides in Chicago, Ill. He has been visiting his son and friends in Glendale.

Mrs. Charles Fouch, wife of brakeman, died on January 22 after an illness of over one year. We extend to the bereaved family our sympathy.

To every department of our Company the word has gone out GET MORE BUSINESS. Being employed on a passenger train naturally my thoughts are of this service. From an experience of twenty years on passenger trains, it is my opinion that a passenger train is not only to carry passengers, but to serve as an advertisement for the Railroad. Suppose you see an article advertised in a daily paper or some good magazine, and it appeals to you as a good thing; you try it out and it proves satisfactory. Would you then discard it for something else, not so good? You would not. The same applies to a passenger train. If a new customer got on your train and received the service and courtesy he expected, he would be a booster as well as a customer. Once a customer is satisfied it is hard to make him believe another road is better. How can we increase our passenger and freight business? Experience has taught me that the way to make friends and increase the revenue is to give service. Service means courtesy, to be obliging and helpful, to answer questions, and if you do not know, try to explain to your passengers that you do not know but that you will try to secure information for them. This sometimes means looking up connections, sending telegrams, or giving information as to hotels, etc. Such information can be secured from our Passenger Department and other officials, who are always willing to assist a trainman. Let us make the Toledo Division known as THE DIVISION WITH THE MOST COURTEOUS TRAINMEN. Remember that a passenger does not know much about railroading and may ask you a lot of apparently unnecessary questions. Don't lose your temper, but do all in your power to make our guests comfortable. The result will be full passenger cars and heavy freight busi-



Passenger Brakeman C. W. Shroyer, his daughter, Ethel Handley, and grandson, J. Handley, Jr.

ness, which will keep you and me at work three hundred and sixty-five days out of the year. Above everything else, SMILE!

Baggage-master and Mrs. Chas. Radcliff are touring the principal cities of the West.

Conductor Thomas Meagher, who was removed from his train at Lima a few weeks ago because of illness, has reported for duty.

Conductor "Phil" Austin, who has been ill for several weeks with pneumonia, is improving. We hope he will soon be with us again.

### St. Louis Division

Correspondent, A. J. SMITH

Small acts of courtesy and helpfulness to the traveling public often result in our railroad being remembered by the traveling public and shippers giving us more business. When Conductor J. Swartz, Train No. 68, found a pocket-book lost by a passenger and returned it to him, he made a good friend for the Baltimore and Ohio.

It is with regret that we announce the death of Veteran Car Oiler John Stotts, East St. Louis, who was struck and killed by Train 68 on January 28.

The February meeting of the Claim Prevention Committee was postponed and a Claim Prevention Rally was held at Cincinnati on February 21. Claim Prevention and stopping leaks go hand in hand.

Why the happy smile on Brakeman R. Berry's countenance? Twins, people! No wonder that he grins broadly.

The 1924 Bass Club was organized recently and Conductor H. Johnson again elected president. Being president of the Bass Club means that you have to catch the most bass during the year. Henry is well qualified.

Fireman C. J. Palmer, on February 11, stopped a leak by preventing delay to a train. Palmer was called East from Flora for 8.30 a. m. and train called West for 7.45 a. m. was getting ready to leave town. A lump of coal fell on fireman's foot, mashing it so that he could not work. Palmer was at the roundhouse and took the train called West out on time, another man being called to take his run.

Burning question of the day among the dispatchers:

"Have you seen Boots' new shirt?"

Baggage-master Floyd Van Hoy, while riding in smoking car of Train No. 2, February 3, one and a half miles east of Fleming, Ind., felt the car give sudden jerk. He reported to operator at North Vernon that he felt sure it was caused by a broken rail. Trackmen were ordered to investigate and located the broken rail which was immediately repaired and perhaps prevented serious accident.

Someone sent the following advertisement in but did not pay for it: "Lost—40 hours by Division Accountant's Force account attending lecture. \$50 reward."

Chief Clerk F. A. Conley visited different points on the division on his way to Beaumont, Texas, where he will endeavor to regain his health.

### Superintendent's Office, Shops, Indiana

Assistant Correspondent, H. F. SMITH

Some new business has been added to the family of Traffic Employees Russell Phillips and "Roger" Bean. Phillip's is a ten-pound boy, while Bean is the proud possessor of a lady. Congratulations and thanks for the cigars!

While Traveling Freight Agent Wright's chief duty is to secure freight traffic to fill our coffers, he does not hesitate to pick up passenger business. While in a hotel dining room he heard a fellow guest discussing a contemplated trip to Detroit, Mich., via a competing line. Mr. Wright secured an introduction to the gentleman, looked up train connections and asked him to travel our way, which he did. Velvet!

Agent Kellar, Washington, is seriously considering presenting a bill to the Mexican Government (whenever they have one) for services rendered when a party of Mexicans were unloaded at Washington because they had no transportation. Mr. Kellar immediately got in touch with their destination and secured transportation for them. However, some of them wandered away to view the sights and returned in time to see No. 2 roundin' the curve, leaving town. Rather than leave them alone any longer they were placed under the watchful eye of the city officers until train time and everybody was satisfied.

Conductor "Red" Toombs and Brakeman Lewis were commended by a Big Four official, who, while boarding our No. 44 at Springfield, had his pocket picked. Toombs and Lewis instituted a search for the pocket-book and found it, for which he has expressed his appreciation. Here's the point—the crew's apparent desire to help and their courteous manner brought forth many complimentary remarks from other passengers on the train.

It may be a sign of an approaching millennium, but the other day some correspondence from an industry located on our rails appeared bearing a rubber stamp, "Quit nagging at the railroads." When shippers, the traveling public and others can be impressed with this idea, then our burdens will be lightened "muchly!" It may not be given to all of us to set forth a comprehensive view of the railroad's economic problems, but when your railroad is criticized, often by a person who is not thoroughly informed, do you try to set him straight? Perhaps you know of a condition, possibly unavoidable, which has caused his complaint. Not long ago I heard a disparaging remark about the Baltimore and Ohio dining car service. Three employees who heard this remark immediately took issue with the man, offered to pay for all he could eat on a Baltimore and Ohio diner, provided he was dissatisfied with the food and its price. He was then convinced that



he must have been "off his feed" at the time he dined.

A passenger detraining from No. 2 at Flora left her purse and did not remember it until a short time before train was due to leave. She was distressed, but when Conductor Crump assisted her, with a pleasant smile, in locating the missing purse her thanks were profuse. Here is another friend.

Will you be at the big Safety Rallies we are going to have in April?

Miss "Mar" Duncan, who was planning a trip around the world, called on R. M. Allen, ticket seller, Taylorville, for some information concerning trains to New York over a competing line. Mr. Allen, with Baltimore and Ohio interest at heart, skillfully mentioned the advantages of going Baltimore and Ohio way. Result, she bought ticket from Taylorville to New York over our lines. Our dining car service was highly commended by Allen and he later received a card from Miss Duncan stating that the "Baltimore and Ohio eats were all you claimed for them!" This is selling transportation.

G. H. Barclay has been appointed regular third trick operator at Springfield and has moved his family to the capital city.

"Joe" Gearhart, clerk, Taylorville, has joined the benedicts. He was married to Miss Eva Kramer, of Taylorville. "Joe" is a courteous and efficient clerk. Mrs. Gearhart for a number of years has been secretary to superintendent, Taylorville High School.

A special train handled officials of the Indian Refining Company from an eastern point to Lawrenceville, where their headquarters are located. The Indian Refining people are among our very best neighbors as well as a good source of revenue. A cordial welcome has been extended to them.

Two war veterans were assigned to Delhi and Cincinnati Junction, where, in accordance with arrangements made with the War Veterans' Bureau, these men will learn telegraphy and the handling of station work. These places are given to the "Vets" who were wounded or disabled. They will receive compensation from the Government and at the same time be instructed in the work by our agents.



Machinist W. E. Ross and his wife, Washington, Ind. Mr. Ross is a member of the Relief Department Advisory Committee

### Louisville, Ky.

Assistant Correspondent, LEAH MCCOY

The eleventh annual banquet of the Transportation Club of Louisville was held on January 29 in the ballroom of the Brown Hotel. The ballroom was decorated with railroad signal lights and flagmen's lanterns. The Kentucky and Indiana Terminal Railroad constructed a perfect model of a yard engine about six feet high as part of the decorative scheme. The two principal speakers of the evening were Samuel O. Dunn, editor, *Railway Age*, who spoke on problems confronting the railroads of the United States, and Prof. W. J. Hutchins, president, Berea College, who painted a word picture of the Americans of the mountains.

The president of the Transportation Club is J. D. Marney, assistant general freight agent, Baltimore and Ohio, and seated with him at the speaker's table was G. H. Campbell, assistant to President Willard.

Trainmaster J. B. Purkhiser has rushed the season by buying himself a new straw hat. But "Purk" is down in St. Petersburg, Fla., with Mrs. Purkhiser because of ill health. T. C. Smith, who is filling the vacancy, still wears the winter beaver.

Among the special items handled by the Freight Claim Prevention Committee at its last meeting was Docket No. 7, covering "Special committee appointed to cover the Indiana District and report any delay to cars

cut out short of destination or failed to move from point of origin when due to leave." A great deal is being done at this time to cut down claims and statistics have been compiled which show that our loss and damage claim payments on the entire System for the year 1923 were 0.99 per cent. of the freight revenue, which is the lowest percentage we have had.

On the morning of January 11 Henry Goodbub, trace clerk, received a hurry call home. Soon after, he 'phoned, "eight-pound boy!" He is known as Edgar Eugene. Congratulations!

E. S. Ferguson, posting clerk, invested in a new Dodge and was the recipient of suggestions that he take out heavy life insurance, protecting his family in the event of accidents due to "amateurish" driving.

### Washington Shops, Ind.

Assistant Correspondent, LOTTIE T. DOSCH

The Ladies' Auxiliary installed the following officers to serve during 1924, on night of February 7, at the home of Mrs. Cameron Harrod: President, Mrs. Cameron Harrod; vice-president, Mrs. Charles Brumblay; secretary, Mrs. John Kehoe; marshal, Mrs. J. B. Bailey; treasurer, Mrs. Elmer Pickett; outer guard, Mrs. Neil O'Kane; chaplain, Mrs. J. W. Kessler.

After business was transacted, a social hour was enjoyed and refreshments served by the hostess.

Lillian Margaret, weighing eleven pounds, arrived at the home of Gene Ingle, brakeman, West End, on January 19. Being well satisfied, she has decided to remain.

Storekeeper T. E. Britt has been transferred from Lima, Ohio, to Washington Shops, in same capacity. Mr. Britt entered Baltimore and Ohio service at Washington Shops and his many friends are glad to have him return.

J. J. Smith, chief inspector, Western Lines, and his force of efficiency experts, have been doing fine work at Washington Shops for several weeks. Mr. Smith is receiving the hearty cooperation of the Management and employees at Washington Shops. We expect to make our shop the best on Western Lines.



LITTLE RAILROADERS AT WASHINGTON SHOPS, IND.

1. Betty Lu, daughter of Account Clerk Geo. Hoffman. 2. Ruth, Helen and Mary Alice, children of Machinist T. C. Brennan. 3. "Bob" and "Bill," sons of Machinist R. R. Perkins. 4. Henrietta, granddaughter of Machinist Henry Price. 5. "Billie," son of Sheet Metal Worker Herman Wellinger



Andrew C. Rafferty  
Age 104  
Baltimore and Ohio Veteran

The passing of Andrew C. Rafferty, 104, oldest resident of Daviess County, terminates the life of the oldest Baltimore and Ohio Veteran on the Railroad. Mr. Rafferty celebrated his 104th birthday anniversary on August 3, 1923. Death came to him at 10.45 on February 6. He never liked to be called an old man; he had no rules for longevity and smoked tobacco for many years.

Mr. Rafferty was born in County Down, Ireland, on August 3, 1819 and came to New York in 1833, thence to Zanesville, Ohio, where with two brothers he took up the work of constructing railroads, which were then spreading into Southern Indiana and Kentucky. Their work as railroad builders took them South, where they suffered loss of life and financial misfortune during the Civil War. Mr. Rafferty and his associates constructed the Louisville and Nashville Railroad from Louisville to Nashville, and did similar construction work for other railroads of the early days. In 1864 he came to Vincennes where he engaged as a machinist with the old O. & M., now the Baltimore and Ohio. In 1889 he moved to Washington, Indiana, along with the removal of the Baltimore and Ohio shops to that point. He continued with the Baltimore and Ohio until his retirement in 1910, at the age of 90 years completing 46 years of service.

He was actually 104 years of age. Records found in his possessions show that he made an affidavit in the year 1864 setting forth at that time that he was 45 years of age.

He was a powerful man, one of his principal duties being to drive up crank pins, using a sledge. This work is now handled with a 400 ton press; he was also known to pick up a pair wheels off a track and turn them around to meet his requirements.

Mr. Rafferty was of a jovial nature, and until the last few years was a very active man.

### Newark Division—Concluded (See page 95)

#### Accounting Department

Correspondent, R. T. GEORGE

The photograph on page 92 is of Howard Fleming, clerk, Division Engineer's Office. Outside of his regular duties as a clerk Mr. Fleming is known on our division as a hero. On January 21 he returned from lunch earlier than usual, and upon entering the office discovered a fire. With great presence of mind Mr. Fleming grabbed a fire extinguisher and after a struggle subdued the flames. A passerby, seeing the smoke coming from the windows, turned in the alarm, with the result that the Fire Department responded, but arrived on the scene too late, as Mr. Fleming had already extinguished the flames. The city fire chief commended the Company very highly for the good condition of the fire extinguishers, that is, the chemical cans. He also commended Mr. Fleming for his good work.

We are proud to present, on page 93, this issue, the photographs of "Fred" Fulk, supervisor, Subdivision No. 1, to whom was presented the prize for the best supervisors' territory. Prize for the best main line section was awarded to Arthur Powell, section No. 6, Barnesville, Ohio. The prize for the foreman having made the most improvements has been awarded to E. C. Eyster, section No. 33, Ankenytown, Ohio. Prize for the best branch line section has been awarded to John Thorne, Lowell, Ohio. During the past year these gentle-



The late Andrew C. Rafferty, who died at the age of 104 years, Washington, Ind.

men have put much energy into their work and we know that they are just as proud of their sections as the officials who presented the prize money. We congratulate them.

**WANTED**—A bar of good dog soap and a skull cap for J. H. Dickerson.

Maybe the division engineers aren't so cheery since the accountants defeated them in two bowling matches.

J. A. Johns has been confined to his bed for two months because of illness. We wish him a speedy recovery.

#### Division Freight Agent's Office

Correspondent, C. R. STONE

Traveling Freight Agent E. C. Dodna is contemplating a trip to Miami, Fla., for his vacation. We hope he will have an enjoyable trip. He has worked hard to secure business.

Chief Clerk A. H. Wilson is busy getting data for the Freight Claim Prevention meeting, which will be held at Cincinnati, Ohio, this month. Mr. Wilson takes great interest in this organization of which he is secretary.

E. N. Kendall is occupied with the intensive solicitation campaign and is working to go "over the top." If earnest co-operation means anything the results will be big.

J. M. Bassani, District Freight Agent's Office, is getting mileage from his can (I mean Ford). With all roads down hill there is no reason why he shouldn't make it in high.

Traveling Freight Agent Carl Mosure is working hard in the business getting campaign and his efforts are bringing results.

#### Columbus, Ohio

Correspondent, R. KENNETT

With deep regret we announce the death of Lawrence Smith, son of Night Yard Master and Mrs. Roy Smith. On January 14, with a boy friend, he was coasting on a sled and hooked on behind an automobile. The driver pulled over to let a machine in the opposite direction pass them, but the sled failed to clear the oncoming machine which struck them killing both boys. Our deepest sympathy is extended to the family.

**STOP THAT LEAK—GET CAR NUMBERS CORRECT—SAVE DELAY TO CARS!**

F. P. Copper, retired division passenger agent, is reported seriously ill. Mr. Copper was retired in 1921 after having been in the service for 45 years as traveling and division passenger agent. Since his retirement he has been serving in the capacity of special passenger agent. Mr. Copper is 70 years old.

**STOP THAT LEAK—ROUTE CARS CORRECT—SAVE THAT MILEAGE!**

On February 6, Stock Train 2nd 92, engine 2741, in charge of Conductor Rhodes, was pulling over crossover from Piqua to Baltimore and Ohio lead. C. B. & Q. 59123, loaded with hogs for Pittsburgh, jumped the track and was being pulled along on the ties. Fireman Frank Newbery noticed the derailment and had train stopped. Fireman Newbery has been commended. Yard Conductor Schultz and crew, as well as Acting Yard Master Thomas, were commended on their good work in rerailing car and getting the train out with only 25 minutes delay.

**STOP THAT LEAK—SAVE STATION-ERY!**

Train Master Broughton, who was confined to his home with a severe cold and sore throat, has resumed duty.

**STOP THAT LEAK—LET'S ALL CO-OPERATE AND SAVE!**

J. M. Murphy, assistant general yard master, who has been off duty some time because of ill health, has gone to Florida with his family.

**DON'T FORGET EVERY DAY IS "THRIFT DAY" FOR ALL OF US**

Walter A. Johnson, stationary engineer, Round House, died suddenly on February 8. Mr. Johnson was severely burned about the head and hands by escaping steam from the stationary boiler on December 17 and had not resumed duty. Sympathy is extended to the bereaved relatives.

**STOP THAT LEAK—SAVE COAL, OIL AND ELECTRICITY!**

Again the wedding bells ring. George Valentine, Maintenance of Way Department, recently took unto himself a wife. Yard employes presented him with a percolator and a pound of coffee. The presentation speeches were made by Brake-men "Doc" Hartman and "Puss" Ryten-tion. Congratulations!

**STOP THAT LEAK—WATCH CAR WEIGHTS—INCREASE OUR REVENUE!**

### Courage!

Courage! What if the snows are deep, and what if the hills are long and steep, and the days are short and the nights are long and the good are weak and the bad are strong.

Courage! The snow is a field of play and the longest hill has a well-worn way. There are songs that shorten the longest night, there's a day when wrong shall be ruled by right. So Courage! Courage! 'Tis never so far from a plodded path to a shining star.—Exchange



—and a small sum each month pays for it



*Official Railroad Watch Inspectors*

BALTIMORE, MD.

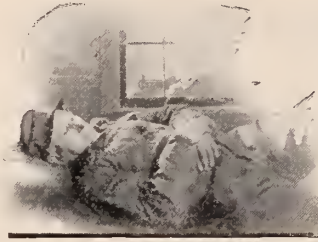


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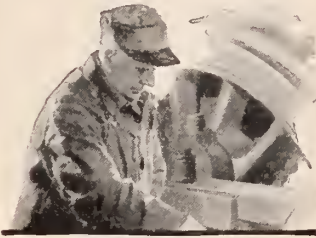
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# Riverside

## OVERSIZE CORD Tires

### 10,000-Mile Guarantee and You Save $\frac{1}{3}$

What more can any other tire do for you? Riverside Oversize Cords will run 10,000 miles—guaranteed—often up to 18,000 miles. What is the use of paying one-third more?

One-third on tires is a big saving. And this saving is sure—because Riverside Oversize Cords are guaranteed for 10,000 miles' service on your car.

And this guarantee is fifty-one years old. It has back of it fifty-one years of straightforward dealing.

### Quality Gives the Mileage

The big mileage of Riverside Oversize Cords over rough roads is put into them in the factory. It is the mileage built in by quality. High, thick, strong treads—*firsts* in every particular—built with the largest amount of good live rubber.

This extra Quality of Riverside Cords has made us the largest retailers of tires in this country. One user tells another. Just try Riverside Oversize Cords. You, too, may as well save one-third.

### You Don't Risk One Cent

Before you buy any tires send for Riversides. Inspect them. Compare them with tires selling for \$5.00 or \$15.00 more.

Then, if you don't find them the equal of any first-quality oversize cord made, send them back. We will refund your money.

These prices buy 10,000 miles of service—and more.

CATALOGUE No. 464M00—Be sure to give size

SIZE	PRICE	POSTAGE	SIZE	PRICE	POSTAGE
30 x 3½	\$ 9.75	28c	32 x 4½	\$20.95	45c
32 x 4	16.95	42c	34 x 4½	21.95	48c
33 x 4	17.45	43c	33 x 5	28.75	58c
34 x 4	18.25	43c	35 x 5	29.95	61c

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H. J. Armbruster  
Urbana, Ohio.

"I have been using Riverside Cord tires for some time and think they are great. I have got more service out of them than any other tires I have ever used. When I need tires again I will buy the Riverside."

Alfred L. McNay  
Williamstown,  
Ky.

"Would say that the Riverside tires are all right. I have been in the Delivery Business for ten years and find that the Riverside Cord tires last longer than other tires, even those costing a great deal more money."

Chas. Cassen  
Petersburg, Ill.

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## Our Freight Traffic

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### Do you know—

- that in 1923 our Freight Revenues were \$208,587,986?
- that this was about 82% of our operating revenues?
- that our operating revenue was exceeded by only two other roads in the world?
- that a very large percentage of our freight traffic is highly competitive?
- that like many other things, it flows along the lines of least resistance?
- that its routing is controlled by human beings who appreciate prompt, efficient and courteous attention?
- that both the Freight Traffic and our patrons who furnish it are susceptible of mis-handling?
- that good service in every branch is necessary to secure and hold the traffic?
- that in our 1923 achievements we also achieved a most enviable reputation for that good service?
- that we must live up to that reputation?
- that one discourteous word or deed or one little instance of inattention may cause the diversion of thousands of dollars worth of business from us?
- that we are constantly striving to improve our handling and trying to find the best ways in which we may serve the shipping public?
- that the Freight Traffic Department welcomes your ideas and suggestions?
- that the continued prosperity of the road is dependent upon AN EVER INCREASING VOLUME of freight traffic?
- that YOU can help secure it?

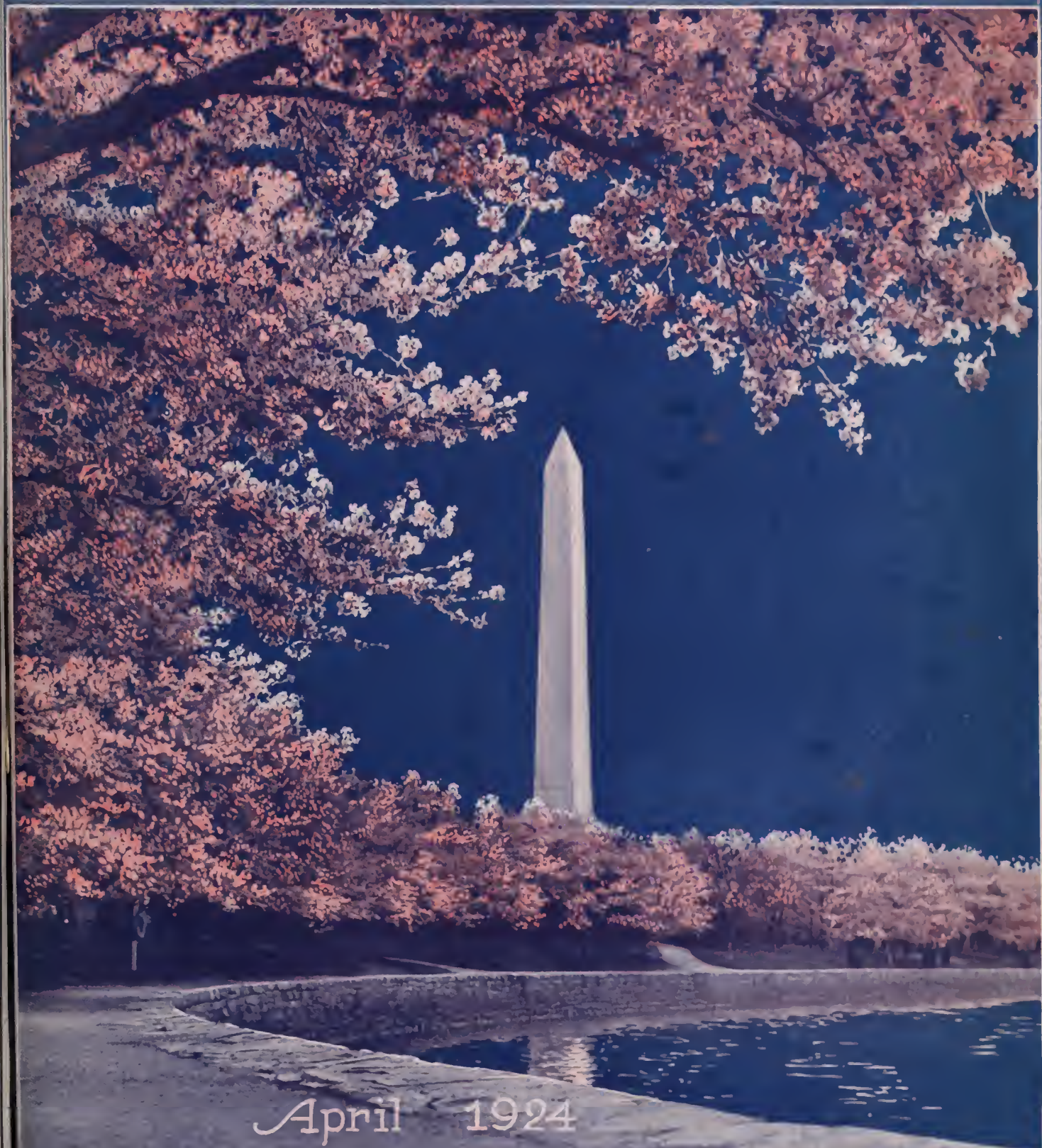
Let us all work together to the end that the year 1924, regardless of what the general business conditions may be, shall set a new high record on the Baltimore and Ohio. With every employe a solicitor, it can be done!



General Freight Traffic Manager



# Baltimore and Ohio Magazine



April 1924

The Japanese Cherry Blossoms  
of Washington in Springtime ...

photo by H.H. Rideout  
Washington.



# Riverside

## OVERSIZE CORD Tires

### 10,000-Mile Guarantee and You Save $\frac{1}{3}$

What more can any other tire do for you? Riverside Oversize Cords will run 10,000 miles—guaranteed—often up to 18,000 miles. What is the use of paying one-third more?

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### You Don't Risk One Cent

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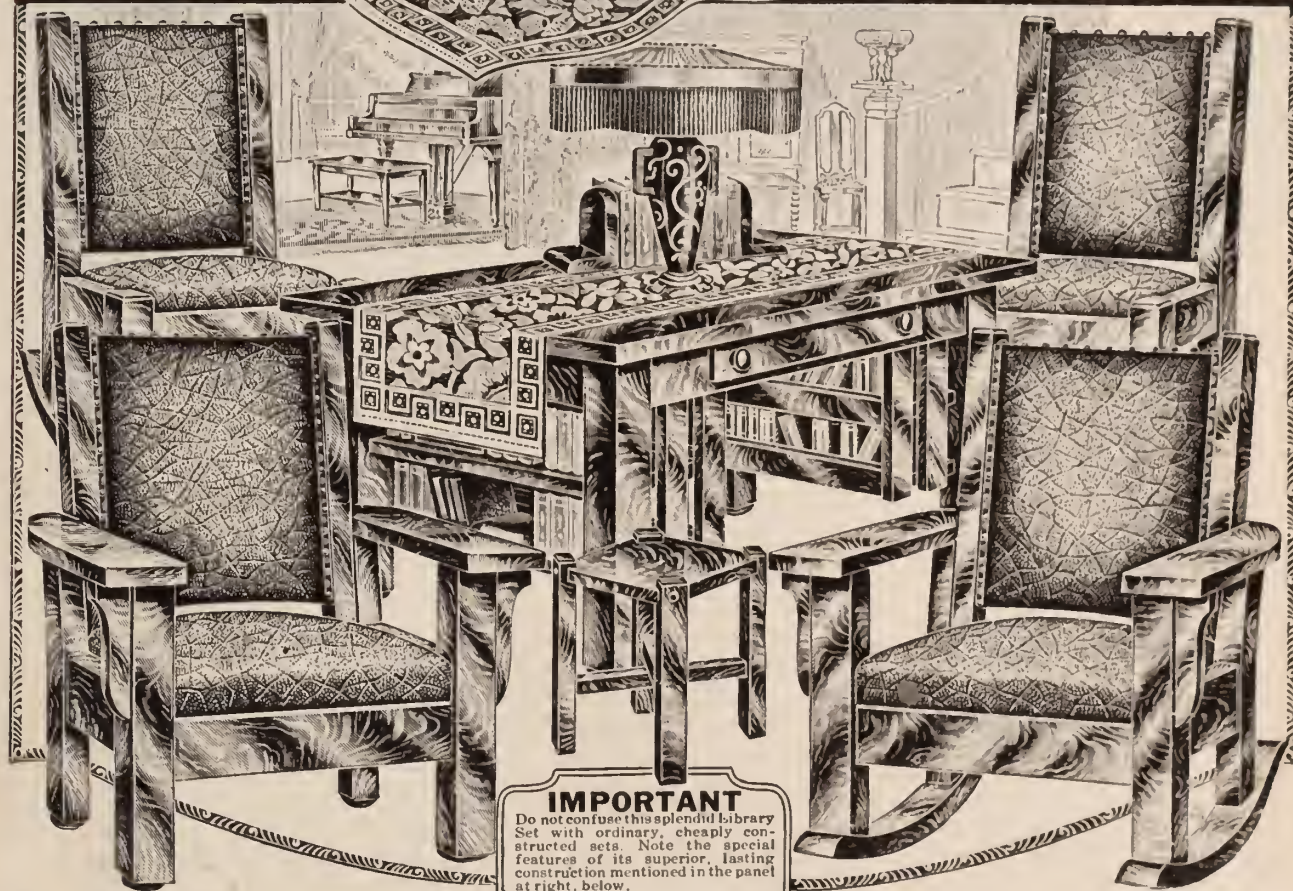
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Volume XI

Baltimore, April, 1924

Number 12

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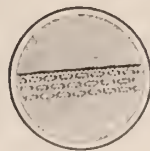
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Lee Work Shirts are properly proportioned to give the fullest comfort and fit. They are made of materials to resist dirt and grease. You will find the same high standard in Lee Shirts that you have always found in Lee Union-alls and Lee Overalls.



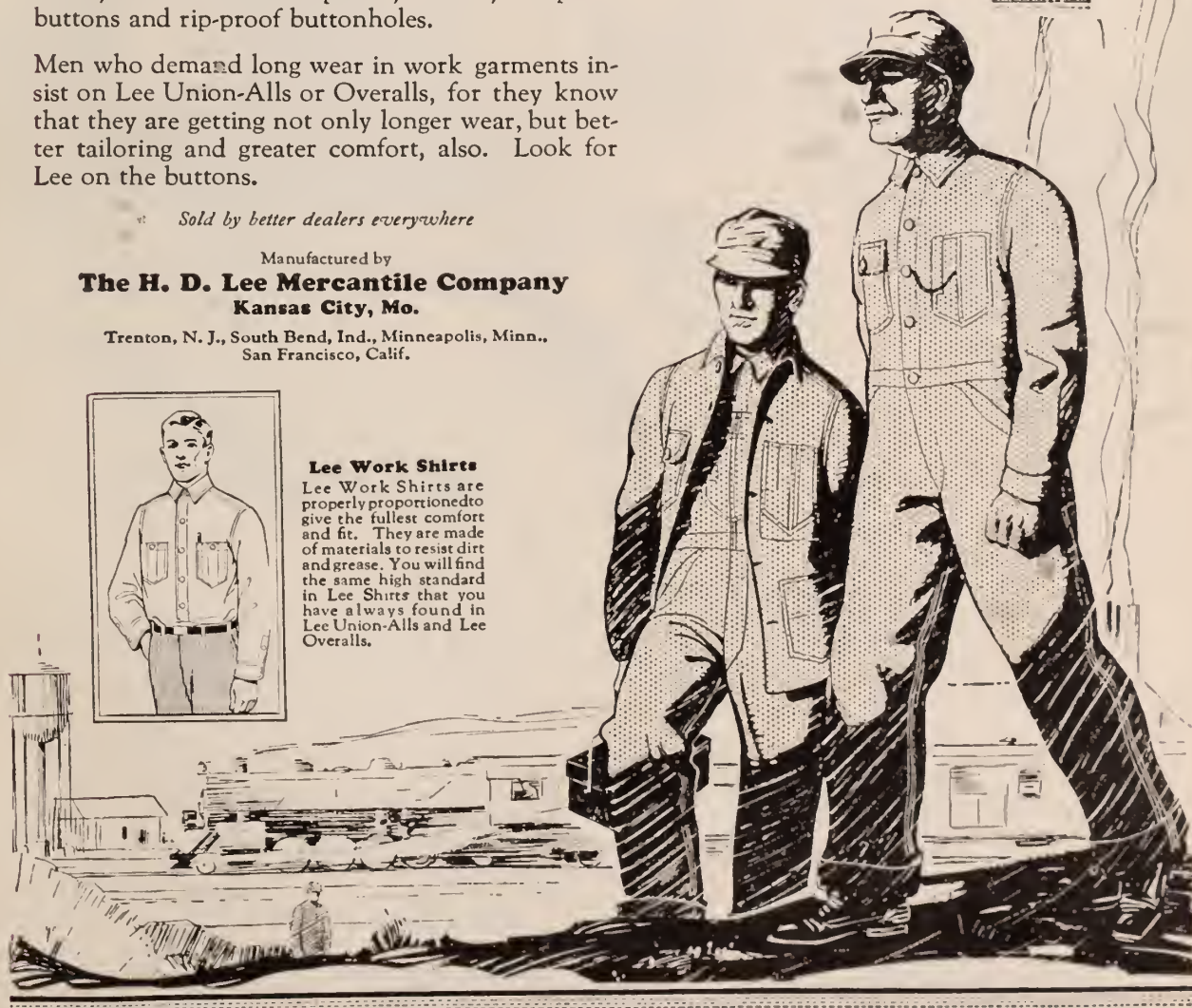
Triple-stitched seams



Riveted, rust-proof buttons



Rip-proof buttonholes



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## Prides of The Baltimore and Ohio—No. 15

## The Man with the "Savvy"



## N. R. G. (ENERGY) MISAPPLIED:

O, "Sy" Stem, pray what is the matter?  
 Each day you grow fatter and fatter;  
 While, poor me, I grow thin,  
 What a plight I am in!  
 When I walk—why, my very bones chatter.

## "SY" STEM:

Well, N. R. G., I will explain,  
 You've simply too much on your brain,  
 Your nerves are a-flurry,  
 You bustle and worry  
 As though you were catching a train.

## N. R. G. MISAPPLIED:

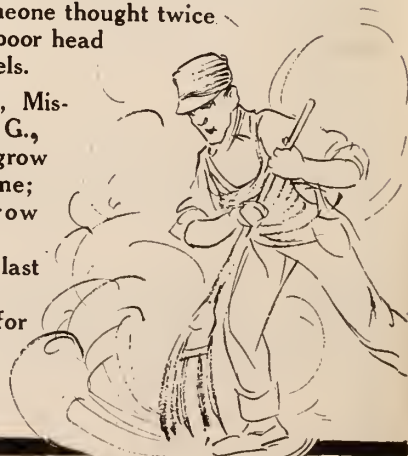
But, brother, therein lies the trouble;  
 To you a day's work's but a bubble;  
 Our jobs are the same,  
 But you win every game,  
 Your results, beside mine, are just double.

## "SY" STEM:

A man's work reflects what he feels,  
 Shattered nerves interfere with your meals;  
 Know that each new device  
 Means that someone thought twice  
 To make your poor head  
 save your heels.

Use your bean, Mis-  
 applied N. R. G.,  
 And soon you'll grow  
 fat, just like me;  
 Your body grow  
 stronger,  
 Your shoes will last  
 longer,  
 And you'll save for  
 the old Com-  
 pa-ny!

M. T. S.





# BALTIMORE AND OHIO MAGAZINE

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

VOLUME XI

BALTIMORE, APRIL, 1924

NUMBER 12

## System-wide Cooperative Program Adopted by Shop Crafts Organization and Baltimore and Ohio Management Plan Put into Effect on March 5 at Principal Repair and Maintenance Points

AT a conference between the General Chairman of the Shop Crafts Organization on the Baltimore and Ohio Railroad and the management a program has been formulated which provides for the utilization of the facilities of the Railroad Company to the fullest possible extent for the maintenance, rebuilding and remodeling of locomotives and car equipment, as well as for the manufacture of supplies and material needed for mechanical and other purposes.

This program is intended to help the stabilization of employment on the Baltimore and Ohio Railroad, thereby producing a situation of satisfied and contented personnel, with improved morale, and consequently improvement in the service and production by greater efficiency and better quality of work.

The welfare of the Baltimore and Ohio Railroad and its employees is dependent on the service which the Railroad renders the public. Improvements in this service and economy in operating and maintenance expenses are greatly promoted by willing cooperation between the Railroad management and the voluntary organizations of its employees. When the groups responsible for better service and greater efficiency share fairly in the benefits which follow their joint efforts, improvements in the conduct of the Railroad are greatly encouraged.

To fully realize from this spirit of cordial understanding and cooperation, the local officers representing the management and the local representatives of the employees will convene periodically to discuss questions relating to shop operation, output, etc.

Specifically the plan is to have the local shop committees at the points

designated below meet with a like number of local officers of the management for frank discussion of questions relating to the planning and carrying on of work, and at which suggestions and ideas advanced will be given the fullest consideration, having in mind that the specific purpose of these meetings is mutual helpfulness and not one of criticism or fault finding.

For the purpose of carrying the general plan indicated above into effect it is proposed that the following joint machinery or cooperation be organized:

### a) Joint Local Cooperative Committee

At each of the points indicated below, one committee, to be known as the Joint Local Cooperative Committee, will be organized to represent both car and locomotive departments:

Mt. Clare; East Side, Philadelphia; Riverside; Curtis Bay; Baileys; Locust Point; Bruns-  
wick; Cumberland Roundhouse, Repair Track and Transportation Yard; Cumberland Locomotive Shops; Keyser; Cumbo; Connellsville; Somerset; Glenwood Locomotive and Car Shops; Glenwood Roundhouse; Allegheny; 10th Street, Pittsburgh; Grafton; Fairmont; Benwood; Holloway; Gassaway; Parkersburg; Chillicothe; Storrs; Ivorydale; Stock Yards; Mill Street, Cincinnati; Washington, Ind.; Flora; Cone; Dayton, Lima;

### Editor's Note

For years the Baltimore and Ohio has solicited the earnest cooperation of its employees. It recognizes the fact that it is the employees in all branches of the service who actually furnish transportation to the public, and that without their willing help this service could not measure up to the standard desired. Furthermore the Management has, as its part, been glad to extend its cooperation in any practicable way.

As emphatic evidence of this, attention is called to the accompanying article describing a conference between the general chairman of the shopcrafts organization on the Baltimore and Ohio and officers of the Railroad, and at which an agreement was concluded to extend to the principal construction and repair centres the cooperative plan that has been developed in actual practice between Management and employees during the last twelve months at Glenwood.

As editor of the Magazine it has been my privilege to keep in close touch with this movement almost since its inception. I have talked with the general officers of the Railroad, with the representatives of the shopcrafts, with some of the supervising officers and with many of the men in the rank and file, and the outstanding impression received has been that of the absolute sincerity of all the parties to the agreement and their determination to support it in every reasonable way.

The courage and confidence with which this plan has been put into effect augurs well for its success, and if it fulfills the expectation of those who brought it about it will undoubtedly mark an important milestone of progress in the relationship between Management and men, and point the way, at least, to the solution of an old and difficult problem.





#### HOW THEY "GET TOGETHER" AT GLENWOOD

Left to right: C. M. Newman, Superintendent of Shops; M. R. Powell, Clerk to Superintendent of Shops; H. T. Cromwell, Assistant Superintendent of Shops; H. E. Morris, Local Chairman, Sheet Metal Workers; M. J. Kelley, Chairman, Local Federated Crafts; John Ninadeo, Chairman, Carmen; Simon Gill, Local Chairman, Machinists; O. S. Beyer, Jr., Consulting Engineer, Federated Shop Crafts; P. Letrich, Local Chairman, Electricians; C. W. Murphy, General Chairman, Carmen

Toledo; Garrett; Willard; South Chicago; Newark; Zanesville; Sandusky; Cleveland; Lorain Car Department; Lorain Roundhouse; New Castle; Painesville.

This Committee is to be composed of the Local Federated Committee representing the employes, and a like number of Local Supervising Officers representing the management, the latter to be designated by the Mechanical Officer in charge at the point. The Local ranking Mechanical Officer in charge of the point will be the Chairman of the Joint Committee, and among others he will designate as the management's members of

this Committee, the Local Storekeeper and a representative of the Shop Practice Bureau.

The meetings of the Joint Local Cooperative Committees will be held bi-weekly on Wednesday afternoons, meeting to be convened at 1.00 p. m., and first meeting to be held at each point Wednesday, March 5, 1924.

Minutes of meetings will be kept, containing a brief synopsis of subjects discussed and action taken thereon. A copy of these minutes will be furnished each of the following:

General Superintendent of Motive Power,

Superintendent of Motive Power of District,

Superintendent of Shops, Master Mechanic or Local Officer in Charge.

President of the System Federation,

Chairman of Local Federated Committee.

#### Procedure to be Followed by the Joint Local Cooperative Committee

No general method of formal procedure can be outlined at this time. However, as an illustration of some of the subjects which might profitably be discussed and considered at these



#### SHOP CRAFT LEADERS ON THE BALTIMORE AND OHIO

Back row, left to right: E. M. Gerrity, General Chairman, Boilermakers; C. W. Murphy, General Chairman, Carmen's Joint-Protective Board; John J. Wall, General Chairman, Sheet Metal Workers' District Council; C. N. Fullerton, General Chairman, Machinists' District Lodge, No. 29. Front row: W. J. McGee, President, System Federation of Shop Crafts, No. 30; T. L. Dugan, Vice-President, Shop Crafts; K. Green, General Chairman, Electrical Workers' System Council



meetings, the following are suggested:

1. Cooperation between departments.
2. Proper storage and care of material.
3. Distribution of material and fuel.
4. Tool equipment and distribution of hand tools.
5. Grouping of machine tools.
6. Machine operation and crane service.
7. Scheduling work through shops.
8. Classification and handling of freight and passenger car repairs.
9. Methods of making repairs.
10. Method of handling and disposition of scrap.
11. Inspection of scrap and reclamation of usable material.
12. Conditions of shops and shop grounds.

It is to be understood that these meetings are not for the purpose of discussing or adjusting grievances.

(b) Joint System Cooperative Committee

At least once every three months on the first Tuesday of the month, and beginning in April, 1924, a com-



Baltimore News

mittee to be known as the Joint System Cooperative Committee, will convene at Baltimore in the office of the General Superintendent of Motive Power. This Committee will be composed of the Staff of the Chief of Motive Power and Equipment and the Executive Board of System Federation No. 30.

The purpose of the meetings of this Committee will be to review and advise upon the recommendations of

the several Local Joint Cooperative Committees and to develop more intensive cooperation.

The Local Officers will make immediate arrangements with the various Committees at points enumerated to perfect these arrangements.

(Sgd.) For the Federated Shop Crafts  
WM. J. MCGEE

President, Baltimore and Ohio Federation No. 30

For the Baltimore and Ohio Railroad  
GEORGE H. EMERSON

Chief of Motive Power and Equipment

## President Coolidge Places President Willard on Important Transportation Committee

PRESIDENT COOLIDGE has recently named the members of a committee to consider measures for coordinating rail and ocean transportation service, the make-up of which will consist of the Secretary of Commerce, the Chairman of the Interstate Commerce Commission, the Chairman of the Shipping Board, the Chairman of the Emergency Fleet Corporation, Mr. Arthur Gilbert Smith, president of the American Steamship Owners Association, representing ocean transportation, and President Willard of the Baltimore and Ohio, representing rail transportation.



OFFICERS AT GLENWOOD SHOP WHEN COOPERATIVE PLAN WAS PUT INTO EFFECT THERE

Left to right, back row: C. F. Womack, Foreman, Sawmill; G. K. Rosamond, Assistant Foreman, Machine Shop; J. Wojtasek, Assistant Foreman Blacksmith; J. P. Kane, Foreman Blacksmith; W. F. Hayes, General Foreman; W. E. Mohler, Supervisor of Shop Orders; J. L. Bowser, Foreman, Erecting Shop. Middle row: M. R. Powell, Shop Clerk; R. L. Love, Assistant Foreman, Boiler Shop; E. L. Hopkins, Assistant Foreman, Frame Gang; I. W. Farrell, Assistant Foreman, Steam Gang; C. R. Simpson, Assistant Foreman, Wheel Gang; N. C. Michaels, Assistant Foreman, Boiler Shop; H. B. Sheppard, Foreman, Electricians; E. M. Dunn, Foreman Millwright; T. S. Bradley, Assistant Foreman, Boilermakers. Bottom row: C. B. Raynor, Welding Supervisor; R. F. Peters, Foreman Carmen; C. M. Newman, Superintendent of Shops; R. A. Morton, Foreman, Machine Shop; J. E. Mae, Assistant Foreman, Sheet Metal Workers; H. Lagan, Foreman, Laborers



# Canadian National Invites Relations with Employees Long Encouraged by Baltimore and Ohio

Youngest of Government Owned Railroads Follows Lead of Oldest of  
Privately Owned Railroads

By THE EDITOR

**I**N a recent address to the employees of the Canadian National Railway, Sir Henry Thornton, its American born and trained president, said in part:

"I do not want those in our service to feel that they are mere employees, performing day by day a duty in which there is but little interest, which is largely drudgery and which is forgotten as soon as the day's work is over. That constitutes a poor form of existence. Rather I want our employees to feel, as I am sure they do, that the work they are performing is interesting, and that each one is contributing an important and useful part in making our railway a success, and that both on and off duty their alert minds can be thinking of ways in which more business can be obtained and the service improved. When such a spirit exists, then work becomes interesting, and something in which we may all have a pride. But our employees have an additional incentive, which is denied to those who work for private enterprises, in that in their daily work they are performing a patriotic duty and are contributing materially toward the welfare of a railway system in which the whole of the people of Canada have an interest."

Any Baltimore and Ohio employee who has followed the policy of his Railroad will recognize in the first part of this paragraph the same effort to establish a feeling of community of interest between the management and employees of the Canadian National as has long been emphasized among us.

The inspiring quality of real interest in one's work, the dependence of the railroad upon its employees to develop superior service, and the cordial invitation to employees to submit suggestions for the betterment of that service—all these things have been stressed in the pages of our MAGAZINE and in other ways. This very issue of the MAGAZINE, in fact, contains an article describing an extension of the cooperation idea among the mechanical forces of our Railroad to a degree not before attempted on any other railroad so far as we know.

In this connection the statement of our president, Mr. Willard, made about two years ago, that he wished the employees of the Baltimore and Ohio to help in the improvement of

our service, "not because they feel obliged to do so, but because they want to do so," will be well remembered.

We are glad to note therefore, that the youngest government owned railroad—and one of the largest in the world—is about to adopt an idea which has already been successfully developed on the Baltimore and Ohio, the oldest privately owned railroad in America.

We cannot, however, let the last sentence in the statement above credited to Sir Henry, go unchallenged. In that sentence he says:

"But our employees have an additional incentive, which is denied to those who work for private enterprises, in that in their daily work they are performing a patriotic duty and are contributing materially toward the welfare of a railway system in which the whole of the people of Canada have an interest."

I question very much if the employees of the Baltimore and Ohio will agree with this statement. I doubt if they feel that as compared with the employees of a government owned railroad they have less interest in their work, less desire to serve the public in an efficient and courteous way, less of an incentive to increase the prosperity of their country by producing transportation as economically as possible.

As employees of a railroad whose record of service to the country in

peace and in war over a period of about one hundred years has been a notable one, I believe they know what it means, for instance, to the grain growers of the west to have their products moved safely and swiftly to eastern markets; and to the great industries to have their fuel and raw materials supplied when they need them, through dependable rail transportation; and to the small town merchant to feel certain that the goods which he orders will shortly be deposited in the nearby freight station, ready for him to unpack and sell.

These are only illustrations chosen to suggest the dependence of a few groups upon efficient rail transportation for their prosperity. The illustrations need only be multiplied to prove the dependence of all groups—of the whole nation—upon efficient transportation for its prosperity.

The big question is whether a railroad can be operated more efficiently when it is **IN POLITICS**, as are government owned and operated railroads, or whether it can be operated more efficiently when it is **OUT OF POLITICS**, as is the case with the railroads of our country.

And here I believe that as public spirited citizens the employees of the Baltimore and Ohio, while recognizing in principle the wisdom of government control of railroads as we have it, are at the same time mighty glad that our railroads are **OUT OF POLITICS**.

I am sure that it would hardly be encouraging to them to work to the best of their ability if the Baltimore and Ohio, for instance, were tossed into the Pork Barrel in Washington at each session of Congress, and new stations and other facilities provided on the basis of political considerations instead of on the basis of economic demand.

I am also sure that as residents and property owners in the communities served by the Baltimore and Ohio they are glad that political pressure does not affect one way or the other the measure of the facilities provided them and their families,

(Continued on page 9)

## Canada Rail Employees Approve Baltimore and Ohio Work Plan

Montreal, Mar. 29.—A vote approving the Baltimore cooperative plan, which provides that shop crafts shall have a voice in shop management, was taken today by the convention of a division of the railway employees department of the American Federation of Labor.

The convention went on record as desiring introduction into Canadian railways of the plan, which was said to be in successful operation on the Baltimore and Ohio Railroad.

—Baltimore Sun, March 30, 1924





THE January MAGAZINE contained a large number of thrift suggestions intended to help us live comfortably and economically. One very important item was not covered because of lack of space and that was the subject of insurance.

The casual citizen little realizes the enormous ramifications of the great insurance companies. There is hardly a thing which cannot be insured today. From great buildings like our own \$5,000,000 grain elevator now being erected at Locust Point, to chicken coops which represent a small investment; from the liability insurance which protects steamship companies from payments of claims in case of losses of cargo, to rain insurance which is sold to prize fight promoters staging fistic encounters—everything seems insurable.

There are, however, two fundamental forms of insurance which almost every person ought to have, namely, life insurance and fire insurance. Of the two the writer (speaking his own opinion only) thinks that life insurance is more important, especially for the man or woman on whom others are dependent.

The Relief Department of the Baltimore and Ohio places insurance up to the value of \$1,250 on the lives of employes and at a rate lower than any commercial insurance company offers, so far as our knowledge goes. But \$1,250 isn't enough for the man supporting a family, and such an employe could do nothing more to the advantage of his family than to secure this first and then other forms of insurance protection through beneficial associations, brotherhoods, etc., with ample assets, or through the standard life insurance companies.

When your house burns down without insurance you have lost a very valuable material thing, but as long as a man is in good health he can often recoup from such misfortune if given enough time. When a man dies or is killed and leaves his family without insurance protection, however, the prospect which faces them is distressing, indeed—want, embarrassment, charity.

However, it is probable that fire insurance is much more widely in effect even than life insurance. It is an older form of insurance, for one thing, and during the long years of its existence has come to be considered by intelligent people to be just as important in protecting a property as a roof is in protecting a house. So that we strongly urge all employes who have no fire insurance on buildings in which they live or which they own, to make it a point to get such insurance as quickly as they can. Fire comes when least expected and strikes hard and disastrously. Furthermore, fire insurance is very cheap and hardly a man can fail to place it on his home because of the expense involved.

### Our Cover Design

Almost surrounding the basin of the Potomac River and seeming to rest at the base of the Washington monument, the lovely Japanese cherry blossoms delight the heart of Washington in the springtime. Visitors from all over the world sing their praises and many exquisite paintings and photographs of the blossoms are to be found in artists' shops everywhere. One of these photographs, by H. H. Rideout, has been adapted for our cover this month by our art editor, C. H. Dickson.

These beautiful trees, whose luxuriant pink blossoms against the background of Washington's blue skies form a magnificent setting for the great white obelisk, were planted along the speedway during the term of William Howard Taft as President of the United States. It was Mrs. Taft herself who received the young trees as a gift from Japan, and who had them arranged in a manner symbolic of the good will existing between the two countries.

"Long after Mrs. Taft's music is silenced and the keys of her beloved piano are mute," says a writer in the *Baltimore Sun*, "the cherry blossoms on the Speedway will keep fragrant her memory."

A good example of the soundness of the policy of placing fire insurance on property is the case of our own Relief Department which, as soon as it loans money on the property of an employe, automatically has fire insurance placed on such property to cover it. And the Relief Department has helped secure some \$40,000,000 worth of homes for employes during its existence.

Don't let another week come around with your home unprotected by fire insurance or your life unprotected by life insurance. These are twin guardians of the material welfare of yourself and your family and it is worth making almost any sacrifice in order to establish and maintain these safeguards.

### Canadian National Invites Relations with Employes Long Encouraged by Baltimore and Ohio

*(Continued from page 8)*

but that these are allocated within the measure of the Railroad's resources solely on the basis of unbiased business consideration.

I repeat, therefore, that they will hardly agree with Sir Henry's conclusion. For they know that they have every incentive which the employes of the Canadian National Railway have to give the best service they can in the interest of the public, and their country at large. And in addition to these incentives they have that other incentive which comes because they feel that their labor will be put to 100 per cent. usefulness under the private management of trained and unbiased railroad men, and not be discounted in any degree whatsoever by political influence.

### Death of Mrs. H. B. Voorhees

THE death on February 27 of Mrs. Voorhees, wife of General Manager H. B. Voorhees, occurred after the closing date in the Magazine Office for the receipt of notes from the Western Line correspondents. Hence there is no mention among those notes in this issue of this deep bereavement which has come into the life of Mr. Voorhees.

Under the circumstances, therefore, we know that we are but carrying out what would be the wish of all officers and employes on the Western Lines when we extend to our general manager on their behalf, as well as on behalf of the entire Railroad, deep and sincere sympathy.





## BALTIMORE AND OHIO MAGAZINE

OFFICE: Mt. Royal Station, Baltimore, Md.

ROBERT M. VAN SANT, *Editor*

MARGARET TALBOTT STEVENS, *Associate Editor*

M. W. JONES, *Assistant Editor*

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GEORGE B. LUCKEY, *Staff Photographer*

### The Prize

It has been repeatedly stated that 1923 was the most successful year in the history of the Baltimore and Ohio. It has also been emphasized in many ways that an outstanding reason for this success was the whole-hearted and willing effort made by employes all over the System to bring it about. And this evidence of friendship has been most logically explained by the fact that the personnel of this Railroad from top to bottom believes in its ideals and its policies and puts behind them the force which only comes from the conviction that they are worth working for.

There is another reason why 1923 was such a successful year for us, and which has not been sufficiently emphasized. It is explained in such expressions as "Everybody loves a winner," "Success begets success," etc. In other words, there is a certain something in superlative performance which is tremendously gratifying to everyone who has had a part in producing that performance.

The Capitol Limited is a good illustration. Think you that this train could have made an on time record of better than 95 per cent. for its more than 500 trips between Baltimore and Chicago since May 13 had not the very atmosphere of the whole Railroad been surcharged with that contagious feeling that "the Capitol Limited must be made the best train in the world?"

I well remember riding the engine from Cumberland to Connellsville on the night of that thrilling first west-bound trip. First I was on the helper with the road foreman of engines, and it seemed to me that if the fate of a nation had been dependent upon him that night he could not have been more alert, more tense, more determined that he and his locomotives and his division would do the part that was expected of them.

And so it was with all the men operating that train (and I met everyone of them), and so it was with that army of other employes—the roundhouse forces, the

car forces, the dispatchers, the operators and all the rest of those who had to do with its successful inaugural trip. They were like the men of a football team in a championship game at the second before the first kick-off—actuated by one purpose, carefully coordinating their efforts, subordinating self-aggrandizement to the good of the team and determining to win if winning was in any way possible.

Last year, during the open season, there were 130 athletic meets conducted in the City of Baltimore by the Public Athletic League with thousands of boys and girls participating—and not a single prize was offered. They practiced, trained and struggled in keen competition *solely for the satisfaction of winning.*

We have the winning spirit on the Baltimore and Ohio today and no material prize is needed to spur us on to our best efforts. We are on the up curve, with accomplishments which seemed impossible in the past, but which seem easy now that they are history.

There will, we hope, never be a time when we are not striving for better and better records. There is no goal at which we can cry quits and rest on our oars. The winning spirit is ours by virtue of what has already been accomplished, and the winning spirit becomes more and more an integral part of our organization and our activities as, day by day, month by month and year by year we put more accomplishments to our credit.

### This Conductor's Service is Superservice

I got to talking with Conductor "Zack" Biddison, Baltimore Division, recently. He used to run a train from Cumberland which arrived at Washington at 8.00 p. m., just in time to make a close connection with an important train to the south and due to arrive in Richmond at 1.00 a. m.

When he found out from tickets or otherwise that he had passengers who wished to make this train he would get word of this fact to the engineer, who could usually be depended upon to get our train into the station a few minutes ahead of schedule and thus permit a comfortable change to the other train. Whenever he had such passengers, however, he always tried in a diplomatic way to find out if they lived in Richmond and were going home, or if they expected to put up in a hotel in that city. In the latter case, he always advised them to take a train leaving Washington about midnight, using the inexpensive sleeping car accommodations, instead of using the earlier train, getting into Richmond about 1.00 a. m., and having the expense of hotel accommodations for a short night's sleep.

Such personal thoughtfulness and interest on the part of an employe comes under the heading of superservice. What wonderful opportunities there are open to all our trainmen all the time to give such superservice in thoughtfulness and courtesy. It cannot be purchased through the pay check—it can only come because employes think they are so much a part of their Railroad and it is so much a part of them that they want to do everything possible for it and the people it serves.

**"Every Dollar Saved Helps Give A  
Man Work!"**



# Homilies of the Hudson

## Off Broadway

Every visitor to New York makes it a point to see the "great white way," Broadway, and its sideshows. Everyone who has not visited New York hopes to see it some day. Probably in every town with a main street, and every hamlet reached by R. F. D., there is some discontented soul yearning for a career—on Broadway, N. Y. Every immigrant landing in the U. S., who knows nothing about the country, except that it is "Amerika," has heard of New York and its Broadway, and varied are the conceptions formed about this locality in foreign countries. Only recently the newspapers reported the visit of a "noted" European, who, for several days after his arrival here, was afraid to leave his hotel at night, having been advised to be careful and to duck into the nearest doorway or cellar "when the shooting began."

But except for Broadway and its lights and lures, how many of the casual visitors to the metropolis know anything about the city itself? Ask them! Yet it is a city full of worth while attractions. Just now I want to speak of its Museum of Natural History, well worth a trip across the continent, or the sea, to visit.

I once spent six days of a week looking through the famous British Museum in London, and though it is probably richer than any other museum in the world, especially in its departments of archaeology and art, there are more attractions for the people as a whole in the New York museum than in any other.

This is largely due to the manner of display. The groups of aboriginal peoples in life size models and set in panoramic scenery, and, most of all, the beautiful "habitat groups" of animals in their natural surroundings, are masterpieces of realism and a source of delight to the thousands who visit this free show.

This is but one part of the great exhibit—there are five floors covering more than ten acres of floorspace all told, all crowded with exhibits embracing every branch of natural science from geology to anthropology. One day will barely suffice to walk through the building.

Among this great collection there are some particular objects that have always stood out to me as powerful stimulants to thought and imagination. One is a slab of California redwood, a cross-section sixteen feet in diameter, cut off at a height of some twenty feet above the ground in 1891. It is almost perfectly circular in shape and the cross section shows 1341 saprings or "year rings," making an absolutely dependable birth certificate that fixes its beginning in the year 550 A. D.

Since that time, except for the hardly perceptible, though continuous geological processes during the elapsed fourteen centuries, no noticeable changes have taken place in the physical construction of this planet. But many and great have been the changes wrought in the affairs of its inhabitants—and *always for the better*.

Viewing this dead slab, it becomes alive with pictures of past events. One can pick out certain rings and connect them, through "association of ideas," with momentous historical events. For instance the 942nd ring shows the girth of this patriarch at the time Christopher Columbus was navigating the Santa Maria within our twelve mile limit. And the 1070th ring



marks the year in which the "Mayflower" brought to these shores the wool stocking ancestors of the silk-stocking American aristocracy of today.

Another exhibit that "raises questions" is the "largest meteorite in the world," weight 36½ tons, brought here by Admiral Peary from Greenland. "Whence came this 'shooting star' to Greenland?" Questions like this become myriad as you encounter one surprising exhibit after another.

In the hall of amphibians there is a set-up skeleton of a Brontosaurus found in the Jurassic clay beds of Wyoming. It is sixty-six feet and six inches long, sixteen feet high, and is estimated to have weighted thirty five or forty tons when alive. Geology places its age at anywhere over three million years. It was no doubt useful once, in the sequences of evolution, but would serve no purpose now—it could not even compete with a Ford, let alone a locomotive. Three million years hence a race of beings as superior to us as we are to this big lizard, may be viewing a reconstructed skeleton of the extinct "homo sapiens" (you and I) of this day, and remark on the smallness of the bony cup that carried its brain. "Homo sapiens," they will say, and then they will laugh.

One very interesting exhibit is a seismograph in operation. This instrument, though located in the museum building, is entirely isolated from it and rests free on a foundation of bedrock, the backbone of Manhattan Island. Records of its past performances are posted in the room where it works in silence, listening for rumbles and feeling for tremors of the Earth.

When you come to New York, erase Broadway from your program for one day and take in the Museum's hundred million dollar show. It is *free, gratis, for nothing*, and you'll have something to talk about and think about for many a day.

## The Wright Brothers

Recently I picked up a scrap of paper, a remnant of a business letter from which the head and signature was missing, on which the following words caught my eye:

"Meet the Wright Brothers:

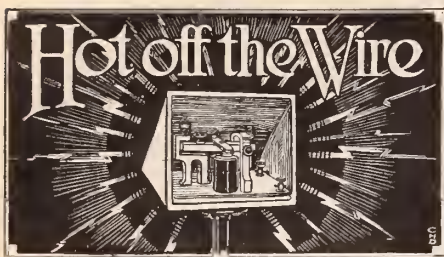
Checkem Wright—Billem Wright

Loadem Wright—Handlem Wright

They are worth knowing."

The word-play is well devised, and the brothers referred to truly are worth knowing, but where are they? If our railroad could connect with and employ them there would be no further use for the claim department





## Operating Department

### What Good Operation Brings

THE following from the March issue of the C. & O. Magazine is worth quoting:

"Service is an essential thing. Without it we cannot expect to get business, and without business a railroad is as useful as an automobile without gas. Bear in mind at all times, that—

"Good operation makes good service,

"Good service makes good business,

"Good business makes good earnings,

"Good business permits even better operation and that better operation makes easier the securing of additional business."

W. G. CURREN

General Superintendent Transportation

### West Virginia District

LET me give you an honest to goodness one—Hot Off the Griddle. Miss Stevens, better known as "Aunt Mary," associate editor of our MAGAZINE, came to Wheeling to attend the Wheeling Division Employees' Seventh Annual Ball, December 27. There she met Mrs. Scott, and in discussing matters of common interest to all employees and their families, the MAGAZINE was mentioned and Aunt Mary asked Mrs. Scott about the different features of it, and whether or not she had been interested in the trip of the "Good Will" girls to France.

Right there the trouble started. Mrs. Scott, being very careful with the truth, told Aunt Mary that she did not get the MAGAZINE regularly, that she did enjoy reading it but had not followed the travels of the "Good Will" girls through every month's issue because some of them had not been brought home. (Since that date she has read all the articles—Aunt Mary sent them to her.)

MORAL—Please remember that if you are doing anything worth while, your family will find out about it without your having to blow your own horn, if you take the MAGAZINE home for the family to read. Also remember that the Safety items in it not only have to do with railroad tracks but are very interesting and educational to your children even though they are not walking railroad tracks all the time.

It might also be well to remember that if you take it home every month and some item does not appear occasionally showing that you have been able to do something worth while and thereby causing the mention of your name in the MAGAZINE, your

own family may think that you do not amount to much. So it is a stimulant all around. Am I taking the MAGAZINE home every month? I'LL SAY I AM! Come again, Aunt Mary!

J. M. SCOTT

General Superintendent

### Performance of Engine No. 5227—Capitol Limited—Between Washington and Cumberland

ENGINE 5227 made the initial trip handling the CAPITOL LIMITED between Washington and Cumberland on May 13, 1923. From that date until January 23, 1924, inclusive, she handled this train 376 out of a total of 552 trips, and on each trip made time or better.

Between May 1 and January 23 this engine made a total of 69,391 miles without a failure.

### Record Movement—Cumberland Division

The Cumberland Division on March 8 moved, eastbound, by Patterson Creek, 3,274 loads, as compared with 2,795 loads, the best previous record, made on January 31, 1923.

On the same date we made another record, viz., 2,052 loads eastbound from Cumberland, overshadowing the record of 1917, made on February 19, 1922.

The number of loads that were moved on the Cumberland Division on March 8 was 5,474, as compared with the best previous record of 5,224 made on March 27, 1920.

### How They Spell "Cooperation" on Sign at Curtis Bay Car Yard

- C—onserve material.
- O—ffer suggestions.
- O—pen your eyes.
- P—oint out unsafe practices.
- E—liminate the loafers.
- R—ound up the slackers.
- A—nd report them to your foreman.
- T—hink before you act.
- I—ncrease your efficiency.
- O—ffer to assist one another.
- N—ever say stop—go ahead.

C. M. VAN HORN

General Superintendent

### Northwest District

TOO often, in the hurly burly of Railroad life, outstanding accomplishments of individuals and groups are overlooked. This is not intentional nor because they are not appreciated but we are always glad to see letters conveying the thanks of the Management to the men on the firing line for making the most out of their opportunities, as in the following:

Mr. R. R. Perry

Agent, Mansfield, Ohio

Dear Sir:

I have received a copy of form 763 that you sent me covering the statement of operations at stations and transfers, month of February, 1924, as applied to your own station.

I desire to congratulate you on the very splendid showing that you have made with an earning for this month of \$178,402.20, which is approximately \$60,000 larger than last year and about \$50,000 larger than our previous largest month, and this is a particularly good showing in view of the fact that it was made in a short day month. It has also been made without an increase in expense in the operation of the station which is an additional credit and I think fully justifies the action we took when we put you in charge of the station.

I hear good reports about your activities with the shippers in Mansfield and am glad to know that we are so well represented there. I have just received an invitation to speak in Mansfield on April 7, and will be glad to see you at that time.

Yours very truly

(Signed) D. F. STEVENS

General Superintendent

## Traffic Department

### On Time Trains

IN their daily report, showing the location of passenger trains at 8.00 a. m., March 18, the Office of General Superintendent of Transportation advises that twenty-four through passenger trains were "On Time" at their respective stations.

This is surely an achievement and attests the appropriateness of the slogan of the Baltimore and Ohio passenger service—"Dependability."

W. B. CALLOWAY

Passenger Traffic Manager

### Record Movement—New York City

A RECORD was established at New York on March 6 in that a greater number of westbound loads, 241 cars, were moved out than on any previous



### THEY'RE ALL PRETTY QUOITS

"Service" makes a pretty ringer, but the game is much more interesting if the other three quoits are also close to the peg



day in the history of our St. George Terminals.

W. F. RICHARDSON

Freight Traffic Manager

Cincinnati

**P**ASSENGER traffic and its successful handling during the past year prompted this department to set a target, so to speak, at which every man in the Passenger Department on Western Lines, has decided to "take a shot."

Each man this year has been asked to produce a certain sum of passenger revenue, his proportion to be 10 percent. increase of the total figure set. The rivalry resulting from this scientific plan has not only caused intense enthusiasm, but the pleasure of seeing the business grow seems to be an added reward for our endeavors.

Will tell you more about it as the months go by.

G. W. SQUIGGINS

General Passenger Agent

#### Commercial Development Department

**T**HE development of power possibilities on the Baltimore and Ohio now being undertaken by some of the large utility corporations, is of interest.

At Philo, Ohio, on the O. & L. K. Sub-Division, a few miles below Zanesville, Ohio, the Ohio Power Company, a subsidiary of the American Gas & Electric Company, as the result of an investigation covering a period of several years, has started upon the construction of the first unit of a large power plant which ultimately will consist of three units and represent an investment in excess of \$20,000,000.00. When fully completed this plant will consume 5,000 tons of coal daily, or approximately 30,000 carloads per annum. An abandoned canal paralleling the Muskingum River at this point is to be utilized by the Power Company for the storage of coal, of which it is expected 300,000 tons will be kept in storage at all times. The location of this large power plant should go far towards industrially developing the territory between Zanesville and Marietta, Ohio, through location of plants requiring electric power, which will be available at low cost.

At Fort Hill, Ohio, at the confluence of the Big Miami and Ohio Rivers and practically at the Indiana-Ohio State Line, the Columbia Power Company, a subsidiary of the Union Gas & Electric Company, has also recently started construction of a plant to cost \$10,000,000. The Power Company has taken over a tract containing 1,500 acres, a considerable portion of which will be used in the establishment of a factory colony with homes for workmen. As the location is but 20 miles from Cincinnati, a considerable industrial development in this territory is anticipated, efforts being put forth to attract industries requiring electric power which will at this point also

be available at low cost. It is estimated that 300,000 tons of coal, or approximately 6,000 carloads, will be used annually in the operation of this plant.

H. O. HARTZELL

Manager Commercial Development

#### One Good Turn

**A**S an illustration of the spirit which prevails among our employes, the following examples will be of interest to our readers:

M. T. Sergesketter, accountant, Local Freight Office, Louisville, was a member of a committee organized to solicit clothing for suffering German children. Understanding that this clothing was to be forwarded to New York for export, Mr. Sergesketter advised the committee that the Baltimore and Ohio Railroad would cooperate fully and promptly, and when word was received that this clothing would be transported free, he was able to advise his committee in advance of any other railroad representative.

It so happened that this Relief Committee included members of an order to which Mr. Sergesketter belongs, and a week later, when they decided to send their basket ball team to Cincinnati, it was voted unanimously to use Mr. Sergesketter's railroad with a party of twenty-five people.

\* \* \* \* \*

Miss Mayne Harlamert, secretary to A. G. F. A., Louisville, sent a copy of the February issue of the MAGAZINE to a personal friend, who handles traffic for a prominent lumber firm, calling special attention to the cut "Get the Girls Interested," on page 13. The appeal has so far resulted in three cars of competitive traffic, credited directly to Miss Harlamert's solicitation.

J. D. MARNEY

Assistant General Freight Agent

#### Odds and Ends

##### A Good Cure for Insomnia

**O**NE day we handed a copy of the most recent issue of the Baltimore and Ohio MAGAZINE to a friend employed by another company who was about to start on an overnight trip on the Baltimore and Ohio. Accepting it with a smile, he said: "I suppose the Baltimore and Ohio guarantees that liberal use of the MAGAZINE on sleeping cars is a sure cure for insomnia."

It was a nice bit of sarcasm anent the sleep-provoking possibilities of the MAGAZINE, but we accepted the jibe in the good spirit in which it was meant.

Which reminds us that one of the MAGAZINE correspondents who is employed in a large office recently observed several men in the waiting room idly killing time until they could see the Railroad officers on whom they had called. He suggests that in every such office it would be a good idea

to have several copies of the MAGAZINE available as a possible method of interesting such individuals in what the Baltimore and Ohio is trying to accomplish.

A good suggestion and we hope it can be put into effect generally!

#### The Engineer

**"T**HE Baltimore and Ohio was reported ten minutes late last night, but it came in ahead of time—that's the kind of engineers they have on that road."—Glenn Withington, transfer man.

Kane (Pa.) Republican

#### West Newton, Pa.

**H**ERE'S to the Baltimore and Ohio, America's first railroad, chartered 97 years ago yesterday—February 27, 1827. Time was when they made sport of the Baltimore and Ohio, but now she leads 'em all as the greatest rail transportation system on earth.

T. S. in West Newton Times-Sun

#### 25 Years Ago

From *Evening* (Wilmington, Del.)  
March 15, 1899

**G**EN'L MANAGER UNDERWOOD of the Baltimore and Ohio Railroad has issued a general notice to station agents and trainmen requiring uniform courtesy to patrons.

#### Only Two Kinds

**T**HERE are two kinds of people in the world—those who make the best of what they have and these who make the most of what they haven't.

ESTELLE BOLLING PRINCE

Counsel, Brownstown, Ind.



Record from first trip, May 13, to  
April 1, 1924



# Western Lines Claim Prevention Meeting, Cincinnati, February 21

Developed Wealth of Information on This Important Subject

By M. W. JONES, Assistant Editor

A MEETING of the Western Lines Division Freight Claim Prevention Committees was held in the Grand Hotel, Cincinnati, on February 21, about three hundred employes being present, including general superintendents, superintendents, road foremen, trainmasters, agents, chief clerks, conductors, engineers, truckers, representatives of the Traffic and Mechanical Departments, etc. Visitors from Baltimore included Assistant Comptrollers F. A. Deverell and J. P. O'Malley, General Freight Claim Agent C. C. Glessner and Assistant to General Freight Claim Agent F. L. Schepler.

## Meet Your Neighbor!

The meeting was called to order at 9.00 a. m. by F. L. Charles, assistant to general freight claim agent, Cincinnati, who acted as chairman. In opening the meeting Mr. Charles said:

"The keynote of the meeting is cooperation. The first essential of cooperation is acquaintanceship. As a symbol that this is your meeting, in which you have an active part, I am going to ask you to look to your right and left and if you are not acquainted with the man sitting next to you, if you do not know what switch shanty, roundhouse or office he operates out of, shake hands with him, tell him your name and the excuse you have for being carried on the Baltimore and Ohio pay roll and ask his."

Mr. Charles then explained the objects of the meeting and why it had been called at

Cincinnati. He said: "Cincinnati is the general headquarters of the Western Lines, but it seems to me that there is a better answer than that. It is the fact that the community of interest between the Baltimore and Ohio and the shipping public is probably greater in Cincinnati than in any other city on the Western Lines, in fact, greater than in any other city on the entire System with the possible exception of Baltimore. I have heard it said on reliable authority that between 65 and 70% of the industries of Cincinnati are served directly by the Baltimore and Ohio rails."

Mr. Charles then introduced Mr. A. Julius Freiberg, president, Cincinnati Chamber of Commerce, who welcomed the visitors and told of his early recollections of claim collecting. He said, in part:

## Mr. A. Julius Freiberg

"I can remember, and it isn't so very long ago, when we did not know much about the Baltimore and Ohio in Cincinnati; we knew it as the O. and M. and we had the Cincinnati, Washington and Baltimore. I can also remember that as a little fellow I wondered why all the C. W. & B. locomotives had the letters M. & C. on their steam chests. The Marietta and Cincinnati was the original railroad. The C. H. & D., I think, was looked on by the small boys of Cincinnati as more or less of a joke, but that was largely because they had a station down in the west end where we boys used to play and interview the engineers and

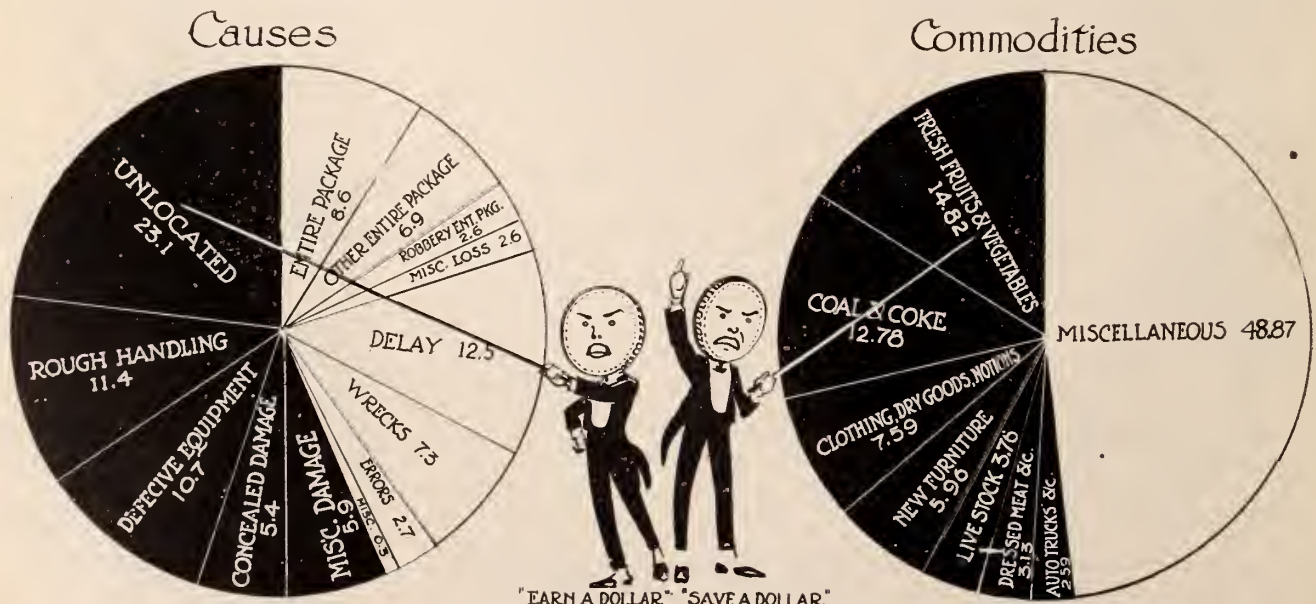
baggage men and various functionaries of the railroad. It was an enterprising outfit in those days. Today the Baltimore and Ohio System is looked upon by the business men and professional men, and men who are prominent in the city's work, as being one of the principal activities in the city. \* \* \*

"In the matter of claims—and the smaller the claims, the more ridiculous is the stand taken by the claimant and also by railroad—we lawyers in modern times have a habit (I am glad to say it is a correspondingly universal habit when it comes to small things) not to aggravate, not to pay so much attention to little things, but if possible and no great principle is involved, to settle the matter, and even give the other fellow, if occasion demands, the best of it. Too much time is wasted generally on small things. \* \* \*

"We like to have you here. We think you ought to be here because this is really, in a sense, your home, and we want your deliberations today to be so fruitful and so happy that you will come back again and come frequently."

## Mr. Glessner

Mr. Charles announced that Mr. Medosch, of the General Manager's Office, would act as secretary of the meeting, and introduced General Freight Claim Agent C. C. Glessner, who, after expressing his appreciation of the invitation to be present, explained in detail the organization of division freight claim prevention committees

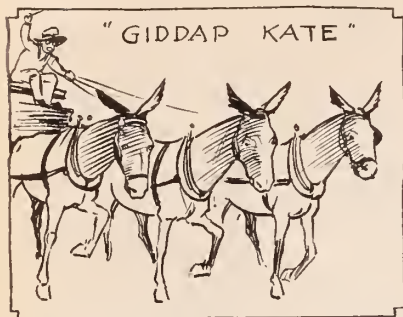


Claim payments on the Baltimore and Ohio in 1923 were over \$2,000,000, or 0.99 per cent of freight revenue. Let's reduce them to 0.75 per cent in 1924. IT CAN BE DONE! In the circle on left the top two white segments mean "Loss of Entire Package" and "Loss of Other Than Entire Package"



It had been hoped that Comptroller Ekin would be present to address the meeting, but a letter was received stating that business engagements made it impossible, and that he was sending Assistant Comptrollers Deverell and O'Malley to represent him.





Mr. Winburn told a story of the old darkie who called all his mules "Kate," so that when he spoke to them they would all move together in the same direction. Mr. Deverell suggested we call them all "Baltimore and Ohio" and all pull together to reduce claim payments

#### F. A. Deverell

Mr. Deverell explained the comptroller's viewpoint on claim prevention and gave figures showing payments made during the past four years. He said that out of every dollar received in freight revenue in 1923 one cent was paid in settlement of claims. He said in part:

"Nature abhors a vacuum. Railroad men should abhor loss and damage; it means waste. Someone, somewhere, spends time and energy in producing that which is needed somewhere else, and this article is damaged or destroyed. It then becomes an economic loss from which you and I and all society suffer. It is bad enough if the damage is unavoidable but it becomes a crime if the damage can be prevented."

Mr. Deverell asked that we endeavor to cut loss and damage in half for 1924, showing that the saving would buy 500 new freight cars or furnish much needed freight station and yard facilities. He pledged the support of the Accounting Department to the claim reduction campaign.

#### J. P. O'Malley

Assistant Comptroller J. P. O'Malley discussed the claim prevention campaign as an incentive to increased net revenue. He said that his department takes a vital interest in everything that furthers the interests of our Road. He also explained the working of the new Revision Bureaus which have been installed at larger stations for the purpose of insuring the issuance of correct waybills. He contended that 50% of the losses would be eliminated if the waybill and shipment started RIGHT AT THE SOURCE. Mr. O'Malley said that 291,000 exception reports were issued last year, and the endless and useless correspondence, etc., easily cost the Baltimore and Ohio \$291,000, or \$1.00 per exception report. In conclusion, he said:

"We don't want anyone to forget that the Accounting Department is on the map \* \* \* and it should be remembered that every dollar paid out in loss and damage claims is just so much money thrown away."

#### G. D. Brooke

One of the most important items in claim payments is that made for delays, and Superintendent Transportation G. D.

Brooke gave an interesting address on this subject, and explained how, in his opinion, many delays could be eliminated. He called attention to the many ill effects of delays, among them being loss of business, payment of claims, increased per diem expense, reduced car mileage and reduced car supply. Delayed trains are an important item in claim payments and much can be done to eliminate causes such as hot boxes and other mechanical defects. In concluding his particularly interesting address Mr. Brooke said, "Our energies available for freight claim prevention can, with the greatest assurances of success, be devoted to perfecting our transportation methods and practices. This means the systematic instruction and reinstruction of our employees and the bringing to them, through educational means, of the realization of their responsibility in the general scheme of transportation and of the importance of thoroughness on the part of the individual."

#### W. M. Malthaner

Chairman Charles next introduced Superintendent of Motive Power William Malthaner, who discussed claim prevention from the mechanical viewpoint. Mr. Malthaner discussed in detail the growth of railroad facilities in recent years and the general development of rail commerce. He said: "This program has, of course, called for locomotives of greater tractive power, cars of greater carrying capacity and longer trains. Like the automobile salesman teaching his patron to drive a new car, there has not only been the problem of learning how to make the 'goll hanged thing' move under all conditions, but what is more important from the standpoint of preventing damage, also a means of stopping it." He explained the improvements made in braking power, the use of automatic couplers and many other improvements made in mechanical devices.

Mr. Malthaner called attention to the responsibility of shippers in seeing that shipments are properly packed and loaded and said:

"A. R. A. Mechanical Division loading rule No. 34 requires doorway protection on carload bulk freight. During August, September and October, 1923, the Baltimore and Ohio was billed on by Toledo connections for applying doorway protection to 61 loads which originated on our rails, shippers failing to comply with rules. It is further developed that 6 of these cars originated with one shipper and four with another and twenty-six other stations are involved in this widespread disregard of carriers rules."

Mr. Malthaner made the startling statement that at one of our important yards cars were damaged by rough handling in 1923 to the extent of \$33,769.53. He concluded by saying:

"I hope that when another year has rolled around we shall have another meeting of this nature and that we shall have another

story to tell, a better understanding will have been arrived at and a better showing made."

#### H. B. Voorhees

At this point General Manager H. B. Voorhees entered the room and was introduced by the chairman. In his address he said, in part:

"I want you to feel that your interest in our claim prevention problem which has brought you together today is deeply appreciated."

"Some of you have been put to considerable inconvenience to come here; some have come a long way; some have spent a night on the road and all will go back to face the added duty of cleaning up work that has accumulated while away."

"But I feel that this question is one in which we are all interested and I believe an analysis of the situation will be worth while. Circumstances have been such that I have not had an opportunity to prepare an address for you or to go into details of the subject as I would have liked to do, but I do want to urge upon you in a general way the necessity of reducing these payments."

"The thing that has always impressed me about loss and damage figures is that for every dollar spent (and we spent over one million last year) you are just a dollar out—you get no benefit whatever. When we spend money in other directions, for improvements, etc., we have the satisfaction of knowing that we are doing something to attain an end, that we are really doing something constructive."

"Another thing comes to mind now. We see the figures covering our claim payments and we know what each item cost us last year, but the lesson doesn't seem to reach us—it doesn't come home to us in a practical way."

"If each man can be brought to realize the importance of watching details at his station, in his yard or in his particular line of endeavor, I believe we will stir to action the material factors in reducing claims."

"I hope in your meeting today you will promote a will and desire to find the detail causes of loss and damage to freight and the proper remedies to apply, and when you return to your homes put them to work, and I am sure it will have a decided effect in minimizing the amount of our Freight Claim payments."



The Police Department is an important factor in the reduction of claim payments



**F. J. Young**

The next speaker was Superintendent of Police F. J. Young, who gave details of the arrests made during 1923, the goods recovered, protection afforded by train riders, freight claim payments, unlocated losses and how to prevent, and many other items of general interest. He said:

"I desire to say a few words on co-operation. This is the most sought after and yet the most elusive thing on railroads. \*\*\* There is no department that needs more of it than the Police Department. To be real and effective cooperation must be kept working 24 hours a day, 365 days a year. \*\*\* Remember that the Police Department is only one vein of this great body and in order to make this great vein function properly all other veins must function 100%." Mr. Young also emphasized the importance of positive seal records at interchange points and explained the necessity of spiking doors because of defects.

**F. L. Charles**

At this point Chairman Charles said:

"We have dealt in statistics involving hundreds of thousands and millions of dollars. \*\*\* We read that the Baltimore and Ohio paid 160,914 claims, amounting to \$2,072,216 and simple calculations tell us the average amount paid per claim was \$12.87. \*\*\* Thus we have reduced this thing to a simple game of "penny ante" with a ten cent limit, so that we can all afford to sit into the game so to speak. I dare say that there is not a man among you who could not prevent a \$6.74 claim in some manner and induce others working under you to do the same."

Mr. Charles then introduced General Superintendent Stevens, who said:

**D. F. Stevens**

"I think it is only fair to that department to mention that the best piece of freight claim prevention work has been done by Mr. Young's department and I think he should be credited for it." Mr. Stevens further said that it did not make any difference how much Mr. Charles knew about the work, or how much those present knew about it, but he wanted to suggest that when they returned home they call a similar meeting of their own forces

and pass the information received down to the man who seals cars, checks freight, etc. He said:

"It won't do you any good to keep it to yourself—you should bring it home to the man you have really got to reach if your claim prevention work for 1924 is to be effective. I am going to take it upon myself for 1924 to see if we cannot cut damage to lading and cars 50% on my territory."

**F. B. Mitchell**

General Superintendent F. B. Mitchell, the next speaker, said that every employe on the railroad has some responsibility in claim prevention work. "Our job is to accept shipments from shippers and our responsibility starts from that moment. \*\*\* A great deal of loss and damage is caused by derailments, so that the trackman has his duties to perform, the operator has his, and in fact everyone on the line. There is something for everyone of us to do. I ask the same thing of you gentlemen in my territory that Mr. Stevens asked of the Northwest District, that is, that you go back home, call a meeting of your forces and lay the thing squarely before them."

This concluded the meeting, and Chairman Charles thanked everyone for their attendance. Some time was then spent in becoming acquainted with employes from all parts of the Road, Mr. Charles performing the introductions. Ideas and experiences were exchanged and the men who had been present left for their homes feeling that the day had been well spent and many new ideas secured. The parting thought given us was "Cut loss and damage for 1924 to 0.75 of 1%. It can be done."

General Manager H. B. Voorhees and Assistant to General Freight Claim Agent F. L. Charles are to be congratulated upon bringing so many freight claim specialists together to present the latest thought on this important subject.

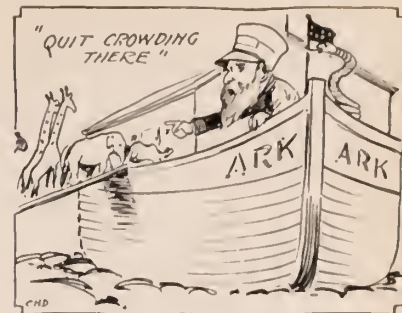
## He Learned from Conductor W. T. Francis

WE have recently received a letter from Mr. D. M. Glick, chairman, District Sunday School Board, Eastern District of Virginia, reading as follows:

**Honor to Whom Honor is Due**

"Having traveled over every transcontinental railway in the United States and Canada, I have had an opportunity to observe the different dispositions of the men who serve the public.

"With few exceptions, all railroad men are courteous in ministering to the comfort of their passengers, but there is something about Baltimore and Ohio men which places them in a class by themselves. I notice it as soon as I board a Baltimore and Ohio train and I have wondered if it is the class of people they handle, or if it is a requirement or rule of the company. Your men



"Noah was the first Common Carrier. He was not troubled with claims, as he took care to see that his cargo was properly loaded," said Mr. Harr

seem to be better 'mixers.' Dignified, yet impartial, courteous and unselfish. This is noticeable from the man who shovels coal to the highest officer.

"Traveling from Chicago to Wheeling on February 9, I was forcibly reminded of this difference as I watched the conductors approach passengers for their transportation. Especially was I impressed by the attitude of Conductor W. T. Francis, who, I learned, has been in your service for more than 50 years. I ventured to ask him what it is that keeps a man 'sweet' although so long in the service. I had several short chats with him and learned some of the secrets of the Baltimore and Ohio's success in handling (so often) a complaining and unappreciative public.

"Public servants seldom receive the credit due to them. Many take things for granted and show no appreciation whatever for Good Service. Think of the many questions a conductor must answer, and the many discourtesies he must meet with a smile, day after day and year after year. The man who can meet these conditions successfully and keep his balance, has more than ordinary patience, which is acquired only through unselfish interest in the welfare of others. The Baltimore and Ohio people have learned this lesson with excellent results."

Conductor W. T. Francis was recently presented with a fifty year Veterans' emblem, and the MAGAZINE takes pleasure in recording this additional tribute to his loyal and intelligent service.

## Consignee Praises Quick Service

ON February 12, a car of roofing was loaded at Parkersburg, W. Va., for Helena, Ark., moving on second 97, at 4.00 p. m. It reached destination and was placed on consignee's siding on the 17th, covering approximately 785 miles, or an average of 157 miles per day.

The consignees have written Agent F. A. Carpenter, Parkersburg, W. Va., in part as follows:

"\*\*\* And we want to commend you for the excellent service rendered in the transportation of this car \*\*\* and assure you it will give us pleasure to let you handle any cars for us originating on your lines."



Complimenting a man on his care in handling potatoes, Mr. Glessner was told "These are my potatoes." Handle all freight as if it were your own and claim payments will be reduced



# Conservation of Railroad Fuel

Prize Winning Paper of Those Submitted by Baltimore and Ohio Employees in Contest of International Railway Fuel Association

By GEORGE J. STEIN, *Locomotive Engineer, Wheeling Division*

THIS is an engineer's views on the question of Fuel Economy, a subject which has been discussed at times by almost everyone connected with railroad operation, and which seems to afford a far greater field for saving and an opportunity to accomplish something more extensive than any other item of operation so far reckoned with. It is my own observation on what can and ought to be done by all involved from the master mechanic to the hostler.

## Losses at Coaling Stations

I have always contended that the first effort in the saving of fuel ought to be made at the coal dock or the coaling station along the road, especially where the coal is taken direct from mines on coal check requisition.

The first thing that comes to one's mind here is the proper loading of locomotive tenders. There is too much coal spilled at these points, and while it may not be entirely lost to the Railroad, at the same time it is virtually wasted as far as its credit to gross ton miles is concerned and the Company has to go to the expense of picking it up. There are two reasons why coal is spilled, (a) over-estimation of what it takes to fill the tank, and (b) tenders improperly spotted. Both are due to negligence—there is no excuse for their existence. Engine crews should be taught that the Company will not stand for any loss of coal on this account.

How do we always know that we are getting the correct measure? From personal observation I fear that we are not. There was a time when tests were conducted on this at least once a month, but these tests, nine times out of ten, proved everything "apparently" all right. What recourse, however, has an engineer when he stops at a mine coaling station, calls for so much coal and when it is received knows that he and the Company both have been "buncoed." Unless he is one who cannot help giving vent to his feelings to the tippelman, all he can do is to take it out in thinking, and mention it to his supervising officer. In any event, any investigation conducted after the engine moves away from the tipple is almost worse than ancient history.

The engineer's distress is further accentuated when he observes that

in addition to having been "short-changed" on his coal, he has been given a tank of mine cuttings and slack for a hand fired engine. While the Company's contract may call for run-of-mine coal, there is no excuse for loading such stuff as this on the tender of a hand fired locomotive.

The master mechanic and road foreman of engines attribute a great many failures each year to the poor quality of coal received at certain tipples. Some well informed mechanical men will tell you there are just as many heat units in this slack coal as there are in lumps. This may be true if this slack is fired with a stoker, but take hold of the scoop with a hand fired Mikado and attempt to get the same heat units out of this slack coal and see the difference. If we pay as much for the slack as we do the

lump, let us insist upon getting something reasonable for our money.

On a trip of 75 miles there is at least a saving of two tons of coal, almost regardless of the condition of the engine, in firing with clean run-of-mine coal as compared with the mine cuttings and slack we frequently get. There is no question but what this can be corrected. It is not a question of the coal being handled excessively and causing breakage. The coal comes direct from the mine and is loaded on the tenders. The question, therefore, is the method of mining, and I do not think our fuel inspectors should have any hesitancy in telling mine operators supplying such coal that they should check up on their method of operation and see if they cannot produce a cleaner grade.

## Losses at the Shops

There is entirely too much coal wasted from the time the engineer leaves the engine on the cinder pit until it is set out on the ready track. I have in mind an instance where an engine was placed on the pit with a FULL tank of coal. When the engine was called eight hours afterwards there were close to four tons missing. No report was made of the engine leaking and I do not believe that the fire had been knocked, yet about four tons of coal had been used to hostile the engine. When this engine was set out on the ready track, at least half a ton of green coal was in the firebox, the greater part of which constituted a "bank" built high and deep along the firebox door and plugged good and tight along the back corners. The balance of the coal was distributed over the firebox something about like the State of Colorado looks on a relief map. The engine had 200 pounds steam and how many more than three gauges of water it is hard to estimate.

Here you are now—the crew is on the engine and she has to be gotten ready to haul a tonnage train right out of the yard. The fire is in no condition to start out with. The first attempt the fireman makes to straighten up this fire the engine commences to pop. The casual observer blames this on a dilatory engine crew. The master mechanic ought to be brought out and shown these conditions, but unfortunately this, like a great many other conditions that ought to have some action, is simply taken out in a whole lot of unnecessary "cussing."

The efforts that have already been made in establishing the actual number of scoops of coal that should conservatively be used to hostile an engine under the different conditions, (a) where it is necessary to draw the fire for boiler work, and (b) where the fire is only cleaned,

## The Prize Contest

(Editor's Note)

During 1923 the International Railway Fuel Association conducted a national contest open to the engineers, firemen and conductors of all American railroads on the subject of the conservation of railroad fuel. Over two thousand papers were presented and of these 56 were written by Baltimore and Ohio men, an excellent showing for our Railroad.

The winning paper for the entire country was written by Engineer W. L. Richards of the Union Pacific Railroad. The judges decided that the accompanying paper written by Engineer George J. Stein, was the best of those submitted by Baltimore and Ohio employees, and Mr. Stein was therefore awarded a trip to the annual convention of the International Railway Fuel Association to be held on May 26, 27, 28 and 29 in Chicago, and also a cash prize offered by the Railway Review.

Engineer Stein points out many ways in which greater fuel saving can be effected on our Railroad and shows a comprehensive knowledge of the practical aspects of this subject. It should be remembered, however, that all the points which he stresses are constantly being emphasized in our fuel conservation program and that all of the methods which he suggests have been in successful operation on our Road for sometime.

The presentation of such articles as this cannot help but increase knowledge and interest among those responsible for fuel saving on our Railroad. It is interesting to note in this connection that the American Railway Association has requested the International Railway Fuel Association to choose the best papers presented in the contest and publish them in a pamphlet for general distribution.

Much favorable comment has been made on the result of this contest, the Railway Age pointing out that the number of papers submitted evidences a very live and wholesome interest in this important subject on the part of the men on the line who can help most in cutting down the fuel bill.



have resulted in a considerable saving. We also have a definite method of watching engines on the ready tracks, but I sometimes fear that the railroad companies are altogether too negligent in choosing the hostlers and engine watchers, because they have a great bearing on the saving of fuel and as such ought to be given more recognition.

The road foreman of engines ought to designate how he wants fires maintained in locomotives standing on ready tracks and in roundhouses and the master mechanic should see that these instructions are carried out. The hostlers should also be educated along the lines of properly using the blower and injector. The excessive and unnecessary use of the blower is often the cause of engines leaking long before they leave the ready track; of course, when an engine gets in this condition, the coal pile pays the bill. The shop forces should also see that the coal on back ends of tanks and bulk-heads is cleaned off after every trip.

### Condition of Power

Next to locomotive operation, which I shall dwell upon later, here is what "rocks the ship of Fuel Economy"—condition of power. There are so many contributing factors here that one hardly knows where to commence. Right off the bat everyone says "valves out" is what burns it up; I feel, however, that firebox conditions are far more the enemies of the coal pile than the reverse bar. What is the saving made on an engine with a "good valve" and a man who knows how to use it, compared to the at least two tons of coal unnecessarily burned to overcome a whole lot of leaky flues, flues stopped up, honeycombed over, etc.

I often feel that here is the "golden key to the coal bank." I fear that the Mechanical Department does not give this the attention it deserves. I can hardly imagine an excuse of any kind for allowing an engine to run with flues leaking, or bad flues which the Motive Power Department know will give trouble before the engine is hardly well started on the trip.

What about the engines handled and dispatched from outlying stations whose facilities are limited, and where fires are seldom knocked, but cleaned. And what is the resultant condition of the flues and arches? An engine operating with flues stopped up or part of the arch missing, or top of the arch covered over with dirt, is an enemy of the coal pile. No stoker fired engine should be allowed to run with arch brick missing for when one is dispatched in this condition, we are certainly breeding trouble.

So far I have had in mind only hand fired engines, but the same principle applies to both, although my experience has been that firebox conditions must be better for a stoker fired engine than a hand fired engine, especially as regards the arch. It is a flagrant waste of fuel to dispatch a stoker engine with part of the arch missing, as

under this condition it is almost impossible to carry the proper kind of a fire to maintain maximum steam pressure over the entire trip. It eventually ends in having to clean the fire once or twice over the trip and whenever this is done it means the unnecessary use of one or two tons of coal. Therefore, the necessity for seeing that the arches, flues and other firebox conditions of our locomotives are in shape to make steam, cannot be impressed too strongly upon the Motive Power Department. After that is done someone else is properly responsible for making this steam at the least possible cost and for the proper distribution of it in the cylinders.

### Valves Out

Now we can say something about "valves out." It is unfortunate that an engine should be allowed to operate in this condition, and next to poor firebox conditions, this helps most to waste fuel. An engine with valves out should be promptly called



Engineer Geo. J. Stein, Wheeling Division

to the attention of the road foreman of engines, who should invariably have these conditions corrected.

When a large number of engines with valves out are found operating on a division, it indicates either that the engineer's work reports are not being given the necessary attention by the shop people, or that the engineers are not reporting the valves out. Frequently the Motive Power Department passes this work up "this trip," and unless the road foreman gets in on it, it will not be done for several trips. In time of heavy business, too much of this important work is neglected in favor of the Transportation Department. As long as engines seem to be able to haul the trains and get over the road, everything is lovely until the fuel bill comes in at the end of the month. The additional few hours necessary to "square" the valves on an engine should not be taken into consideration at all; this work should simply be done. Not to do it when it ought to be done is like saving at the spigot and letting it run out the bung hole.

A great many engineers underestimate the amount of coal that can be wasted by valve blows. All blows should be properly tested for and intelligently reported. On our stoker fired engines a thorough inspection should be made by the engineer to see that no coal is lost through holes in the conveyor trough or other causes. Two-thirds of a successful trip on a stoker engine depends upon the start. Therefore, no efforts should be spared to see that the fire is properly prepared before leaving the terminal and all adjustments to the stoker are properly made. At times stoker engines are dispatched with distributor sleeves missing. Whenever this is done it is hard to maintain the proper fire and the intention of correct stoker firing is defeated.

### Front End Trouble

In no small degree does this enter into engine performance. Engines may operate over the road and fail for steam day after day before it is eventually ascertained that the steam pipes are leaking, superheater units leaking, or perhaps the exhaust pot is loose on its base.

If there is anything that tries the patience of an engine crew, it is this. The firebox conditions seem perfect; the fire cannot be improved upon, yet the engine will not steam. Eventually it becomes necessary to clean the fire once or twice over the road and a whole lot of coal is simply thrown away. No condition like this ought to be allowed to exist over a trip. No efforts should be spared on the part of the Motive Power people to locate and remedy these troubles.

Engines operating with exhaust nozzles too large or too small should be intelligently looked after. No one ought to just take a "pot shot" at a condition like this; an engineer should be absolutely certain that he feels justified in reporting nozzles one way or the other. In any event, they should be so arranged as to make steam at the least possible cost. After this it is up to the engine crew to see that the steam is properly conserved and used to its best advantage.

Front ends getting air should be promptly reported. There is a possibility that this is neglected to a certain extent. Anything that would impair the draft of the locomotive, all of which eventually reacts on the coal pile, should have the engineer's most careful attention when making out his reports.

### Locomotive Operation

Here is a place something can be done; here is where the engineer can "play" his part best. In fact here is where he ought to "star." In my opinion successful locomotive operation comprises—

(a) Knowing where to find the proper cut-off for the reverse bar and haul your tonnage.

(b) Knowing how to properly throttle an engine.

(c) Knowing how to successfully pump an engine.



(d) Proper lubrication.

(e) How to acquire the cooperation of the fireman in conserving fuel.

All the Motive Power Department's best efforts to cooperate, as well as the efforts of everyone else, are wasted if the engineer persists in running over the road with the bar down five or eight notches further than it ought to be; with the water regulating valve to the injector open so far that the boiler is being thoroughly over-pumped and the engine only partly lubricated.

### The Negligent Engineer

A great many of our firemen are new in the service and do not realize conditions of this kind. They do their best to maintain maximum steam pressure. In starting out, the negligent engineer has just enough water in the boiler and it becomes necessary to put the injector on before they have moved a half train length; in fact he had to put the injector on before the fireman gained back what steam was lost in starting the train. Wherever the hostler left the water regulating valve to the injector, that is just where this engineer also works it, and six times out of a half dozen it is wide open. Before they are very far out of town the steam pressure is way back. The fireman does not realize what the trouble is. He grabs the hook and gives the fire a thorough raking over. The engineer has gained a whole lot of water by this time so he knocks the injector off. The fireman is now baling in coal for all he is worth. The steam pressure is running up very rapidly and when she gets hot the injector is put to work

3m. (a900) 1-17-19.

110 lb.

Form 1509-D.

-----MONTH

NOTICE No.-----

## FUEL PERFORMANCE

DATE-----

ENGINEER----- FIREMAN----- ENGINE No.-----

TRAIN----- FROM----- TO----- GROSS ACTUAL TONS-----

TIME CALLED----- RELIEVED----- GROSS ACTUAL TON MILEAGE-----

TIME CONSUMED	AT INITIAL YARD-----	POUNDS COAL CONSUMED	ACTUAL-----
	ON ROAD-----		STANDARD-----
	AT TERMINAL YARD-----	COST OF COAL IN DOLLARS	ACTUAL-----
	TOTAL-----		STANDARD-----

EFFICIENCY %-----

EXPLANATION-----

This form, covering each run, is sent to the fuel clerk in the Office of the Superintendent. Especially poor performances are selected and studied for causes and possible improvement

again (wide open, of course) and the steam pressure starts right back again.

The fireman comes to the conclusion that it is his fault. He grabs the shaker bar and shakes a whole lot of green coal through the grates and frequently when grates are shaken under these conditions, they are left half cocked; he then bales in another gorge of coal. The engineer is busy viewing the scenery. When they have run about 25 or 30 miles like this the fire is clinkered over solid and the engine is getting about on her last legs. It becomes necessary to clean the fire. They look at the coal pile and come to the conclusion that the engine "burns" too much coal. The engine is only half lubricated and the resultant strain on the valves and reciprocating parts soon tells and the engine is "crippling" over the road.

This engineer is primarily responsible for such work as this. He is personally responsible for the unreasonable coal performance. The effect of such operation as this with our present day hand fired Mikado engines is just like feeding peanuts to a hungry elephant—the coal pile can hardly stand up under the strain.

### The Dependable Engineer

The other engineer starts out in a different way. He has enough "stored energy" in the boiler so that the fireman has a good chance to build up his fire and get the engine hot. When it becomes necessary to put the injector to work, the water regulating valve is so adjusted that the water level is just about maintained. If he has a superheater locomotive he is thoroughly awake as to the proper water level to be maintained in order to get the highest efficiency out of it. His engine is hooked up to where the train is being handled successfully and making the time; the throttle is regulated accordingly and everything on the trip points to true economy. But—

### Where the Fireman Comes in

The fireman has just popped the engine. The engineer then calls him over and tells him in the proper manner that before he puts in another fire to look at the steam gauge; that if he had looked at the steam gauge before he put in that last fire he would have observed the maximum pressure thereon and it would not have been necessary to put the last fire in at the time he did, which only resulted in the engine popping. He tells the fireman that he might just as well have thrown this coal on the ground because it was wasted through the pop valve anyhow. He explains to this fireman the first time they are in a siding, or has the time to talk to him, that every time an engine pops, in addition to the resultant waste of coal, it also results in a loss of that much water; that to gain back this water he

STATIONS		Class of Service	STATION NUMBERS		STANDARD ALLOWANCE POUNDS COAL PER TRIP PER ENGINE						Sheet Number
From	To		From	To	Mikado H.F. 2nd	Mikado H.F. 3rd	Mikado Stoker	E24-27-28	E27 Sup		
Benwood	Grafton	E 94	7045	6068	16000	15000	16100	14500	13500		FUEL STANDARDS WHEELING DIVISION FREIGHT SERVICE
"	"	" Ton	"	"	16500	15500	16600	15000	14000		
"	Fairmont	"	"	6068	13500	13000	13600	17500	11500		
"	Clarksburg	" 99	"	1104 3065				70000	70500		
"	Parkersburg	" Ton	"	3038				70000	18100		
"	Bklyn Jct	"	"	3038				9000	8400		
Bklyn Jct	Fairmont	"	3038	6068	19000	18000	19100	17500	17000		
Holloway	Bklyn Jct	"	7119	3038	19500	19000	19600	18500	17500		
"	Benwood	"	"	7045	11000	10000	11100	9800	9500		
"	Bridgeport	"	"	7101	9000	8000	9100	1100	1500		
Grafton	Benwood	W 97	1104 3065	7045	17000	16000	17100	15500	15000		FUEL STANDARDS WHEELING DIVISION FREIGHT SERVICE
"	"	" Ton	"	"	SAME AS TRAIN 97						
Fairmont	"	"	"	6068	15000	14500	15100	14000	13500		
"	Bklyn Jct	"	3038	6068	70000	71500	77100	71000	70000		
Clarksburg	Benwood	" 100	1104 3065	7045				19000	18100		
Parkersburg	"	"	"	PICKLE RUN 3038				17000	17000		
Bklyn Jct	"	" Ton	3038	"				10000	9600		
Parkersburg	"	"	"	3038				19000	17800		
Bklyn Jct	Holloway	"	3038	7119	70000	71600	77300	71000	19700		
Benwood	"	"	"	7045	14500	13500	14800	13500	17500		

Revised Aug 31, 1923

OFFICE SUPERINTENDENT FUEL AND LOCOMOTIVE PERFORMANCE - BALTIMORE, MD 7-23

A Fuel Standard Chart like this is worked out and available for comparison for every regular run on the Railroad



must increase the supply through the injector; that when he increases the water supply it takes just that much more coal to maintain the steam pressure under the adverse condition of the boiler being over pumped.

He explains further that before the fireman puts in a fire he should ALWAYS look at the steam gauge, then at the water glass, and by comparing them he can tell just how the engine should be fired. He explains to this fireman that in watching an engine standing in a siding, or switching, he should always look at the water glass and steam gauge before putting in a fire and he will find that frequently when he feels that the fire ought to be replenished, right at that particular time it should not be, because the engine may be hot and would hardly stand any more water in the boiler.

There are altogether too many firemen who throw coal in the firebox at the very time the engine is hot and full of water. This is because they have not been properly instructed by the engineer that this should *not* be done for the obvious reason that it is a flagrant waste of fuel.

Here is where the *real economy* comes in, watching just such things as this. Is it not aggravating to any engineer who has any

regard at all for fuel economy, to see a fireman get down and throw in a lot of coal with the engine on the verge of popping and perhaps not enough room for any more water in the boiler without getting too much therein? Yet there is no one to blame for conditions of this kind except the engineer. He should properly instruct the fireman. And the fireman should be guided by the long experience of the engineer who certainly must have shown ability and knowledge to get where he is.

These are not fine points in operation, but they are the obvious causes for waste of fuel. The road foreman of engines has been trying to make them right for years and in order to be successful he must have the co-operation of the engineers. An engineer can make conditions desirable for a fireman and can almost command his cooperation without any effort. This is necessary to save the coal.

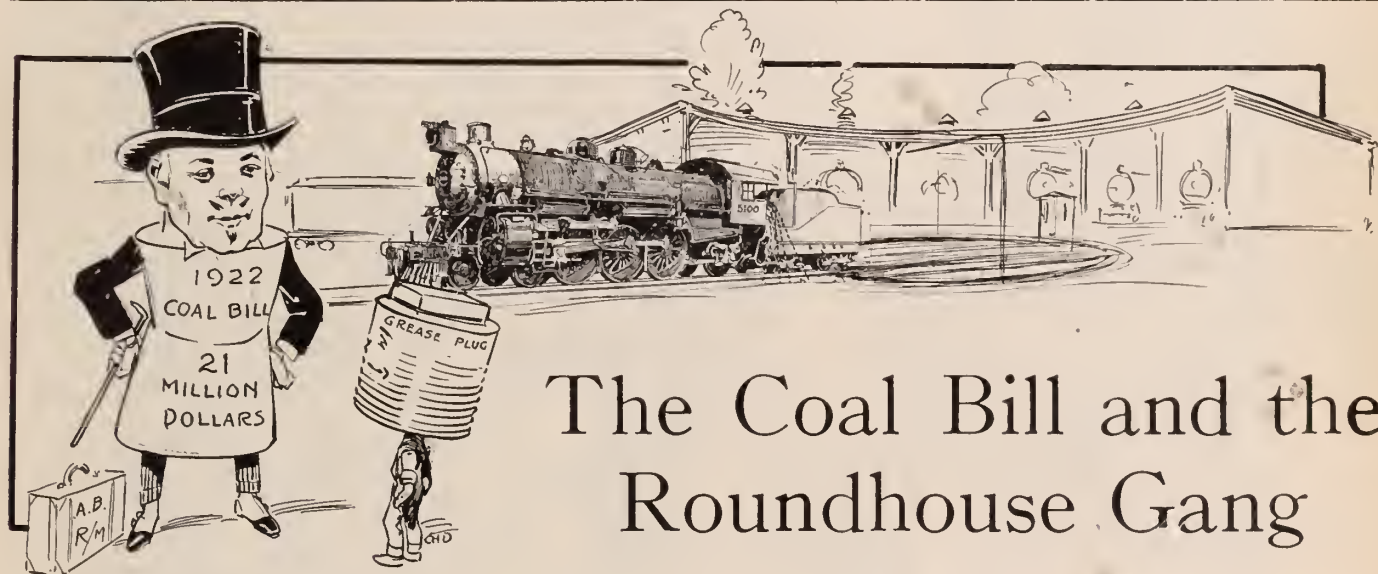
The Motive Power Department should leave nothing undone to make conditions pleasant on an engine for a fireman. Shoveling sheets and aprons should be given *more* attention. It is not pleasant for a fireman to go out on an engine with a big snag in the shoveling sheet where, every time he goes

after a scoop of coal, he racks every bone in his body pumping into it. High and low aprons make it miserable to work with, in addition to permitting loss of considerable coal out of the gangway. These conditions do not lead to good operation and good operation is what is required to produce fuel economy.

### The Individual Fuel Record

A great deal has been said concerning the value of the individual fuel record. This is almost a necessity nowadays to stimulate the interest the Company desires from the men in locomotive service. However, every effort should be made to see that this record is correct as far as possible, because there are so many conditions occurring in the daily work that would materially change the intention of the record that I fear a great many enginemen are somewhat skeptical as to its absolute correctness.

Our present system is elaborate and entails considerable work and expense, viz.: keeping an individual record of the engineers and engines, and the intention of this record is defeated unless the men who are using it have sufficient faith in it to feel that it is authentic and represents just what



ARCHIE: Greasy, you are forever bragging about your "gangs!" This "gang," that "gang" and the other "gang!" What is a "gang" anyway?

GREASY: Ah boy! You can't stump me on that one, Archie; I looked it up in my apprentice days and I've been proud of the title ever since. Mr. Webster says a gang is "a number of persons associated together for a particular purpose." How's that for a Bulls-eye?

ARCHIE: Good work, Greasy, if the "particular purpose" is O. K. How about this Roundhouse gang you are so puffed up about?

GREASY: The "particular purpose" of that gang is to turn our engines over to the engine crews with properly fitted binders, having sufficient draw and tight bolts; with properly adjusted shoes and wedges, which insure extended life of brasses and bushings as well as reduce the likelihood of frame breakage; with good valve gear, no lost motion in pins and bushings; with good cylinder and valve packing; with tight superheater units and front ends; with good arch; with good appliances, sand, water, coal, tools and supplies; with clean flues and clean fires. And that gives the gang a clean slate!

ARCHIE: Sounds like a large order all right! Let's take a look around!

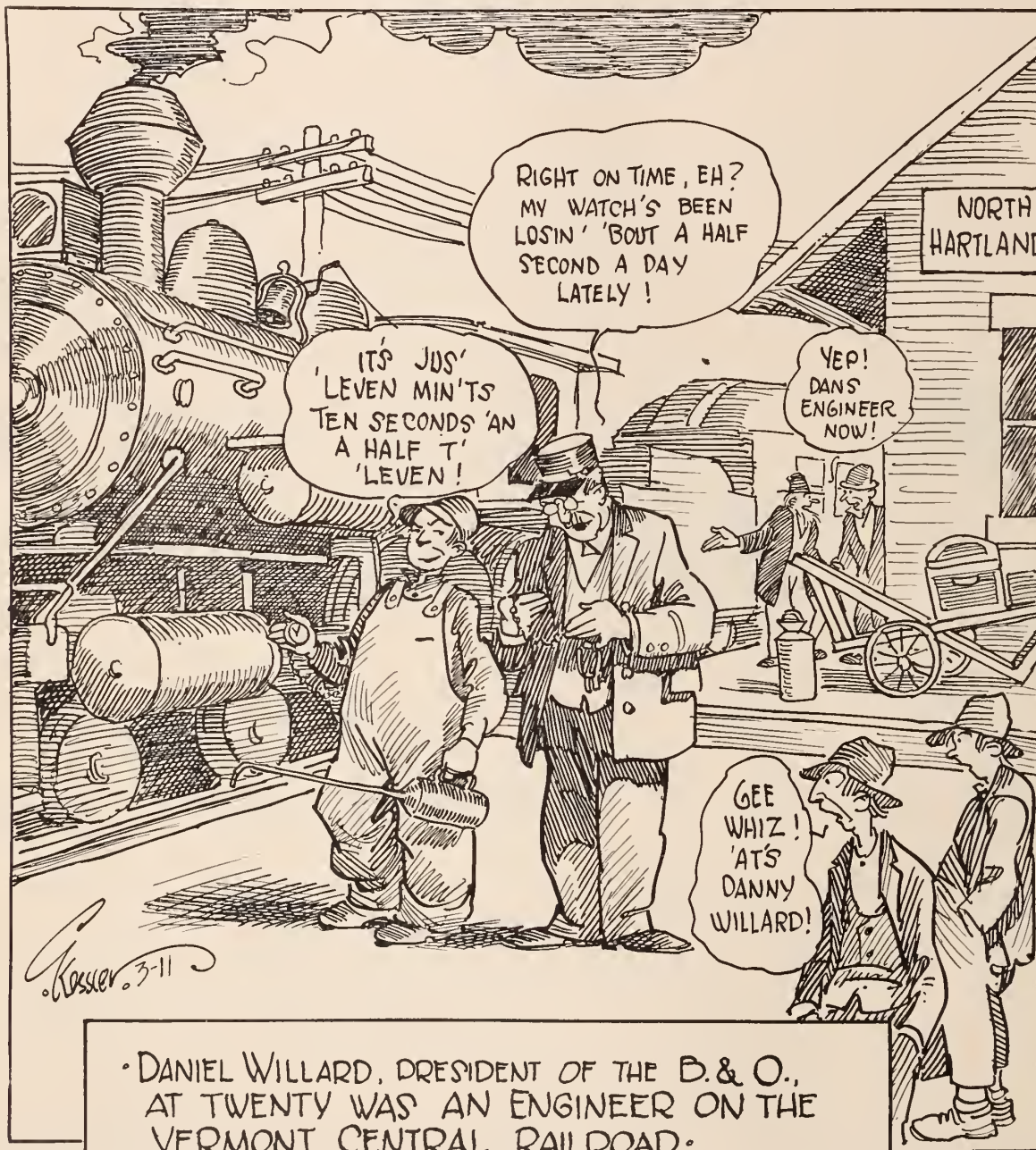


they have been doing for the past thirty days. There is still a lot of missionary work to be done concerning the individual fuel record.

My idea of an individual fuel record is where a STANDARD coal allowance has been set for a certain run with a certain class of engine. The individual record should show correctly the amount of coal used under or above this standard. Whenever it runs over, the engineer should be asked to explain the cause. This should at least develop something. The engine is at fault or perhaps there is poor performance on the part of the engineer or fireman, or maybe poor transportation practice obtained on that particular trip.

It is simply a waste of time to compile a big record of something that goes over the dam the next day after it is gotten out. The name of "record" should be changed to "report" because there is no reason why any railroad company should not have a report on the fuel performance of an individual engineer for any specific trip. Whenever an engineer learns that he has to go from A to Z on so much coal, that is just when he is going to get busy and accomplish something. But what does he care whether he is at the foot of the list or half-way up as long as he is not called to account for his stewardship?

My suggestion would be that the railroad companies work out a set of STANDARDS for specific runs. These Standards should not be made from one trip but should be a study of different trips under varying conditions. When the Standard had been set and declared reasonable, then every man should be expected to "come across" or tell the reason why. Under this system it should not take the road foreman of engines long to single out the cause of poor coal performances and to correct the trouble promptly. It would show up the power as well as the "poor performers."



DANIEL WILLARD, PRESIDENT OF THE B. & O., AT TWENTY WAS AN ENGINEER ON THE VERMONT CENTRAL RAILROAD.

Copyright 1924, by Metropolitan Newspaper Service

"Courtesy of the Metropolitan Newspaper Service, New York, by which Kessler's cartoons are syndicated to newspapers"

It has been made quite evident to the Magazine Staff that this cartoon was published very widely in the newspapers, because we have received it from so many sources, not only along our own line but from other sections. In fact, one correspondent sent it from the New England section, and said that we ought to run it in our Magazine and call it, "The Capitol Limited of the Central Vermont." It isn't often that we take orders from an outsider on the conduct of the Magazine, but we are going to take a chance in this case and reprint the cartoon in the belief that it will be enjoyed not only by the rank and file on the Road but by Mr.

Willard himself. It will be remembered in this connection that Mr. Willard was born in North Hartland, Vermont, and entered service with the Central Vermont Railroad, April 8, 1879, as track laborer. He remained in their service about three months, and then became a locomotive fireman with the Connecticut & Passumpsic River Railroad, now a part of the Boston & Maine, staying with that Company as fireman and locomotive engineer until October, 1883, when he went west and became a locomotive engineer on the Lake Shore and Michigan Southern.



# Baltimore and Ohio Scholarship and Trip Winners of 1923

Railroad Helping Farm Boys and Girls Build Characters and Fortunes

By O. K. QUIVEY, General Agricultural Agent, Commercial Development Department

THE desire of thousands of young men and women in the universities of America for an education was inspired some years ago when these same young men and women as boys and girls were drawn into agricultural club work and there caught the spirit of the now famous "Four H Clubs."

These "Four H Clubs" are aimed to train and guide boys and girls during those formative years from 10 to 18 to lead:

1st—morally clean lives, thus assuring health;

2nd—mentally active, thus developing the mind;

3rd—socially helpful, thus broadening the heart;

4th—industrially active, thus training the hand.

Health, Head, Heart and Hand—thus the "Four H Clubs." Go into any state university, particularly the agricultural colleges, and you will find these young men and women whose lives of usefulness and devotion to service are entirely the result of their "Four H Club" days.

These same young men and women will in most cases return to agricultural communities, where as farmers, county agricultural agents, home demonstration agents or agricultural vocational teachers they will be the leaders of thought and action in their respective communities.

It is with no small amount of pride that the Baltimore and Ohio looks upon these young leaders with the knowledge that it has helped them attain their positions of usefulness, both to themselves and the communities in which they live.

Up to January 1, 1924, the Baltimore and Ohio had awarded to 31 Four H Club boys and girls a total of 17 scholarships, 10 educational trips and 4 cash prizes for purchase of poultry equipment or breeding stock. They are as follows, the "S," "T," and "C" in last column standing respec-

tively for the scholarship, trip or cash selected by the winner:

NAME	WON	PLACE	SELECTED
Adele Bigelow	1921	Washington, W. Va.	S
Jackson Randolph	1921	Jane Lew, W. Va.	S
Herman Bowers	1922	Alaska, W. Va.	S
Daisy Chapman	1922	Webster Spgs., W. Va.	S
Harley Burton	1923	Elizabeth, W. Va.	S
Dorothy Idleman	1923	Sherr, W. Va.	S
Kathryn Funkhouser	1923	White Post, Va.	S
Templeton Elliott	1922	Lexington, Va.	T
Richard Renalds	1923	Timberville, Va.	T
Emaline Passmore	1922	Chester Co., Pa.	S
John Benson	1922	Lawrence Co., Pa.	T
Donald M. Snook	1923	Oxford, Pa.	S
Opal Speck	1922	Pleasant Plains, Ill.	T
Roy Eidman	1922	Masontah, Ill.	S
Grace White	1922	Fairfield, Ill.	T
Faye Courtright	1923	Geff, Ill.	S
Dorothy Deal	1923	Morrisonville, Ill.	C
Maude Thompson	1923	Grayville, Ill.	S
Lyman Gurley	1923	Wayne City, Ill.	S
Katherine Baker	1922	Edgemont, Md.	S
Norwood C. Thornton	1922	Cecil, Co., Md.	T
Edith Hobbs	1923	Silver Springs, Md.	T
Margaret Poole	1923	Sykesville, Md.	C
Hollis Zepp	1923	Clarksville, Md.	T
John Shutt	1922	Garrett, Ind.	T
Clarence Libbert	1922	Aurora, Ind.	S
Henry DeLong	1923	Waterloo, Ind.	T
Ella Holmes	1923	Wakeman, Ohio	S
Howard Young	1922	Everett, Ohio	S
Hugh Johnston	1923	Blue Ash, Ohio	T
Ivah Stebbins	1923	Dayton, Ohio	S

Space does not permit us to publish each club member's story, and we have selected what we regard as the best story by a 1923 girl club member and the best story by a 1923 boy club member for the MAGAZINE, the honor falling to Miss Dorothy Idleman, of Sherr, W. Va., and Mr. Henry DeLong, of Corunna, Ind.

The following is a brief statement regarding each Baltimore and Ohio Scholarship or trip winner of 1923:

## Donald Snook

Oxford, Pa.—Won a 1923 Baltimore and Ohio Scholarship to Pennsylvania State University for being the Champion Boy Potato Grower in his state. He produced 417.6 bushels from one acre, certified to by his county agent. Donald is the first boy to win membership in the 400 Bushel Potato Club of Pennsylvania, with an enrollment of 2103 members.

## Richard Renalds

Timberville, Va.—Won an educational trip to the International Livestock Exposition and Second Boys and Girls Club Congress in Chicago, December, 1923, as a result of outstanding pig club work and the influence which his work has had on the community in which he lives.

His club work was awarded a grade of 99 out of a possible 100 per cent. His pig won first champion and Grand Champion in the club classes at the Virginia State Fair and cash prizes totaling \$57.00.

## Harley Burton

Elizabeth, W. Va.—Won a 1923 Baltimore and Ohio Scholarship to the University of West Virginia for beef calf club work and efficiency in club work generally, including a strong desire to lead others into club work.

## Dorothy Idleman

Sherr, W. Va.—Won a 1923 Baltimore and Ohio Scholarship to the University of West Virginia. Her story speaks for itself.

## Henry DeLong

Waterloo, Ind.—Won a 1923 Baltimore and Ohio educational trip to Washington, D. C., for his success as a Baltimore and Ohio Potato Club member. In competition with 250 others, his work was awarded a grade of 95.7 out of a possible 100 per cent., thus making him the Champion Potato Club Member of Indiana.

## Ivah Stebbins

Dayton, Ohio—Won a 1923 Baltimore and Ohio Scholarship for efficiency in both clothing and canning club work. In the former, she made 25 garments, a table runner and did all her own mending. In the latter club she canned 29 pints fruit, 43 pints vegetables, 5 pints meat, made 12 bakings of bread, planned and prepared 10 meals, and exhibited her work at the fair.

## Hugh Johnston

Blue Ash, Ohio—Won a 1923 Baltimore and Ohio educational trip to Washington, D. C., for outstanding poultry club work. In 1923 the average size of his flock was 111 hens; he hatched 227 chicks, raised 220; his profit was \$394.85 or an average profit of \$3.56 per hen.

## Faye Courtright

Fairfield, Ill.—Won a 1923 Baltimore and Ohio Scholarship to University of Illinois. From Baltimore and Ohio egg settings. She raised a pen of Rhode Island Reds which won over all exhibitors at the Baltimore and Ohio State Poultry Show, Taylorsville, Ill., December, 1923, and has consistently won the blue ribbon wherever she has exhibited her birds.

## Dorothy Deal

Poultry Club Member, Morrisonville, Ill., who started with Baltimore and Ohio egg settings, now has a flock of fine poultry from which she received during 1923 an average net profit of \$4.01 per hen. This club member is only nine years old and is going ahead with poultry work on a business like basis.

## Maude Thompson

Poultry Club member of Grayville, Ill., started with Baltimore and Ohio egg settings, says her flock is putting her through High School. She is going ahead with poultry and this spring will purchase 1000 day old chicks.

## Lyman Gurley

Raised a flock that laid 1422 eggs in 12 months. Set 240 eggs and raised 110 chickens, sold 35 cockerels, 20 culled pullets, 5 breeding cockerels, 16 egg settings for a total of \$69.80. Has 50 fine pullets, besides the pen of five which he won as a prize in this contest. Going ahead in the development of commercial poultry.

## Edith Hobbs

Silver Springs, Md.—Started in poultry club work with Baltimore and Ohio egg settings from which she raised a pen of birds which won first place in the Baltimore and Ohio Poultry Show, December, 1923. The prize was a trip to the Madison Square Garden Poultry Show, New York City.

## Margaret Poole

Sykesville, Md.—Started in poultry club work with Baltimore and Ohio egg settings from which she raised a pen of birds which won second prize at the Baltimore Poultry

## Baltimore and Ohio Scholarship and Trip Winners

Number Awarded Trips	10
Number Awarded Scholarships	17
Number Awarded Cash	4
Total	31

Of the 17 Club Members who selected Scholarships, the number now in college is 11



Show. The prize was \$35.00 cash, which she used to improve her poultry equipment.

#### Hollis Zepp

Clarksville, Md.—Started in poultry club work with Baltimore and Ohio egg settings.

From these eggs, he raised a pen of birds which won third place at the Baltimore Poultry Show, the prize being a trip to the Madison Square Garden Poultry Show, New York City, January, 1924.

## What I Did to Win the Baltimore and Ohio Scholarship

By DOROTHY IDLEMAN, *Grant County, West Virginia*

I HAVE just finished four years of club work, and they have been the fullest and most worth-while years of my life. The first year I was a member of the Four-H Club I took poultry as my project, and succeeded fairly well with it. When camping time came around I was given an opportunity to attend. I was very glad to go because I knew I would have lots of fun and a good vacation.

At first my biggest idea in going to our county camp was to have a good time. The second day, however, I learned about the charting class for club members fifteen years of age or older, in which Four-H development was taught and tests given to determine just how well we were developed in each of the four H's; Head, Hand, Heart

and Health. Since I was old enough to be eligible for the class I took it up as a matter of course. I must admit that I did not care very much at the beginning of the week whether I made a success of the charting tests or not. By the end of the week I found myself eagerly waiting to find out how many of the H's I had earned.

When the results were announced I had won only two of them, but I went home from the camp with a determination to do my best and to win the other two H's. During my second year I tried hard to make normal gains in weight and in many other ways to reach the Four-H standard. Again I had poultry as my project and that year my chickens did exceptionally well.

I could hardly wait till camp time—I was

so anxious to go. I was sure I could make my other two H's, and I did. I will never forget the joy I felt when I was given my Four-H pin. At the close of my second county camp I felt more than ever that club work was something worth while.

In the fall I went away to high school and as I knew that I could not be at home in time the next spring to take up third-year poultry as I wanted to, I took up first-year sewing as my project for my third year's work. When I came home in the spring I found that all the other club members had dropped out and the club had been broken up. I tried to get them interested again and to reorganize the club, but was not able to do so. I lost heart and was almost ready to give it up myself, but I realized that if I gave up so easily I would not be worthy of wearing the Four-H pin, so I stuck to it alone. In the fall I won first prize in Grant County, which was a free trip to the West Virginia Four-H Camp at Jackson's Mill the following summer.

I went away to school again and took up second-year sewing as my club project for my fourth year in club work. The time passed rapidly but none too quickly for me. I wanted to get back home and I could



BALTIMORE AND OHIO PRIZE WINNERS FOR OUTSTANDING WORK IN AGRICULTURE DURING 1923

1. Edith Hobbs, Silver Springs, Md. 2. Hugh Johnston, Blue Ash, Ohio. 3. Dorothy Idleman, Sherr, W. Va. 4. Lyman Curley, Wayne City, Ill.  
5. Henry DeLong, Waterloo, Ind. 6. Hollis Zepp, Clarksville, Md. 7. Ivah Stebbins, Dayton, O.



"hardly wait for the time to go to the state camp. I shall never forget the ten days I spent at Jackson's Mill. There were "Tipi" and "Mother" Horsfall and all the other instructors who were putting the very best of their lives into the work to make the camp a success, and the boys and girls were all so much in earnest about it. Everyone was so genuine; there was no sham. Everyone was "himself at his best."

The greatest surprise of the whole camp came to me when I was taken into the All Stars. I was overjoyed but I felt so unworthy of belonging to the organization which means so much both to its members and to the other club members. It did not seem to me that I had done enough for other people really to merit membership in an organization whose motto is "Service," but I determined right there to make my life count for more in helping others. It was at this camp that I got a full realization of what club work really means, the high standards it holds up, and the fine friendships I had missed before I became a club girl.

I went directly from Jackson's Mill to our own county camp where I taught a class, helped with the charting, athletics, and

everything I could to help make it the best camp we have ever had in Grant County. A few of the club members failed in their tests, and I think it hurt me almost as much as it did them; I wanted so much to see them all make good.

I came home from camp and finished my sewing project. Mr. Middleton, our county agent, encouraged me to enter the contest for the Baltimore and Ohio Scholarship. I shall never forget the surprise and joy I realized, a few weeks later, when Mr. Middleton handed me a telegram stating that I had been awarded the scholarship. But through it all I felt a pang of conscience; I felt and still feel as though there are many who deserved to win so much more than I did. I could hardly believe that there hadn't been a mistake.

I cannot begin to tell what club work has done for and meant to me. It has meant work, of course, but the work is nothing as compared to the pleasure and benefit I have derived from it. I probably would not be graduating from high school this year if it had not been for the inspiration I received from club work. It has given me a bigger and broader view of life, as well as made me realize that the little things are important,

too, and that if one is to get the most out of life he must not neglect them.

Through club work I have made many friends that I cherish highly. I have tried to be of service to the people I come in contact with and to help them in every way I can. I have learned a great deal about our state and I think West Virginia is just the greatest little state in the world. I wouldn't exchange her for a dozen others twice her size; her scenery is the most beautiful to be found anywhere, and her people have the biggest, kindest hearts I have ever known. Club work has helped me to live up to Christian ideals and to try to keep my name and character clean and unblemished. I know that if I ever accomplish anything worth while in life I shall owe a great deal of it to the help I have received from club work.

I found a little poem some time ago that I think is a good ideal for club boys and girls to live up to. It well represents one of the ideals of club work. It is as follows:

"I have to live with myself and so

I want to be fit for myself to know;

I want to be able as days go by

Always to look myself straight in the eye.



"FOUR H CLUB" BOYS AND GIRLS REPRESENT SPLENDID ATTAINMENT IN DEVELOPMENT OF "HEALTH, HEAD, HEART AND HAND"

8. Maude Thompson, Grayville, Ill. 9. Miss Dorothy Deal and "Old Fluff," Morrisonville, Ill. 10. Donald M. Snook, Oxford, Pa. 11. Richard Renalds, Timberville, Va. 12. Faye Courtright, Fairfield, Ill. 13. Margaret Poole, Sykesville, Md. 14. Harley Burton, Elizabeth, W. Va.



I don't want to stand with the setting sun  
And hate myself for the things I've done.  
I don't want to keep on my closet shelf  
A lot of secrets about myself,  
And fool myself as I come and go

Into thinking no one else will know  
What kind of a girl I really am;  
I don't want to dress myself in sham.  
I have to live with myself and so  
I want to be fit for myself to know."

## "Bill Spud and His Scrub Cousin"

By HENRY DELONG

I LIKE club work of any kind. I have been a member of the Pig Club for two years and from it have learned a great deal about raising hogs.

This year I decided to join the Potato Club for there is quite a lot to learn about growing potatoes. Our seed was getting very low in quality. I went to one of last year's potato club members and bought four bushels of seed. These potatoes were solid while the potatoes we had on hand were all wilted.

The plot I chose for my potatoes is situated in the farthest corner of our farm. The soil is dark loam in which potatoes thrive if it is any kind of a year at all.

On April 30 I broke my plot, plowing to a depth of about seven inches. Considerable time elapsed between the breaking and the planting; this gave nature a chance to fill up the air spaces that were in the soil.

On May 15 I treated the seed by soaking them an hour and a half in corrosive subli-

mate. The solution was seven ounces of sublimate to fifty gallons of water. This prevents all fungus diseases which might be present. I placed the seed on top of our granary. There were no direct rays of sunlight to damage them. They were left there for about two weeks in which time they grew an average sprout of about three quarters of an inch long.

On May 28 I prepared the plot for planting. I harrowed it twice and went over it once with a double disc. This left the soil in good condition with no large clods in the plot.

On May 29 I cut the potatoes, examining each carefully for any disease. I found two that were wilted and threw them away. After marking out the plot I planted a row and then scattered fertilizer and mixed it in the soil. I covered the seed right away after they were dropped to conserve the moisture.

I planted a few of our old seed by the side of my plot. Potatoes appeared in two

weeks after planting but the potatoes from the new seed were up a long time before the old ones began to break through the soil. The new potatoes grew much faster than did the old. I cultivated for the first time a week after the plants appeared. I also hoed those that were up nicely but did not disturb those that were just breaking the soil. On June 23 I sprayed them to prevent any disease from entering the patch. This spray kept away the insects.

On June 30 I cultivated the potatoes again. Each time I cultivated them I never set the cultivator more than two inches deep. This broke the soil thoroughly and did not disturb the growing plants. It was raining after this and the ground was in no condition to use a horse on, but it dried enough for a horse to be used on July 17 and again on August 3. On August 7 I sprayed the potatoes again, for they showed a little sign of tip burn. I sprayed them with as strong a solution as possible without injury to the plant. This warded off the disease.

On October 12 the vines were dead and had been for three or four days. I began digging but did not expect such a yield for the outside of the patch did not produce as many tubers as the center—the ground was richer in the center than on the outside. The new potatoes yielded twice as much as the old. This proves that it does not pay to plant run down seed potatoes just because you have them on hand and to keep down expense by not getting new seed. If you do you lose in the end.

I hauled the crop to the storage where I had two witnesses who weighed the potatoes. The yield was figured up at seventy-eight bushels from the one-quarter acre or at the rate of three-hundred and twelve bushels per acre as against seventy-five to one-hundred bushels per acre, the average for the state.

## Anonymous Letters and Articles

IT has been suggested that many employees would like to write for the MAGAZINE if they could avoid the publicity attendant on having their names published as authors.

We have always felt that an article is much more interesting if we all know who the author is but the publication of articles in the MAGAZINE is not conditioned at all upon the use of the authors' names. Where employees wish to "talk" through the MAGAZINE without being known and so advise us we will be glad to give consideration to their articles and observe their request that their names be not used.

We will not, however, consider for publication any article or letter the author of which we do not know.

Constructive articles on practical operating problems are especially solicited. Here is an opportunity for the men of train and engine crews to help.

## BREATHE ON ME, BREATH OF GOD

Rev. Edwin Hatch  
1878

(McDonogh. S. M.)

David E. Roberts  
Arr. by T. J. Davies, Mus. Bac.

1. Breathe on me, Breath of God, Fill me with life a - new,  
2. Breathe on me, Breath of God, Un - til my heart is pure;  
3. Breathe on me, Breath of God, Till I am whol - ly Thine;  
4. Breathe on me, Breath of God, So shall I nev - er die,

That I may love what Thou dost love, And do what Thou wouldst do.  
Un - til my will is one with Thine To do and to en - dure.  
Till all this earth - ly part of me Glows with Thy fire di - vine  
But live with Thee the per - fect life Of Thine e - ter - ni - ty.

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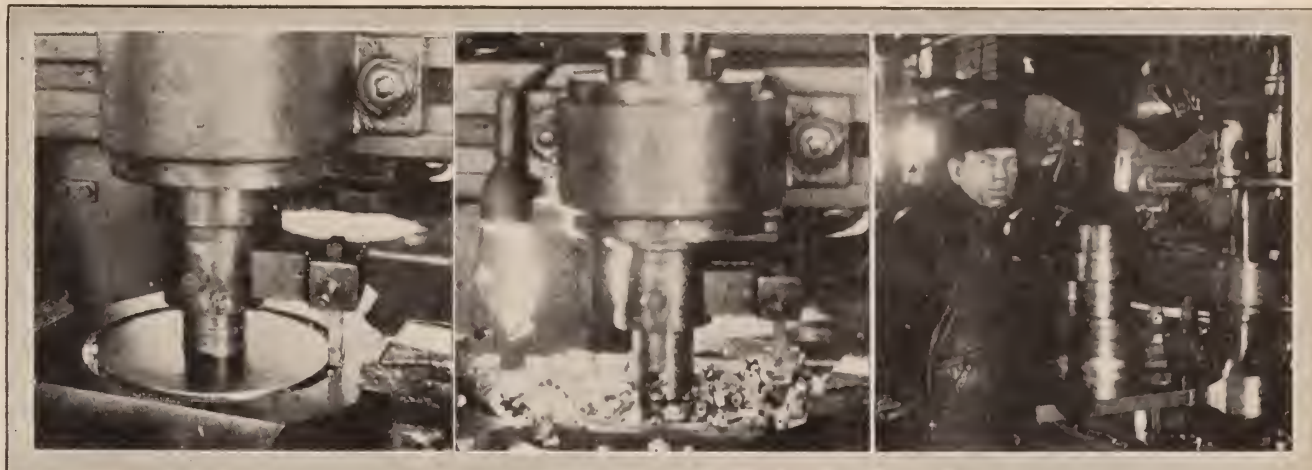
Presented by David E. Roberts, with permission Wm. T. Childs, Principal, McDonogh School, McDonogh, Md.

One of the most enthusiastic supporters of the Baltimore and Ohio Glee Club in Baltimore is David E. Roberts, the writer of the melody of this beautiful hymn. Mr. Roberts is connected with the Congressional Library in Washington, but lives in Baltimore and has commuted between the two cities on the Baltimore and Ohio daily for twenty-seven years. He is a great booster for our Road and praises the efficient service and the unflinching courtesy of our train crews.

The words of this beautiful hymn were written by Dr. Edwin Hatch, an English clergyman, graduate of Oxford and professor at the University of Toronto, Canada for twelve years. The poem made such an impression on Mr. Roberts that he wrote the music for it and dedicated it to the McDonogh School for Boys in Maryland, many of the graduates of which are Baltimore and Ohio officers and men.

The Christian Endeavor Society of Great Britain has adopted this hymn as its consecration hymn and it is used widely throughout Wales, the land of Mr. Roberts' birth. It has also been sung most effectively by the Baltimore and Ohio Glee Club and is published in our Magazine because of the simple beauty of words and music, and the strength and breadth of its appeal.





Machinist J. R. Brown and Adjustable Trepanning Tool which he suggested and helped perfect. The story explains the pictures

## Credit Machinist J. R. Brown, Glenwood, with New Adjustable Trepanning Tool!

By EDRIC C. GREAVES, *Secretary to District Master Mechanic*

WE are indebted to the Shop Efficiency Bureau for the accompanying photographs showing three views of a locally-designed trepanning tool in use in Glenwood Back Shop for blocking out side rods for brass fit.

View No. 1 illustrates the tool in operation while blocking out the hole. After sections have been forged, slabbed, milled, etc., a two and seventh-eighth inch hole is drilled for arbor used in milling contour on ends. The pilot of trepanning tool was designed for a free and easy running fit in this hole. This pilot sets the work up in proper position to be clamped. It has been found that much better results have been obtained by cutting half way through the rod from either side. This eliminates the necessity of having such a long cutting tool and also overcomes strain on tool.

View No. 2 shows the tool as it has finished the blocking out operation. The blocking out tool is set to leave one-sixteenth of an inch for a finishing cut. In making the finishing cut, the blocking out tool and bar are removed and finishing tool inserted in the pilot. The slot in the pilot for this tool can be seen in this photograph.

View No. 3 illustrates the trepanning tool in operation on a Duplex Rod Borer. Observe the five blocks on the bed of machine—the product of this tool. Machinist J. R. Brown is shown operating the machine. Mr. Brown suggested this tool to the Shop Efficiency Bureau and assisted, in a large measure, in perfecting it to the stage of its present value.

Before adopting the tool Glenwood Shop experimented with a three-cutter tool, and while it worked successfully, it did not fill

the requirements because of so many different classes of engines passing through the shop, and naturally a variety of sizes of holes. In view of this fact it was found necessary to design an adjustable trepanning tool as herein described.

### On Time

TO be on time always is to be ahead of time now and then.

This means simply that the punctual man or woman often gets there a little bit before the minute.

This is the kind of minute-man we take off our hats to.

Not the one who is packed up and ready to leave on the minute—but the one who arrives before the minute to begin.

One would think, observing some people, that they made up for coming in late by leaving early!

One of the marks of interest is eagerness. The man who is eager to start will not be denied in the race. He has the will to win it.

Great business organizations are built of such men and women.

They are alive!

They are going somewhere—and they know where that Somewhere is, and what it means to get there.

The unpunctual man or woman is a man or woman that has never grown up.

What in the schoolboy or schoolgirl has been punished for ages has no excuse whatever in a business man or woman.

There is no such thing as an habitually late Business-man.

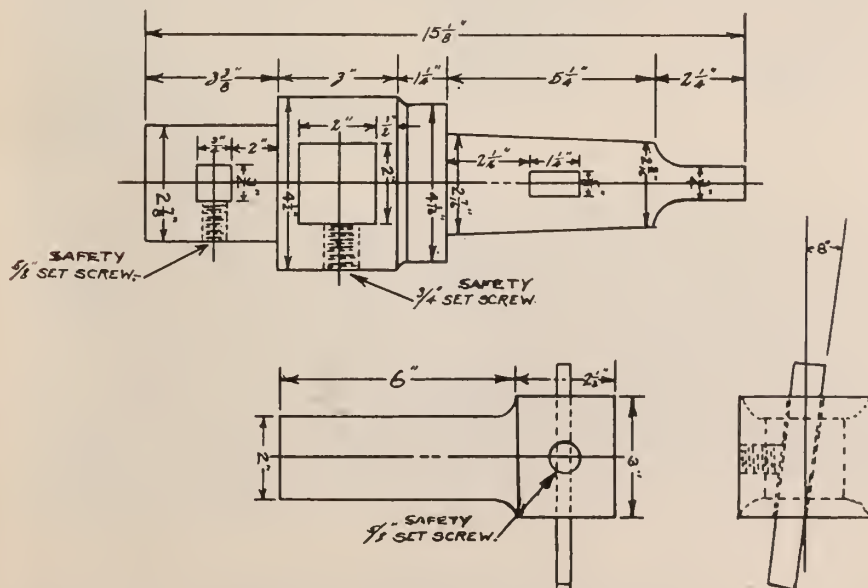
For business depends on punctuality; in getting off, in getting on, in getting there—ON TIME.—*Graphite*

### Would You Believe It?

"Well, things aren't so bad yet! Why I saw a sign in a store down street today which said, 'Chicken dinner—ten cents!'"

"I went in, laid down my dime and called for a chicken dinner, and the fool clerk handed me a hand-full of corn."

—Steve Marlow



DETAIL OF ADJUSTABLE TREPPANNING TOOL



# Efficient Railroad Service Helped Build Profitable Truck and Apple Business for Marietta Growers

By E. N. KENDALL, *Division Freight Agent*

THERE is a small corner in southwestern Ohio, which is not very well known to many of our fellow employees on this great System. It is Washington County, of which Marietta is the center. This territory furnishes a large revenue to the Baltimore and Ohio Railroad from the movement of garden truck.

About 13 years ago a small start was made raising garden truck in this vicinity. It was sent to Pittsburgh and sold so well that there was soon a heavy demand for more. The result has been a constantly increasing movement from year to year. Within two years after the first shipment was made, a special train was established to handle the truck from Parkersburg to Pittsburgh, cars being switched from Marietta to Parkersburg in time for movement the same evening and for delivery early the next morning.

The movement has grown from a small start until in 1923 approximately 915 cars were handled by us. If an improvement had not been made in the packing, there would have been a movement—based on car packing of 1916—of approximately 1200 cars.

The garden truck has brought into Washington County a revenue of about \$800,000, distributed among the various farmers, the bulk of the business being handled by the American Fruit Growers, Inc., with headquarters in Pittsburgh. In Washington County this year, there was also produced about 200,000 barrels of apples which brought approximately \$3.50 per barrel. Thus from these two articles alone, truck and apples, the farmers in the county will receive one and one half million dollars.

A few years ago, it would not have seemed possible that Washington County, with its many hills, would distribute to the farmers within the county over one and one-half million dollars from the sale of two commodities alone. Out of these hills also comes some of the finest sand stone for grindstones, which are sent all over the country, bringing further revenue into the community and adding much to our freight receipts.

The Marietta Truck Growers Association, numbering 500 members, holds a picnic each year, which is generally addressed by

Mr. J. S. Crutchfield, president, and Mr. W. A. Baggs, vice-president of the American Fruit Growers, Inc. who have heavy interests in the south, middle and far west, and also by the writer.

The annual picnic for 1923 was held at the Masonic Park, five miles up the river from Marietta, there being about 2500 people present. Mr. Crutchfield spoke of the marketing and what had been accomplished by cooperation and what would be accomplished by further cooperation, all of which would be of advantage to the grower, the consumer and the railroad.

Mr. Baggs spoke particularly of the railroads. He asked that everyone give the roads a chance in view of the splendid service now being rendered—service that has never been equalled in the history of our country. He paid special tribute to the Baltimore and Ohio for building up and maintaining an excellent passenger and freight service, which is being commented on favorably all over the United States.

The accompanying photographs show the officers of the American Fruit Growers, Inc., the Marietta Truck Growers Association, a truck farm and train being loaded at Marietta. To the officers of the two associations appreciative acknowledgement is made by the writer for assistance rendered in securing photographs and data for the article.

A fine booklet has been issued by the American Fruit Growers, entitled "Con-  
(Continued on next page)



GREAT OAKS FROM LITTLE ACORNS GROW

1. William H. Baggs, Vice-President, American Fruit Growers, Inc. 2. Loading Garden Truck at the Baltimore and Ohio Yards, Marietta, Ohio. 3. J. S. Crutchfield, President, American Fruit Growers, Inc. 4. James Bowen, President, Marietta Truck Growers' Association. 5. Waterford, Ohio, showing typical truck farm behind the town. 6. M. G. Nixon, Secretary, Marietta Truck Growers' Association



## Career of A. H. Smith, Late President, New York Central Lines, an Inspiration to All Railroad Men

THE whole railroad world was greatly shocked to hear of the sudden death of A. H. Smith, president of the New York Central Lines, on March 8. While riding his favorite horse in Central Park, New York, with a fellow railroad official as companion, he pulled up sharply to avoid a woman who had ridden directly in front of him, and was thrown, striking on his head and never regaining consciousness. Private services were held at his farm home at Chappaqua, New York, on March 12, his remains then being conveyed by train through mourning groups filling the stations of his railroad, and past draped locomotives and railroad buildings to New York, where, at St. Thomas' Episcopal Church, the services were conducted by the rector, Rev. Ernest M. Stires, assisted by Rev. F. M. Clendenin. The church was crowded to its utmost capacity with sorrowing friends, including groups from the New York Central selected to represent all departments, and officers of other railroads. President Willard, Senior Vice-President Shriver and Vice-President Operation and Maintenance Galloway were present from the Baltimore and Ohio.

### His Railroad Career

The life of Alfred Holland Smith was an impressive exemplification of what a friendless boy who has the right stuff in him can make of himself. He was the son of a farmer in modest circumstances, the youngest of five children. He was born April 26, 1863, on a farm then on the outskirts of the thriving little city of Cleveland, Ohio. Today that farm is within the limits of the fifth city in the United States.

When he was 12 years old his father died, thus making it impracticable to carry out his plans for a college education. At the age of 14 he left school to take a job at \$18 a month as messenger boy for the Lake Shore and Michigan Southern Railroad, the headquarters of which were in Cleveland. This road was then closely affiliated with the New York Central and has since been amalgamated with that system.

The boy was so bright and eager that he was soon promoted to a clerkship, then was put in charge of the stationery bureau of the Purchasing Department. By the time he was 19 years old he was drawing a salary of \$50 a month. He was then old enough to understand the desirability of getting

out into the actual physical work of the railroad. So, although he was light in weight for his age and soft muscled, he gave up his clerkship for a job as laborer in the bridge gang. By studying nights in the boarding camp and helping the foreman to make out his reports, he supplemented the development of a fine physique and an exceptional capacity for manual labor by understanding and willingness to do more than his daily stint.



ALFRED HOLLAND SMITH  
Late President of the New York Central Lines

He was made foreman by the time he was old enough to vote, then general foreman. In 1890, at the age of 27, he was appointed superintendent of the Kalamazoo Division. His conspicuous success won assignments to various divisions in Michigan, Ohio, and Pennsylvania until in April, 1901, he was appointed assistant general superintendent with headquarters at Cleveland. Three months later he was made general superintendent.

In less than a year he was called to New York as general superintendent of the New York Central Railroad. Seventeen months later he was made general manager; then, in 1906 vice-president and general manager; in 1912 vice-president of the New York Central Lines, east and west; in 1913 senior vice-president of the New York Central Lines in charge of operation, con-

struction and maintenance. Finally, on January 1, 1914, he became president of the great system which he had served so well.

When the Government took possession of the railroads, December 28, 1918, he was appointed assistant director-general of railroads, and three weeks later he was made regional director of the Eastern Region. On May 31, 1919, he resigned this position to return to the New York Central Lines as president, the position he held for the rest of his life.

Mr. Smith's genius as a railroad executive won recognition abroad. He was invited to accept an appointment as chairman of the Royal Commission in 1919 to work out recommendations for the guidance of the Government of Canada. He could not agree with the report made by the British and Canadian experts, so wrote an independent report.

In 1923 he was made chairman of the trustees appointed to formulate plans for the consolidation of the railroads of Cuba.

It will be of particular interest to the readers of our MAGAZINE to know of the long and intimate friendship which existed between President Smith and our own president, Mr. Willard.

In October, 1883, Mr. Willard, then a locomotive engineer on the Connecticut and Passumpsic River Railroad in New England (now a part of the Boston and Maine), went west to Elkhart, Ind., and became an engineer on the Lake Shore and Michigan Southern. Mr. Smith was working as a foreman on a bridge gang for that railroad at Adrian, Mich., and the two men met, and became friends. And it is a very engaging illustration of the quality of real friendship to know that despite the fact that as presidents of two great competing railway systems, Mr. Smith and Mr. Willard were on several occasions brought into the position of sharp opposition and conflict of interest, the warm regard each had for the other continued unabated until the sudden death of Mr. Smith.

## Marietta Fruit and Apple Growers

(Continued from preceding page)

sumer First," telling the story of how an association of Ohio farmers has built up a steady and profitable business on the principle of grading and packing for Consumers First. It is the story of the growth of this business in Marietta and copies can be secured from the American Fruit Growers, Inc., Pittsburgh, Pa., by anyone who is interested in this business.



# Entertainment and Dancing Galore at Divisional Safety Rallies

By JOHN T. BRODERICK, *Superintendent Safety Department*

ALL officers and employees are cordially invited to attend the Safety Rallies, entertainments and dances to be held under the auspices of the Safety Department in many of the principal cities on our System.

At each rally there will be an entertainment in which our own fellow-employees or members of their immediate families will take part. There will be vocal and instrumental solos, novelty dancing, minstrel skits and other vaudeville numbers, besides exhibitions of magic, community

singing and speeches, and an interesting motion picture entitled "Human Waste." Following each entertainment there will be dancing.

Admission will be by ticket, which can be obtained free of cost from the division superintendents and other supervising officers.

Places where the entertainments and rallies are to be held, together with dates, are in the schedule given below.

We hope you will avail of the opportunity to attend one or more of our rallies and bring your families and friends.

PLACE	DATE	HALL
Tottenville, Staten Island, N. Y.....	April 1	Tottenville High School
Philadelphia, Pa.....	April 2	Lu Lu Temple
Baltimore, Md.....	April 4	Lehmann Hall
Cumberland, Md.....	April 7	Maryland Theatre
Connellsville, Pa.....	April 9	Connellsville High School
Pittsburgh, Pa.....	April 10	Moose Hall
New Castle, Pa.....	April 11	Odd Fellows' Hall
Cleveland, O.....	April 14	Winton Hotel
Lorain, O.....	April 15	Antler's Hotel Auditorium
Willard, O.....	April 16	Temple Theatre
Garrett, Ind.....	April 19	Eagles' Hall
Chicago, Ill.....	April 21	White City Casino
E. St. Louis, Ill.....	April 23	Ainad Temple
Washington, Ind.....	April 24	Grand Opera House
Cincinnati, O.....	April 25	Gibson Hotel Ballroom
Toledo, O.....	April 28	Terminal Building
Lima, O.....	April 29	Memorial Hall
Chillicothe, O.....	April 30	Elks' Club
Newark, O.....	May 1 and 2	Auditorium Theatre
Dayton, O.....	May 3	Memorial Hall
Parkersburg, W. Va.....	May 5	Camden Theatre
Wheeling, W. Va.....	May 6	Market Auditorium
Fairmont, W. Va.....	May 7	Odd Fellows' Hall
Grafton, W. Va.....	May 8	Opera House
Weston, W. Va.....	May 9	High School Auditorium
Gassaway, W. Va.....	May 10	Liberty Theatre
Keyser, W. Va.....	May 12	Music Hall
Brunswick, Md.....	May 13	Imperial Theatre

## Goggles Save Helper's Eyesight

ON February 8 Harry C. Albrecht, molder helper at No. 1 Shop, Mount Clare, had finished pouring a brass end plate for a driving box and was moving on to the next box when the metal exploded, badly burning his arms. Some of the metal was also thrown against the right glass of his goggles with such force that, although it did not break the glass, it flattened the frame of the goggles around his right eye. Had he not been wearing the goggles at the time he would not only have suffered a terribly painful burn but would also undoubtedly have lost the sight of one eye, and possibly both. He was working with Frank Galloway, who was

also badly burned, both being helpers to Molder William R. Hoos.

Mr. Albrecht entered the service of the Railroad on July 15, 1912, as a car repairer. He volunteered during the war, being assigned to the 19th Engineers, saw service overseas and took up work at Mount Clare on his return to the Baltimore and Ohio in 1919.

Pouring hot metal is only one of the many jobs on the Railroad in which the eyesight may be impaired through accident unless goggles are worn. The Company furnishes the best goggles it can secure to the men without charge and expects nothing unreasonable of them when it asks them to wear the goggles and protect the eyesight.



Machinist Helper Harry C. Albrecht,  
Mt. Clare

Ask any blind man what he would give for his sight. Seeing is unquestionably the most valuable of the five senses. Don't take any chances with your eyes! When in doubt as to whether or not to wear goggles, wear them and keep out that element of chance which otherwise may make you spend the rest of your life in darkness.

## Likes Chef Chew's "Sally Lunns"

IN a recent issue of the MAGAZINE we published a picture of Chef Chew of our Dining Car Department, whose "Sally Lunns," baked on the car, were so greatly enjoyed by President Willard. The story was read by O. A. Roedell, general baggage agent of the Minneapolis, St. Paul and Sault Ste. Marie Railway, and he was good enough to send Chef Chew the following personal note concerning his "reaction" to the Sally Lunns:

*Chef Chew:*

Your recipe for "Sally Lunns" is great. Just as an experiment and a surprise to the good wife I got up early today and made a batch and when the household saw 'em they said that I was a real artist. Thanks to you and the wonderful Baltimore and Ohio MAGAZINE through which I gained a recipe for friend wife (tested by me first) for a breakfast dish fit for presidents of railroads to eat.

Truly,  
(Signed) O. A. R.

Correct

A district nurse called at a house where there was a case of infectious disease.

"Have you a bath in the house?" asked the practical visitor.

"Yes, mum," was the reply; "but thank God we've never had to use it!"—*Exchange*.



# The Rebuilding and Repairing of Locomotives—Article 2

The A-B-C's of a "Classified" Job

By **EDRIC C. GREAVES**, *Secretary to District Master Mechanic, Pittsburgh, Pa.*

**T**HE locomotives on the Baltimore and Ohio, having received what is known as classified repairs, which means that the general condition of the locomotive is improved, are expected to perform a required amount of service, this, of course, depending upon the type of locomotive, the district in which it works and the kind of service which is assigned to it.

When a locomotive reaches the stage where it again requires classified repairs, its condition is carefully gone over and a form, enumerating in detail the work required, is prepared by the master mechanic for the guidance of the shop in repairing the locomotive. A meeting is held monthly by the superintendent of motive power, at which time the various locomotives which are offered for classified repairs are gone over in detail. From this list a shopping schedule is prepared and the locomotives appearing on this schedule are withdrawn from the service, sent to the shops designated and placed on what is known as the "Dead Line" track.

The first operation in preparing a locomotive for classified repairs is to thoroughly wash and sand blast it. This process removes all grease and scale from the driving wheel centers, fire box, smoke box, dome cap, etc. This preliminary feature having been accomplished, the tank is disconnected and sent to the tank shop, where the necessary repairs to the frame, cistern and trucks are made.

The locomotive is then moved into the shop and put over what is called the "Stripping Pit," where it is stripped of all parts requiring repairs or renewal, and is unwheeled.

The parts removed while the locomotive is on the "Stripping Pit" are put into the "Lye Vat" where they remain for a sufficient length of time to permit the removal of all dirt, grease, scale, etc. There are two objects attained by cleaning the parts: first, to readily permit the detection of any defects; second, the men handling the parts are working with clean material. This operation having been finished, these parts are separated and distributed to the different departments or units of the shop for the necessary repairs or renewals.

There are numerous parts to a locomotive, all of which must be maintained in good order to insure its successful operation. We will only endeavor, however, to dwell on the operations which are pursued in respect to those parts which are subjected to the greatest strain and which are as follows:

The main and side rods are removed from the "Lye Vat" and taken to the blacksmith unit, where a coat of cold water paint is

applied. The rods are then hammered to detect cracks, heated and annealed; again inspected for defects and finally straightened and polished. The piston rod is also given a thorough inspection for any defect that may exist, especially cracks at the key-way.

The cylinders and heads, exhaust steam pipes, superheater units, etc., are inspected and tested for leaks, by means of the application of a hydrostatic test of approximately 200-lbs. water pressure to the square inch. This is done for the purpose of insuring that these parts are absolutely tight.

The wheels are taken to the wheel unit, where the tires are turned, renewed or re-set, and the journals and crank pins are trued up or renewed if necessary.

To the frame of the locomotive is applied a coat of white cold water paint, after which an inspection is made for cracks and fractures, loose bolts, nuts, etc. If any portion of the frame is found to be broken or cracked, it is welded, using the electric or thermit process, or placed in a forge and welded in the old method, according to the nature and the location of the break.

The air pumps, stoker, injectors, lubri-

cators, water gauges, etc., are examined and if found defective are either repaired or renewed by the air unit.

All piping, steam, air and oil is taken to the pipe unit and tested for renewal or repairs.

The flues are taken out and placed in the flue rattler for the removal of any accumulated scale. Those found defective are scrapped and those in serviceable condition are returned to the boiler unit for re-application.

The draft rigging, which consists of the pulling bar, pins, couplers and attachments, is examined, heated and inspected for fractures.

The guides, crossheads, valve gear, frame braces and guide yokes are painstakingly scrutinized while still in place on the locomotive and are not removed if found in good condition.

When these repairs or renewals have been completed, the various parts enumerated above are assembled and applied to the locomotive as soon as the boiler, frame work, etc., is finished and the locomotive ready to be "wheeled." Each unit of the shop is furnished with a schedule, showing the time at which each operation is due at the locomotive, so that the various independent units furnish their portions of the work at the required time.

In our next article, we will deal with the operations on the locomotive while it is on what is known as the "Working Pit."



Above: Engine being sand blasted on dead line, Glenwood. Below, left: engine on stripping pit, Glenwood. Right: Lye Vat, Glenwood, in which all material taken from locomotive, requiring repairs and testing, is cleaned



# Traffic Solicitation

By C. S. HENDRICKSON, *Traveling Freight Agent, Baltimore Division*

This entry was awarded fourth place in the contest on "Traffic Solicitation" concluded in December

IN the first place it is essential that the solicitor, whether he be an official or subordinate, should make a favorable impression upon the firm or individual interviewed, and this cannot be done unless he has a pleasing personality, is neatly, though not necessarily expensively dressed, and approaches the prospective customer with confidence.

He must be well informed and have a thorough knowledge of what he is offering for sale, *i. e.*, *Transportation*. This embraces up-to-date information as to train schedules (passenger and freight), classification applicable to different commodities, rates, available car supply, current embargoes and familiarity with the different routes over which shipments solicited can travel, including those which will give the carrier he represents the greatest possible revenue. He must always keep in mind, however, that the shipper and consignee must have service which will compare favorably with that of competing routes.

Just as a commercial traveler, life insurance agent, or solicitor in any other line studies the needs of his customers, so should a traffic solicitor study the requirements of shippers who patronize his line. This requires considerable study, for he should be a student of commercial conditions, sources of supply and consumption, labor conditions, etc., as well as be informed on railroad matters.

One of the most important features of solicitation is to impress upon the man interviewed that you are interested in his success and will assist in every way possible, *e. g.*, by keeping in touch with shipments secured for movement over your line, giving him advance information as to contracts for construction work, whenever possible, or any other matters in which he may be interested, such as names of prospective customers. One of the best ways to convince a shipper that you are really trying to help him is to give immediate attention to all requests he may make for information; inattention to matters of this kind is one of the surest ways I know of losing a good friend and patron.

A correspondence file for every firm interviewed is a good plan. Try to ascertain, diplomatically (and frequently this must be done by degrees), names of persons from whom they buy, and names of concerns to whom they ship. That is not enough, for some lines are seasonal. For example, a wholesale grocer stocks up on fruit jars, cereals, California dried fruit, salt fish, etc., at certain seasons of the year. After you get a pretty good line on firms from whom they buy, solicit them two or three weeks, and, in some instances, a month prior to

the season. Profit by your mistakes; for all of us have made mistakes. If you were too late this season in soliciting, say a car of fruit jars from Muncie, Ind., or salt fish from Cleveland, make a notation on your file to that effect and go after them two or three weeks earlier next season. I have followed this plan with success.

## Turn Short Hauls or Switching Hauls into Road Hauls

This is another feature of solicitation which, in my opinion, is given too little attention. When you ascertain that a firm is making purchases at points off the line, giving us but a short haul from some nearby junction point, or perhaps only a switching charge at destination, put such firm in touch with shipper of same commodity at some point on the Baltimore and Ohio, insuring our line long haul and entire revenue on future business.

## Who Can Help in This Solicitation Game?

Every employe of the Baltimore and Ohio, no matter in what capacity he is employed, can help. Here are some suggestions:

Local freight agents can help, and particularly at competitive points, by giving prompt attention to requests for cars when equipment is scarce, and advising solicitors when they notice we have apparently lost business from certain concerns on account of slow service, unsettled claims or for any other reason. Keep in close touch with the local freight agent. He is the "man behind the gun," and is in daily touch with receivers and shippers. A word of commendation from a division freight agent, traveling freight agent, traveling auditor, tariff inspector or other representative for work well done, rather than an inclination to criticize every little sin of omission or commission, will go far in the direction of *encouraging* rather than *discouraging* the local freight agent who is constantly in touch with the traveling and shipping public, and upon whom so much depends in "holding the trade." Agents can greatly help the Traffic Department by calling attention to shipments on which we received short hauls.

The *Freight Claim Department* can help by bringing to our attention carload shipments diverted to our Railroad *in transit*, so that we can interview consignee, ascertain why car did not travel from *shipping point* via Baltimore and Ohio, and secure future business, if any. They can also report to Traffic Department when shippers threaten to divert business on account of unsettled claim, so that the situation can be watched and loss of business prevented. The Traffic Department is interested in

knowing about settlement of important claims, and especially in cases where claimant is a heavy shipper.

The *Superintendent of Car Service* can help by bringing to the attention of the Traffic Department instances where tracing develops the fact that the shipment never reached our line. A recent case of this kind follows: A Richmond, Va., firm asked that we trace carload from New York State. Shipment did not travel via our line so we posted division freight agent in charge so that his traveling freight agent could follow up and secure future business.

*Freight agents at competitive points* can help traffic solicitors if they report all cases like that given in the following communication from shipper or broker:

"Upon arrival of Baltimore and Ohio 85643, lumber (frequently other commodities as well) from Jackson, Miss., deliver to (name)———." It often happens that the broker or shipper hasn't specified any particular route and the car arrives at destination via competing line. If cases of this kind were reported to Traffic Department they could have both shipper and consignee interviewed so as to insure next shipment arriving via our line.

*Traveling freight agents and freight representatives* might find some valuable data by occasionally looking over agents' delivery records of this kind.

The *Transportation Department* can help by supplying equipment promptly and giving best service possible. On the other hand any solicitor can sell good service. But it takes a real solicitor to keep shippers and consignees in line when equipment is scarce and unavoidable delays occur.

And right here, let me offer the suggestion that our traffic representatives should never lose an opportunity to introduce important shippers to Transportation Department officials. If superintendents, trainmasters, yardmasters and other Transportation Department officials are personally acquainted with shippers with whom they are dealing, better results and increased tonnage will result.

The *MAGAZINE* can help by keeping everybody wide awake to the possibilities of individual business getting as suggested by the "Prospective Business" postals inserted in each issue.

And now, a question for our freight solicitors—what are you doing for the "Capitol Limited" and our other fine passenger trains and excellent dining car service?

And our passenger solicitors—what are you doing for us freight solicitors. Are you talking about our TRAIN 97 and the other splendid fast freight and expedite trains? Every employe of the Baltimore and Ohio Railroad can help by keeping the Industrial Department posted as to INDUSTRIES SEEKING LOCATION—getting in on the ground floor, before competitors interview interested parties. The PROSPECTIVE BUSINESS postals have a space of



two lines for this information; don't overlook it. Traffic solicitation in *industry lots*.

*Every employe* can assist by reporting, for investigation, any complaint as to service, car supply, or any other matters adversely affecting our line. I don't mean by this that we are to solicit these complaints just for the sake of reporting them; rather, if they do come to our attention **UNSOLICITED** they should be reported through the proper channel, not in a spirit of criticism, but with view to locating the trouble and having a remedy applied. A dissatisfied patron is a poor advertisement for any railroad.

#### More Team Work

In the performance of our daily duties we should always remember that we are *all* employes of the *Baltimore and Ohio* and should work for the advancement and perfection of every department of the Road—freight, passenger, transportation, freight claim, accounting, etc. Let us have a little more **TEAM WORK** instead of trying to "fatten" our individual batting averages. Let's make a record for the *Baltimore and Ohio Railroad* as a *System*. What does it matter whether the Transportation Department, the Traffic Department, or any other department gets the most credit, so long as *our Railroad* gets the freight to which it is entitled.

#### "Bill" Becker Wins Scholarship in Journalism

**G**EORGE W. BECKER (better known as "Bill"), Office of Senior Vice-President, was one of five winners of scholarships for a course in Journalism at the University of Maryland, given by *The Baltimore American*. The contest for the scholarships was open to anybody desirous of taking the University's new course, the requirement being a letter telling why the applicant wanted to become a "news-



George W. Becker

paper man." Mr. Becker's reasons for wishing to take up journalism appeared conclusive enough to the judges—Dean Clemens and Dr. W. A. Speare, of the University faculty, and R. C. McCabe, managing editor of *The Baltimore American*.

Mr. Becker has been in the service of the Company since August 9, 1918, starting as an elevator boy in the Baltimore and Ohio Building, shortly after becoming identified with the Publicity Branch of the Office of the Senior Vice-President.

#### Forty Years' Service Brings Pleasant Surprise to E. J. Diggs

By NORMA H. APPLGARTHE

**E**ARLY in January our junior clerks observed the older fellows putting their heads together during the lunch hour, which made them wonder what was on foot; but there was no leak, and no doubt the juniors are still wondering what it was all about.

On January 19, when Chief Traveling Freight Claim Adjuster E. J. Diggs came to the office, he was requested to remain until Mr. Glessner sent for him. One o'clock arrived, and no sign from the chief's office that he would see Mr. Diggs. Ten minutes later, still no sign. Finally, after getting restless and wondering what the delay meant, Mr. Diggs was suddenly informed by Assistant Chief Clerk LaMotte that Mr. Glessner wished to speak to him. He went in and stood in front of the desk. Mr. Glessner paid no attention to him, but kept right on signing mail. In the meantime all the oldtimers, chief clerks, assistant chief clerks and others had filed in. Mr. Glessner arose and said to Mr. Diggs, "Please stand here in front and take your medicine." He then made a short speech, congratulating Mr. Diggs on his forty years of service with the Baltimore and Ohio and on behalf of those present gave him a beautiful gold watch and a box of cigars. Mr. Diggs was so surprised that it took his breath away, but after collecting himself, he responded, thanking all his fellow workers and Mr. Glessner for their many kindnesses during his association with them and for this beautiful memento of their friendly feeling, which he would treasure with loving remembrance of the sentiment expressed in this gift. He also said that his 40 years had passed like 40 weeks and he hoped his services would always be as satisfactory to the Company, his fellow employes and himself as they had been in the past.

All the men present congratulated Mr. Diggs, and one of the young ladies present—well, I won't tell stories out of school, you can guess the rest!

The accompanying photograph shows how young a man our senior traveling freight claim adjuster is.



Traveling Freight Claim Adjuster E. J. Diggs

#### Ridin', Friend, upon the B. & O.

By ARTHUR D. BURKE

*The author is a member of the faculty of Oklahoma Agricultural and Mechanical College, Stillwater, Oklahoma. His verses were inspired by the fine courtesy of the crew of one of our trains running between Cincinnati and St. Louis. Mr. Burke is the son of the late Thomas C. Burke, who, for a number of years, was our passenger and ticket agent at Wheeling, W. Va., and is only one of many of our passengers who see in the courtesy of our employes their desire to make the Baltimore and Ohio the Best Railroad in point of service in the world.*

If you cuss in desperation,  
But can find no explanation  
Why your train gets always later as you go;  
Just sit down and 'list to reason  
While the puffy engine's wheezin',  
You ain't ridin', friend, upon the B. & O.!

If the train's best noonday luncheon  
Busts a tooth while you are munchin'  
And it costs eight times the price it should  
in dough;

If the meat and sweet pertaters  
Taste like hides of alligators,  
You ain't ridin', friend, upon the B. & O.!

If conductor and the porter  
Make you feel you owed a quarter  
Every time they answered, "Yes!" and  
hollered, "No!"

If they make you feel like fightin' .  
And your face in anger whitin',  
You ain't ridin', friend, upon the B. & O.!

But when every word you mention  
Brings you smiles and true attention,  
And you feel the crew is with you as you go;  
When your every exclamation  
Gets real true consideration,  
Just remember, friend, you're **ON** the  
B. and O.!



# Valuable Devices Invented by Employees at Cumberland Locomotive Shop

By J. C. GLENN, Chief Clerk to Storekeeper

**R**ECENT months have seen a number of new and helpful devices invented by employees at our Cumberland Locomotive Shop. In the following list the name of the foreman is first shown, then the name of the employe, his position and description of the one or more devices perfected by him. It would be difficult to make an exact estimate of the labor, material and time saved by the installation of these devices. Undoubtedly it is considerable, however, and we are more than glad to thank these men through the MAGAZINE for their help in this respect. We also hope that the fine interest which they have taken in their work may be a stimulus to similar action in other shops.

## Foreman H. E. Childs

**Robert W. Ehrbar, machinist:** device for quickly chucking generator shafts; device for quickly chucking generator frames; device for quickly chucking turbine covers; device for quickly chucking turbine casings; device for quickly chucking governor valve cages; device for rebucketing turbine wheels; device for chucking and turning eight nozzles at one time; device for pressing turbine wheels on and off shafts; device for chucking and rolling up steam cut edges of valve stems.

**P. A. McHugh, craneman:** clamp for conveying main and side rods; clamp for handling tires; clamp for lifting crank pins and applying in wheels; hanger for hydraulic press for blocking to press out axles and pins.

## Foreman E. R. Coakley

**Joseph J. Bender, sheet metal worker (ldg):** oil forge for brazing and annealing pipe joints (this does away with coal forge); die for stamping out collars for around wash-out plugs and jackets.

**M. J. L. Brady, sheet metal worker:** device for grinding and facing off pipe joints (this does away with the use of gaskets).

## Foreman H. N. Earle

**Henry Bosenberg, moulder:** pneumatic device for making lead hose gaskets.

**John T. Burns, machinist:** jig for grinding packing gland joints; jig for reclaiming piston rod packing.

**Robert A. Hanley, machinist:** surface plate for bedding down valve strips.

**Frank V. Pimm, machinist:** jig for reclaiming piston valve packing rings; device for holding valve body while dismantling or assembling; device for pressing bull ring off piston valve follower head; jig for turning piston valve bodies.

## Foreman R. M. Hopcraft

**Harvey F. Peters, machinist helper:** jig for drilling bolt holes for false valve seats.

## Foreman P. T. Kavanaugh

**William Hollingsworth, laborer:** filtering device for water used in lavatories to prevent stoppage of pipes.

## Foreman F. J. Kiffner

**Emory L. Smith, machinist:** gauge for grinding drills; countersink tool for drill press; jig for turning off crank arms.

## Foreman V. J. Lucas

**John W. Shannon, welder:** Removing valve cages and cylinder bushings and all cast iron by electric carbon arc.

## Foreman F. R. McFarland

**Melvin F. Dreyer, machinist:** jig fastened to faceplate of lathe to bore left main valve heads for air compressors.

**Albert N. Hook, machinist:** jig to face off babbitt joint on lubricator filling plug; jig made of babbitt to use in connection

with air motor, oil and emery to grind pipe joints on injector starting valves, etc.

**Charles P. Shaffer, machinist:** jig to face off, reseal and recenter regulating valve bushings for feed valves.

**Edward F. Warner, machinist:** jig to reseat globe valves by hand.

## Foreman W. Pollock

**Francis Carbine, boilermaker:** tap for tapping out flex spud holes; wrench for taking off flex and tate caps (this does not damage caps—all can be reclaimed).

## Foreman F. R. Warner

**Edward B. Johnson, machinist:** combination boring and facing bar for spring rigging, hangers and equalizers.

## Foreman W. C. Wilson

**Harry N. Cornwell, machinist helper:** adjustable screw on clamp (this does away with loose blocking).

**George E. Derrick, machinist:** self-oiling center for lathe—see lathe cu-254.

**Robert M. Englebach, machinist:** air power saw for use on work bench; air power drill press for drilling from  $\frac{3}{8}$ " to  $\frac{1}{2}$ " holes—this for use on bench; (in conjunction with Machinist Harry H. Yeager) ratchet wrench and grease cavity filler for use in greasing rods.

**George R. Graham, machinist:** dog for holding knuckle pins while being machined.

**L. H. Middlecamp, machinist:** spur holder for holding down side and main rod forgings; set screw for taking out cutter on slab miller.

**Harry H. Yeager, machinist:** (in conjunction with Machinist Robert M. Englebach) ratchet wrench and grease cavity filler for use in greasing rods.

## Engineer "Bill" DeCamp's Counter Scoop a Fuel Saver

By A. E. ERICH, Magazine Correspondent

**I**N the November MAGAZINE there appeared a photograph of Engineer W. "Bill" S. DeCamp, and the counter scoop shovel which he invented. Since that time Mr. DeCamp has had tests made of fuel that could be saved by the man handling scoop, knowing exactly how much coal he was using.

The accompanying photograph is of Fireman C. E. Greathouse (holding the shovel) and Engineer McFuler, who have been using this counter scoop. On the first day used it registered 688 scoops of coal on a round trip of 135 miles; the second day 593 and the third day 387. Forty-six stops were made by their train on each round trip.

Another photograph is of James E. Hale, pumper, Riverside Pumping Station, Chilli-cothe, who used the scoop on a ten days' trial, starting with 166 scoops of coal in eight hours, reducing this until 158 scoops of coal were used. 180,000 gallons of water were pumped each eight hours. He made a saving averaging about one bushel of coal a day, and saved himself considerable labor.

Mr. DeCamp is endeavoring to make six more of these counter scoops, and expects to give them further trial.



OHIO DIVISION EMPLOYEES TEST BILL CAMP'S SHOVEL

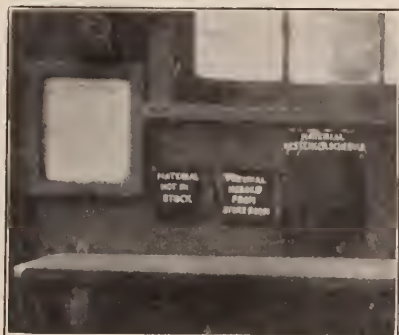
Left: C. E. Greathouse, Foreman (with shovel) and Engineer McFuler. Right: Pumper James E. Hale, Riverside Pumping Station



## Savings Effected by New Method of Getting Materials at Newark Shops

By B. A. OATMAN, Magazine Correspondent

FOR many years it has been the practice at Newark, Ohio, to secure material required in the shops by sending any man, who did not seem to be occupied, to the Store Room. Last December, however, a new plan was worked out whereby savings, conservatively estimated at \$3,500 per annum, have been made.



Where the Material Procurement Efficiency Plan Centers at Newark, Ohio Shops

The shops at Newark are divided into four units, one laborer handling material between Store Room and each unit. Unit No. 1 covers Lower Machine Shop, Tool Room, Pipe and Tin Shops and Air Brake Room. No. 2, Erecting Shop. No. 3, Upper Machine Shop, Boiler, Carpenter and Smith Shops. No. 4, Roundhouse.

Stations are provided in each shop, consisting of a bench on which material is placed when brought from Stores, and two tin boxes to hold cards, one marked "Material Needed from Stores," and the other "Material Not in Stock." There is also a schedule in frame over bench to show time material messenger is due at his station. Because of distance from Stores, it is not possible to have all messengers on the same schedule. Therefore messenger on Unit 1 operates on hourly schedule; No. 2, fifteen minutes; No. 3, thirty minutes; and No. 4, twenty minutes. The schedules are arranged so that messengers will arrive at Stores at different times. This obviates delay in their being waited on.

The working of the plan is simple. When an employe needs material, his foreman makes out card Form 2311, which is placed in box at messenger's station. Messenger secures material, places it on bench at station and workman or foreman secures it, using on job for which required. In case material required is not on hand, card is returned and placed in box marked "Material Not in Stock." At the end of each day these cards are turned in to shop material man, who takes steps to secure material not in stock.

The messenger keeps record of time consumed at Stores and this report is given to

general foreman each day, which enables him to check excessive delays. If the messenger arrives at his station and finds no material cards, or returns from his trip earlier than his schedule, he cleans the shop or does any other light work assigned to him by foreman.

Material distributors at the Stores say the new plan lightens their work; they can wait on messengers promptly, eliminating waste of time of the employes who were formerly sent for material, a line of whom could be observed standing at the counter at any time under the old plan, awaiting their turn.

Shop foremen say the new plan is of great assistance to them. The men do not leave their posts to secure material as in the past, their work is uninterrupted and better performance results. There are no long waits for material; each foreman knows the hour it will be at the station. Emphasis is placed on the strict observance of the messenger's schedule and their daily reports must show any delays which may have occurred during the day.

A photograph of a messenger's material station accompanies this article.

## Another Record Run on Baltimore Division

THE accompanying photograph is of Engineer W. F. Myers and Fireman H. J. Sheckels. On October 7, these men left Baltimore at 11.30 a. m. with Engine 4492, 34 loads coal, arriving at East Side, Philadelphia, Pa., 3.33 p. m., or four hours and three minutes for the trip.

Speed limits were strictly observed and all rules observed. They did not, however, make the run without a stop, although they could have done so. A stop was made at Stanton in order to give the train crew an opportunity to inspect the train. The distance from Baltimore to the first stop, Stanton, is 70 miles.

Messrs. Myers and Sheckels have been



Another record trip on the Baltimore Division was recently made by Engineer W. F. Myers (right) and Fireman H. J. Sheckels

commended for making a good run and Mr. Myers for the good judgment he exercised.

The MAGAZINE is pleased to give its readers reports of performances of this nature. Who will be next?

## "Always Received Utmost Courtesy from Employes"

GENERAL CONFERENCE OF SEVENTH DAY ADVENTISTS

Takoma Park, Washington, D. C.  
October 24, 1923

Mr. W. V. Shipley, Division Passenger Agent  
Baltimore and Ohio Railroad  
323 Homer Bldg., 13th & F Sts., N. W.  
Washington, D. C.

Dear Sir:

On October 18, through the courtesy of your office, arrangement was made for Number 8 to stop at Takoma Park, accommodating twelve delegates of the Seventh-day Adventists who had been in attendance at an annual business council at Milwaukee, Wisconsin.

In behalf of our party I desire to express to you and those associated with you in your office, our thanks and appreciation for this favor. I also wish to include the conductor from Cumberland, who was exceedingly gracious and accommodating to us.

I take this opportunity to express appreciation for numerous other courtesies and helpful favors extended to passengers connected with our office both to and from various parts of the world.

I have travelled many thousands of miles, during the last twenty years over the Baltimore and Ohio Railroad, having made numerous trips between Washington and Chicago, Washington and Cincinnati and St. Louis, besides many local trips, thus far without accident. I have always received the utmost courtesy from the officials and employes of the Road with whom I have come in contact. Other railroads may have equally good equipment, and make as good time, but the feeling that one is regarded as a guest is pleasant to a traveller, and appreciated more than fine equipment.

Very truly yours

(Signed) G. B. THOMPSON  
General Field Secretary



# Akron Division Folk Shake a Foot

As Told to "Aunt Mary" by One of the Members of the Harris Famous Entertainers

**S**AY! White Boy, was you all at dat party down at Akron on March 3?

Well, if you wasn't you done missed de time o' yo' life fo' shore. Ah'm heah to state dat it was some shout, an' it's a wondah dat Ah's still alive to tell de tale.

Lissen. You know dat big boy Groninger, de districk freight agent at Akron? Well, one day not so long ago, Superintendent Mann sez to Mistah Groninger, sez he, "Clarke," sez he, "it's about time you was finding yo'self a wife. You've been hangin' 'round dese heah diggin's long enough to be married three times, pervidin' you've had a couple o' divorces, an' if you aint goin' to be in style we'll put you out o' de service. So there aint no more to it. We've got to git you a wife. An' Ah don't know of no bettah way to git her than for to have a big party for all these heah folks, invite the young ladies from far an' near, an' let you pick out whichever one what makes the bes' proposal."

"Go along, boss man," says C. M., blushin' to his ears, "there aint no single women folks left 'round these diggin's."

"Where you gettin' off at?" sez the Supt. "Even if all of 'em 'round Akron is married, why we've still got Cleveland, Youngstown, Holloway, Lorain, Dover, Painesville, New Castle an' Canton to

draw from. We'll get a special train out of each place. An' don't you overlook the corn-feds down at Holloway. Miss Persons down there, for example——"

But the D. F. A. was already beatin' it fer home to git one o' them settin' up collars with turned down ends what he wears, an' manicure his nails, etc.

When the evenin' come along it sho' was a big night. All the gals and boys, little ones an' big ones, old ones an' young ones from Road Foreman Angel down to me, was dere. You see Ah b'longs to dem Harris Famous Entertainers an' we done furnish de music for dem white folks to shake a leg by. An' shake it dey did.

De Lorain folks had a sho' nuff band o' deir own; mos' of 'em was little boys. an' dey played some. Look like to me as if one time dey would bust deyselves a-playin'. Superintendent Mann was at de door all dressed up in his long-come-down and biled shirt, an' Mrs. Mann she was havin' de time of her life. An' even General Superintendent Stevens was dere wid Mrs. Stevens an' their daughter, Virginia Lee, who nigh 'bout vamped all de young fellers on de division. Marse Kimes an' de missus was dere from Cleveland, an' little Tessie Pembroke, all dressed up in a pretty green dress. 'Pears like dat gal

ought to drag some guy under de mistletoe dis year fer certain.

De Goodrich Tire Company's Glee Club was on hand in all its glory. I thought shore dat big tenor singer nigh de end would bust fer certain. He shore knowed his stuff. An' who you reckon was leadin' glee club? Mistah A. C. Harris, chief clerk to division engineer an' nobody else but! Gentlemen, but dat boy was dressed up like a sore toe! Talk about yo' biled shirts an' swallow tails! One of de ladies wanted to go up an' cut off de end o' his coat tails an' make herself a dancin' frock!

An' de traffick men from Youngstown as well as dem from Akron was struttin' deir stuff. Billy Welsh, Youngstown Steel an' Tube Company, had a turrible time. He lost his hat an' overcoat, an' went round 'ravin' an' tearin his hair, saying' "It shore is de truth, but how kin you make a woman believe it?"

His old side kick, Traffick Manager E. F. Kidd, wasn't doin' so much to help him out, an' among the other folks what was laughin' at Marsh Billy's sad predicament was our own D. F. A., C. A. Farmer, from Youngstown; Marse Clyde Haynes, Standard Slag Co.; Marse F. M. Russell, General Fireproofin' Company; Marse H. D. McKnight, Newton Steel Company; Marse C. L. Maxwell, Truscon Steel Company; Marse W. J. Jones, Carnegie Steel Co.; Marse E. T. Butler, Trumbull Steel Co.; Marse E. R. Griffith, Sharon Steel Hoop Co. Old Friend Duffy from Baltimore,



The Art Editor of the Magazine has one of these new Radio Thingamajigs—he can see from Baltimore to Akron



was buzzin' 'round like a presidential candidate. Uncle Billy Wood set up in the gallery like a Spanish nobleman at a bull fight. Mr. an' Missus J. R. Easton, Kent, Ohio, was shakin' a wicked foot, an' little Miss Barnes, from Newcastle, was runnin' 'round with bobbed hair. J. A. Jackson had to come through de door sideways. Dat big boy sholy aint shrinkin' none. Pearl Schmutz, who made de Youngstown Freight Office what it is today, was on the job, an' almost persuaded Uncle Jim Aiken to dance with her. Brother Reed an' de Missus, from Warren, set on de long bench an' watched to crowd, their hearts dancin' wid de young folks.

An' say, dat little Miller boy was dancin' wid one o' de pretties' gals on de floor, although Yardmaster Eichelberger told de world dat de best lookin' ladies was de ones what he brung along. Marse Angel was a-floppin' his wings with Mrs. Angel. Brother Sturmer an' Brother Wardley was holdin' down de side lines, an' a certain gentleman from Garrett, Indiana, was goin' aroun' de armory sayin, "Look at me, folks; Ah'm heah." At least 99 per cent. of Youngstown was dere, an' Cleveland followed a close second. An', say, White Boy, did you see Loot. H. B. Smith, of dat Cleveland Police force? Ah'm heah to say he was throwin' a wicked jazz. An dat Tucker fellow, of de Akron Press, was busy countin' de folks. Last time I seed him he was a sayin—"three thousand, nine hund'ed and forty-seben—"but Ah couldn't lissen no more; anything dat has a sound of a seben in it is too much fer mah constitution.

Gen'l Agent J. H. Carroll come all the way from Pittsburgh, an' so did Assistant General Freight Agent A. L. Doggett, who wielded a swift heel. Settin' 'round on de back seats Ah found Brother Ferguson, president of de Lorain Veterans; J. Phelps, train dispatcher, an' ovah on de yother side was Marse W. A. McGaughey, chief clerk to de Superintendent. Brother T. M. Duncan, Bridgeport, who entered de service in November, 1885, was settin' next to Agent C. E. Berry, Elyria, who come to work for de Baltimore an' Ohio in April of dat same year. Engineer an' Missus E. A. Frye had come from Dover, an' Marse T. L. Milburn, telegrapher, Lodi, since 1889 was chinnin' wid Agent C. E. Craig, Chippewa Lake. Agent Craig done had 24 years in de service. Division Engineer an' Missus Correll had de time of deir lives, an' dere aint nobody, not even de youngest flapper what looked as pretty as did Grandma Bagley, wid her little bo'quet o' white carnations. De Hamiltons was in de second Heaben, an' Big John Hart didn't hab no alibis 'bout comin'. De Glancys—"Ah Does an' Ah Doesn't"—raised de dust from de floor, an' Mistah H. O. Hartzell from Baltimore was mighty occupied wid learnin' de intricacies (see de dictionary) of de old fashioned waltz.

De time flew by like a house afire, an' soon 'twas time fer de Holloway folks to



Poor Clarke Groninger! So many girls and he didn't know how to say "No" to any of them

go home on de "Hoodle-Bug." Everybody done declared dey done had a monstrous good time.

Hey, what's dat? Mistah Groninger? Did he find a wife? Well, you kin ax him ef you wanten, but last time I seed him he was busy totin' a armful of goloshes across de dancin' floor. "Gosh dog," Ah sez to mahself, "dat fellow must think de superintendent must be goin' to gib him de vacant job o' Sultan o' Turkey!"

## Steppin' It Off at Cleveland Welfare Party

THE Cleveland Terminal's Welfare Association held an entertainment and dance in the Winton Hotel, Cleveland, on March 1. About 150 couples were present. Music was furnished by The Robitoys and refreshing punch was "on tap" between dances. Officers of the association are: President, J. L. Clines; vice-president, H. J. Glancy; treasurer, Miss G. Carey; secretary, Miss Louise Bayonette.

The committee in charge of the dance was as follows: K. Thompson, J. I. Malone, E. J. Mahoney, Miss Agnes McHugh, M. F. Moran, C. W. Thompson, T. Brennan, Mrs. G. Totten, Miss Mary Conroy, Jack Riley, F. T. Grimes, Chester R. Smith, J. Fahey, J. Kuehn, G. Bell, E. Ackerman, Mr. Keating, W. M. Lampert and C. Brouse. All departments were represented in the committee and their untiring work contributed much to the success of the evening.

The music was good and dancing was enjoyed by everyone until midnight.

Lieutenant of Police H. B. Smith, while not on the committee, did much toward making the dance a success. His "Henry" was in frequent use, bringing arriving guests from the passenger station and taking them home.

Among the guests were General Superintendent and Mrs. D. F. Stevens, Assistant General Freight Agent and Mrs. J. C. Kimes, Division Passenger Agent Strickenburg, Passenger Representative Helen Kodet, Division Freight Agent E. N. Ferguson, Division Freight Agent C. M. Gosnell, the Groningers and the Glancys.

Assistant Chief Clerk A. R. Strome left his fireside long enough to look 'em over.

Mrs. Oldham does not care much for dancing! If she missed one dance, we didn't notice it.

Representatives of our neighbor, the Nickel Plate Railroad, were present and Mrs. Totten saw that they did not lack partners. As a reception committee she was a host in herself.

Coal Freight Agent Shinnamon was conspicuous by his absence. Brother Kirkwood was as happy as a lark.

Tessie Pembroke, Traffic Department, did not lack partners; she was the life of the ball.

Miss Marie Slatterick, MAGAZINE correspondent, Wheeling, W. Va., was a guest. The Police Department and a representative of the Transportation Department, Baltimore, got their "dates" mixed. We did not hear the end of the argument, but suppose it was settled by each one getting a dance.

Terminal Agent G. R. Littell and his daughter were among those present. Mr. Littell is "easy to find," his six feet odd towering above all others in the room.

"Meet my friend John Hart," said someone. Where have we heard those words before? Oh, yes, it was at the Wheeling ball. But John was On Time this trip!

Ever meet "Goldie?" She's in the Police Department at Cleveland station, and she wandered round the floor keeping order and seeing that no one was "left out in the cold."

It was entirely by accident that the girl from Wheeling and the man from Baltimore came up on the same train.

And where, oh where was Ticket Agent Ashley?

## Courtesy of Baggageman Shiflet Appreciated

THERMO POCAHONTAS COAL COMPANY

Huntington, W. Va.

October 4, 1923

Mr. J. B. Scott  
General Eastern Passenger Agent  
The Baltimore and Ohio Railroad Company  
New York City

Dear Sir:

About two weeks ago my three little daughters were on their way to school at New Lexington, Ohio, and found that they had neglected to check their trunks, having only the Union Transfer checks for same. Arriving at Point Pleasant they explained the matter to your baggageman, Mr. L. O. Shiflet, who got in touch with Huntington, had the trunks forwarded to Point Pleasant and thence to New Lexington.

The writer desires to express his appreciation of the service rendered by your Mr. Shiflet and his kindness and courtesy to my children on this occasion.

Yours very truly,

(Signed) A. J. KING





## Newark Division Veterans Hold Ninth Annual Banquet

ON February 21 the Newark Division Veterans and the members of the Ladies' Auxiliary held their ninth annual banquet. Everybody who knows the Newark Veterans knows also that whatever they do is done well. This party was no exception to the rule, and the success that has crowned the eight previous banquets seemed to double itself in this.

The banquet was held in the Knights of Pythias Hall at six o'clock, and nine o'clock found the tables being cleared and the musicians tuning up, for, as is customary, a dance must always follow.

The tables were attractively decorated with potted plants and cut flowers. A delightful three-course dinner was served under the able direction of Mrs. Frank English. Big Dave Murphy served as toastmaster in the absence of the president, Dan Moriarty. Rev. H. H. Cartney, Central Christian Church, pronounced the blessing. Mrs. Charles Markham took her place at the piano and "America" was sung by the assembly. An entertainment took place between the courses, and many were the fine compliments passed concerning the Baltimore and Ohio talent that produced it. Mrs. F. E. Cooper made quite a hit with her interpretation of "The Highwayman" and "Finnegan to Flannigan." Misses Ruth Lewis and Virginia Wheeler sang two pleasing numbers, and Miss Nellie McFarland, in a ridiculously funny costume sang "Irene" and "Maggie" in a way that "brought down the house."

Robert Laird, son of chief clerk to the superintendent, gave several fine violin solos, accompanied by his father at the piano.

Among the speakers of the evening were: W. W. Wood, chief of Welfare; Frank M. Howard, vice-president, Newark Veterans; Grand President George W. Sturmer, Baltimore; Grand Vice-president J. M. Garvey, Wheeling, W. Va.; Mrs. Frank M. Howard, grand president of the Ladies' Auxiliary; Mrs. J. M. Garvey, Wheeling, W. Va., grand vice-president of the Ladies' Auxiliary; Mrs. Otto Wallburg, Lima, Ohio, grand secretary; Mrs. Anna Hopper, Garrett, Indiana, grand outer guard; H. W. Fletcher, Fairmont Veterans; Master Mechanic F. E. Cooper, and William Ryan,

who was honored by being presented with a 50-year service button. Mr. Ryan has been in the service of the Baltimore and Ohio for 54 years.

Brother Sturmer, after paying tributes to two deceased members, John Doyle and Mrs. D. Moriarty, launched into the business-getting idea and urged each member of the association to use his influence in every direction to get business for the Baltimore and Ohio. He also invited all present to attend the convention of the Grand Body in Baltimore on May 8.

Mrs. Howard expressed her appreciation of the great number of visitors that were present from all along the lines, from Baltimore to Cincinnati and Garrett, Indiana.

Mrs. Garvey told of the earlier days of railroading and of what it meant to the women as well as to the men, and the credit that is due them for "sticking by" and helping the men build up the great Baltimore and Ohio System. Mrs. Wallburg and Mrs. Hopper expressed their pleasure at being present.

W. W. Wood spoke of his long connection with the Baltimore and Ohio, and urged the "Brothers and Sisters" to love one another. He was given a rousing cheer.

"Old Man" Harry Fletcher spoke of the increase in railroad business and of the formation of new Veterans organizations at Painesville, Cleveland and Lorain.

Brother William Ryan also received a cheer when his 50-year service button was pinned on by Grand President Sturmer.

In addition to the speakers there were several other out-of-town guests. Mesdames Howdon, Richter, Neal, Gurder, Edrick, Roll, Moran, Fisher and Crumm came up from Cincinnati; Mr. and Mrs. Russler and Mrs. C. E. Auld from the Martinsburg chapter and President and Mrs. G. K. Bell, Willard, Ohio, were among the guests.

The orchestra which furnished the music for the dance was ably conducted by Robert Laird, son of Chief Clerk Walter Laird. Frank M. Howard was the shiek of the evening when it came to leading the dances, and Brother Wiley was on the job for 'most anything; "He's a handy man to

have around the house," as some good lady expressed it.

Brother Little sat demurely in a corner, lookin' 'em over, smoking a cigarette, but thinking a lot. Big Dave Murphy went back into the kitchen for another helping of chicken salad, and the reporters on the Newark papers had as good a time as anybody.

And Pop Sherrard was in his glory. Forty years of engineering had not deprived him of his pep, nor did it take him long to "get on" to the new dances. Brother and Sister Leonard were on the job welcoming everybody who came in. Chairman Helfinger saw to it that nobody was lonesome or hungry, and Mrs. Chester Lewis, chairman for the Ladies' Auxiliary, helped to make things pleasant for everybody.

## Toledo Veterans and Auxiliary Stage Leap Year Party

By O. L. WALLBURG

OUR veterans' Association and Ladies' Auxiliary held a Leap Year party in Oddfellows' Hall on February 20.

Dinner was served at 6 p.m. by daughters of the Veterans. It had been prepared by the following ladies: Mesdames Conley, Graham, Schnable, Schulz, Winters, Jennings and Harvey. It was much enjoyed. Our Veterans have an Auxiliary of which they are justly proud and they say there is none better on the System, especially when it comes to cooking.

After dinner cigars, which had been donated by Treasurer Frank Snyder, were given to all the men.

Miss Dorothy Day, talented young daughter of our own Cass "Happy" Day, gave several pleasing recitations.

Marian Morton followed with a fine exhibition of graceful dancing, illustrating old time dances, as contrasted with those of the present day. She was ably assisted by her sister, Gae, at the piano. Our "Jim" has reason to be proud of his daughters.

Misses Johnson and Armstrong gave a selection of songs and recitations. They kept the audience in a continual uproar during the recitation of "The Dutchman." President Van Horn is to be congratulated on securing such a fine number.

Announcement was next made that 500 coons had been hidden in various parts of the hall and the brother or sister finding the greatest number would receive a prize. The hunt afforded plenty of fun and was participated in by all present. Mrs. C. W. Jennings, wife of Yardmaster Jennings, was declared winner and Mrs. Bowdle, wife of Foreman Edward Bowdle, won the Consolation prize.

The "scream" of the evening was the bean carrying contest. There were four candidates, Brothers "Pat" Finn, "Jack" Harboldt, "Frenchy" Sircoulumb and John Schnable. "Frenchy" carried off



the honors by a wonderful exhibition of steady nerve. John Schnable got the booby prize.

Brother John Maas, Custar, Ohio, 80 years old and a 50 year pensioned member of the organization, was present; also our own Patrick Leahy, over 80 years old and another 50 year "boy." They thoroughly enjoyed themselves.

Mrs. Charles Hopper, Garrett, Ind., grand outer guard, was with us the entire day and expressed herself as having had a splendid time with one exception; that was the interruption by Mrs. Wallburg of any conversation Mrs. Hopper tried to have with Mr. Wallburg, or, as Mrs. Fleming, of Fairmont, would say, Mrs. Wallburg's husband. Mrs. Wallburg seems bitter and determined to break up any budding romance concerning Mr. Wallburg.

Mrs. Wolfom, Dayton, Ohio, and Mrs. Hopper, Garrett, Ind., gave a beautiful exhibition of dancing.

Mrs. O. L. Wallburg, president, Toledo Division Ladies' Auxiliary, was general chairman in charge of all arrangements in connection with the Leap Year Party and deserves great credit for its success. It demonstrates again her untiring loyalty to the cause of the organization. Mrs. Wallburg left during the night for Newark, Ohio, to attend a similar event at that point.

## The J. M. Scott Ladies' Auxiliary

By MRS. HARRY FLEMING

**M**RS. MINNIE BARRACK HORAN, 46 years of age, wife of Michael Horan, Fairmont, recently died at her home here, after a lingering illness.

About a year ago Mrs. Horan's health began to fail and she went to the Mayo Brothers hospital, Rochester, Minn., where she underwent an operation. After her return, she seemed to improve, but a few weeks ago she took a turn for the worse and for some time had been in a critical condition.

Mrs. Horan was born at Burton. After her marriage she removed to Cameron, and then came to Fairmont. Her husband is an engineer in Baltimore and Ohio service. She was a member of the Rebekah Lodge and of the Baltimore and Ohio Ladies' Auxiliary, taking an active interest in the work of both organizations. During the World War she was an enthusiastic worker and was identified with the local chapter of the Red Cross. During the political campaign four years ago she took an active part in the work of the Marion County Women's Republican organization. She was a member of the Baptist Church at Cameron and during her residence at Fairmont, attended the First Baptist Church.

Mrs. Horan is survived by her husband, mother, Mrs. Frances Barrack of New Martinsville, and four brothers; Martin of Arden, Fred of New Martinsville, John of Fairmont and Herschel of Spokane, Wash., to whom our sincere sympathy is extended.

Funeral services were held at the Baptist Church, Cameron, W. Va., representatives from Fairmont being Mr. and Mrs. Harry Fletcher, Mr. and Mrs. A. L. Heffner, Mr. and Mrs. Harry Fleming and several others.

Mrs. Horan was an ideal friend and a true Christian woman and her loss will be deeply felt in our organization.

## The Washington's Birthday Entertainment

In observance of George Washington's birthday, February 22, the newly elected officers of the J. M. Scott Ladies' Auxiliary, Fairmont, held an entertainment at the Knights of Pythias Hall. After the business meeting, a social hour was enjoyed and a lunch consisting of chicken salad, sandwiches, cake and coffee was served by the ladies.

The hostesses of the evening were Mesdames E. Bartlett, H. G. Fletcher, Jessie Nuzum, F. M. Wittman, Fred Workman, Harry Fleming and John Hessian. Favors consisting of small hatchets were given to each one present.



THE WELSH FAMILY HAS GIVEN 235 YEARS' SERVICE TO THE BALTIMORE AND OHIO

Standing, left to right: Engineer J. G. Welsh, 20 years; Engineer C. T. Welsh, 35 years; Engineer M. H. Welsh, 37 years. Seated: Operator J. P. Welsh, 22 years; Engineer M. E. Welsh, 27 years; Engineer W. A. Welsh, 27 years' service. Their father, Michael Welsh, Sr., died while in the Baltimore and Ohio employ in 1896, after 31 years' service. Another brother, J. R. Welsh, died in 1918 after 34 years' loyal service.

The house shown in the photograph is where the Welsh Brothers were born. It is located alongside the Baltimore and Ohio tracks on the Barnesville Grade, and was built in 1859.



The absence of Harry Fletcher in Newark was deplored by all. It was rumored that he would reach Fairmont at 5.30 p. m., but the hour passed and he did not appear. Investigation developed an interesting reason for his absence, but respect for his grey hairs makes us refrain from giving it publicity.

Fred Wittman proved himself an adept in the art of fixing tables for the lunch, but his wife seemed to become a little mixed when she tried to "count plates." Her remarks on the subject of "cobblestones" were much appreciated, especially by one gentleman from a large town in the state of Maryland.

Mrs. Bartlett, on her first evening as president of the Ladies' Auxiliary, handled the gavel like a veteran. Some one said "Where did she get the practice?" Mr. Bartlett might throw some light on the subject!

The services of an expert engineer were required to "switch" tables from a storage track to the main track, but Harry Fleming was not there to handle the throttle. He says, "Some one has to work."

Mrs. Workman had a busy evening trying to prevent her husband eating everything in sight, while the excitement of having a photograph taken earlier in the day made it impossible for Mrs. Hessian to attend the evening meeting.

Mrs. Fletcher was an ideal hostess. True, at times a far away look appeared in her eyes, as she gazed longingly toward Newark—but we understand that hubby's alibis were accepted without question!

Mrs. Nuzum seemed to develop a longing for hatchets. We saw her with three or four. We were unable to ascertain why she needed so many.

A guest of the evening was the local manager of the C. & P. Telephone Company, who made an interesting address on the subject of telephone matters in general. He found the ladies of the Auxiliary "Primed" for him, and he was kept busy answering their questions. Who was it said, "Curiosity, thy name is——."

President Brummage of the Veterans gave an interesting talk during the evening, calling on his members to support the association by their attendance. It is his hope that 1924 will be one of the most successful Fairmont Chapter has seen.

## Newark Division Veterans and Auxiliary Meet on March 6

By B. A. OATMAN

AFTER a pleasant ride with Veteran Dave Murphy, who picked up your correspondent on his way to the monthly meeting of the Veterans and Auxiliary, we found the hall comfortably filled with Veterans and their wives.

The meeting opened with President D. H. Moriarty in the chair for the Veterans and Mrs. F. M. Howard for the Auxiliary. After prayer, the members stood silent in

reverence for deceased members. The report of treasurer showed a tidy sum on hand. The report of the banquet committee was followed by the reading of a letter from Grand President Sturmer in regard to solicitation of business for the Baltimore and Ohio. President Sturmer urged all Veterans and members of the Auxiliary to do their best to increase in every way possible the income of the Company and thereby provide the means for employment of additional men on the road and in the shops. Cards for solicitation of business were passed around to everyone present.

The Ladies' Auxiliary opened their meeting at eight-fifteen. Mrs. Smith made a report for the Relief Committee, stating that Veteran William Savey, passenger conductor, had died at two forty-five on the 6th. Many potted plants were distributed to the sick during the month. Some members were reported improving while others continued with little change in their condition. Several of the recipients of flowers during the period between February 7 and March 6, were present and expressed their thanks for the kindness of the asso-



Left: Mrs. C. P. Bishop, vice-president and delegate to the Grand Convention. Right: Mrs. J. Vaughn, marshal—both of Harter Division No. 21, Ladies Auxiliary

ciation and chairman of relief committee, in visiting them at their homes. Applications for six new memberships were read and favorably passed on by the Auxiliary. The penny march netted six forty nine. The Telegraphers Organization at Newark added three dollars to the fund produced by the penny march. This amount was turned over to Mrs. Smith, chairman, Relief Committee, to be used for flowers for the sick. The penny march is unique. It creates a feeling of good fellowship, and provides money to defray expense of providing flowers for the sick members, without taxing the treasury of either branch of the organization.

President Howard of the Auxiliary took the Veterans under her wing and announced that in the near future, when partaking of lunches at the meetings, they would be provided with trays on which their lunch would be served. This is the result of efforts of the Entertainment Committee. Mrs. Lewis, chairman, announced that her committee wanted to provide this luxury if the committee could get the sanction of the organization. There was no objection, so the Veterans will each be provided with a "Lap" in the future.

Veteran D. H. Murphy, who so ably acted as toastmaster at the banquet on

February 21, was given a vote of thanks. Brother Murphy responded with his usual humor and said he was interested in providing the best for the Veterans at their banquets and that the treasurer's report was encouraging, so much so that a larger fowl (Turkey), would no doubt grace the banquet table at the 1925 banquet. "Dave" likes chicken, but he likes turkey better.

A fine lunch, as is the custom, was served. Brother Wiley had his New Radio Set hooked up in the hall and furnished entertainment prior to and after the business session. Thank you, Brother Wiley, for your thoughtfulness.

## Ladies' Auxiliary No. 21, Harter Division, Wheeling

By MARIE SLATTERICK

ON February 25 Ladies' Auxiliary No. 21, Harter Division, held their monthly meeting in Duger's Hall, Wheeling. The meeting was called to order with all officers present but Outer Guard Mrs. S. Gardner, who was called out of the city because of illness in the family.

After the reading and approval of the minutes of the previous meeting and of the various reports, President Mrs. Crow introduced Mrs. J. M. Garvey, grand vice-president of the Ladies' Auxiliary, who expressed her desire to help the Harter Division as much as she could, and her surprise to note the growth of this division since its organization in July, 1923. The Harter Division, while it really is "young," boasts of thirty-two members, two being added at this meeting. Mrs. Garvey then proceeded with her usual delightful and entertaining talk and promised to come soon again. She was tendered a rising vote of thanks.

The delegate was then elected for the Convention in Baltimore May 7, 8 and 9. The decision was unanimous in favor of Mrs. C. P. Bishop, with Mrs. J. H. McConnell as alternate. We have Mrs. Bishop's picture and that of Mrs. J. Vaughn, the newly elected marshal.

The next meeting will be held on March 24. The ladies served ice cream, homemade cake and coffee, a regular treat. There were about six different kinds of cake and enough for everybody to get a generous taste of each kind. Look for the recipes soon!

## McMechen Veterans and Auxiliary Meet

By MARIE SLATTERICK

THE Baltimore and Ohio Veteran Employees Association of Mr. Mechen, W. Va., and Ladies' Auxiliary met at their hall in the bank building at McMechen on February 27. There were fifty Veterans and ladies present and an interesting meeting followed. The organization is progressing nicely; new members of both the Veterans and the Ladies' Auxiliary are coming in at every meeting. After the



evening's business was disposed of a dainty lunch was served by the ladies.

The following were elected to serve as officers for the ensuing term of one year:

Veterans: M. M. Connors, president; Geo. Dean, vice-president; J. W. Kettlewell, secretary; H. P. Scultz, treasurer.

Board of Directors: H. P. Scultz, chairman; John Gillingham, C. Logston, Geo. Addlesberger, John Coxon.

Ladies' Auxiliary: Mrs. W. E. Hicks, president; Mrs. Mary Donovan, vice-president; Mrs. John Coxon, secretary; Mrs. Henry Scultz, treasurer; Marshal, Mrs. J. W. Kettlewell; Outer Guard, Mrs. John Kerrigan.

Delegates to Convention: J. W. Kettlewell; alternate, W. R. Lowe. Mrs. Ray Chamberlain; alternate, Mrs. W. E. Hicks.

Addresses were made by J. M. Garvey, grand vice-president and by Mrs. J. M. Garvey, grand vice-president of the Ladies' Auxiliary. Each of the officers elected also gave an interesting talk. It was decided to hold their meetings on the last Wednesday of each month. Visitors from Wheeling attended.

### "Smokeville's Social" Staged by Baltimore Veterans

ON February 27, the Baltimore Chapter, Veterans' Association, entertained their members, families and guests at a "Smokeville's Social" held in the Fourth Regiment Armory, Baltimore, presenting the City Wide Minstrel Company, the majority of whom are employes of our Company.

The Armory is a large building, having a seating capacity of about 2700. All seats were filled early, and several hundred people stood in the balconies and at the rear of the hall throughout the fine entertainment. It was estimated that 3500 people were present.

The officers of the chapter, Messrs. R. S. Collingsworth, Charles B. Snapp, C. R. Weir, M. V. Pascal and P. W. Shewbridge, were on hand and made all arrangements possible for the comfort and convenience of their guests. The entertainment was arranged by the following committee: Chairman P. W. Shewbridge, C. H. O'Hara, C. R. Weir, G. W. Galloway, C. H. Pennell, C. E. Hood, F. E. Whitson and F. P. Klinesmith. Particular mention is made of the services of C. H. O'Hara, who assisted in taking tickets at the door and in many ways rendered invaluable aid in making the entertainment the pronounced success it was.

The entertainment opened with a selection by the Jazz Buddies, a number of whom are Baltimore and Ohio employes. Robert Craig, employed in Mr. Skilling's Office, is the pianist of the Buddies and also accompanied the singers during the evening. President Collingsworth welcomed the visitors in a short, able address. He expressed his pleasure that so many were present and said, "We appreciate your

presence, we will try to give you an enjoyable evening. Such an attendance cannot but encourage your committee and officers to work hard for success. Let us cooperate with each other, cooperate with our Road, the best in the country, and we must be successful in whatever we undertake, whether it is for ourselves or for our Company. We all agree that their success is ours, don't we?"

Smokeville's select minstrels then took the stage, the characters being:

Upper, interlocutor.....J. H. Vannosdeln, pipe-fitter  
Jumbo Jim.....G. A. Rinick, boilermaker  
Zip Johnson.....J. F. Mosley, machinist  
Socrate Fizzle.....R. L. Brophy, boilermaker  
Skinton Squiggle.....H. S. Bergman  
Ephraim Jefferson.....C. A. Ayers  
Washington Lee.....C. Lowe, machinist helper  
Rufus Fertilizer.....C. Riggins  
Isador Knobb.....G. E. Nash, pipe-fitter apprentice  
Pickels.....Miss Virginia Lowery, daughter of veteran machinist



Passenger Conductor W. T. Francis,  
Newark Division

The musical numbers were as follows:

"In the Evening by the Moonlight"..... Company  
"You Tell Her I Stutter"..... Jumbo Jim  
"O You Little Son-uv-er-Gun"..... Skinton Squiggle  
"O'er the Billowy Sea"..... Mr. Uppers  
"That Old Gang of Mine," violin solo..... Ephraim  
Jefferson and Company  
Interpretative Dance..... Miss Virginia Lowery  
"I Never Knew"..... Socrate Fizzle  
"Midnight Rose"..... Washington Lee  
"Mamma's Little Coal Black Rose"..... Skinton Squiggle  
"Nimble Feet"..... Rufus Fertilizer  
"I Wonder Who's Dancing with  
Her Tonight"..... Ephraim Jefferson  
"Till We Meet Again"..... Company

After the program was completed, dancing was enjoyed until midnight, the Jazz Buddies furnishing the music.

#### Seen and Heard from Our Arm Chair

Jumbo Jim fast asleep in his chair when the curtain went up.

Skinton Squiggle not requiring a ladder to reach the high notes. He's over six feet tall.

The door knob trying to break his chair.

Mr. Upper's story of watermelons as large as pumpkins in Alabama and his remarks on the subject of climbing a fifty-nine story building without elevators or stairs. The climate does it!

Every number on the program was heartily applauded, and every member responded with an encore. The acting of

Mr. Riggins, with his nimble feet, was particularly appreciated and he was called back half a dozen times. Finally his breath—or his nimble feet—gave out and he declined to respond again.

Jumbo Jim had an inexhaustible supply of stories. The best one was when he insisted that women do nothing but talk about men. Mr. Uppers disagreed with him, but Jumbo cinched the bet saying they did, even in church. They say "A-men," sing "hymns" and even when they laugh they say "He-He." And his final story, when he closed the evenings entertainment, was the best, his last words being, "and the record of the Capitol Limited cannot be beaten."

Captain Charles Shipley was present, but said he could not join in the dance, because the music was not written in "Capitol Limited time!"

It is, of course, impossible to mention all those present, but among our well known people we saw Master Mechanic Fritchey, Assistant Master Mechanic Bowers, Assistant Chief Clerk King, Mr. and Mrs. Vitrow, Mr. and Mrs. Stier, Jim Riley, Magazine Correspondent Starklauf, Mrs. C. G. Flaherty, Mrs. Leeffler and Station Master and Mrs. Schley.

### Fifty-Year Service Button Presented to Passenger Conductor William T. Francis at Willard, Ohio

By B. A. OATMAN, Magazine Correspondent

WITH his record absolutely clear, William T. Francis, passenger conductor living at Willard, Ohio, and handling Trains 45 and 46 between Willard Ohio, and Wheeling, W. Va., has completed fifty years' service. On January 30 our Veterans' Association, assisted by General Superintendent D. F. Stevens, Northwest District, presented to Conductor Francis the much coveted fifty-year gold button. General Superintendent Stevens said that his record had been seldom equalled on the entire railroad system and that it has attracted the attention of President Willard and other officials. General Manager H. B. Voorhees, and Superintendent S. U. Hooper, Chicago Division, were also present.

Mr. Francis, who is still in service as passenger conductor, expects to continue to serve in this capacity for some years to come. He feels that he is too young to retire now.

Mr. Francis entered the service on May 5, 1873, as freight brakeman, Newark Division. Later he was promoted to freight conductor and was made passenger conductor on October 21, 1882. With the exception of two years, 1885 to 1887, when he was yard master, he has been a passenger conductor continuously for more than 41 years. He has never been in a serious wreck, and has suffered no serious injury during his entire service.



# Women's Department

Edited by Margaret Talbot Stevens.



## The Woman Who Rode Engines in Panama

Helen Varick Boswell Holds the Title of Vice-President of the Brotherhood of Locomotive Engineers Cooperative Trust Company

SOME day when you are in New York and have a few minutes to spare, stroll out of the Pennsylvania Station, cross Thirty-third Street and you will find yourself face to face with the Brotherhood of Locomotive Engineers Trust Company's place of business. You can't miss it, for the big signs tell you all about it. Then go right in, and if you see a bright-eyed, gray-haired, up-to-date little woman walking toward you, that's Miss Boswell, vice-president.

Helen Varick Boswell is a Baltimorean by birth. She was educated in Friends School, and at the age of seventeen, came to New York.

"And what did you do when you were seventeen?" we asked her.

"Just what any other southern girl of seventeen would do," she laughed, her eyes bobbing up and down like a jack-in-the-box. "I sat around and played the piano, read books and ate candy."

Miss Boswell's mother died when Helen was quite young, and the girl became identified with the family of Mrs. J. L. Fader, then a woman well known in political circles. Naturally the influence of her work found its way into the life of the little girl who longed to be of service in the world. It was not many years before Helen Varick Boswell found herself before the public, connected with any number of women's clubs, and finding a lot of pleasure in them. Her fame spread over the country by degrees, and she was called upon to do public speaking. There is not a State in the Union in which Miss Boswell has not spoken at some time or other.

And it was at the time of the building of the Panama Canal that Uncle Sam got busy. It was then that Theodore Roosevelt used his "Big Stick" to build the Canal, and as its accompaniment came that gentler weapon, the "Women's Club" of Panama, for thence Miss Boswell was sent by the Government to organize women's clubs.

"The type of man who went to help dig the Canal was the type of man who was worth while," says Miss Boswell. "If he

was not he did not stick. And those who stuck brought their families with them. The American man is so constituted that he wants his family with him. The women came down. But when they had been there for a little while, they began to realize the fact that there was nothing for them to do. They had been accustomed to women's clubs back home. There there was nothing. Then came the necessity for organizing women's clubs and this was my work. At the beginning, of course, there were troubles. The social distinctions indigenous to the soil in the United States spread themselves also in Panama. But it did not take them long to learn that 'Judy O'Grady and the Captain's Lady' might be classed on an equal footing.

"The serious problem of transportation for me was easily solved. I had a good bit of traveling around to do, and since I could not get a private car, they simply placed engines at my disposal, and I just rode here and there in an engine cab."

In her dealings with the public Miss Boswell became acquainted with thousands

of prominent men and women. She was made chairman of committees for the organization of women's clubs; she became famous as an organizer, and her work brought her into contact with labor leaders and capitalists. And besides, she was graduated in law in Washington in 1902, "although," she whispers confidentially, "I was down near the 'tag end' of my class. Although I never actually practiced law for a living, it became a great help to me; it was the thing that made me concentrate, that helped me in my relationship with women and men. And it was this relationship that brought about my being placed in the position which I now hold.

"Warren S. Stone, president of the Brotherhood of Locomotive Engineers Cooperative Trust Company, and who is also president of various banks operated by the B. of L. E., is a man of broad views, keen perception of the moulding of public opinion, and with an exact justice that has no sex discrimination.

"In planning the opening of the Brotherhood of Locomotive Engineers Cooperative Trust Company at Seventh Avenue and Thirty-third Street, New York (which is but the first of a series of such banks in New York), Mr. Stone and his Directorate elected a woman to the office of vice-president. They did this because they felt that it would be a help both to this particular bank and to the banking world in general, and that further, it would be recognizing, in the only way, the fact that women are contributing much of value to the banking system of the country.

"The position appealed to me because of its cooperative feature and because it gives an unusual opportunity to the small depositor, particularly to the women of small incomes in the home, and to those who are just starting out in the business world. These can open a checking account and maintain a balance of as little as \$50, and with no charge if the balance should inadvertently go below that sum.

"More than four million five hundred thousand women in the United States are bank depositors, and this number is increasing daily.

"When it is realized that only a little less than 25 per cent. of all the depositors in the nation are women, it is not hard to understand why the banks of the country are increasingly attentive to them as potential customers.

"What this great body of women depositors may signify in the economic life of the country is interesting to contemplate. The power that lies in the possession of money is conceded, and there are few who will doubt that it will be used to the good of the nation at large. It may fairly be assumed that the development of a large class of women depositors will be an effective check to the adoption or spread of communistic doctrine in the country, and that the age old conservatism in women in financial matters will tend to stabilization



Vice-President Helen Varick Boswell, Brotherhood of Locomotive Engineers Cooperative Trust Company, New York



and solidity in the financial affairs of the great mass of depositors.

"Women are the real financiers of the home. Throughout the centuries they have been the conservers of the human family and the human family's possessions. They have resorted to makeshifts and to subterfuges, but they have made one dollar do the work of two.

"Women may be new voters, and fairly new in the business world, but they are old in training that makes for success in business. They have patched and pieced, and by combining their hands with their brains, have succeeded in helping the family keep up a 'good front.' In other words, they have been largely responsible for the fact that the average American man and the average American child have had three good meals a day."

"And do you believe," we asked her, "that the business of establishing banks by the Brotherhood is going to result in a better understanding between Capital and Labor?"

"Indeed, yes," replied Miss Boswell. "With people like Warren S. Stone, LeRoy Wilbur Baldwin and Charles M. Schwab sitting down together to talk things over, how can it be otherwise? All life is a compromise, and Capital and Labor, as well as the rest of the world, will learn that there must exist the system of give and take in mutual understanding."

"You seem to be quite business-like. I thought the newspapers said that you didn't know a 'pesky thing' about business."

"Of course, I know business," declared Miss Boswell with emphasis. "If I didn't, do you suppose I'd be holding down this job? I've been dealing with business people all my life."

She opened a desk drawer and took therefrom a dime bank.

"Here's something nice to put your dimes in," she said to me. Then added, "and when you come back to New York you can bring this along with you and use your little bank full of dimes to open up an account here."

If you don't call that business, I miss my guess!

#### Orange Marmalade

By MRS. H. W. JONES, Mother of Assistant Editor of the Magazine

Ten oranges, thin skinned and juicy. Pare six of very thin rind. Cut this rind into small pieces and put in about three cups of cold water. Let it boil until tender, two or three hours may be needed, adding water if necessary. Then take the rest of the rind and pare off every bit of white. Cut your oranges into small pieces with a sharp knife, taking out the middle core. Put one cup of the boiled rind and the water it is boiled in, two cups of the sliced orange and one cup of sugar, alternately, until you get all your fruit into your saucepan. Boil gently, taking off the scum as it rises, for two or three hours, until the mixture clarifies and thickens enough to set like jelly. Seal tight.

This is a real Scotch recipe.

## A House Built of Cards

(An Easter Box)

By MRS. J. V. Klier, Wife of Chief Clerk, Valuation Department

THIS house, made of Easter picture post cards, pasted and sewed together, is really a handkerchief box, planned to charm and delight the small child who has handkerchiefs of his very own. One side of the gabled roof can be lifted and dropped and forms the lid of the box.

If you want to make a really happy box, choose cards showing life (animal or human) full of good fun, and done in pleasing colors. Last Christmas I used pictures of red birds and the birds flitting among evergreen boughs all laden with snow; children in bright sweaters tumbling about in the snow and coasting on sleds, people carrying home Christmas trees and holly through snowy streets past festive-looking houses.

Choose fourteen cards of uniform size, ten cards having horizontal pictures and four having vertical pictures. Besides the cards you will need red or green embroidery thread—a pearl silkine is very good—a strong sewing needle and library paste.

1. Lay out the cards in pairs and paste each pair together so that the mailing sides get the paste and the resultant card shows a picture on each side. This pasting is done so that the cards will hold together firmly while you sew them.

2. Now take up the two cards having vertical pictures and cut them to make the gable ends of the house as follows: Measure three and a half inches from the bottom of each card up each vertical side. Connect these points with middle of top edge of card. Cut along lines and you will have the gable for your house.

3. At this stage in your work you must have a happy mind and remember that you

are going to sew the house together to give to a little child. Stitch around every side of all seven double cards, using a blanket stitch with stitches about one quarter inch apart. This is the hardest but most effective part of the making of the box.

4. Now arrange the seven sewed cards and choose which pictures you want to use for the outside view of floor, sides, end and front and back of the gabled roof. Start to build by sewing each long side of the house to the floor. Sew by using a hemming stitch in and out of the blanket stitches around the edges of the cards. Next sew the gable ends to the floor and to the sides. The house now stands ready for the roof.

Sew each short edge of one roof card to a slant of the gable ends. Then sew the top horizontal edge of the remaining card to the ridge of the roof and leave the other edges free.

There stands the card house, with one side of the gabled roof that can be lifted and dropped like the lid of a box. It stands waiting for the handkerchiefs—or for the Easter Bunny's gift to delight the heart of a little child.

#### Sugar Cookies

By MRS. E. MORRIS, Wife of Engineer, Smithfield, Pa.

Sift 2 teaspoonfuls of baking powder with flour,

1 cup butter or lard,

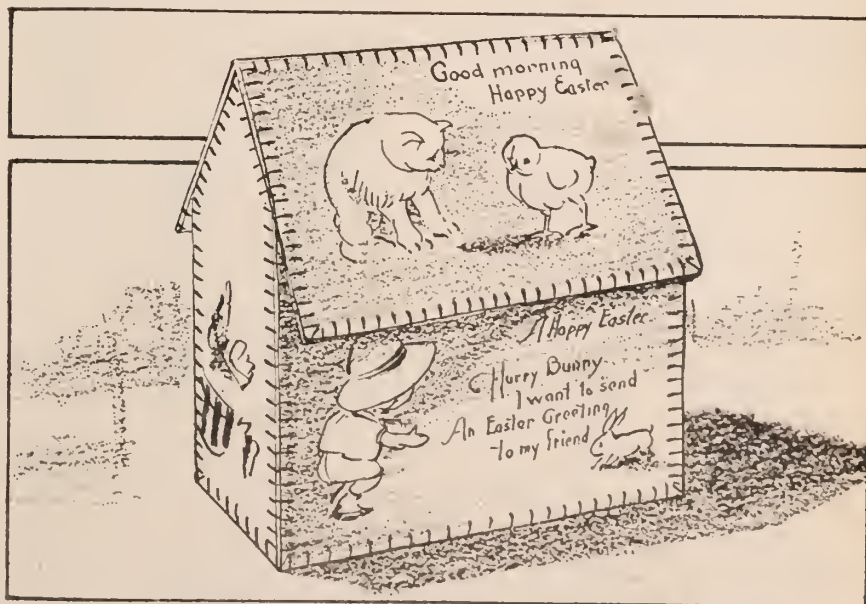
2 cups sugar,

2 eggs,

1 cup sour milk,

1 teaspoonful soda,

Vanilla to suit taste.



House Plans for Postcard Handkerchief Box or Easter Rabbit's Nest



# On with the Sewing!

By PEGGY

WITH such an array of simple but lovely styles as are shown on these pages this month, our fingers just tingle to get at our sewing. Here are blouses, and aprons; clothes for the little folk; underwear, and a pretty evening dress that is becoming to most everyone.

If you want quick service on patterns, please send all orders for patterns on these pages to our New York Office (see address on coupon), NOT to the Magazine Office at Baltimore.

4693. What dainter frock for a little tot than this one made up in batiste, China silk, crepe or pongee? The pattern is cut in sizes 1, 2, 3 and 5 years. The 2-year size requires  $1\frac{3}{4}$  yards of 27-inch material. Price 10 cents.

4711. This will be neat and simple as a school or day dress, without the "trimming" and very attractive and dressy, with the trimming, which forms a smart revers collar, and soft girdle. Crepe de chine in the new peach, moss green, or flesh shade could be used, with the trimming of a contrasting material or color. In white or gandy or voile or in two toned taffeta, this style will be very pleasing.

The pattern is cut in sizes 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{3}{4}$  yards of 40-inch material. If made as illustrated it will require  $2\frac{5}{8}$  yards of 32-inch material for the dress and  $\frac{5}{8}$  yard for the trimming. Price, 10 cents.

4716. Beltless straight line dresses are much in vogue. The style here portrayed may be worn with any blouse or shirt waist.

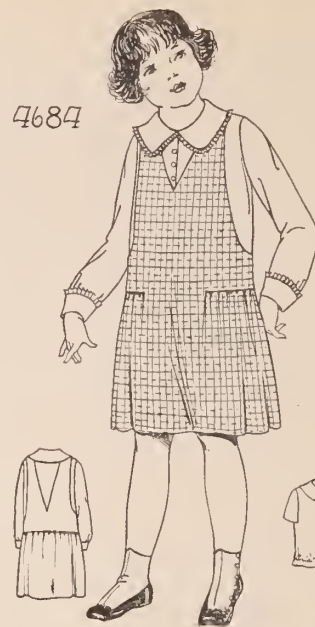
The pattern is cut in sizes: 34, 36, 38, 40, 42, 44 and 46 inches bust measure. To make the dress for a 38-inch size will re-

quire  $3\frac{1}{2}$  yards of 40-inch material. The guimpe will require 2 yards. The width at the foot is  $1\frac{1}{2}$  yards. Price, 10 cents.

4715. Tulle, organdy, chiffon and crepe de chine are desirable materials for this design. Changeable taffeta would also be attractive. As illustrated the dress was made of peach color crepe de chine, with corded pipings of satin, and embroidered chiffon for the yoke portions. A rosette of chiffon and narrow braided girdle finish the waistline.

The pattern is cut in sizes 14, 16, 18 and 20 years. A 16-year size requires  $3\frac{1}{2}$  yards of 32-inch material. Price, 10 cents.

4684



4704. Dotted voile in blue and white, with bindings of blue is here depicted. The guimpe may be of batiste, lawn, crepe or voile. This is a pretty style for pongee or gingham.

The pattern is cut in sizes 2, 4, 6 and 8 years. A 4-year size requires 3 yards of 36-inch material for dress and guimpe. For the guimpe alone  $\frac{7}{8}$  yard is required. Price, 10 cents.

4719. Embroidered voile or Swiss, organdy, lawn or percale could be used for this model. It will also be attractive in saten or alpaca with binding of contrasting material, or in organdy with a plaited frill at the free edges.

The pattern is cut in one size: medium. It will require  $1\frac{1}{4}$  yards of 36-inch material, cut lengthwise. If cut crosswise  $1\frac{3}{8}$  yards is required. Price, 10 cents.

4392. This style has slenderizing lines and is becoming to youthful and to mature figures. Gingham with linen would be fine for this, or ratine with binding in a contrasting color. Taffeta too will be attractive for this style.

The pattern is cut in sizes 36, 38, 40, 42, 44, 46, 48 and 50 inches bust measure. A 38-inch size requires  $6\frac{1}{8}$  yards of 32-inch material. The width at the foot of the dress is  $2\frac{1}{2}$  yards. Price, 10 cents.

4718. In smart simplicity, or gracefully embellished with cuffs and flounces, this style is nice for linen, and for the new striped or plaid gingham.

The pattern is cut in sizes 16, 18 and 20 years. A 16-year size requires  $1\frac{5}{8}$  yards of plain material and  $3\frac{3}{8}$  yards of the figured material 32 inches wide, if made as illustrated in the large view. With short sleeves and without flounces  $3\frac{3}{8}$  yards of one material is required. The width of the skirt at the foot is  $1\frac{3}{8}$  yards. Price, 10 cents.

4705. This is a good model for percale, seersucker, drill, linen or linene. The blouse may be of the same material as the overalls, and may be finished with the sleeves in wrist or elbow length.



4693





4698

The pattern is cut in sizes 2, 3, 4 and 6 years. A 3-year size requires  $2\frac{1}{2}$  yards of 36-inch material. The blouse alone requires 1 yard. The overalls may be worn over any blouse or shirt waist. Price, 10 cents.

4701. Wool or silk alpaca would be very attractive for this model which lends itself also to linen, silk, or crepe, with equally good effect. The cuff may be omitted as well as the wrist length portion of the sleeve.

The pattern is cut in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $2\frac{3}{4}$  yards of 40-inch material, if made with long sleeves. If with sleeve, cap and cuff  $1\frac{7}{8}$  yards are required. Price, 10 cents.

4710. This "costume" is quite up-to-date, and attractive for any of the material now in vogue. The jacket may be omitted, or it may be made of contrasting material.

The pattern is cut in sizes 6, 8, 10 and 12 years. A 10-year size requires  $2\frac{1}{2}$  yards for the dress, and 1 yard for the jacket of 40-inch material. Mustard color linen with stitching in brown floss would be nice for this model or pongee in a natural shade with pipings or bindings of white or green. Price, 10 cents.

4702. This is a good style for a suit



4677

"coat" as well as for a separate garment. Wool mixtures, silk or wool alpaca, pongee and linen would be suitable for this design. The collar may be rolled high or low as illustrated.

This pattern is cut in sizes 34, 36, 38, 40, 42 and 44 inches bust measure. A 38-inch size requires  $2\frac{3}{4}$  yards of 40-inch material. Price, 10 cents.

4684. This becoming little model may be of gingham, pongee, sateen or printed voile. It is also good for linen, serge or wool crepe. The guimpe may be of lawn or batiste.

The pattern is cut in sizes 4, 6, 8 and 10 years. A 6-year size requires  $1\frac{1}{2}$  yards of material for the dress and  $1\frac{1}{2}$  yards 36 inches wide for guimpe. With short sleeves the guimpe will require 1 yard. Price, 10 cents.

4698. This model is especially desirable for



4669

stout figures. It may be made of sateen, flannel, serge crepe, albatross, linen, satin or silk.

The pattern is cut in sizes small (27-29), medium (31-33), large (35-37), extra large (39-41) inches waist measure. Medium size requires  $1\frac{7}{8}$  yards of 36-inch material. Price, 10 cents.

4677. Serge, crepe or linen could be used for this design, with velvet satin or organdie for collar and cuffs.

The pattern is cut in sizes 16, 18 and 20 years. An 18-year size requires  $3\frac{1}{2}$  yards of 40-inch material.

For collar and cuffs of contrasting material as illustrated  $\frac{1}{2}$  yard is required. The width at the foot with plaits extended is  $1\frac{3}{4}$  yards. Price, 10 cents.

4686 is a smart middy dress for the little girl from 6 to 12. Plaid gingham is com-

4686



bined with white Indian head. Wool repp, serge, linen or pongee might also be used to advantage in this pattern. A 10-year size requires  $3\frac{1}{2}$  yards of 36-inch material. To make as illustrated requires  $1\frac{1}{4}$  yards of plain material and  $2\frac{1}{4}$  yards of plaid material. Price 10 cents.

4669 shows a dainty morning frock of cretonne, gingham, linen, chambray, repp, crepe, or striped seersucker and linene combined. Black sateen with pipings of cretonne would make this a morning dress which you would be proud to wear. The pattern is cut in 4 sizes: small (34-36); medium (38-40); large (42-44); extra large (46-48). Medium size requires  $4\frac{3}{8}$  yards of 36-inch material. To trim as shown, requires  $\frac{3}{8}$  yard of contrasting material. Price 10 cents.

#### PATTERN ORDER COUPON

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# Our Little Railroaders

Let's all of us  
Both girls and boys.  
Try now and help Aunt Mary;



We'll solve the puzzles,  
Tell of our toys,  
And she'll say we're fine Rail-  
roaders—very!

—By ARLINE TYSINGER  
Cumberland, Md.

## The Gingerbread Boy with the Red Hair

By MARY ANN

(A Story for the Tiniest Railroaders)



ONCE upon a time there were three little brown boys, all made of gingerbread. They lay in a pretty tray on the table. And they all had eyes made of nice fat raisins, and noses of spice, and mouths of cinnamon. There were five little currant buttons down the front of each vest, and each gingerbread boy had a rose made of pink icing in his buttonhole.

Now, I am sure that you think they all looked alike. But they did not, for one of them had red hair. Now where do you suppose he got it? I shall tell you.

When Mother made these gingerbread boys and put them into the oven to bake, they looked just *exactly* alike, so that you could not tell one from the other. But the big kitchen stove was the cause of it all. As soon as he saw the gingerbread boys going into the oven he began to laugh to himself.

"Oh, wouldn't it be fun," he thought, "to burn one of those gingerbread boys black? I think that I shall do that." And he laughed again.

But Mother was such a good cook that she knew just when the gingerbread boys ought to be done. And she opened the oven door just in time to keep them from burning. But when she took them out she found that the gingerbread boy that lay on the side of the pan farthest away from the oven door had his head scorched just the tiniest bit.

"O, I wonder what I shall do?" cried Mother, "I am so sorry."

"That's nothing," laughed Grandma, "all you have to do is to scrape away the burned part and put some icing there."

So that's just what Mother did.

"I shall not use white icing," she said, "for that will make him look like an old man. I shall make him red, and then he will have red hair."

When the children came home from school they laughed at the red haired gingerbread boy, and he was so funny that they made up a little song about him. And this was the song:

Red head,  
Go to bed,  
You're only made of gingerbread!

## Aboard a Burning Ship

By HAZEL BARNUM, Daughter of Fireman,  
Parkersburg, W. Va.

IT was one hot day in July when the ship "Matalaka" set sail for the South Seas. It was crowded and more would have gone but the captain said there were too many aboard now. There were old people, lovers and newlyweds, also children on the ship. The Matalaka was a ship well constructed, being five hundred feet long and sixty-five feet wide, with three decks. Her banners, floating in the sunlight, could be seen many miles away. Soon darkness came—many were in bed early while others were up late.

On the morning of the fourteenth day out, the water was very smooth and sailing easy. In a few days we were in the Mediterranean. Some of the people got off at ports along the way, but there was still a large number when we reached the South Sea. The water was rough now, and the ship was moving slowly. The sky darkened and one by one the people left the decks until every one was empty. The thunder rolled and the lightning flashed, while the rain poured down. The ship still moved on but the storm got worse.

A crash came. Women screamed, men were running to and fro and children were crying. The ship had been struck by lightning and was ablaze. Many were burned, while others were drowned. Only 123 were saved out of nearly a thousand. The ones saved were let down into the water and the wind carried them to a small island.

This island was inhabited only by a few black natives, and no one could under-



LITTLE RAILROADERS  
Maxine Moler, Brunswick, Md., and Carroll Powers, Weverton, Md.



stand their language. We thought they wanted to know where we came from but they allowed us to stay.

The natives lived on things so bitter and hot we could not eat them, but someone found a cocoanut tree. There was only one and not many nuts on it. One by one the people died of starvation until only 79 were left, principally middle aged men, women and older children. The time came when we were almost starved and practically without clothes. Then a ship came. It was a bright one like the Matalaka. We hailed it and told our sad story. Those of us left were fed, taken care of and then brought back to our sad homes. Many were orphans while others grieved for the children or brothers and sisters. Those who could not go because of the crowded ship thanked God they didn't. I don't think anyone on that ship will ever want to take another pleasure trip on a steamer. I know I won't.

### Flowers

By FAE AMBROSE, Fourth Grade, East Brunswick School

I THINK flowers are the most beautiful things on earth. Flowers make the world beautiful. Without flowers I think it would be very dull. When spring comes and flowers are beginning to bloom everybody seems to be happy. You can see women and children working in their flower gardens. Children are seen gathering the pretty violets, buttercups and other spring flowers.

Flowers are also useful. They cheer the sick and brighten dingy rooms. When a person is sick and you take him a bunch of bright colored flowers, such as roses and carnations, he seems much brighter. It makes the room look cheerful by the contrasting colors and odors.

### Why I Like Baltimore

By FLORENCE M. GROSS

Sister of Stenographer

Car Service Department, Baltimore

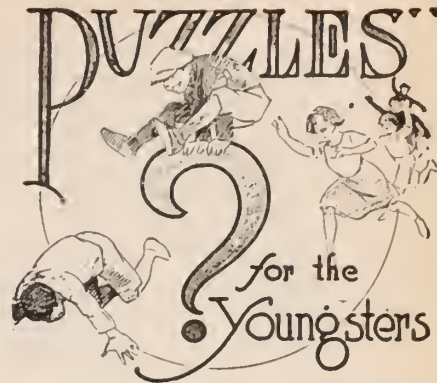
IT IS nice around my home. I like it because it is not so quiet. I know Willard Eckman, the little boy who was named for President Willard. He lives down the street from me.

The town gets its name from Lord Baltimore. I guess that you all know about Druid Hill Park. It is so nice. It has swings and all kinds of things. When I go there I like to play red-line, I-spy, stooping catchers and run-a-mile.

There are about one thousand schools and churches in Baltimore. My father keeps a grocery store.



"Tillie, the Toiler," was drawn by Mary Tempkins, Pittsburgh. Jiggs was drawn by a little boy whose name we lost. If he will write us, we'll be glad to give him credit



### Dear Girls and Boys:

The answers to the February puzzles are: TOOTH PASTE and CLEAN YOUR TEETH. There was a slight mistake in the second puzzle; this made it hard to guess, but most of our little people guessed it anyway.

Those who sent in correct answers to the puzzles and those who sent in letters on How to Keep Well are:

Josephine Ney, Wheeling, W. Va.; Violet Palerino, Philadelphia, Pa.; Geneva Reel, Newark, Ohio; Beverley Barnes, Relay, Md.; Mariana Gardner, Denver, Colo.; Mary Latto, Uhrichville, Ohio; Ruth E. French, Point of Rocks, Md.; Anna Doyle, 58 McLellan Street, Dorchester, Mass.; Alta F. Mullikin, Relay, Md.; James Leslie Stipe, Stephenson, Va.; Kathryn Creigmile, Osgood, Ind.; Annie Brown, Laurel, Md.; Beulah Pearce, Flora, Ill.; Helen Haick, Maywood, Ill.; Stella Jennings, Lima, Ohio; Audrey Carpenter, Marietta, Ohio; Donna Lewis, Garrett, Ind.; William Weller, Martinsburg, W. Va.; John Cullinan, Pittsburgh, Pa.; Margaret Shirkey, Bloomingburg, Ohio; Kenneth Patterson, Glencoe, Ohio; Richard Barnes, Relay, Md.; Estelle Barnes, Relay, Md.; Alfred Thomas Stevens, Fairmont, W. Va.; Francis Stevens, Fairmont, W. Va.; Margaret Kinney, Akron, Ohio; Frances Moore, Brunswick, Md.; Jessie Mae McKinley, Garrett, Ind.; Frances Longbrake, Brunswick, Md.; Fern Starkey, Guysville, Ohio; Colette Byrnes, New York City; Hugo McGraw, Parkersburg, W. Va.; Lorraine Tharpe, West Newton, Pa.; James McNulty, Connellsville, Pa.; Mabel Solton, Blue Island, Ill.; Ruth Wageley, Martinsburg, W. Va.; Bertha Randolph, Cumberland, Md.; Rose Bevans, Brunswick, Md.; Neilson Blackford, Staunton, Va.; Martha Brownfield, Newark, Ohio; Rolland Anthony, Willard, Ohio; and the following little people who live in or near the city of Baltimore:

Virginia Dovell, Dorothy Luckey, Dorothy Cooke, Kathryn Schueler, Joseph Lubber, Octavia Getz, Helen Hoffman, Mabel Porter, Harry Irvine Bunn, Frances Johnson, Janet Zschiesche, J. Murphy, Eunice Bowers, Donald Bell, Dorothy Chaney, Eunice Schwartz, Leona Betty Frank, Fanny Keith, Madeline Miller, Doris V. Hause, Alberta Benesch, Ethel Gardiner, Thelma Spriggs, Helen Bentley, Doris Jester, Ruth Frothingham, Louise Koelbl, Rose Marconi, Grace McClung, Jennie Gac, Mary Picket, Agnes Thomas, Evelyn Loney, Katherine Phebus, Thomas Leo Mulry, Joseph B. Frey, Kathleen H. Stump.

The names of those who sent in their answers after March 5 will be given in the May MAGAZINE.

(Continued on page 52.)







*Note:*

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

THE answers to the puzzles published in the January issue, are:

1. Attenuate

2. O R I O N S R O U N D  
I N S A T I A T E  
K A L A N D S  
R E N D S  
S E Y  
S

3. P-earl

4. P  
A P  
P A L A C E S  
P A L A T E  
C A R E T  
E T E R N E  
S E T N U T S  
E T  
S

5. Gauntry (Gaunt-try)

6. B A C C A R  
A D A R M E  
C A G E O T  
C R E O L E  
A M O L E S  
R E T E S T

7. J  
S A T  
S E N S E  
J A N U A R Y  
T S A T L E E  
E R L K I N G  
Y E I N D E R  
E N D Y S I S  
G E S T O L A  
R I O T I S E  
S L I C E  
A S E  
E

8. Depots—Posted—Despot

9. B A R B A D O E S  
A L E U T I A N  
R E M O T E R  
B U O Y E D  
A T T E N  
D I E D  
O A R  
E N  
S

10. Rest—Jest

11. C  
S O W  
G A N A M  
S A N D L O B  
C O N D U C T O R  
W A L C H I A  
M O T I F  
B O A  
R

12. Win-some

13. C O L I C  
S E L L S  
G L I N T  
S P O I L  
S W E E T

14. Minutes

15. Chaliapin

16. Calaboose

17. Mountebank

18. Penetrated

19. Laurels

Correct solutions were received from the following:

Ben Franklin, S. T. Udent, N. Jineer, Atlas, Comrade, Primrose, Pearlle Glen, L. E. Phant, Martelia, The Major, L. M. N. Terry, G. Hartman Pryor, J. F. Donovan;

Sammy, Baltimore, Md.; Amaranth, Phil, The Poser, Pittsburgh, Pa.; T. Hinker, Jack O'Lantern, Bangor, Pa.; Alec Sander, Philadelphia, Pa.; Dan D. Lyon, New Florence, Pa.; Ralph E. Stroudsburg, Pa.; Tom Crestmore, Johnstown, Pa.; Arty Ess, Scranton, Pa.; Ann S. Thetics, Gemini, Poly, Brooklyn, N. Y.; Kenneth, Mountain Lakes, N. J.; Joaquin, C. Saw, New York City; Mam, Albany, N. Y.; Spica, Whitney Crossing, N. Y.; Wick-o-cincy, Cincinnati, Ohio; Reel, Zanesville, Ohio; Molemi, Gi Gantic, Petite, Dee, Ima Dubb, St. Louis, Mo.; Jo Mullins, Miami, Mo.; Gee, Ashboro, N. C.; Jemand, Wilmington, N. C.; Eureka, Charleston, S. C.; Kappa Kappa, Fargo, N. D.; Amor, Sioux Falls, S. C.; Emeline, Fairbury, Neb.; Sherlock Holmes, Worthing, S. D.; Spud, Yazoo City, Miss.; Fred Domino, Corinth, Miss.; Em Jay, Eloise, Arcanus, Iowa City, Iowa; Ellsworth, Forth Worth, Tex.; Osaple, El Paso, Tex.; Winkie, Charleston, W. Va.; Delmonte, Richmond, Va.; Towhead, Lafayette, Ind.; The Gopher, St. Paul, Minn.; K. T. Did, Nypho, E. R. Woodson, Aluminus, Washington, D. C.; Lateo, Hoboken, N. J.; Kee Pon, Malden, Mass.; Mentor, Chicago, Ill.; P. M. P., Cumberland, Md.

**New Puzzles**

1. CHARADE (6)

I ONE TWO by my friends as a bank;  
No deposits—withdrawals you'd say;  
They just tap the till for as much as I will  
Let them have on a promise to pay.

I ONE TWO to their flattering ways,  
As they touch me for liberal loans;  
They lay it on thick when preparing to nick  
Me for twenty or twenty-five bones.

I ONE ALL by their method so crude,  
But what is a loan between friends?  
I have learned, by the bye, that the popular guy  
Is the fellow who cheerfully lends.  
Baltimore, Md. L. M. N. Terry

2. DIAMOND

(Defined by New International Dictionary)

- 1—A letter.
- 2—A mineral spring.
- 3—Those that ape.
- 4—A cringing, fawning person.
- 5—The globeflower.
- 6—Soothsayers (Obs.).
- 7—A British trout.



8—Lace (Obs).

9—A letter.

El Paso, Tex.

Osaple

### 3. CHARADE (8)

Bandoville, March 6, 1924.

Mr. S. Keeper:

Dear Sir:

I take my FIRST in hand, our TWO is running low,

Our COMPLETE needs a brand new pipe, to stop the overflow.

The FIRST where TWO is always kept, is shy a rail or two,

But we will fix that up ourselves, and make it good as new.

So kindly have this item sent and we'll be satisfied,

For just as soon as it's received, the pipe will be applied.

You'll surely get the thanks of all who wished this order sent.

We need the COMPLETE, hustle now!

Yours truly, A. G. Ent.

Baltimore, Md.

The Major

### 4. INVERTED PYRAMID

ACROSS

1—Smoke-trees.

2—(Archaic) A stableman.

3—Half-sisters to a parent.

4—A Chinese leader of the Tai-ping rebellion (var.).

5—Keen attention or aim (obs).

6—A lofty jutting rock.

7—A letter.

DOWN

1—A letter.

2—Moving, sloping or directed upward.

3—An abbr. of HURRAH.

4—A small piece of ground.

5—A fem. personal name.

6—The result or product of some efficient cause.

7—A companion of loose character (obs).

8—A German humorist, 1810-1874.

9—Same as ENNIS.

10—River of Ayrshire, Scotland.

12—Certain So. American Indian tribes of low civilization.

12—(Norse Myth.) Tyr, the god of war.

13—A letter.

Pittsburgh, Pa.

Amaranth

### 5. TRANSPOSITION (7)

My pen is FIRST, my pen is LAST,

I write so much and write so fast.

My clothes are LAST, my clothes are FIRST,

My best clothes seem to be my worst.

Your brains may FIRST or FINAL be

Before the answer you may see.

Fargo, N. D.

Kappa Kappa

### 6. NUMERICAL (14)

Letters 3, 4, 7, 6, 5 make FIRST.

Letters 12, 11, 10, 9, 14 make SECOND.

Letters 3, 8, 2, 1, 13 make THIRD.

My pace is fast, my service best,

I'll carry you out to the Middle West.

My FIRST is a man of iron nerve

Who knows his duty and will not swerve;

No SECOND FIRST could fill this THIRD,

And fly along as a graceful bird.

Finest equipment, finest manned,

I glide along on the iron band—

Hear the rail-joints click and the whistle chime,

As they tell you I'll land you there on time!

Baltimore, Md.

Atlas

### 7. MUTATION (11)

Now, in my study, with a set

Of ancient books, I did forget

That present duties must be met.

Then came my maid with broom in hand—

Big Gretchen, from Ex-Kaiserland—

And said: "DO I CLEAN YET?"

Surprised, I marked the westering sun

(I'd scarcely thought the day begun);

(Continued at top of next column)

## Sin

### A Fable of the Badger and the Buckeye

By HAPPY THOUGHT (Mrs. M. E. Burrell),  
Puzzler of Baltimore

(With apologies to Mr. Muchmore (Roscoe), of Wisconsin, and Mr. Wickham (Wick-o-cincy), of Cincinnati)

Roscoe and Wick-o-Cincy met

In Wick-o-Cincy's city;

The Badger to the Buckeye said:

"It seems to me a pity

To advertise as you do

How naughty you all are;

Sin piled on sin! I'll say you've been

More frank than some, by far."

Upspoke the modest Buckeye:

"The palm belongs to you;

Your candid State, sad to relate,

Blazons what she will do;

But first, I do assure you, friend,

You read us all awry;

We don't say 'Sin-Sin-naughty,'

We say 'Sin? Sin? Not I!'

Standing so straight, mayhap we bend

A trifle over back;

But better that than rush ahead

Upon the downward track!

It's rather hopeless, Roscoe,

I'm sorry for you, too;

The State you're in must end in sin

No matter what you do."

\* \* \* \*

Well I declare! It's only fair

To check such celebrations;

They didn't meet, nor yet repeat

Unkind insinuations.

But don't forget that if they met,

This thing they first would mention;

With one accord they'd shout the word:

"Hurrah for the Convention!"

"The twenty-second!" "Oh how I've reckoned!"

Muchmore they'd say in haste,

For moments such as these are rare,

And may not go to waste.

Puzzler's congeniality!

In its strong current caught—

No time for triviality

Like "nat" and "not" and "naught!"

\*National Convention of Puzzlers, Washington, D. C.,  
February 22, 1924

I cried: 'Good Land!' and on the run,

I beat it for the street,

As, glaring at me from the wall,

A red-eyed calendar did call:

"I told you 'twas COMPLETE!"

Bolivar, W. Va.

Rayle Rhoder

### 8. RHOMBOID

(Defined by New International Dictionary)

ACROSS

1—A genus of caesalpiniaceous herbs, shrubs, and trees, natives of warm regions.

2—Traffic in that which is sacred.

3—Unexpected.

4—(Masonry) a bounding stone or course.

5—A white or yellowish crystalline substance, the active principle of cedron.

6—A crossway (obs).

DOWN

1—A letter.

2—A Roman weight, the libra or pound.

3—A girl (Colloq).

4—Primly neat, nice or proper, especially in dress.

5—Pert. to iodine.

6—American Statesman, Gov. of Mass. (1818-1867).

7—To play (obs).

8—Bib. name (Page 1450).

9—Rill (Ref. Sp.).

10—Not.

11—A letter.

Iowa City, Iowa.

Em Jay

### 9. BEHEADMENT (6)

Out to the garden the PRIMAL went,—

He was the owner of all the flowers,—

He plucked a beauty—a purple SECOND,

To brighten his quiet study hours.

Zanesville, O.

Reel

### 10. TERMINAL DELETION (5-3)

LAST is formed by eliminating the first and last letters from WHOLE.

"Aim high," young men are oft advised,

"If to succeed is your WHOLE aim."

LAST not too fast to gain your goal

If you desire to reach the same.

Bangor, Pa.

Jack O'Lantern

### 11. PENTAGON

1—A letter.

2—A prong.

3—The number ten.

4—A scarf passing round the neck.

5—A sycophant.

6—A horse which carries baggage.

7—Pertaining to a diary.

8—To assault (obs).

9—Short plaited petticoats (obs).

Charleston, S. C.

Eureka

### 12. NUMERICAL

John took a 4-7-8 out for a ride,

Both landed in a 1 to 8 side by side,

1-5-3 object was 6-2 beat a train

But that was a stunt he tried in vain.

Cumberland, Md.

P. M. P.

### 13. SQUARE

1—A section of trichobranchiate macrurans.

2—A public way.

3—A pledge of truth or homage.

4—Poison-ivy plants.

(Continued on page 51)



## THE BALTIMORE AND OHIO RAILROAD COMPANY

### Relief Department—Advisory Committee

#### Conducting Transportation Department

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

#### Motive Power Department

K. W. GEIDENBERGER.....	Pipefitter.....	Newark, Ohio.
WILLIAM E. HODEL.....	Material Man.....	Grafton, W. Va.
P. J. HARRIGAN.....	Mechanical Examiner.....	Connellsville, Pa.
J. W. ALBERTS.....	Machinist.....	Chicago, Ill.

#### Maintenance of Way Department

W. A. EVANS.....	Section Foreman.....	Louis, Ill.
M. D. CAROTHERS.....	Asst. Engineer Maintenance.....	Chicago, Ill.
F. A. TAYLOR.....	Master Carpenter.....	Cumberland, Md.
F. M. NOLDER.....	Section Foreman.....	Westboro, Ohio.

#### Statement of Pension Feature

Employees who have been honorably retired during the month of February, 1924, and to whom pensions have been granted:

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	YEARS OF SERVICE
Baldwin, Isaac H.....	Carman.....	Motive Power.....	Cumberland.....	29
Barkley, Robert.....	General Foreman.....	Conducting Transportation.....	Baltimore.....	46
Carr, George M.....	Engineer.....	Conducting Transportation.....	Baltimore.....	31
Henze, August.....	Laborer.....	Motive Power.....	Baltimore.....	23
McGuire, Adam A.....	Foreman.....	Maintenance of Way.....	Chicago.....	25
Riley, Charles H.....	Track Foreman.....	Maintenance of Way.....	Newark.....	35
Stutler, Charles L.....	Trackman.....	Maintenance of Way.....	Monongah.....	30

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

During the calendar year 1923, \$429,235.35 was paid out through the Pension Feature to those who have been honorably retired.

The total payments since the inauguration of the Pension Feature, October 1, 1884, to December 31, 1923, amount to \$5,459,560.00.

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

NAME	LAST OCCUPATION	DEPARTMENT	DIVISION	DATE OF DEATH	YEARS OF SERVICE
Bogear, David S.....	Car Repairman.....	Motive Power.....	Chicago.....	Dec. 31, 1923.....	29
Bowles, Josephus.....	Crossing Watchman.....	Maintenance of Way.....	Baltimore.....	Feb. 11, 1924.....	44
Chambers, Judson S.....	Engineer.....	Conducting Transportation.....	Akron.....	Feb. 26, 1924.....	38
Clancey, Patrick.....	Leverman.....	Conducting Transportation.....	Toledo.....	Feb. 1, 1924.....	37
Frank, William.....	Laborer.....	Stores.....	Baltimore.....	Feb. 26, 1924.....	22
Hershberger, James.....	Laborer.....	Maintenance of Way.....	Akron.....	Jan. 30, 1924.....	34
Nary, Daniel.....	Foreman.....	Maintenance of Way.....	Wheeling.....	Feb. 21, 1924.....	35
Powell, Michael E.....	Hostler.....	Maintenance of Way.....	Wheeling.....	Feb. 15, 1924.....	35
Rafferty, Andrew C.....	Machinist.....	Motive Power.....	St. Louis.....	Feb. 6, 1924.....	46
Roth, John M.....	Pipe Fitter.....	Motive Power.....	Cumberland.....	Feb. 7, 1924.....	47
Shewbridge, S. A.....	Laborer.....	Motive Power.....	Baltimore.....	Feb. 1, 1924.....	45
Stoneking, Ruben.....	Track Foreman.....	Conducting Transportation.....	Wheeling.....	Feb. 12, 1924.....	29
Turner, Milton.....	Crossing Watchman.....	Conducting Transportation.....	St. Louis.....	Feb. 18, 1924.....	46



# Pensioners' Roll of Honor

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

OLIVER GOLDSMITH—"The Deserted Village"

## George M. Carr

Was born in Howard County, Maryland, on November 10, 1858. He entered Baltimore and Ohio service on September 19, 1892 as a fireman. In January, 1903 he was promoted to freight engineer, which position he held until his recent retirement.

## Robert Barkley

Was born in Baltimore, Md., on March 29, 1857. He entered the service on August 10, 1877 as a trucker, was appointed delivery clerk in 1881; chief delivery clerk in 1889 and general foreman in 1895, the latter position he held continuously until his recent retirement.

## A. A. McGuire

Was born in McHenry County, Ohio, in 1859. He entered the service as a track laborer on March 1, 1880 and was appointed foreman in 1899, which position he held until his recent retirement.

## Charles L. Stutler

Was born in 1857. He first entered the service in 1881, under J. W. Hyatt and C. D. Furby. He worked intermittently until 1894 when he was appointed trackman, since which time he has filled positions of sub-foreman, extra foreman, watchman and track walker. He was employed in the latter position at the time of his recent retirement. In 1880, Mr. Stutler was married to Miss A. M. Athey, and of this union four boys and five girls were born. His wife, two daughters and one son have since passed away.

Mr. Stutler says that the best investment he has ever made was the purchase of a home through the Relief Department, and he recommends this course strongly to all employees of the company.

## Realm of the Riddle

(Continued from page 49)

5—Legal reversions (Scots. Law).

6—A town in Chiefti province, Italy.  
Cincinnati, O. Wick-o-cincy

14. REBUSES

O  
U  
T

Your figure to attenuate,  
My mystic friend, Miss N. Jincer,  
Just burn the midnight oil and try  
Unraveling this rebus queer.  
These letters stand upon each other  
And not in juxtaposition.  
The word may signify "projection"  
And also an "opposition."

St. Louis, Mo.

Gi Gantic

15.

N  
C  
C U R

Albany, N. Y.

Mam

16. S A T

ALL sorrows and cares that we have to bear,  
You'll find true friends will always be there.  
Baltimore, Md. Ben Franklin

17. ANAGRAMS

I AM HURT, A MUSCLE HURTS ME.  
Brooklyn, N. Y. Gemini

18.

As sure as evil is e'er vile,

And sin escapes not chast'ning rod,  
So sure is virtue free of guile,

And what is WHOLE is sent O'GOD!

Baltimore, Md.

Primrose

19. A TRUE SIGN

Lafayette, Ind.

Towhead

20. CRYPTOGRAM

LMI QBPK WBN DSBWU S  
YTSZFINL GY JPSDE RCNI OSX  
LG GGVI GN LMI HIPHIL  
ABCPL.

Baltimore, Md.

Sammy

To receive proper credit all list of solutions must be in my hands by June 5, 1924, the answers and solvers' list will be published in the July, 1924, issue.

## Just between You and Me

The National Puzzlers' League held its 81st. semi-annual convention at the Occidental Hotel, Washington, D. C., February 22, 1924. About forty puzzlers spent a pleasant day in going over the reports of the various committees, in devising plans for the future and in renewing old friendships. The following officers were elected for the ensuing six months: William H. Smith (T. Hinker), Bangor, Pa., President; Mrs. John Q. Boyer (Pearlie Glen), Baltimore, Md., First Vice-President; Mrs. Margaretta Burkholder (Margarette), Phillipsburg, N. J., Second Vice-President; Lewis Trent (C. Saw), New York City, Secretary; William W. Delaney (Willie Wildwave), New York City, Treasurer; and Rufus T. Strohman (Arty Ess); Scranton, Pa., Official Editor. The next meeting will be at Scranton, Pa., on Labor Day. Among other puzzlers present were: A. F. Holt, the master term builder, Nypho, Guidon, Enavliem, Jack O'Lantern, Jemand, K. T. Did, Happy Thought, N. Jincer, Primrose, Pearlie Glen, L. M. N. Terry, Sammy, Atlas, The Major, Kenneth, Poly, Gemini, Miss Pitts and others. It was an exceedingly pleasant and enjoyable day for all hands.

The memorial to Ernest W. Ager (Ernest), who died in the fall of 1922, has just been issued and it is a beautiful memorial to one of puzzlerdom's greatest devotees. It contains many samples of Ernest's high grade work with reminiscences of his life by those puzzlers who knew him best. The book is a gem well worth preserving and reflects great credit on the editors, Guidon, Nypho and C. Saw. Copies may be obtained from Lewis Trent (C. Saw), 1391 Jesup Ave., New York City, at \$2.50 each, the proceeds to be devoted to the publication of the Enigma.

In No. 20 of this issue we present our first Cryptogram. A Cryptogram is simply a transposition of letters as printed, the letter "A" represents some other letter, the letter "B" still another letter, etc. The puzzle is to find the real letters represented by those published and these will be found to make words which in turn will make a complete sentence. You will find lots of fun in solving cryptograms.



OUR PENSIONERS

1 C. L. Stutler. 2 Adam A. McGuire. 3. Robert Barkley





# Safety Roll of Honor

## NEW YORK PROPERTIES

DATE	NAME	OCCUPATION	LOCATION	CONDITION REPORTED
Jan. 18.	J. W. Wood.....	Engineer.....	St. George.....	Track
Feb. 9.	J. C. Sterling.....	Towerman.....	Port Richmond	Track

## BALTIMORE DIVISION

Feb. 10.	W. D. Levey.....	Conductor.....	Mt. Airy.....	Track
Feb. 10.	M. A. Heline.....	Flagman.....	Mt. Airy.....	Track

## CUMBERLAND DIVISION

Feb. 3.	W. B. Durr.....	Operator.....	Blaser.....	Track
Feb. 8.	C. E. Henry.....	Operator.....	Hancock.....	Defective car
Mar. 10.	W. B. Durr.....	Operator.....	Blaser.....	Defective car
Feb. 10.	A. P. Wentling....	Clerk.....	Paw Paw.....	Defective car
Feb. 11.	H. R. Hood.....	Operator.....	Sleepy Creek...	Defective car
Feb. 11.	A. C. Hardy.....	Operator.....	Okonoko.....	Track
Feb. 18.	J. L. Schroder....	Operator.....	Martinsburg...	Merchandise fall- ing from car.

Feb. 19.	A. C. Hardy.....	Operator.....	Okonoko.....	Track
Feb. 22.	A. C. Hardy.....	Operator.....	Okonoko.....	Defective car
Feb. 26.	J. L. Schroder....	Operator.....	Martinsburg...	Defective car
Feb. 29.	J. L. Schroder....	Operator.....	Martinsburg...	Defective car

## CONNELLSVILLE DIVISION

Feb. 26.	G. W. Bush, Jr....	Trackman.....	Hyndman.....	Defective car
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## PITTSBURGH DIVISION

Feb. 10.	R. F. Dawson.....	Operator.....	Terminal Jct...	Track
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## MONONGAH DIVISION

Feb. 21.	D. J. Fury.....	Operator.....	Clarksburg....	Defective car
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## CHARLESTON DIVISION

Feb. 14.	Corliss Lamb.....	Machinist Helper...	Gassaway.....	Track
Feb. 21.	P. Bazzle.....	Conductor.....	Otter.....	Defective car
Nov. 25.	J. R. Cox.....	Brakeman.....	M. P. 109.....	Cleared slide
	C. Workman.....	Brakeman.....	M. P. 109.....	Cleared slide

## AKRON DIVISION

Jan. 31.	O. B. Shannon....	Agent.....	Creston.....	Defective car
Feb. 1.	W. W. Harrison...	Operator.....	Sterling.....	Defective car
Feb. 1.	O. B. Shannon....	Agent.....	Creston.....	Defective car
Feb. 9.	A. M. Masters....	Operator.....	Niles Jct.....	Defective car
Feb. 17.	E. E. Gray.....	Operator.....	R. D. Tower...	Defective car
Feb. 26.	H. C. Chaney....	Agent-Operator...	Piedmont.....	Track
Feb. 25.	E. Murphy.....	Engineer.....		Defective engine
Jan. 26.	E. J. Frederick...	Conductor.....	Painesville....	Track
Feb. 3.	E. J. Frederick...	Conductor.....	Painesville....	Track
Feb. 23.	C. W. Stentz.....	Foreman.....	Lodi.....	Defective car
Feb. 12.	R. H. Stone.....	Engineer.....	Wayland.....	Defective car
Feb. 13.	W. H. Ward.....	Patron.....	Warren.....	Reported horse caught in bridge
Feb. 6.	O. A. Harper.....	Brakeman.....	Nova.....	Defective car
Jan. 3.	E. W. Falk.....	Foreman.....	Lodi.....	Defective car
Feb. 4.	D. C. Guynn.....	Brakeman.....	New Castle...	Defective car
Feb. 29.	J. R. Davis.....	Operator.....	Seville.....	Defective car

## OHIO DIVISION

Feb. 2.	Errie Brown.....	Car Inspector.....	Hamden.....	Defective car
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## WHEELING DIVISION

Feb. 24.	J. F. Boyce.....	Operator.....	Benwood Jct...	Defective car
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## ST. LOUIS DIVISION

Feb. 15.	J. Corsey.....	Machinist Helper...	Mitchell.....	Defective car
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## Puzzles for the Youngsters

(Continued from page 47)

Here is another good health puzzle. Each little girl or boy who sends in a correct answer will receive a sample tube of Pyro-dento Tooth Paste.

The answer to this puzzle is made up of two words. It is something that everybody needs at all times in order to keep in good health.

My first (letter) is in **half**, but not in **whole**  
My second is found in **turn** and **roll**;  
My third in **eat** you'll always see,  
My fourth and fifth in **wish** and **she**.  
My sixth the alphabet begins,  
My seventh is found in **right** and **wins**;  
You'll find my eighth in **run** and **read**,  
My whole, for good health, children need.

Send your answers to: Aunt Mary,  
Baltimore and Ohio Magazine, Mt. Royal  
Station, Baltimore, Maryland.

## Fireman Baumer "Swapped" Good Engine for Bad

*And Gave Inexperienced Fireman  
a Big Lift*

ON October 7, Engine 2702, Train 80, failed badly for steam because of leaky flues and an inexperienced fireman, who was unable to keep her hot. Engine 2373, also an Elm Grove turn, caught up to Engine 2702, and upon learning the difficulty, Fireman M. Baumer offered to take Engine 2702 to Glenwood, allowing the new man to handle Engine 2373, with which no difficulty was being experienced. This he did, and handled Engine 2702 to Glenwood without trouble, maintaining a steam pressure of between 160 and 200 pounds. Mr. Baumer has been commended by Superintendent Beltz and General Manager Scheer has written him a nice letter pointing out how his cooperation makes for the success of our entire organization, and expressing his gratification over the fact that a commendatory notation had been placed on Mr. Baumer's record.



Fireman M. Baumer



# Among Ourselves

## Baltimore and Ohio and Baltimore and Ohio Annex Building

### Law Department

Correspondent, GEORGE W. HAULENBEEK

I entered the Central Building recently much ahead of my usual time and witnessed an interesting scene. A throng of officials and clerks darted in from both entrances to the building, hurrying to the elevators. It was 8.25 and I judge they were due at their desks at 8.30.

J. J. Ekin, comptroller; George H. Pryor, auditor of disbursements; J. P. O'Malley, assistant comptroller; Jenks B. Jenkins, valuation engineer were in the throng and others. The girls were just as eager to be able to answer "here," as the men, and why not? If we want something well done, don't we ask Miss so and so to do it? In the MAGAZINE letters, I first read the contributions of the young ladies, and then the other letters follow, but the ladies first always!

Did you read Miss Stevens' story of Mrs. W. G. Brown getting business in Chicago, in the February MAGAZINE? When I tell you it was a crackerjack story, you will find yourself scurrying around for the February number in order to read it.

Henry Duncan Boyd, secretary to General Solicitor Herbert R. Preston, met with a serious accident the last week in February breaking his wrist while cranking his car. He gave me a full explanation of how it happened, but when it comes to explaining the mechanism of an automobile, my head is too thick, and though I nodded affirmatively, I did not understand a word. He is a splendid fellow, and I have wished many times I had his fine disposition, and yet he is a bachelor, with the Central Building and the Annex full of the nicest girls in Baltimore. I do not know what some men are thinking about!

The Law Department had occasion recently to call upon a leading law firm in Jacksonville, Florida, to perform a service for it, and when a request was made for a bill, the firm replied.

"We shall be glad to render any other assistance possible. We have no bill to render. We have enjoyed using the excellent trains and delightful dining car service of the Baltimore and Ohio. An opportunity to reciprocate in a slight degree is appreciated."

General Solicitor Morrison R. Waite, paid us a visit recently. We are always glad to see him. He has a fine staff in Cincinnati and all under his supervision are as busy as bees.

I wish some correspondent, conversant with transportation, would say something nice about train dispatchers. I think of them every trip I make, particularly where a track obstruction requires the switching of trains to other tracks. On a recent Sunday night, No. 9 was crossed over to the east bound track and when conditions became normal, there were trains waiting for it to pass. I mentally exclaimed, "That is the work of the train dispatcher." How well it was done, with practically no delay. Our train dispatchers are among the best.

And now before I close, as the minister would say, I wish to observe that we have in



the Central Building a fine class of workers, located generally in the basement, men who make various repairs when needed and so on. I admire the man in overalls. They are all polite to me and I appreciate it. I do not believe in so many young fellows seeking white collar jobs. Give me the man who is not afraid to don overalls. This is not a sermon!

### Car Service Department

Correspondents, H. V. OBERENDER and C. P. BAYN

The Car Service Department Baseball Team has been organized for the coming season. Here are the boys who hope to capture the pennant for the Car Service Department: J. E. Peters, A. Debs, R. B. English, N. A. Grafton, E. J. Williams, J. D. Bryan, R. D. Barnes, A. G. Donald, J. Heil, G. Heusley, R. I. Boteler, R. O. Smith, G. C. Crosswell, R. L. Vardy, J. C. Parrish, P. G. Minderlein, N. Reider. Wilson Auld, business manager; H. E. Weidman, field manager; C. P. Bayn, secretary; H. P. Wette, mascot.

Little Hiram Wette, Trace Desk, who has a service record of about 23 years in the Car Service Department, has a fondness for eggs. In the last 23 years he has brought nothing but egg sandwiches for his lunches. Hiram says he is lucky; he has never had one bad egg.

"Bill" Decker has built a nice mansion in Hamilton.

"Roy" Brown and "Col." Schley are getting their fishing tackle ready for those big black bass.

Misses Hammond and McDowell have returned from their vacation. We are constantly hearing of the wonders of the Pacific Coast, movie studios and the nice looking men. Lucy made a hit with a certain Pullman conductor on the Baltimore and Ohio.

Everything indicates Hazel Keller will soon join the Car Service brides. Heard someone say "it won't be long now."

### Engineering Department

Correspondent, O. K. EDEN

"I have a rendezvous with Life  
In days I hope will come  
Ere youth has sped and strength of mind,  
Ere voices sweet grow dumb;  
I have a rendezvous with Life  
When Spring's first heralds hum."

WAIT! You May Lose! Such is the warning to be printed on a poster to be distributed in connection with the careful crossing campaign sponsored by the American Railway Association. Ostensibly to promote greater safety at railroad crossings, this apt slogan can, and does apply to

pedestrians on the broad highway. "Wait! You May Lose!" applies to YOU.

As mentioned in last month's MAGAZINE, "Count" Schanze went to and came back from California, and great was the coming back thereof! He informed us that somewhere out west, when the train stopped for water, or something or other, he got off to look around. And then the dirty work began, for while he was looking around somebody was kind (?) enough to look in and borrow his belongings, including priceless (to him) souvenirs which he was bringing for his friends in Baltimore. Tough luck, C. G. It could have been worse—some fair maiden could have borrowed you!

Radio fans are growing thick and fast around here. I believe that next to engineering (or should I say eating?) radio is the subject discussed most. The fellows, and I should say the ladies too, as Miss George has a set, have gotten everything "gettable." Every day some one comes in with a new location that he heard the night before. Now you tell one!

Well, she's gone and done it. Who? None other than Miss Kathryn L. Fox (the red fox) of our department. What? Why bobbed her tresses. "It's all off now," said the hair dresser when he had completed the operation. Who's next?

From reports we understand that Safety First should be exercised in assisting young ladies to put on their galoshes. Does the shoe fit you?

Although not heard of often, our friends in the Blueprint and Photographic Departments keep pluggin' away. In 1923, the Blueprint crew (Messrs. Newlin, Scott and Baker) made almost 1,500,000 square feet of blueprints. If the paper contained in these blueprints were made into a strip one foot wide, it would measure 281 miles in length, or the distance, over our tracks, between Baltimore and Connellsville. We might add that the prospects for an even greater total this year are bright, as up to the time of this writing, March 4, the daily average has been 500 square feet more than the daily average last year.

The people of Jacksonville, Daytona and St. Augustine, Florida were given a treat by the appearance of our friend "Herb" Dawkins.

Your correspondent and several other tennis enthusiasts are impatiently waiting for the tennis season to begin. Last year a round robin was played in order to pick a team to represent the department, and besides getting exercise we had a lot of fun. "Ozzie" says he is going to lick Vernon Bromwell, the Bill Tilden of the department, this year. We wonder!

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

Correspondent, J. M. WHEALAN

We wonder if the girls have been successful in securing that long promised box of candy from one of our prominent bachelor engineers. How about it, Walter?

Miss Emory used her influence with the Water Company. The result is a new and very attractive water cooler. We are grateful, Miss Emory.



There was a demand in the office recently for left-hand scissors. After much delay they were found with the four-foot yard stick and other tools. Our south-paw found them very useful, and she is free to admit that she did not know there was such a thing.

We are glad to welcome genial Mr. Cunningham back to work after an illness of several weeks. "Grove" is looking much better.

Please keep your locker doors shut.

That alleged Chinese game, Mah Jong, had a tryout in the office recently at lunch time, but the enthusiasm must have fallen flat as we have heard nothing about it since. Are our players afraid of the "Mah Jong" itch?

Have you noticed the many splendid ways in which employes are getting business for the Company? Why not try your hand? You will find it interesting, and both the Company and you will be the gainers.

Our compliments to D. A. Williams on the occasion of the completion of his fortieth year in the service of the Company. We hope he will have many more celebrations.

We enjoyed a demonstration of the new motion picture camera and projector recently. The camera is about the size of the ordinary hand camera and the projector can be used by placing the plug in any light socket in the house with perfect safety.

Miss Ward enjoys the distinction of having her friends call on her for service via the Baltimore and Ohio whenever they decide to take a trip. This has happened several times within the last six months, and Mr. Miller, our local passenger representative, and she have developed a high grade of teamwork, with the result that in practically every case a new friend has been secured for our Railroad. Miss Ward, within the last three months, has been responsible for two passengers to California and five to Florida.

To be certain that Baltimore and Ohio service is used, Miss Ward makes practically all arrangements and then checks with Mr. Miller so as to be sure that there is no break in the arrangements and that competition does not finally persuade the customer to use a rival line. We feel that Miss Ward's position in the matter of traffic solicitation is practically unique as she has progressed beyond the point where she must solicit, in most cases, the business coming to her unsolicited. Would it not be great if a reasonable percentage of our employes could establish such a clientele?

## Office of District Engineer, Cincinnati, Ohio

Correspondent, G. F. DAUBENMERKL

The stork is still busy. Transitman H. S. Davis announced the arrival of a bouncing baby boy on February 15, weight 8½ pounds. Congratulations!

P. A. Callahan goes to gym every Wednesday evening and on Thursday morning you hear something like this: "Gee, that boy gave us an awful workout last night. My shoulders, back and the calves of my legs just ache," etc.

H. L. Scribner is now a radio bug and says he gets Hastings, Neb., Pittsburgh, Detroit, etc., but nobody seems to be able to substantiate his claims. Assistant Engineer Ray says whenever he visits Herbert the latter is lucky if he gets Northside, and Ray leaves in disgust. The next morning "Scrib" tells Ray: "Oh 'Jim,' you should have stayed. After you left I got Pittsburgh, Detroit, Buffalo, Chicago, Des Moines, etc." S. O. S.

Accountant J. W. Kathman is an enthusiastic reader of the *Literary Digest*, and it aggravates him if some one should accidentally pick up his copy and forget to return it.

Our district engineer has joined the colony of radio enthusiasts. Who'd a thunk'd it? He is now taking instructions in hook-ups.

Should any of the organization require legal advice, they might confer with F. W. Klein, who is now a student of Commercial Law.

Does anyone know of any celebrities from Middletown, Ohio? If so, speak quickly. "Tad" Jones comes from Ex-cello, not Middletown.

## Office of General Baggage and Milk Agent

Correspondent, MABEL L. MENGES

"What I Saw"

Our Editor rushing breathlessly into this office all the way back from Relay, for a tag which he forgot to stop for at Camden Station. Judging from his breathless condition, he must have considerably out-distanced the Marathon runners and no doubt returned in time to meet the winners coming into Baltimore.

O. P. Green and Guy Fain, the former train baggagemen, St. Louis Division, and latter of the Toledo Division, recently paid us a friendly but hurried call. We hope

the rest of our western friends will remember to call on us when they are in the home city.

Several years ago, the Western Association of General Baggage Agents started a "Right-Way" campaign to arouse interest among the baggagemen—as the name would suggest—in the right handling of baggage.

They have been holding meetings at the principal terminals in different sections of the west so as to make it convenient for everyone to attend. All Baggage Department or other interested employes are invited to attend the meetings, suggest subjects and participate in the discussions.

The benefits derived from personal contact and the interest aroused have been worth the effort.

The last meeting was held at St. Louis, March 20, and as this Company's men were invited we know that the Baltimore and Ohio was well represented.

This Department has lost a good friend in the death of C. D. Honodle, ticket agent, Akron, Ohio, on February 10. While Mr. Honodle was not connected with this department, he always responded promptly and cheerfully to any request made of him.

His cheerful disposition and readiness to serve not only the Company, but the public at large, won for him a host of friends who will miss him.

Mr. Honodle and Mr. Dugan have long been friends, and whenever Mr. Honodle had occasion to be in Baltimore he always made it a point to call at this office.

## Office of General Freight Claim Agent

Correspondent, NORMA H. APPLEGARTHE

We extend our sympathy to Foreman Samuel Lewis, handling Refused and Unclaimed Freight at Camden Station, who recently lost his wife.

### Has Anybody Here Seen Kelly?

I mean K-E-Double L-Y, Kelly with his wonderful smile. Your correspondent pleads guilty of overlooking Mr. Kelly as one of the comedians taking part in our Christmas entertainment. It was not intentional, neither has the size of Mr. Kelly anything to do with it; I am sorry to be the cause of so much "spoofing." As a sweet singer of darkey melodies Mr. Kelly is hard to beat, and while he might not be so tall or heavy as some of the other minstrels, I don't believe any of them had anything on KELLY.

Our heavyweight Janice decides that SHE is a strong woman. One day she was



FOUR LEAP YEAR OPPORTUNITIES OF THE FREIGHT CLAIM DEPARTMENT

Left to Right: "I've got a secret, don't let it out. I've got my man without a doubt. My name is Straub, but not for long; He'll change it soon, as time rolls on." (2) "Louise Kinsey is my name, a flapper I and always game. Brown hair and eyes and full of pep, and I know how to watch my step." (3) "Alice Marshall is my name, plump, blue eyed 'n nifty. The boys, I like 'em all the same. So come on, all under fifty." (4) "Naomi Stephens is my name, a roller skater of great fame. Come to Carlin's and see my stunts, guaranteed to cheer the grumps!"



crossing the street and an auto backed against her; thinking it was somebody she knew, she tried in vain to push him out of the way. "Jan" was surprised when the object did not move and lo, when she turned and saw an auto she played "quits" and quietly removed her 98 pounds.

Are you a grouch? If so, take a tip from LeRoy Konig and learn to smile. Follow him to the telephone booth on the first floor at lunch time (any day he's there) and watch the effect produced over the wire. She must be a "peach" to be able to produce the varieties of smiles. A smile is what makes life worth while, so let's put aside the grouch and smile. A man with a smile is a man worth while—and the same holds good with a girl.

On a recent Saturday afternoon our Sidney was seen towing a competitor's passenger into Camden Station for New York. Good work!

Women usually get the blame for everything good, bad and indifferent—but Mr. Olson blames prohibition for his sprained ankle (his wife at the time was in Cincinnati). We are glad to have him back.

Assistant Chief Clerk Bittner, head of the Reconsignment and Diversion Division, has returned after a serious illness. We trust he will reconsign his troubles to someone in Hong Kong.

### Relief Department

Correspondent, H. IRVING MARTIN

We present the shining morning face of Margaret E. Mitchell, daughter of File Clerk H. T. Mitchell, Relief Feature. Margaret, although only thirteen years are recorded to her credit, is no light and shadowy youngster, but a well-muscled person of 140 pounds. She looks as though she is fit to take care of any emergency that may confront the basketball team, or come out first after tackling some knotty problems in algebra, arithmetic or geometry. A good sample of healthy American girlhood. She is enrolled as a seventh grade student at Saint Andrew's School, Monument and Washington Streets, Baltimore.

Our last look at Baker Tall, also of the file desk, showed Baker ornamented with a strip of adhesive plaster across the bridge of his nose. Baker hadn't been "knocked out," but had passed through the hands of Dr. Edward A. Looper and undergone an operation for the removal of a tear duct, thus correcting a condition that had been very troublesome for many months. Baker hereafter, like the American Indian, must accept pain with stoical indifference, being without the power to shed tears. He says he doesn't need tears anyway, so what's the difference if he is shy a tear duct?

We have had more than our usual share of illness this season. Miss Meyers has signed off at the hospital and is back at her desk, just as ready to eat up work as she was before she joined the "Hospital Club." All others who were laid up for shorter periods are again on the job except "Web" Erdman, who expects to be with us on April 1. "Web" has been one of our healthiest specimens, losing but little time during his twenty years of service. We hope that his enforced absence will soon terminate and that he will stage a come-back in 100% condition.

We join in congratulating George Harlan, general freight agent, Philadelphia, in securing second place for the article submitted by him in the recent contest on traffic solicitation. The treatise appeared in the February MAGAZINE, and careful reading



Left: Miss Margaret E. Mitchell. Right: Baker Tall. See Relief Department notes

and analysis shows the reason for his success and many promotions since the days when he was an efficient junior clerk in the Relief Department.

Now that the bowling season is nearly over, congratulations are in order to the boys representing the Relief Department, namely, H. C. Shakespeare (Captain), H. G. Shakespeare, J. L. Brooks, C. L. Smith, T. P. Scott, J. R. Graham, D. J. Shivers, A. F. Owens, H. B. Tall and A. E. Frankton. A glance at our standing in the league will show the vast improvement over last year and the Relief Department team should be a top-notch next season. All the boys deserve credit, but it is fitting to cite the exceptional work done by our captain and his brother, better known as the two "Shakes." More power to them and the good right arms of the others in the season to come.

Arrangements have been made for match games with several well-known teams around town and, confident of the outcome, we press on to victory.

### Printing Department

Correspondent, H. TOFT

We thank Compositor Humrichouse for his assistance in compiling notes for this issue.

Compositor Spicknall has been absent because of illness; Compositor Dotterweich and Keyboard Operator Pauline Humrichouse have been absent because of the severe illness of their "little sunbeams," whose photographs appeared in our last issue.

When you want the afternoon off and you are too timid to approach the foreman, we advise that you see Compositor Adler, who recently penned the following:

*My dear Mr. Frye:*

While the spirit is willing, the flesh is weak—

My bones do ache and tired my feet;

My hands lack touch; my memory gone;

Please you, kind sir, may I go home?

C. ADLER

He got results!

Even the enchanted walls of the Garden of Eden were not sufficient to guard a woman's secret. And even our own Miss Minnie Clifford, Press Department, who on November 17 was married at Washington, D. C., to Dr. John J. Varga, Bridgeport, Conn., returned to her duties of press-feeding, believing in her heart that she was harboring a most precious secret. However, as each new day came and went, this little secret could no longer hide itself from view; so Miss Minnie let the fluttering secret fly to the ears of her comrades, then to others, until it became a bit of news, and congratulations were forthcoming. Her friends then showered upon her many tokens of the occasion.

And now, since all has been said and done, Miss Minnie has heard the call:

"O, come with me to the happy isle,

In the golden haze off yonder,

Where the song of the sun-kissed breeze beguiles,

And the ocean loves to wander."

And alas, it was too much for a feminine heart to bear, and she decided on February 16 to bid farewell to her friends of the Printing Office and to join her husband in Chicago, their future home. We all join in congratulating the happy couple. May the cradle of life that rocks the binding ties sing for them one long and continuous lullaby.

### Purchasing Department

Correspondent, S. I. O'NEILL

The spring thaw is working on baseball "bugs" in our department. A baseball team has been organized, with the following officers: E. H. Otto, manager; S. D. Bowers, treasurer; D. S. Huber, secretary; E. A. Lowe, captain and coach.

With the talent we have we hope to be able to put a formidable nine on the diamond. One of our most promising candidates is "Cannon Ball" Boring, the Ex-Black Sox star, who batted close to .400 in the Alley League. General Unger says he can accept any position on the team, including mascot, but that position, as well as "Bat Boy," has been assigned to the elongated "Dick" Kosta. P. J. Burke will act as official scorekeeper, as well as look after the boys if any difficulties arise. He will be assisted by "Horatio" Alling. "Benny" Coburn will transport the team to the grounds, using a trailer attached to his Jewett. We will hold an oyster supper in "Tal" Mann's Dancing Academy, Hamilton, to improve our financial condition. The support of our readers is solicited. Our representative will call on you to distribute invitations. Some of our married men, while eligible for the team, are restrained from taking an active part because their better-halves refuse to allow them time to attend practices. Franton, who has had several years experience as a coach, will assist Mr. Lowe in whipping the team into shape.

Tie Inspector P. H. Fallen, while on an inspection trip, accompanied by General Tie Inspector Rowland, over the Charleston Division, met with a serious accident. After making an inspection of ties at Hyers, wishing to get back to Burnsville in order to make connection with train No. 61, Mr. Rowland and Mr. Fallen boarded a freight train; in stepping from the freight train to platform at Burnsville, Mr. Fallon's ankle turned throwing him to the ground. With Mr. Rowland's assistance, he was taken to Weston where an X-ray picture was made showing a fracture of the knee. He is improving but his accident has caused general regret as he is well liked by his fellow employees.

In the February MAGAZINE, three ladies in the Purchasing Department were named as being engaged. Miss Maudie Quigley says she has never been engaged. Your correspondent regrets the error.

### Office of General Storekeeper

Correspondent, M. J. GREBOW

Miss Fannie W. Carscaden, our genial scrap clerk, has resigned. The General Storekeeper's Office Force join in wishing her every success and happiness for the future. Karl H. Peltz, the office "Midget," has been promoted to position of scrap clerk and John Dietrich to requisition clerk.



## Valuation Department

Correspondent, J. A. RENEHAN

J. V. Klier's sister, who on February 28 underwent what was thought to be a successful operation at the Woman's Hospital of Maryland, later contracted pneumonia and died on March 16. We extend our sincere sympathy to Mr. Klier and his family in their bereavement.

On February 27 the home of L. W. Porter, bridge pilot engineer, was visited by the stork, who presented him with a fine baby boy. Oh my! That was some segar! On March 6, A. B. Sheve received a similar visit and was presented with a fine baby boy. It seems that the boys are in order. Get your mouth set for another good Segar! Congratulations!

In a future issue you will see some drawings by Master Stephen Turner, young son of L. C. Turner, Valuation Department. If Stephen learns to draw as well as daddy can sing, he should be a real artist some day.

The number of radio fans in this department increases daily. It would seem that a great deal of interest should be centered in a Baltimore and Ohio Radio Club. We have a Veterans' Association, Accounting Association, Bowling League, Baseball League, various auxiliaries, now how 'bout a Radio Club? The benefit of the experiences of fellow employees should prove very worth while.

## Office of Superintendent Telegraph

Correspondent, E. M. BRYAN

Words fail to express our surprise when William Seibel announced his intention of leaving. "Billy," how could you tear yourself away from winsome Miss Porter and fascinating Senorita Reum? Now that you are in your new environment, it remains only for us to extend our best wishes and to say that if your work is as satisfactory as it was here you will succeed.

Carroll Pinkney White Myerly is breaking through the walls of China. Oo-la-la! He plays Mah-Jong! And when the four winds of the earth blow in the four seasons of the year, Carroll can be found in the late hours of the night rambling among the flowers, bamboo trees and dragons calling "pong" and "chow" until he captures Mah-Jong.

We are pleased to introduce Harry Sisselberger, a bright young man, who very tactfully and cheerfully takes care of all our needs.

Often during the course of your travels over the System, or even in the performance of your daily duties, an idea may occur to you, which if carried out, would result in the betterment of our service. If you have any suggestions, don't hesitate to send them to the "Suggestion Box" of the MAGAZINE. Possibly your suggestion is the very one the Baltimore and Ohio is looking for.

Those who did not take luncheon in the Camden Dining Room March 13 have some-

thing to regret. It is pleasing to learn that the superintendent of telegraph is rapidly convalescing from his recent illness, his appetite is good and his avoirdupois increasing to such an extent that his weight broke the leaf off the table. The embarrassment was bad enough, but it nearly broke the big toe of his right foot!

We thought Mr. Donnelly would be on a soft diet and light food for a while, but we see he lost no time in getting his second set of purchased teeth. They are very becoming and make his cheeks round and plump.

## District Freight Office, Baltimore

The local traffic manager, Firestone Tire and Rubber Company, Baltimore, has written us as follows:

"My attention has been called to the very efficient way you handled the carload of wheels consigned to us from Akron. \* \* \* We highly appreciate this excellent service and personal interest you have taken in connection with it."

We are glad to bring this to the attention of our Operating Department friends through the MAGAZINE.

## Office of General Superintendent of Transportation

Correspondent, PAUL L. FAUSTMAN

We are fortunate in having the photographs of all our traveling car agents with the exception of four—G. D. Drechsler, G. M. Fisher, H. B. Sherry and C. C. Wilson. The latter two are away because of illness, and we



INTRODUCING TRAVELING CAR CHECKERS ON THE STAFF OF GENERAL SUPERINTENDENT OF TRANSPORTATION

Top row, left to right: E. F. Molz, W. W. Baldwin, E. P. Keller, S. Matthews, J. H. Hart. Center row: E. J. Mangold, G. H. Castle, C. C. Fisher. Bottom row: S. L. Morrow, C. B. Koch, F. U. Daugherty, H. A. Burns, H. F. Loechel



hope to have their photos for a subsequent issue. These men are scattered all over the system and although we communicate with them regularly, we seldom see them. All of them would like you to feel that in pointing out errors in car handling, they want to help you and are not trying to "get something on you." They will always be glad to answer questions or explain any instructions that may not be fully understood. The interest in our column should also be increased materially as they have promised to contribute items of interest picked up in their travels.

I am not a stenographer, but I could not help marking the following passage while reading the autobiography of Edward Bok, who has recently donated so much of his time and money to the furtherance of universal peace:

"It is neither just nor considerate to a conscientious stenographer for an employer to delay his dictation until the end of the day's work, when, merely by judicious management of his affairs and time, he can give his dictation directly after opening his morning mail. There are two sides to every question; but sometimes the side of the stenographer is not kept in mind by the employer."

It isn't exactly ego, but I suppose most of us feel that everything in this country is far superior to anything similar in any other land. You will probably be as much surprised as I was to hear that there are some "crack" trains on the other side of the ocean. Special reference was made to a railroad in Sweden, one-third of which is owned by the State and two-thirds by private interests. Part of this road is electrified and the sleeping and dining car service is said to be excellent.

Mr. Fellows has answered our call in the February MAGAZINE. He has been hibernating at St. Petersburg, Fla., and reports that life down there is real. I have asked him to become our "Special Traveling Correspondent." Surely no one loves to travel more than he, and we should be both entertained and enlightened by an occasional word from him. Here's hoping that he will be a regular contributor to our column.

When someone calls on your 'phone in error, do you merely say "Wrong number" and hang up, or do you ask the operator to try to get the desired party? That is a part of our service.

The heavy snowstorm on the night of February 19 played havoc with the operation of our railroad. Incidentally, it gave us an opportunity to play the role of Good Neighbor, and it is interesting to note that the radio was involved. A station at Pittsburgh broadcasted a message to the effect that the conductor of a Pennsylvania Railroad passenger train wanted to get into communication with the dispatcher at Altoona about some trouble he was having with his baggage car. One of our radio fans picked this up and 'phoned it to Mr. Syze, night assistant to general superintendent transportation, who in turn gave it to the chief dispatcher of the Pennsylvania at Union Station, who thanked him and said he would get it to Altoona at once. Not to be outdone, however, the General Superintendent's Office of the Pennsylvania at Wilmington called our office on the 'phone about 10 p. m. stating that they had just heard a radio message from Pittsburgh to the effect that the Baltimore and Ohio superintendent at Pittsburgh wanted the Baltimore and Ohio superintendent at Connellsville to come in on Western Union wire. This was 'phoned to Cumberland at once in an effort to get it to Connellsville by train wire, but before

it could be done the Western Union wire "went up."

You need not become discouraged or even seriously concerned over the fact that you are not a college man or woman. Higher education is a great asset, but some of our foremost citizens are men and women who left the little red schoolhouse in their early years and graduated later from that wonderful "University of Experience."

Our sick are all back in the fold except Roy Mansfield, Harry Sherry, Clifton Wilson and Howard Bramble. We wish them a speedy recovery.

I was amazed the other day to hear an expert say that from a long and careful study it is estimated that the average business letter costs seventy-two cents. I am sure that this does not apply to a corporation such as ours, but even if it is true when taking all classes of business into consideration it makes you sit up and take notice. I was also informed that it is estimated that nine-tenths of all business is transacted by letter and that 95 per cent. of all vacancies are filled directly or indirectly by letter. If these facts are true (and I have every reason to believe that they are) the success of those in offices depends, in a large measure, upon our ability to write an intelligent letter. Have you ever thought of the number of people with whom we correspond for years and years and never have an opportunity to meet face to face? The letter goes out to this vast number under the signature of the head of the department and opinions of him and of the policy of the railroad are formed by the impression created by our letters. You have probably noticed in looking over your mail in the morning that there is often one letter that you will pick out of the pile and handle first or to which you will give special attention. Why is this? It may not necessarily be because it comes from a high official or a big shipper, but its very construction and style demand immediate attention. Probably the chief fault in letter writing is not knowing when to stop. I am sure that you have often read a two-page letter that could have been written in less than one, and have had much more weight than the longer form. Get all the facts, say what you have to say, and stop. Courtesy, of course, is one of the first essentials, but let the other fellow feel that you know what you are talking about. From experience, I find that the long letter is often employed in an attempt to cover up ignorance of the real subject matter, by couching it in confusing and uncertain terms, and then again, some people just seem to have the unhappy faculty of hashing things over and over again.

"Jimmie" Smallwood has been appointed manager of our baseball team for 1924. He should make a good manager. We wish him luck.

Signs of summer—girls with fur coats.

#### Office of Assistant Comptroller Deverell

Correspondent, JOHN RUPP

Have you noticed the new smile in the office? It belongs to Richard J. Peters. On March 14 the stork visited his home and left a bouncing baby girl.

#### Heard in Our Office

C. H. J.—"Let's have your time slips."  
H. R. C.—"They were beaten last night, I didn't bowl."  
G. F. C.—"I don't need a hair cut."

In 1923, the railroads of the United States transported nearly 50,000,000 carloads of freight, excelling by 5,000,000 carloads the banner year of 1920.

The railroads put into service last year 3,750 new locomotives and 200,000 new freight cars, the second greatest number of locomotives and the greatest number of freight cars put into service in any year since 1907.

This new equipment, backed by higher standards of efficiency, made 1923's record of railroad service possible.

The foregoing welcome paragraphs are excerpts from an advertisement in a leading Magazine of the Country, inserted by The Consolidation Coal Company, March 13, 1924 issue, and headed "Our Railroads." This coal company congratulates the railroads of the United States upon their splendid service in the past twelve months. The Baltimore and Ohio, of course, has contributed greatly towards bringing about these results.

#### Office of Auditor Coal and Coke Receipts

Correspondent, J. LIMPET

Some of our male bowlers might do well to follow the example of Miss Emina Ray, who recently put over three games of 107, 98 and 91.

The boy with the perfect knot in his tie has been discovered. "Al" Lehman has tied his tie the same way for the past ten years. If it were not for the fact that the color changes once in a while, we would say he always wears the same one. (Note: Maybe he hooks it in the back—Aunt Mary.)

"To play on the fire, turn upside down." This is not to be taken literally. Merely instructions on fire extinguishers.

The accompanying photograph is of "The Jazz Buddies," whose solo cornet player is none other than Roland Pumphrey, of this office. We are told these boys have broadcasted several times over W-E-A-R and the possibilities are that some of our friends at distant points on the System have listened in on their concerts.

During February, Miss Elsie E. Heiderich, secretary to chief clerk, spent her vacation in the Sunny South. Miami, Palm Beach, St. Augustine, Orlando, Jacksonville and other points of interest in Florida were visited, and while we were bundled up in overcoats and furs this young lady was basking in warm sunshine, enjoying summer breezes. The photograph of Miss Heiderich was taken on the sea wall at Palm Beach. Is she trying to hear what the sad sea waves are saying?

February 27. Still on its winning way, Capitol Limited grabbed a pair from Head Lights, while Pull Men lost two. This gives the leaders a three-game margin. Capitol Limited set a new season record for three games with a 1,160 mark.

March 5. With only six more games to go, Capitol Limited practically clinched the lead for the office championship. With a six-game lead over Pull Men, it appears to be all over but the shouting. High total for three games was smashed twice; first Head Lights rolled a 1,169 score but this was overshadowed by Capitol Limited who put over three games of 379, 426 and 397 for a 1,202 count. The 426 game is also a season mark.

Some freak scores and performances have been pulled; several "Brown Derbies" distributed during the current season, but the C. C. gets the celluloid frying pan for perfect control; rolling on No. 4 alley, he sent a ball crashing down No. 3 alley.

It won't be long now before the big "eats" are spread. Team standing to date:

	WON	LOST	PER CENT.
Capitol Limited....	39	27	591
Pull Men .....	33	33	500
Head Lights.....	32	34	485
Royal Blues .....	28	38	424





#### AUDITOR COAL AND COKE RECEIPTS OFFICE

Left: Miss Elsie Heiderich. Above: the Jazz Buddies, several of whom are Baltimore and Ohio Employees. Solo cornet player is Roland Pumphrey, Auditor Coal and Coke Receipts Office

#### Office of Auditor Disbursements

Correspondent, LILIAN E. SCHUELER

It was a big event for this office when the M. C. B. Bureau moved to its new location, on February 16, on the third floor of the new office building at Mt. Clare. The move was made primarily to provide the necessary space to develop some new ideas in foreign car repair billing which, it is expected, will result in economy in handling this business. The bureau is ideally located for its purposes in a large, well-lighted and ventilated room and with facilities close at hand for the personnel to keep thoroughly posted on the makeup of freight cars. Livingston Martin is in charge of the bureau and is ably assisted by Henry Sparrow and John Whelan. Mr. Pryor expects to get considerable exercise from the frequent trips he will make between the Baltimore and Ohio Building and Mt. Clare in order to keep in thorough touch with the new arrangement. The space vacated here affords the remaining clerks additional space.

The Misses Emilie Tripp and Selma Herzog, Pay Roll Bureau, are back from their wonderful trip to Cuba. They were to stop at Miami on the return trip but they found Havana so alluring that they spent all their time there and returned direct. From the accompanying picture we can readily understand why Cuba was so "interesting." The girls advise everyone to see Cuba.

We are glad to see Miss Irene Hulse back at her desk in the Pay Roll Bureau after successfully nursing her mother through a severe case of pneumonia.

The bowling team, Pay Roll Bureau, was going strong until Mr. Thomas, our head clerk, sprained his ankle. It appears that he tried to knock himself down instead of the pins.

A surprise party was given to Mr. and Mrs. Charles Gerber at the home of Mrs. Lottie Fuller, Irvington, on February 27, in honor of the bride who, until January 15, was Miss Marie Hohman, Coupon Bureau. After a social hour, during which the bride and groom were showered with congratulations and good wishes, they were escorted to a heavily-laden table by Mr. Purnell

Leatherberry and Miss Aubrey Silance. After the wedding cake had been cut, a beautiful silver carving set was presented to the bride by her office friends.

#### Signs o' Spring

Marie Linzay getting advice on planting bulbs from Mr. Jones

George Otter calling for Ruth Dittman in a new Chevrolet

Mr. Pfeiffer removing the "soup-strainer" from his upper lip

Mr. Reid trading in the old tin can for a Dodge

The baseball team dusting off their bats for first practice

George Burke gazing longingly from the office window wishing he was out painting the canoe

"Where are you going on your vacation?" from everybody in the office to everybody else

"Gee, but I'd give the world to see that old gang of mine," sang Mrs. Sigmund Libowitz, formerly Miss Rae Euzent, Transportation Bureau, one fine day. And the "Old Gang" heard, for there were Mr. and Mrs. Cleaver, Mr. and Mrs. Bangs, Misses Linsay, Cusack, Whitehill, Herzog and Messrs. Jones, Shipley, Taylor, Frederick, Pardoe, Murray, Campbell, Martin and even John McHale himself, who visited her on Friday, March 7. Rae was admirably assisted in entertaining by her husband and family and the "Old Gang" had a good time—plus lots to eat. We hope that Rae and Sigmund will always be happy and as much "At Home" as they were that night.

Howard Fuller has been promoted to a position in the Office of Cost Engineer and Charles R. Jett has come from the Office of Superintendent Fuel and Locomotive Performance to fill the vacated position of personal stenographer to Assistant Auditor Hill.

The entire office force expresses its deep sympathy to Miss Kathryn Spear on the death of her father, John Spear. The suddenness of his death was a terrible blow to all who were acquainted with him. He was held in high esteem.

We also extend sympathy to Joseph Heine in the death of his father.

You've seen the business-getting card in each issue of the MAGAZINE. You know that bothersome little card that slips out every time you open the book. Well, here's a dandy way to get it out of the way. On the day the MAGAZINE reaches you, fill out the card and put it in "Outbound Mail" and our follow-up sharks will do the rest. If you know someone who is going on a trip or has some freight to be shipped, mention the Best and Only and that person will thank you ever after. As that little note in the February MAGAZINE said, "The trains have to run, so every extra fare is VELVET."

#### Office of Auditor Merchandise Receipts

Correspondent, P. HENRY STARKLAUF

Have you ever ridden the Gallop'n' Goose which traverses Morgan County? It takes you where you're going just the same. Among its passengers on Washington's Birthday were F. E. Benzinger, G. Westerfield, Henry Gardner and G. W. Helm, who took to the fresh air on Capon Mountain, from whose summit one of the finest views in America may be had. On this particular day everything was snow clad. What cared these boys for the clear cold as long as the wind did not blow? On arrival at Great Cacapon we called on Agent Brown to borrow some of his heat until train time. We noticed the neat, thrifty, businesslike atmosphere that exists at Mr. Brown's place. Posters are about for the benefit of employees and the traveling public. Such subjects as Fire Prevention (Forests, Company), Relief Department, Savings Feature, the ever-popular Washington, D. C., tour (T.P.A.H.K. please note), and many other things, show that the agent is alive to the spirit of the times.

A certain celebrity who occupies a square in one of our local evening papers has noticed the healthy condition of the "Baltimore and Ohio" and rises to remark. Come again, "Oswald." Intercept another, it pays to advertise.

Have you noticed the Baltimore and Ohio Booster Buttons that are being worn? Commendable spirit of cooperation being exerted by Monumental Lodge, B. R. C. and the management.

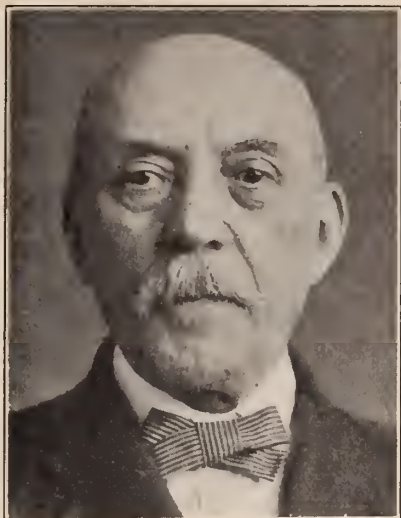
The Thursday evening Traffic Lectures still continue interesting. Recent subjects covered are: "Insurance," B. S. Mace, superintendent, Insurance Dept., February 21; "Proceedings Before the Interstate Commerce Commission," C. R. Webber, assistant general attorney, February 28; "The Bill of Lading," W. M. Brittain, March 6.



#### UNDER SOUTHERN SKIES

Misses Emilie Tripp and Selma Herzog and a friend enjoying the charms of Havana, Cuba





A. Frye Bayley, who recently celebrated his fiftieth year of service

Weddings—John J. Tewey, Interline Settlement, and Miss Mary Agnes Ritmiller, February 11; Norman Conn to Miss Doris Kushner, Interline Settlement, in New York March 2. L. A. Hilton, Local Settlement, to Miss Hilda Spedden, at Ellicott City, during September last. Frank J. Kelley and Miss Mildred Estelle Batchelor, of the Local Settlement. Best wishes to all!

The stork swoops out Frederick Avenue way and leaves a son, Warren Reed, at the Fleming domicile. Congratulations!

R. E. Mitchell, H. W. Hohman, W. L. Straughn, R. Laudeman, W. W. Moss, G. C. Feldman, N. C. Straub, R. A. Fleming, J. G. Miller, J. Hartley, A. G. Hurley and W. J. Finn took a trip to the House of Correction on March 4, 1924. They were shown the various tasks that are assigned to the prisoners in the institution. The assistant warden, Mr. Dulaney, was very courteous and kind in pointing out to them the various things of interest.

They have a clothing factory, shirt factory, wire factory and handkerchief factory, in which the inmates of the institution are assigned various tasks to perform and for which they receive a stipulated amount of money for their services. Men or women committed to the institution who have dependants on the outside allot a certain amount of their money to be sent home to these dependants. These amounts are kept by the general bookkeeper and checks are made out payable to these dependents.

With his desk gayly-bedecked with garlands of flowers on the morning of March 8, in honor of the fiftieth anniversary of his service in the Baltimore and Ohio, we come to pay homage and reverence to one of our veteran clerks, A. Frye Bayley, who entered the service at Camden Station on March 9, 1874.

On the afternoon of March 8 an aggregation assembled on the sixth floor Annex Building to make manifest the above event (the same day of the big Laurel to Baltimore Marathon event). Mr. Rittenhouse presented Mr. O'Malley. Mr. O'Malley stated that he had known Mr. Bayley intimately for over half of the period of his activities with the Baltimore and Ohio; he could speak of his good qualities since he and Mr. Bayley had worked together some twenty-three years ago as rate checkers. Mr. O'Malley presented, on behalf of the force, a purse containing one hundred dollars in gold. A rocking chair also was sent to his home as a further

remembrance, purchased with the residue of the contribution.

The next speaker was Mr. Ekin, who spoke of the gigantic strides in commerce and transportation and the evolution of the Baltimore and Ohio into the great factor of transportation that it is today, and which, surely, Mr. Bayley has witnessed with pride. Mr. Ekin stated that, as comptroller, he knows of Mr. Bayley's record and that he was pleased to be present. On behalf of the management Mr. Ekin presented Mr. Bayley something with a flannel covering. "Gold," someone to my right said. Well, we'll look and see. Yes, it's gold. Then everybody said "Speech, Mr. Bayley!" With all this fettering, who wouldn't have a lump in his throat and be at a loss for words? Anyway, Mr. Bayley stated his appreciation. Again we wish him many years of usefulness.

Among the official family present were: Comptroller J. J. Ekin, Assistant Comptrollers J. P. O'Malley, F. A. Deverell, W. D. Owens; Auditor Merchandise Receipts, W. E. Rittenhouse; Assistant Auditors Merchandise Receipts N. F. Davis, H. S. Mac-cubbin; Auditor Coal and Coke Receipts L. A. Lambert; Assistant Auditor Coal and Coke Receipts Walter Dudderar; Auditor Passenger Receipts C. H. Poumairat, and employees from other departments as well as our own organization.

Your correspondent might add that sometime ago Mr. Bayley stated he had known me before I had known him, he having been a friend of my father's when I was a tot; then, too, his daughter was a classmate of my helpmate. Again we wish our veteran employe well on his journey.

#### Office of Auditor Passenger Receipts

Correspondent, CHARLES C. WARWICK

We are glad to have Miss Lillian Timm and Harry Stidham with us after extended sick leave.

Last month, in these notes, we had some fun at the expense of Miss Margaret O'Leary. The joke is on us. She did have enough courage to have it bobbed and we apologize.

Your correspondent is missing many items of good news. If you know of anything interesting in the office, pass it along. It will be appreciated.

Are you doing anything to secure business for our Company? Keep yourself posted on the time of departure of our through trains or carry one of the condensed schedules. This information is often instrumental in obtaining passengers. The writer recently had the pleasure of routing two passengers to New York on our Train 524, and received a letter from them a few days later praising the Baltimore and Ohio, mentioning particularly the dining car service on the "Martha Washington." Your friends will thank you for your advice after using the Baltimore and Ohio.

#### Office of Auditor Freight Claims

Correspondent, GRACE L. STANFORD

"Lost—somewhere between sunrise and sunset sixty golden minutes, each set with sixty diamond seconds. No reward is offered, for they are gone forever."

—Selected

Miss Alta Baker is recuperating in Cincinnati. H. A. Brown was confined to his home for two weeks because of illness. Miss Lillian Dittmar and Earl Hoot are still unable to resume duty; we shall be glad when they return.

To James B. O'Toole we extend our sympathy in the death of his father, on February 24.

Mr. and Mrs. Earl Mullinix are receiving congratulations upon the arrival of a fine son, born February 25. "Long live the King!"

R. E. L. Schaefer attributes a part of his broad smile to the convalescence of his little grandson, Orem Houston. Orem is also progressing rapidly in school, having been promoted at the beginning of the second semester.

William Atkinson is the latest addition to our office force; J. B. Eggen resigned in February.

As evidence that "Cupid's Arrow" still hits the mark—H. H. Hantske and Miss Alice Jane were married at the Lutheran Parsonage, Ellicott City, on St. Valentine's evening.

Ask J. R. B. the meaning of his revision of "out of the frying pan into the fire."

Our baseball enthusiasts are placing confidence in Manager Zink's and Captain Shakespeare's well chosen team. We rely on them to come out on top.

Inexpensive amusements—a duck dinner at Donahue's (duck in, duck under, and duck out). For full information apply to W. A. D.

## New York Properties

### Pier 22, North River

Correspondent, THOMAS BRADLEY

A proud and happy man! Tug Dispatcher W. Wilkins is back at his desk after a mysterious absence of several days. He was still mysterious when he returned. After exciting our curiosity for about two hours, he announced the safe arrival of Lucille May on March 4. Congratulations were showered on him and he became complacent. Experienced "papas" say he will recover. Mrs. Wilkins is growing stronger and our cynics say "Bill" will too, from the night walking tours he will soon take!

Anna Elizabeth Marshall, East Bound Department, has had her red hair bobbed. I dare not comment—because friend wife, whose hair is the same shade, also had hers bobbed; but they must have been done by different "bobbbers."

Harrison Lodge No. 783, B. of R. C. held its annual banquet on March 1 at Healy's Golden Glades, New York. All members of this lodge are employees of the



Margaret Shirley, four-months-old daughter of Mr. and Mrs. Frank O. Clarke. Mrs. Clarke was formerly Miss Shirley Vane, and was employed in Auditor Passenger Receipts Office



Baltimore and Ohio at New York Terminal. About 225 were present and "A good time was had by all." Benjamin Westerfelt won the door prize, \$5.00 in gold. The lucky number dance was won by Elizabeth Hoffman and Lawrence Improte. The latter prizes were silk umbrellas.

Chief Clerk "Bob" Riddell, announces the arrival of an eight pound boy on March 2. His name will be Robert, Jr. Although the baby is only a week old, "Bob" has told us twice daily how large his shoulders are. One cannot very well walk away from the chief!

The following letter was addressed to President Willard by the Indian Refining Company. We are glad to know that our services were satisfactory and appreciated:

"In the transfer of our Company's General Offices from New York to Lawrenceville, which has recently been accomplished, we were materially aided in our efforts by the substantial assistance we received from your Company.

"In the forwarding of our office furniture, records, etc., by freight, your Mr. W. F. Richardson, freight traffic manager, and his assistants, were of much help to us and their efforts were ably seconded by the local freight office and operating forces at your Twenty-Sixth Street Station.

"In transferring the personnel, we are indebted to Mr. J. B. Scott, general eastern passenger agent, and Mr. E. J. O'Hearn, city passenger agent, for their efforts to provide in every way possible for the comfort and convenience of our people.

"We are not unmindful of the help we have received in this very trying situation and desire to express to you and through you to your assistants, the appreciation of our Company, our personnel and the writer personally, of the efforts made to provide 100% efficiency and service."

#### Pier 21, East River

Allow us to introduce our "Jerry on the job" at this station. He is a prodigy, who is a perfect little gentleman; he is exceedingly obliging and an interesting career is predicted for "Johnny." Oh well, now that you know his first name, he is Johnny Connors, our messenger. He is always smiling in his spare time, that is, when he is not reading Frank Merriwell novels.

Any noon hour we expect to see Johnny make a drop kick over the Brooklyn Bridge or pitch a curve ball the length of Pearl Street.

#### West 26th Street Station

It is with regret that we announce the death of Chief Clerk M. R. Longfellow's father. We extend our sympathy to members of the bereaved family.

Agent T. F. Gorman and his staff extend a standing invitation to anyone who may desire to look over our facilities for the handling of freight at 26th Street Station.

We are glad to see Fireman S. A. Pettis back on the job after an injury to his arm while on duty. We have no doubt that he mentioned our railroad during his recent trip to the south.

As a reminder to those who may have forgotten, and for the benefit of those who do not know, we have a large and commodious warehouse at 26th Street under the supervision of Edwin Morton, who is always glad to show visitors through the warehouse in order that they may be familiar with it. He is always glad to handle new business.

#### Staten Island Lines

Correspondent, G. J. GOOLIC

##### To Employees of the Staten Island Lines:

Superintendent M. L. McElheny held a meeting of correspondents of the New York Terminal and Staten Island Lines, at his office on March 5, and a campaign has been launched with a view of making the Staten Island and New York notes more interesting and educational.

J. V. Costello, P. L. Santoro, Frank Rebham, W. P. Slattery, P. J. Dever and "Ben" Davis were appointed assistant correspondents. We have before us the task of putting Staten Island on the map, via the Publicity and Educational Route, which is interesting and pleasant work.

We would like to have each one share this pleasure with us. You can do so by giving your hearty cooperation in furnishing suitable and interesting material for the MAGAZINE and we appoint each one of you, a member of our staff. We know you will do your utmost to send the best material or pictures you can get. If not, if you have some suggestion or articles for the MAGAZINE send them to any of the assistants or direct



Above, left to right: Dan Carney, General Foreman B. J. Devins. Below: Bert Williams and Herbert Cowling

to the correspondent and it will be appreciated.

A few suggestions are:

Facts concerning service given some of our large shippers,

Extraordinary performances of our large shippers or consignees,

Pictures of parts of our Railroad that show conditions, facilities, etc., that may be interesting and educational to employees on the Baltimore and Ohio Main Line who have never been to Staten Island or New York.

If an article or picture that you may send in is not printed, do not be disappointed or discouraged but continue your efforts. Sometimes lack of space will not permit everything to be printed that is sent in. Be sure that all pictures are good and clear.

As you get your articles or pictures send them in promptly, and we will try to have them inserted in an early issue.

Remember, your cooperation will play a big part in making this campaign a success.

There will be placed, in the near future, a MAGAZINE note box at the Station Master's Office, St. George and one at Clifton Shops. Items will be picked up from these boxes a few days before the notes are written and sent to the MAGAZINE. If you cannot mail your notes or pictures to the correspondent or assistants drop them in to the boxes.

The accompanying picture is of General Foreman B. J. Devins, Arlington. "Barney" as he is known, entered the service October 10, 1916 as foreman. On June 1, 1917, he was made general foreman in charge of the construction of new yard, Arlington, S. I.

Another picture is of "Dan" Carney, tinsmith helper, Maintenance of Way Department. "Dan" entered the service on December 15, 1915. He was instrumental in making our recent minstrel show at the Staten Island Railroad Club, a decided success. He is a little man with a big voice.

#### "Jim Henry Sez"

Empty vessels make the greatest sound, likewise empty heads.

Watch the man with a hard luck story; he has an axe to grind.

Some fellows think they are unfortunate when they are caught doing wrong; then the boss is accused of unfairness. Why not try to be on the level, then our misfortunes will disappear.

"Oom" Paul Egeler, clerk, Tariff Bureau, has taken us into his confidence. Every morning he walks from West Brighton to St. George to work up an appetite and then he waits around the ticket booth at St.



Miniatures at Pier 22, North River, N. Y.



George to take the agent to lunch; somehow his courage fails him when the time comes to make his request. Paul asks what he can do for his nerves. We suggested Moxie but Paul tried that. Someone suggested Nervura but that costs too much for Paul, so we finally decided that he ask Pecorara for a prescription for some Roscbank Red Ink. Now for results!

Something happened to Leonhardi's messenger boy. He told the Missus that Leonhardi was crossing down at the Elk's Club February 2 and then the fun began. But he squared himself; all the boys were at the testimonial dinner to Mr. Hamner, so everything is O. K. in Great Kills now.

Speaking of Great Kills, some of the boys are spending considerable time at the Station these nights. Must be some attraction there. "Page 'Clet' Butler."

"Bill" Slattery has been singing so much that he is suffering from a sore throat. We sympathize with him.

Wonder if Groeling told his Sunday School class the story of Cleopatra and the water fall. He took notes as the deacon told the story.

What did "Joe" Fannella do with the chicken at the Elk's Club on February 2.

Some of the boys' eyes opened when they served "White Rock" but they were disappointed when the found out it was only water.

Dryden missed his vocation. He should have been a minister. Did you see his pose when he was called upon to speak? That boy has talent. He ought to amount to something when he grows up!

## Our Veterans

The regular monthly meeting of the Staten Island Veterans and Ladies' Auxiliary was held at the Staten Island Railroad Club Rooms on February 29 at 8.45 p. m.

In 1923, thirty-five new members were initiated. At this meeting Engineer George Hartman and Conductor Thomas Meyers were voted in as members.

It seems that we cannot keep Mr. Kelly's name out of the MAGAZINE. He is the live-wire of the Veterans' Association and at this meeting he gave them a nice talk. The subjects were "derailments and injuries to persons," and "handling of freight and waste of material."

Mr. Lewis, of Staten Island, expected to be present to talk to the Veterans about the new hotel which is coming to Staten Island but he failed to show up. The Veterans were disappointed; they are interested in this proposition.

Mr. Kelly said that on February 28, four hundred and twenty-six cars were floated from St. George, the best record in the history of the New York Lines.

A committee was appointed for a dinner which will be held in the near future. The following will be in charge of arrangements: B. F. Kelly, chairman; Arrangement Committee; Dr. F. DeRevere, Owen Boylan, J. B. Sharp, J. E. Romer and F. Pierce.

## Baltimore Terminal Division

### Locust Point

Correspondent, J. ROSS GOULD

A bowling team has been organized by W. Becker, clerk in Office of Agent, Locust Point, composed of employees of this station

who are willing to try their skill with any team on the Baltimore Division.

The agents have been making a fine showing, for example: February 21—Superintendents Office, 1537; Agents, Locust Point, 1411. February 26—Agents, Camden Station, 1416; Agents, Locust Point, 1473. March 6, President Street Station, P. R. R., 1376; Agents, Locust Point, 1546. Application for dates may be made to Manager Becker.

### "Who's Who"

There is one, not unknown to fame,  
We can truly say he knows a claim;  
And always "dops" out who's to blame,  
'Tis "Cappy" Brower.

He has worked them out for many years,  
Regarding not the culprit's tears;  
He does his duty and no one fears,  
Does "Cappy" Brower.

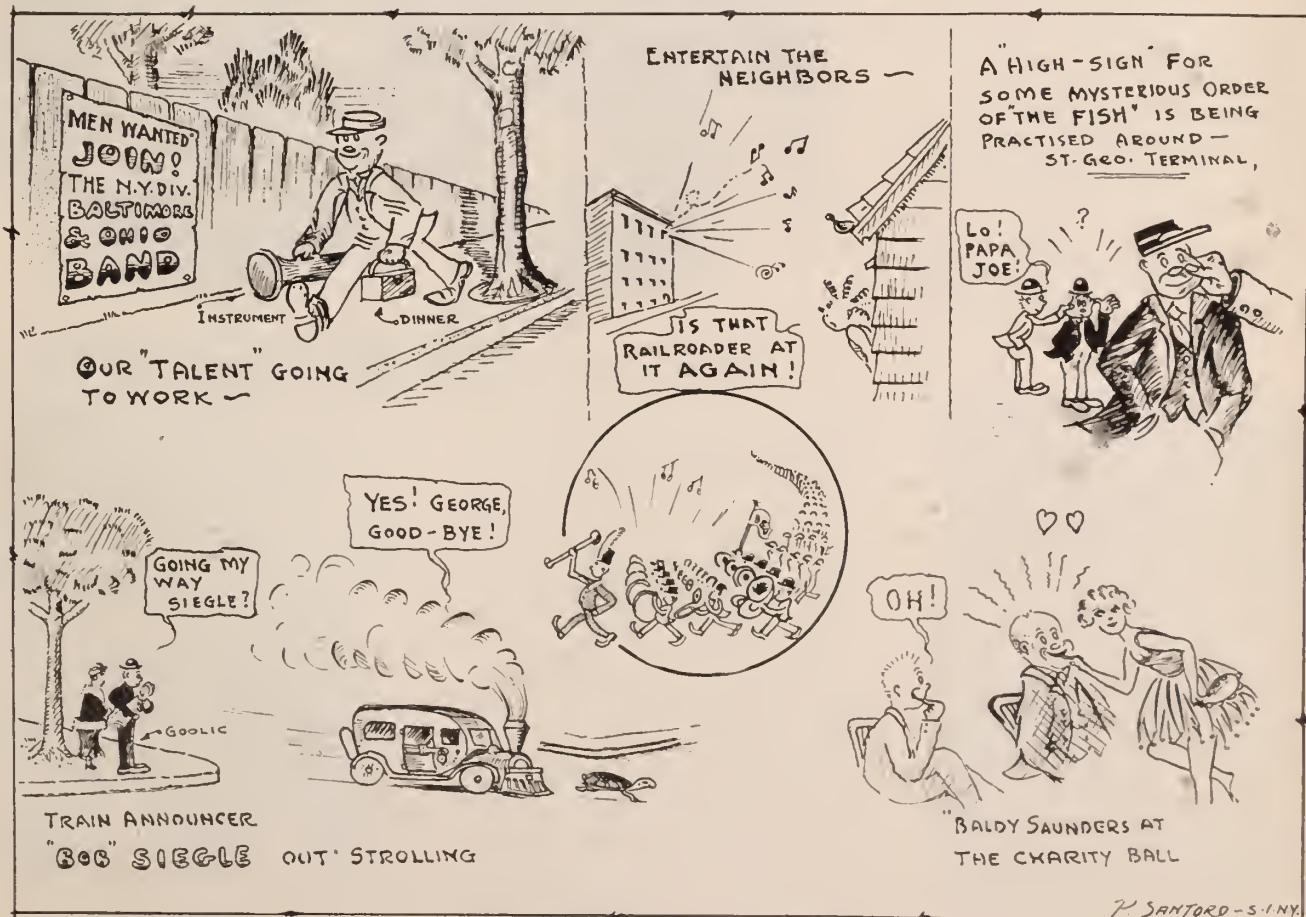
And when at last arrives death's claim,  
"Cap's" record shows he fears no shame,  
And clearly proves he's played the game,  
Has "Cappy" Brower.

### Safety First

Our friend "Bill" Brown, just off the ship,  
Decided life the boys would slip,  
And with his "flivver" take a trip,  
To pass the time away.

So "Bill" rode on as in a trance,  
Rails tried to cross, without a glance.  
The train was due! He took a chance  
And now "Bill's" passed away.

So let this thought with you remain,  
A minute lost may your life gain.  
Watch railroad tracks, both branch and main,  
Or you will go "Bill's" way.







G. A. Abbott, Locust Point

Miss Loretta Margaret Handly and John T. Canty, Police Department, Locust Point, were married recently at St. Ann's Catholic Church by the Rev. John F. Leary. A wedding dinner was served following the ceremony.

The bride is the daughter of Mrs. Mary Handly of Baltimore. The groom was formerly a member of the crew that put into commission the Superdreadnaught Maryland.

Miss Marie Handly, sister of the bride, served as bridesmaid, while Richard Curley, a friend of the groom, was best man.

Here is a picture of George A. Abbott, whose service record shows 33 years. Up to the time of the fire on July 2, 1922, Mr. Abbott was foreman of Elevator "C." All who know him agree that he has been dependable, faithful and conscientious in the pursuit of his duty.

Miss Dorothy Gosnell, employed for the past 9 months in the Agent's Office, has been transferred to the Foreign Freight Office, Central Building. We congratulate the Foreign Freight folks on obtaining her services and wish her a bright and useful future.

Our readers will be interested to learn that the steamship Ostego, which sailed from this port on February 27, was formerly the Prince Eitel Frederick, the German raider during the World War. This will be her only trip to the coast where she will ply be-

tween Frisco and Alaska, under charter of her present owners, Libby, McNeil & Libby. Her agents from this port were the Norton Lilly Co.

At last, we are enabled to report an increase in the family of C. A. McBeth, clerk in the Agent's Office. On March 1, the stork left at his residence a fine baby boy. We hear the mother and baby are doing well and all wish him many happy returns. We suggest to him the Biblical instruction to "be not weary in well doing."

#### Curtis Bay Car Department

Correspondent, LOIS C. SHIPLEY

Congratulations to our Car Foreman A. H. Keys and his wife. They have been happily married for eight years and to complete their happiness they have a darling baby girl. How do you like her picture?



#### AT MOUNT CLARE

Top row, left: W. H. Ruby, with his children, Robert, Daniel, Earl, Charles and Vernon. Right: Walter R. Hart. Below, left: The little niece of George Nichols, with "Spark Plug," her goat. Right: William, three year old son of Car Man Helper C. J. Hebler

Another good man gone wrong—J. W. Swirzewski took unto himself a wife. We wish them a bright and happy future!

We have a little red box down here which has a sign on it—"First Aid Fund. If you can't talk without swearing, DONATE 5 cents." The first week we had it we made about \$1.25, but since then the men have gotten so good they hardly say "Gosh" anymore.

We are very sorry to lose our A. R. A. clerk, Miss Cox, who has gone to Mt. Clare, but at the same time we extend our welcome to Miss Gaither from Bay View and hope she will remain with us—even if she does get lost coming to work!

#### Mt. Clare Shops

Correspondent, W. H. ZELL

The second annual oyster roast of Mt. Clare Welfare, Athletic and Pleasure Association, held on Washington's Birthday at Frederick Road Park, was voted a grand

success by all members and their families who attended. The "eats" were delicious.

The Association is increasing its membership, and plans are being considered by officers and committeemen for a May Ball.

The baseball fans are beginning to wake from their winter slumbers. From the amount of enthusiasm shown it appears we will have even a better team this year than last.

Frank Eder, second shift, Welders' Gang, is the proud father of a bouncing boy. All the rest of the gang are anxiously awaiting the christening party.

We are glad to hear that Mrs. A. L. Hafner, wife of Albert Hafner, who underwent an operation several weeks ago, has returned to her home and is improving.

A few furloughed men have been recalled. We sincerely hope that it won't be long



The little daughter of Car Foreman and Mrs. A. H. Keys, Curtis Bay

before we will recall all of them. We believe that in a month or so there will be a heavy demand for cars and locomotives.

Many railroad men, especially older ones, are backward about taking an interest in First Aid because they think that to secure knowledge of it they will have to study anatomy and other medical subjects, going back, they say, to the drudgery of school days.

There is no real foundation for such an idea, as without study of books one may become sufficiently expert to meet any ordinary emergency. Too much knowledge is apt to mislead the judgment and to tempt one into undertaking what should be left to the surgeon.

The chief need is good common sense. You will never be concerned with actual treatment of an injured person—that is the surgeon's job. What concerns you may be stated in three simple propositions:

1—To shield the injured man from needless suffering.





Baggage Master C. G. Flaherty, who was in the service about 40 years, and who died in April, 1921. His wife is an active member of the Ladies' Auxiliary and his daughter is married to Flagman H. A. Hergenroeder, Baltimore Division

2—To move him, when absolutely necessary, without increasing his injuries.

3—To do your best to save his life, when his life is threatened.

Cooperation is the pass word in the Car Department, because it secures these results:

1—More cars can be restored to service.

2—Better work can be performed.

3—Steady employment to all.

4—A greater saving for the Company.

5—Better working conditions.

6—Less furloughs.

So, boys, lets all cooperate and show what we can do.

## Baltimore Division

Correspondent, W. B. WEIS

Assistant Correspondent, G. K. SIEBERT

For the month of February we again finished in first place in Freight Train Performance. This proves conclusively that it was not due to luck that we attained this lofty position in December and have held it each month since that time, with expecta-



Mrs. H. A. Hergenroeder, wife of Flagman and daughter of the late Baggage Master C. G. Flaherty, in the costume which won first prize at the Ladies' Auxiliary Mask Ball

tions of holding it forever. Although we are in this high position, as we should be, we are not "stuck-up" or anything like that, and we are willing to give the Cumberland Division a few pointers on how to hold second place for the balance of the year. We wouldn't like to see them drop back any farther than they are now.

This year's winter force on Tuscarora Section No. 40 on the Metropolitan Branch consists of a foreman and three men. This section has 5.1 miles of single track, .8 of a mile of branch line and 1.4 miles of side track. For several years the object has been to get this section in such shape that it could be carried in good condition through the winter months with a moderate section force and during 1923 this objective was reached through hard and earnest effort. It is noteworthy that this was accomplished with comparatively small forces, carrying out programmed work through six summer months. The program called for the laying of four track miles of new rail, cleaning three track miles of ballast, widening banks and dressing the entire section, dressing three miles to standard section, straightening up ballast shoulder and putting in orderly condition the tracks not standardized. This work was largely accomplished by a gang of 18 men under Section Foreman J. R. French, acting as extra gang foreman.

Cross sections of roadbed sections were determined by cutting cross channels and largely from this information the program for standardizing was worked up. It was found that ballast material beneath ties between rails had depressed the subgrade, causing it to rise under the ballast shoulder, and to correct this condition it was necessary to dig the ballast shoulder down until it was lower than the depressed roadbed under ties between rails. In some places the ballast shoulder and the top of slope of subgrade had to be dug down almost three feet below base of rail. This excavation then was filled with cinder to one foot four inches below base of rail, which was done to allow for about one inch settlement and also allow for surface and raise on clean ballast after roadbed shoulder had been widened and standardized.

The program has been very effective, and whereas, previous to the 1923-24 winter season, many complaints were received concerning the riding conditions on this section, this winter we have received none. Previously this section has had a force of from six to eight men and a foreman, supplemented occasionally by a small extra gang force.

Tuscarora Section No. 40 was the 1923 prize-winning section on the West End of the Baltimore Division, and a photo of a part of it and the gang which has been and is keeping it up to standard appears on these pages.

We extend to the family of Wm. C. Mackey, late passenger car foreman at 24th and Chestnut Streets, Philadelphia, our sincere sympathy in their recent bereavement. Mr. Mackey entered the service of the Company on October 9, 1886 and during his long service made a host of friends. Those who have been associated with him for some time feel that they have indeed lost a true friend.

Our 24th and Chestnut Streets Passenger Station, Philadelphia, is rapidly taking on the aspect of a real up-to-date station now that we have new floors in the waiting rooms, ticket office and Station Master's Office, and a real barber shop always ready for business. Night Station Master "Smoke" Miles and Clerk "Dick" Curren are the "Sheiks" of the station—all of the ladies love to ask them questions about the trains.



Miss M. Elizabeth Bell, General Superintendent's Office, Camden Station, in the costume she wore at the Ladies' Auxiliary Mask Ball

One sees many queer things at the station in the course of a day's work, such as John Rupp and his inevitable pipe, "Joe" Messenger with his pockets full of A. & P. orders, "Jockey" Hayes and his annual pass, Conductor "Al" Ritchie and his trick coat, Dill and his straw hat, "Kid" Miller and his cuspidor and Honorable "Joe" Fisher in his full dress.

"Kitty" Boyle, our sweet young relief telephone operator, was hostess at a Leap Year Party on March 3, but as yet we have been unable to ascertain the extent of the damage done. This is an awful year for us single fellows—what protection have we from the female of the species?

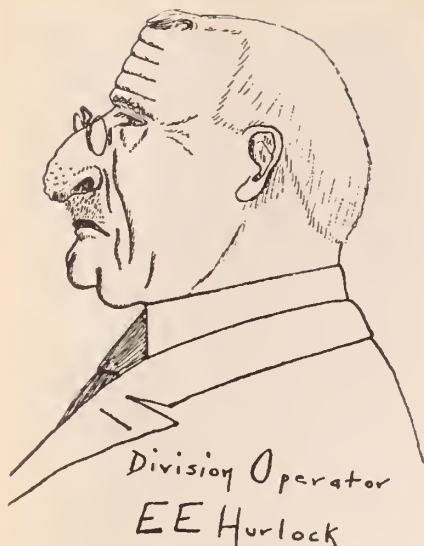
It is supposed to be a known fact that a woman can't keep a secret, but we have evidence to the contrary. On September 22, 1923 Miss Elizabeth Steele, Road Foreman of Engines "Pop" Sentman's secretary, became Mrs. W. H. White. A few days ago she broadcasted the news and now "Pop" is looking for another secretary.

Division Operator Hartman has been stung by the bug which causes wives to leave home. Says he has been trying to get Cuba—for what reason we can't say, if he was going to Cuba that would be a different story.



Prize Winning Tuscarora Section No. 40, West End, Baltimore Division. Foreman J. R. French, with level, J. N. Barnhouse, M. O. Barnhouse and M. O. Haines





Owing to the death of Mr. Mackey, John Gill has been appointed assistant day car foreman and J. J. Hodges, Martinsburg, night car foreman. Our best to them.

In an issue of the MAGAZINE several months ago an article was published complimenting a Baltimore and Ohio fireman for using a single shovel for five months. C. R. R. of N. J. Engineer Hance, running Baltimore and Ohio No. 20 from Philadelphia to Jersey City, advises that his fireman has used one shovel since April 1, 1923, almost a year, making 4200 miles each month, and the shovel still has a straight edge. Can't a Baltimore and Ohio fireman beat this record?

The agents on the East End certainly are cutting up. Agent W. I. Barron, Havre de Grace, took a two months' vacation in Florida, returning to the north with the birds. Agent Gatchell, Joppa, has become a Benedict. Yep, he has a better-half now. Congratulations, Russ!

On January 17, Extra 4614 east, in charge of Conductor H. B. McNeal and Engineer J. J. Scanlon, left Brunswick at 11.50 p. m. with 120 loads and arrived at Locust Point at 7.30 a. m., January 18. Trainmaster Stringer at Riverside says that this was the largest train ever handled into Locust Point Yard. Another record for 1924!

On February 28 Conductor T. A. Ross and Engineer R. R. McClelland with Extra 4617, left Brunswick at 8.30 a. m. and passed Halethorpe at 12.13 p. m., handling 104 loads, 7253 tons. They were called for duty at Brunswick at 7.20 and 7.40 a. m. This may not be a record performance but it is a run which will not be forgotten for a long time.

Chief Dispatcher Ralph Powell has been seen viewing the displays of fishing tackle in the windows of sporting goods shops. He knows the difference between a spoon and a fly, has leased a shore and expects to catch some fish. Whether it is because he thinks he will have luck or not, he as recently joined "Moon Mullin's 'Order of the Fish.'"

From all reports Mr. and Mrs. C. M. Machin are getting acquainted with Baltimore and are beginning to like our old town. Stick around, Charlie, the longer you stay the better she'll get.

"Governor Al" Smith will be able to close up his "Bachelor Hall" now that Mrs. Smith has returned home after spending two weeks in the South Baltimore General Hospital.

We extend our sympathy to Miss Ruth Grimes and her family in the death of her brother.

The late Edward Crabtree, who was for many years operator at Green Spring, W. Va., used to relate the following:

"A passenger arriving on the Romney Branch train one day bought a ticket to Cumberland, Md. He was very nervous and excited and the news that the Cumberland accommodation was twenty minutes late only increased his anxiety. 'I'm in an awful hurry,' he said, 'how far is it to the next stop?' He was told it was about two and a half miles. 'Do you think,' said he, 'if I hurried I could walk there before the train overtook me? I'm in an awful hurry and I'd be that far on my way.'"

Our cartoonist has tried to portray in his cartoon of Division Operator Hurlock, the deep thought expressed on that gentleman's face a few days ago at dinner time when he was trying to decide whether to turn to the front page of his newspaper and read about the oil scandal, or turn to the back page and read about the murders. By the time this deep thinking was over it was too late to read the paper.



Mrs. Earnest Frazier, nee Miss Florence Wortman. See Wilsmere notes

W. H. (Jack) Tarr—the checker champion of Camden Station, is looking for opponents. "Jack" warns us that he uses what he calls "science."

Assistant Road Foreman of Engines G. D. (Barney) Coleman rode uptown in a street car a few days ago and when he got off the conductor closed the door and started the car—as usual—but—Barney's coat happened to be caught in the car door, and caught in such a way that he couldn't take it off. Barney says he was able to keep up with the car until the next stop, but that if the next stop had been half a block farther he would have failed for steam. We feel that if Barney had saved his breath for running and had not so profusely blessed the conductor, he would have been able to go two blocks.

Dispatcher "Ham" Hambleton says he can't keep his mind on his work and women too, and has decided to grow his "woman chaser." "Ham" has one of the finest goatees you ever saw.

Sickness does awful things to some people. Operator G. L. Kauffman was off sick for two or three days. Previous to going off Kauffman had a cute little "Charlie-Chaplin" moustache—when he came back he had a clean face. Wonder what happened?

## Wilsmere, Del.

Correspondent, C. W. BAILEY

On February 16, because of a derailment, it was necessary to detour a Wilson stock train via the P. R. R. and West Yard. The train consisted of 77 cars live stock. It was handled at West Yard by General Yardmaster Murphey and Conductor W. C. Schemm, the latter being in charge of movement from Baltimore. Both these men showed real Baltimore and Ohio spirit in the handling of this stock, "Not because they were obliged to do so, but because they felt it was to the interest of their company," and we know their efforts were appreciated. The train arrived at West Yard 1.50 a.m. and cleared at 2.25 a.m., which might be called an unbeatable record. Many employees of our competitors looked in amazement at this fine train.

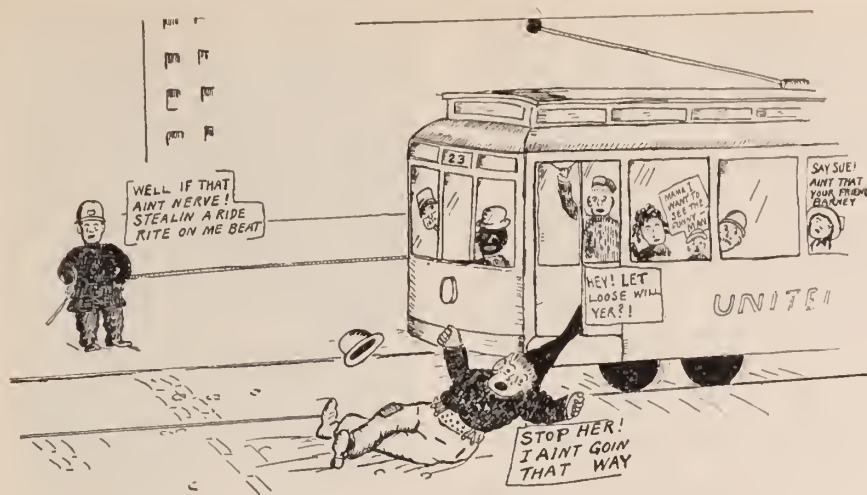
On February 19—the day of the heavy snow storm—all track men available were pressed into service to keep our passenger and freight trains moving. They were busy keeping switches cleared of snow, etc. The Best and Only again showed their thoughtfulness for employees, who were not only serving their company, but the traveling public also, by serving sandwiches and hot coffee to the men who had to brave the cutting winds and the driving snow of open country.

Yard Clerk Burrows has proved that he does not think of the Baltimore and Ohio only when he is called out of bed. He recently had two cars of freight diverted to our line which had come from Massachusetts over a competing line. Congratulations, "Buddy." Small things always lead to bigger ones, and every car load helps.

We are glad to report the marriage of Miss Florence Wortman, daughter of Boilermaker Wortman, to Earnest Frazier, a chemist. After the solemn ordeal, the couple left on Train 7 for Baltimore. The bride was given a shower—no, not water, but linen and silk, by the sisters of the groom. No mention was made of the banquet, but the bride's father informed your correspondent confidentially that he had to ask to be excused from the table as he did not know whether to tackle some of the viands with a fork or a spoon! Some eats! Your correspondent had to go to Baltimore on the same train with the newlyweds and was given a bag of confetti to shower on them at Baltimore, but they fooled him.







"Barney" Coleman, Baltimore, failing for steam in mix-up with street car

They got off at Mount Royal instead of Camden. (Too bad you didn't tip off the Magazine staff, Mr. Bailey—Ed.) We understand they will spend their honeymoon in the south—possibly South Baltimore. We extend our heartiest congratulations. The accompanying photograph is the bride before she said the fatal "I will."

The *Baltimore Sun*, February, 24, carried the following story from Wilmington:

"William Leach, an employe of the Baltimore and Ohio, yesterday saved three small children from probable death when he stopped a runaway automobile in which they were seated. The owner of the car, which bore a Maryland license, had left the machine with engine running, on Pennsylvania Avenue, near Union Street.

"In some manner, the brakes were released and the car started down a steep incline, gaining speed with each second. Near Scott Street the car brushed a telephone pole and was turned completely around, but continued on down hill. Leach, working near by, heard the screams of the children and making a running jump to the running board of the automobile, stopped the car."

Mr. Leach is employed under Water Station Foreman I. E. Kelly. We take off our hats to him and are proud to number him among our fellow employes and friends.

East Side, Pa.

Correspondent, C. H. MINNICH

The Brotherhood of Railway Clerks held their annual dance under the auspices of William Penn Lodge, No. 518, on Washington's Birthday, at the Studio Dansant, Philadelphia. About 200 clerks, representing all stations in Philadelphia, with their wives and sweethearts, spent an enjoyable evening. Music was furnished by "Jack" Blum's Jazz five-piece orchestra. Their performance left nothing to be desired.

When checking their wraps the men were given a red, white and blue carnation button hole bouquet, and the ladies received folding fans which, when opened, formed a United States flag. The effect of the colors and flags was pleasing.

Among those present as spectators were Engineer and Mrs. Jett; Agent J. R. Morrison, Pier 98; Agent L. A. Rogers, Race Street; Frank Fitzgerald, amateur lightweight boxing champion, Philadelphia; Chief Clerk J. C. Farr, East Side.

#### Interesting People and Events Observed

"Joe" McGovern, with his long legs and graceful glide, dancing with every girl he could find.

Pretty Marie McAleer and Martin Garland, Shop Yard, deeply engrossed, enjoying every moment.

"Joe" Carney, former stenographer, Storekeeper's Office, East Side, and his wife.

Of course "Andy" and "Flossie," both expert dancers were there.

"Sox" Emmanuel, Roundhouse Office, with a beautiful girl in blue, from whom he never strayed.

Little "Bobby" Miggins, with the "Honey Dolls," seemed to have on the correspondent's "Singer collar,"—Picadilly. He made a hit.

Our messenger, little Harold Fenstermacher, was too happy for words.

The "Rebellious Rebel" brought his handsome sister, Miss Orrell, and the Misses McCartney and McGinley.

Miss Margaret Cameron did not suffer from lack of partners.

Miss Isabelle Gillen and her sister were in the midst of the crowd at all times.

"Bill" Congar and his attractive young wife both graced the floor—they are splendid dancers.

To add to the enjoyment, Charles Hicki, West Side's popular idol, appeared, with his ever-smiling countenance. I understood just how much he enjoyed himself when I observed him with the handsome Miss Barrett in one wonderful dance after another.

"Ed" Mitchell, Pier 62, was on hand to get business—he got lady partners instead—so he says.

Little Miss Helen McDevitt attracted attention by her graceful dancing of the finale hop.

Harry Nielson was still as long as possible, then he could not resist the music longer and was soon seen gliding around with Miss Orrell.

The orchestra warmed up and finally, just to show that they are not old men, "Poppie" Land and "Old Man" Miller stepped out in a way which was surprising to the young folk.

At 11 p. m. Chief Clerk J. C. Farr and "Jake" Jackson, one of the three musketeers, appeared after spending a thrilling hour at the movies. "Jake" kept his eyes glued on the drummer, but we know he did not miss any of the pretty girls.

"Jake" Hamburg, Race Street, danced with all the pretty girls he could find. So did "Pete" Perlson.

Frank P. Brennan, famous banjo player, was there without his banjo. He did not lack partners.

"Sam" Hoy, Jr., made a hit with the ladies, as usual.

"Lew" Rogers, agent, Race Street, dropped in to look us over.

On hearing applause, I went to ascertain the cause and found "Rebel" Wm. G. Orrell, East Side, doing the "Finale Hop" with Miss Isabelle Gillin. As this was "Reb's" first appearance in public, he was heartily applauded and was awarded first prize.

Later, I heard more noise and found that the centre of attraction was "little Toby" McKeown and his wife in their first public appearance together as dancers. "Toby" was much excited by the applause which greeted his first efforts (he has been taking private lessons at home). He was awarded second prize.

Among others present were Messrs. Morrissey and Goldberg, Race Street, posing as star basketball players, while "Barney" Cohen stood by laughing. A vocal number, "A Girl That Men Forget," sung by Mr. Henry Velarida, tenor, interchange clerk, R. R., Point Breeze, Philadelphia, was appreciated.

The committee, to whom credit for an enjoyable evening is due, were: Chairman, H. Hamburg; Myer Perlson; secretary, R. M. Miller; Anna McGinley; David Alten and William Miller.

Treasurer Andrew L. Smith was on the job in Box Office to collect money and tickets and keep the financial affairs straight.

One of our customers, Mr. S. Jacobson, who takes great interest in our social as well as business affairs, was present and enjoyed the evening's entertainment.

On January 23 Patrolman Granville Dougherty was killed, falling in between the cars of an inbound Park Drag coming into East Side. Mr. Dougherty was well known and liked by all who knew him. His sudden death was a great shock to all of us here and particularly to John Wilhare, also of the Police Department, who was closely associated with him in his work. We express our sympathy.

Thomas Barron, section stockman, and J. H. Peters, chief painter, spent March 1 at Grafton, W. Va. Mr. Peters is a Veteran



AT EAST SIDE, PHILADELPHIA

Left: Round House Foreman J. P. Dimond and family. Right: Rate Clerk M. R. Gill



who worked at Grafton for twenty years and has thirty-eight years continuous service with the Company.

### Wilmington, Del.

Correspondent, CHARLES W. HAMILTON

Greetings to everyone! We want to add Wilmington to your genial circle, and give you news of the representatives here in the offices of District Passenger Agent J. A. Miller, District Freight Agent G. W. Bumpas and Local Freight Agent A. D. White. Later, you may learn our names and see some of our photographs in the MAGAZINE. This time, we will be modest in our appeal to the editor for space.

Wilmington will hereafter be on the Baltimore and Ohio "map" in the MAGAZINE. Our friend C. W. Bailey is supplying news from the yards and shops at Wilmers.

Chief Clerk W. R. King, who recently underwent an operation for appendicitis, is gradually recovering strength. He resumed duty a few days ago.

A carload of Florida oranges and grapefruit, sold direct from trees to people here, was quickly disposed of to appreciative buyers in our Freight House Yard. The shippers promise a further supply soon.

We are pleased to learn that the Baltimore and Ohio Glee Club will give us another of their delightful concerts in the near future. Wilmington people are responsive and appreciate the excellent entertainments given by this fine musical organization.

We are grieved to report the death of Mrs. Mary Moreland, wife of Engineer Thomas F. Moreland, on March 5. Mrs. Moreland was an estimable lady and a good friend. She will be sadly missed because of her activities in fraternal organizations here. We extend our sympathy to Mr. Moreland.

Local Freight Agent A. D. White says that there was a material increase in freight revenues at Wilmington during February as compared to January, 1924. Prospects for good business in March are encouraging.

### Washington, D. C., Freight Station

Correspondent, W. L. WHITING

The absence of notes from Washington, D. C., in the March issue was caused by sickness, partly my own and partly that of others.

The accompanying photographs show some of the heavy work that is accomplished by our great gantry crane. The immense stone portrayed is the base for the main shaft of the First Division Monument that is

being erected in this city. The base weighs twenty-eight tons and was unloaded by our crane without receiving a scratch. The main shaft, weighing about fifty-five tons, is expected to arrive over our road, and will, without doubt, receive the same careful attention from our crane operator, "Charlie" Leaman, that he gave to the base.

During the latter part of 1923 we set a mark for our hoped-for increase for that year over 1922 of one million dollars. We succeeded in making \$1,002,000.00 plus, for which we are very naturally shaking hands with ourselves and resolving that this record shall be beaten this year! A little word here and there on everybody's part will be very helpful in obtaining the wished for results. Let us all try and make this the banner year for Washington, D. C., Freight Station.

We have had the pleasure of assisting a graduate of the University of Pennsylvania in obtaining some insight into railroad affairs as handled at this station. Mr. Som Charatsing, the gentleman in question, was permitted to come here at the request of the Siamese Minister to the United States, and we trust that he has received the valuable instruction and information that he sought.

Our collection clerk, "Jack" Mullikin, has been in Dothan, Ala., for some time with his good wife, in an expectant state of mind, and his fondest hopes were realized on February 27 when there appeared on the threshold a chubby little boy; "Jack" is still in the South attending to affairs, but we expect him back very soon, baby, mother and all. Good boy, "Jack;" let the good work go on!

Yard Conductor T. L. Birge announces the arrival at his home of a pretty little girl. This makes a happy little bunch of two boys and one girl. The remarkable fact about this is that the baby just missed by one hour having a birthday every year like ordinary folks, she having arrived at exactly 11 p. m. on February 29.

There are disadvantages as well as advantages in such an arrangement as to date of birth. Of course, as a baby, she will want to celebrate every year, but as the years roll by, and she can legitimately divide her age by four, she will see the benefit of it. Then again when the hoped for "right man" comes on the scene, think of his joy in only having to "come across" once in four years instead of being like us ordinary mortals, who have to dig down every year. Congratulations to the happy parents!

And still another to report. On March 2 the wife of our good friend, O. D. Boyle, presented her happy husband with a

bright little boy. This is a particularly happy circumstance, as the little fellow comes to fill a gap made by the untimely death of a dear little boy of five years, who was killed by an automobile about two years ago. Both parents are rejoicing at the new arrival and we all hope that the happiness they look for will be fully realized. Congratulations to Mr. and Mrs. Boyle are in order from everyone that knows them.

It is a pleasure to state that from last reports the mothers, daddies and babies are all thriving splendidly.

There have been a few changes in our force recently, but only necessitating the engaging of two new members. "Pete" Messina is employed as a clerk in the office, and Reginald Vaughn comes as messenger. We welcome both and hope to have them with us for a long time.

Our sick list has once more dwindled down to the zero point. Miss Winnie Tyler, who was sick for several weeks, has returned to her accustomed place. We were all glad to welcome Winnie back, and to know that since her return she has been able to continue working, and shows every sign of complete restoration to health.

Our old standby, Assistant Cashier P. S. Smith, is with us again, having undergone a dangerous operation on account of serious stomach trouble. "Pete" braved the dangers of the knife courageously and his quick return to duty is evidence that the operation was successful. However, as he travels this earth on two artificial nether limbs, perhaps a little thing like his stomach did not phase him. We are glad to have him back with us and congratulate him on his recovery.

General Yard Master N. O. Clarke has returned from St. Petersburg, Florida, where he has been for a few weeks on account of asthmatic trouble. His ruddy countenance and smiling face are evidence enough that his trip benefitted him as he hoped it would.

We regret that the Stork was not the only visitor to our families lately; the Grim Reaper has gathered in the relatives of some of our number. On January 13 Miss Gladys Beall lost her grandmother, with whom she has lived for a number of years. On January 23 Yard Brakeman J. P. Criste lost his little daughter aged six years, as a result of that dread childish disease Meningitis. On February 9 our agent, D. M. Fisher went to Frederick to bury his sister-in-law, Mrs. Walton M. Fisher, who died in Waukegan, Ill. Mrs. Fisher's death was caused by a stroke of apoplexy. On March 4 our Assistant Agent M. T. Hill received word of the death of his



Base stone for First Division, A. E. F., monument to be erected in Washington. Quarried in Vermont, and weighing 28 tons, it was unloaded without a hitch in our freight yard, Capitol City





J. W. Logsdon and family, Cumberland, Md.

mother at Cleveland, Ohio. Mrs. Hill had been ill for a long while and died at the ripe old age of 82 years.

To the sorrowing friends and relatives of all of the above we extend our heartfelt sympathy in their time of sorrow and affliction.

#### Harrisonburg, Va.

Correspondent, W. T. BARR

On February 11 Carpenter Foreman installed scales on main track at East Lexington, which required putting it out of service and running all trains through cross over. After the C. and O. train had passed, Joint Agent E. Fred Baker, found a broken rail. He immediately advised Foreman Gross who had necessary repairs made without delaying any of our trains, for which Mr. Baker has been commended. It is regretted that your correspondent was unable to secure a photograph of Mr. Baker for our MAGAZINE. His hair "is going back on him" and for this reason he says he will not give us a photograph!

#### Hagerstown, Md.

Correspondent, GEORGE R. PACKETT

John A. Mullen

We regret to note the death of John A. Mullen, retired trainmaster, Hagerstown, at the Washington County Hospital on March 13, after an illness of only two days. Mr. Mullen lived at his home 238 Summit Avenue. He was 58 years old. For the past two years he had been serving as inspector for the Western Maryland Railway. He is survived by his wife and two daughters, Mrs. W. E. Herndon, Cumberland, and Miss Grace Mullen, Hagerstown; two sons, Michael E., Brunswick, Md., and John J., Baltimore. Interment was made in Piedmont, W. Va.

Fire was discovered at 2 a. m. February 26 under the flooring of Freight Agent F. S. Bowman's home. A little damage was done by smoke. The fire was extinguished by local fire companies in half an hour.

Three diamond rings were awarded under the auspices of Hagerstown Forest No. 95, Tall Cedars of Lebanon, on February 22. Claim Clerk H. R. Potter held the lucky number, which awarded him the second prize \$250 ring.

William Snyder, father-in-law of Warehouse Foreman D. E. Kinsey, died on March 3. Our sympathy is extended to the bereaved family.

Ticket Agent S. A. Gates is again critically ill at his home.

### THE RAILROAD HOTEL HOTEL PATTERSON

Good Sleep—Good Eats—Moderate Rates

HAGERSTOWN, MARYLAND

In this issue of our MAGAZINE we find the first advertisement from Hagerstown—the Hotel Patterson. We feel assured it will not be the last.

A friendly handshake and a pleasant word cost us nothing, yet it never fails to help both ourselves and our Railroad. With good friendly service to all shippers, we are not only helping our Railroad but also ourselves. Personal traffic solicitation is not new at Hagerstown, Agent F. S. Bowman and his force have taken pleasure in this work for years.

D. M. Shawen, a loyal, retired Baltimore and Ohio employe, is a regular visitor to our office. He is now living at Gapland, Md.

H. R. Potter, clerk in this office, while in a barber shop by chance overheard a prospective passenger phoning a competitive line for rate and quickest time to Wheeling, W. Va. Mr. Potter at once talked with the prospect and as the result saved him two hours' time by having him use the Baltimore and Ohio. Good!

#### Cumberland Division

Correspondents, JOHN J. SELL and RALPH L. KETZNER

On February 20 and 21 we experienced a heavy snow fall on our Division, the heaviest for several years, being 14 inches deep in Cumberland on the level, and at points drifted to a depth of several feet. The energetic efforts of the M. of W. Department and all other employes kept traffic moving with a minimum of delay. After cleaning snow from the platforms and pavements adjacent to the Queen City Station it looked like a winter scene in Canada. The snowcapped mountains, as seen from the Capitol Limited and other through trains, must have presented a picture to our patrons which is seldom seen in this part of the country. Division Engineer Petri, Assistant Division Engineers M. B. Jones and John Edwards, General Supervisor Sponseller and supervisors worked diligently to keep switches open and platforms cleared of snow.

One of our oldtimers has loaned us a picture of Cumberland tool cars, taken in 1910, unloading a heavy piece of machinery at the Casparis Stone Co.'s Quarry, Patterson Creek, W. Va. Wreckmaster C. C. Beck (now deceased) was in charge of the crew doing the work; a number of the men are still in service and will be recognized by our employes. In order to place this machinery, a track was built up the side of the mountain, high above the river, which can be seen in the picture.

Our sympathy is extended to Supervisor W. R. House, Cumberland, whose infant son, William, aged ten months, died recently.

The accompanying photograph is of Agent Chas. F. Huth, Piedmont, W. Va., and Traveling Car Agent G. Hunter Castle, taken at Piedmont, W. Va. Of course, the



The late Conductor Mackin, Cumberland, about whom a story appeared on page 65 of the March Magazine

picture would not be complete without cars for a background, both these employes being energetic workers in getting cars released and moving. Agent Huth entered the service on October 18, 1889, in the Stores Department at Piedmont, and was coal billing agent at Keyser for a number of years before being promoted to the position of agent, Piedmont, W. Va.

Cumberland Division is still breaking records, the latest on March 10 when 34 trains, totalling 3,274 loads, were dispatched east over the Cumberland Division, which included 13 trains, 1,222 loads from Keyser and 21 trains, 2,052 loads and 23 empties from Cumberland. The best previous record in one day was 2,795 loads.

We are sorry to report a sad accident to one of the Cumberland Yard brakemen. E. A. Knight, one of the best known, good, all around railroad men, was badly injured on the night of March 5, having both legs severed below the knee. He is doing as well as could be expected and his usual cheerfulness is still with him.

We recently had the pleasure of meeting our new division freight agent, H. A. Williams. While we don't know if that good cigar was for a little story we are glad to say Mr. Williams is a PRINCE. We have "listened in" on a few conversations of patrons and from all reports of H. A. we can count on a substantial increase in business on the Cumberland Division through his personal solicitation.

Road Foreman of Engines Cramblitt has been promising us some pictures for so long we are commencing to think he has none. Let's hope this will have the desired results and produce something a little better than promises!

Cumberland Yard Conductor S. L. Reynolds, who was injured on January 31, is able to be out and will soon be back on the job. We missed him.

"Bob" Rice tells us a good one about former Division Freight Agent Beggs, recently promoted. Mr. Beggs, with his usual success, asked for some new business and, after securing a trial carload shipment, had everyone lined up to handle it promptly. Unfortunately the train in which this car was moving met with a mishap and the car was destroyed. However, courtesy and promptness in adjusting the claim not only secured a duplicate shipment but we now



The Store for Men and Boys

## SCHWARZENBACH & SON

CUMBERLAND, MD.

OWN YOUR OWN HOME—LET US ASSIST YOU  
CUMBERLAND LUMBER CO.

Rough and Dressed Lumber and Millwork

TELEPHONE 1361

CUMBERLAND, MARYLAND

Flooring, Siding, Ceiling, Lath, Shingles, Mouldings,  
Sash, Doors, Slate

have every assurance of handling all of this large shipper's future business. Another case where an ill wind blew everybody some good.

One of the most popular clerks in Cumberland Yard, who is always in demand, is City Delivery Clerk John H. Mosner. While we have always admired John Henry, we were surprised to find that he is in demand at funerals. We find he has an automobile and, as he works second trick, is always free in the morning and you can count on him offering his service to any worthy cause. We find he has served at 18 funerals since the first of the year. Just another case of a Baltimore and Ohio man being a good neighbor.

The tallest man in Cumberland Yard, Brakeman S. K. Myers, better known as "Sambo," was recently operated on for

appendicitis. Glad to report "Sambo" is improving.

"Pete" French, operator, Streckers, better known as the "Patent Stove Pipe Cleaner," recently bid in a job at Orleans Road. All the men on the West End were sorry to see "Pete" leave Streckers and many have inquired if he found it necessary to clean the stove pipe in "AD" Tower?

Yardmaster E. A. Reith, Cumberland Yard, who had a bad fall in the early part of February, has suffered a relapse and is now in the Allegheny Hospital, Cumberland, undergoing treatment. Best wishes for a speedy recovery.

We hear that Chief Dispatcher "Jake" Miller is having trouble with his radio and recently hasn't been able to even raise Sandy Hook. "Jake" says his trouble is due to static.

Our old friend A. G. Boughner called to see us recently; we thought he had been snowed up in the mountains, but we assured him blue print figures would show the Cumberland Division moving to the top in performance. Every employe is on the job to see that we land in first place.

We have a draft clerk in the office. Yes, he opens and shuts the windows.

One of the accompanying photographs is of Signal Repairman J. W. Logsdon and family, Patterson Creek, W. Va. On February 26 Mr. Logsdon discovered a broken arch bar on a car in train of Extra East, engine 6130. He reported it to Train Dispatcher Harry E. Flook, who had train stopped at Green Spring and car set off. Mr. Logsdon has been commended.

Night Car Distributer B. A. Noone has organized a fast checker team, and recently defeated the strong Keyser team. He has challenged the Grafton and Connellsville teams. Some good games are looked for before the season closes.

Our sympathy is extended to Miss Nancy Miller, stenographer, Superintendent's Office, in the recent death of her mother, Mrs. George Miller, at her home in Cumberland.

With the blue birds singing, our baseball enthusiasts are getting the fever and the prospects of a division or terminal league this year are bright. We have some good talent, which can be made into a fast team and with a local league scheduled some good games can be looked for.

Our Baltimore and Ohio Y. M. C. A. has progressed nicely under the able management of Secretary A. W. McDaniels. Recently the Cumberland Central Y. M. C. A. conducted a campaign to raise four hundred thousand dollars to build a new Central Y. M. C. A. home on Baltimore Street, overlooking our line, which was successful. Cumberland will soon have another fine building in the center of the City of which it can be justly proud.

Inspired by the recent articles in Our MAGAZINE, employes are striving for more business and cooperating with the local passenger and freight representatives in the campaign for more business, which is bringing results. Keep up the good work, boys.

With the new S-1 engines hitting the ball, and roadbed and equipment in good shape, we are hankering for more business to move. We hope to climb steadily to first place in the tonnage performance on the blue print.

Recently, we published a number of advertisements of our local patrons, and there may be others who desire to reach our readers by an advertisement in the MAGAZINE. If any employes know of any business houses desiring space, please drop a note to the local correspondent.

A fire brigade was recently organized at Cumberland Station on the second and third trick, captained by Night Passenger Car Foreman John Raupach, and drills are being held regularly. They are ably assisted by Night Stationmaster L. M. Rausch.

While the apple season closed last November, we are still loading from four to six cars daily from storage warehouses at Berkeley Springs and Martinsburg. All indications point to a good crop next season.

With spring close at hand, cement and road material are starting to move. Indications are much construction work will begin as soon as weather conditions permit.

The Capitol Limited, the pride of all our employes, has been maintaining its fine performance throughout the winter, even in the face of adverse weather conditions. Everyone is on the job to see that its record is maintained.

We hope every employe read the request for suggestions in the last MAGAZINE, and will present any they may have for the betterment of the service.



ON THE CUMBERLAND DIVISION

Above, left: Cumberland Tool Cars putting in machinery at Patterson Creek in 1910. Right: Agent C. F. Huth, Piedmont, and Traveling Car Agent G. H. Castle. Below: Taken in Cumberland West Yard, 1910, see notes

Please mention our magazine when writing advertisers



One of our pictures is of some of the West-bound yard car repairmen taken in 1910. We are not going to tell the names, as its another case of looks improving with age and most of the boys are still in service!

"Jim" Young, the well known East-bound Hump conductor, Cumberland Yard, recently returned from a visit to New York, as usual on an errand of mercy. He went to visit one of our old trainmen who is in failing health.

Business is improving and the month of February was the best we have had in the last year. Let's go boys. Make this the best April on record.

"Benny" Noone, whom everybody on the division knows as "Pete," congratulates himself that eggs are coming down. That lone hair on "Benny's dome" has been craving company, and having tried all else, "Pete" was relying on the eggs to do the impossible. It is not clear whether its the shells or the contents, but while there is life there's hope and the present market won't make it so expensive.

Haven't heard much from "Big Ed" Tasker or "Dusty" Avers of Keyser lately; seems they won't give up the championship they claim at checkers. Come on, boys, we have the White hopes. Give us a date.

Assistant Division Engineer M. B. Jones claims the belt as the best pool shot on our division. "Bill" Kornhoff has issued a challenge, but M. B. told him to go get a reputation first.

Our relief messenger Howard Welsh is right on the job when it comes to handling messages, but some of the night force have trouble getting what they order from the restaurant. Howard mistakes custard pie for ham sandwiches, and sometimes the coffee can leak; but Howard is practicing and we hope will soon be able to "stop the leak."

### Cumberland Backshop

Correspondent, J. G. CLENN

Our shop band went to Grafton in a special car on train No. 55 on March 16, to give a concert which was enjoyed by our Monongah Division friends.

In addition to the concert our shop orchestra played several selections. The Imperial Quartet composed of Messrs. Goodrich, Foley, Watkins and Warner, sang several selections which called for encores. The band was managed efficiently by R. Snellley and the Grafton folks showed their appreciation by their hearty applause.

Our band members wish to thank the Grafton folks for the kindness shown during their short stay in the West Virginia city, and are looking forward to the time when they may again be among them.

A surprise party was given in honor of your correspondent and his wife, on February 28 in the Office of Division Storekeeper and Superintendent of Shops.

About 30 couples had gathered in the offices unknown to the correspondent, and when he was brought in it was a surprise.

Dancing and 500 were the amusements of the evening and later coffee and sandwiches were served. The party was not only enjoyed by the honored guests, but by everyone present.

Through these columns the correspondent and his wife express their thanks for the lamp and silverware given them by the New Shop and other division offices.

John Phillips, our shiek has "went and done it." Without notice he and Miss Helen Minnicks went to St. Johns' Lutheran



### CUMBERLAND ROSES HAVE ONE THORN!

Above, left to right: Lucille Hanifun, Vada Pearl Drumm, Assistant Master Mechanic T. E. Mewshaw, Blanche Clarke. Right: Miss Agnes Burns, formerly in Storekeeper's Office, now transfers her affections to the Division Accountant's Office. Below: Track along the Patterson Creek and Potomac Railroad, West Virginia Branch. Scenery typical of the Cumberland Division

Parsonage on March 3, and were married by Rev. C. R. Botsford. They will reside on Independence Street. We all join in wishing the happy couple many years of happiness. Mr. Phillips is employed in the Division Storekeeper's Office.

We welcome to our midst "Mike" McAtee who has accepted a position in Division Storekeeper's Office. Mr. McAtee was previously in the service of the United States Railroad Administration.

### Keyser, W. Va.

Correspondent, H. B. KIGHT

What's the matter, fellows? Wasn't there a traffic tip card in the last MAGAZINE you received? If you would boost the wonderful tours to Washington that our Company operates, you would flood me with cards giving the names of prospective passengers for these trips.

Assistant Car Foreman "Gene" Kight recently underwent a serious operation at the Allegheny Hospital, Cumberland. His life was despaired of, but he is improving and hopes to be back on the job soon.

Thanks, "Abe," for that traffic tip! I appreciate your cooperation.

Doesn't it make you feel proud to think that OUR railroad is the oldest one in America? Soon be one hundred years old, and getting better every day.

BOOST WASHINGTON TOURS, and watch the results. Keyser School is sending a delegation this year. This is the first party from Keyser (I'm almost ashamed to tell it) but it will not be the last. Watch 'em grow!

Have you ever seen the Capitol Limited? This, the finest train in the world, is an inspiration to Baltimore and Ohio employees.

The trees along the mountain side up Cheat River Grade, were a beautiful sight last month. They were covered with sleet, that bent them double and some of them were pulled out by the roots. They were beautiful to look upon, but weather such as this means added expense to our Company, and we could have done without their beauty.

It is with regret that we report the death of another Baltimore and Ohio wife and mother. Mrs. Kate Bailey, wife of Engine-

man J. E. Bailey was suddenly stricken while in the Davis Street Methodist Church, at Keyser, March 2, as the opening hymn was being sung, and passed away in a few minutes. To the bereaved family we extend our heartfelt sympathy.

### TALK WASHINGTON TOURS—THEY'RE GREAT! DON'T COST MUCH, EITHER!

Are you talking to your friends, who are soon to take a vacation, about our Baltimore and Ohio service? I believe you are for I never saw a better set of boosters than we have on OUR railroad. That's why it is the best in the world—everyone who works for it, believes in it.

"Uncle Bill" Virts, who is spending the winter in Florida, writes "Go swimming every day. Wonderful country, send me the MAGAZINE." And we did.

Operator Frank Anderson's little son was late at school the other day because "Charlie" Hodges did not get out in time to relieve Frank, so that he could take the boy's toboggan home. Been pretty cold up here and Frank needed it to warm his ears.

SEE AMERICA FIRST! Why plan a trip to Europe, until you have seen the beauties of America? Take a trip over our own Best and Only, through the mountains and valleys of Maryland, Pennsylvania and West Virginia—the Switzerland of America. Boost the scenery—the service—the spirit of good fellowship that exists along our lines.

Mr. Frank Ellis, merchant, Newburg, is awarding a trip to Washington on one of our Personally Conducted—All Expense Tours. The best all round senior and the best all round junior of Keyser High School will be made happy by a trip to Washington after school closes, the award of Dr. Koelz and Attorney MacDonald, of Keyser. This is fine. These trips will never be forgotten; they will educate and make someone happy, and they are worth more than a back load of medals. Next!

West End Conductor Harry "Muddy" M. Flood was held up by some thieves on Maryland Avenue, Cumberland, sometime ago and relieved of his watch and twenty-three dollars in cash. But the Cumberland "cops" caught the robbers and "Muddy"



# FRANK ZELLER

## JEWELER

Terra Alta, W. Va.

Official Watch Inspector for The Baltimore and Ohio Railroad Company

*Special Attention Given to Railroad Watch Repairing*

We solicit a share of your patronage

DEPOSITS \$1,055,260.26

## The First National Bank

Keyser, W. Va.

SPECIAL SAVINGS DEPARTMENT  
Interest paid every six months  
from date of deposit

has his watch back. He wasn't scared a bit—Oh, NO! Were you, "Muddy?"

Thanks, Miss Brennan for that dandy traffic tip. Send me some more.

BE A BOOSTER. STOP THE LEAK.  
ALWAYS WEAR A SMILE,  
SEND A "TIP" IN, EVERY WEEK;  
TRY IT FOR A WHILE,  
SOON YOU'LL BE SO FULL OF JOY  
DOIN' OF YOUR BIT  
THAT THE UNIVERSE WILL KNOW  
"BEST AND ONLY'S" IT.

"BEST AND ONLY" IN THE LAND,  
NONE IS ANY BETTER,  
HUSTLE ROUND AND GET SOME  
BUSINESS—BE A GOOD GO-  
GETTER  
GIVE 'EM SERVICE WHEN YOU'VE  
GOT 'EM, KEEP 'EM FOR ALL  
TIME,  
KEEP 'EM TALKING "BEST AND  
ONLY" THE RAILROAD THAT'S  
SUBLIME!

Our congratulations are extended to J. J. Wagley on his appointment as assistant round house foreman, position formerly occupied by W. A. Earnest who has gone to the Southern R. R. "Joe" is not only a



Robert, son of F. W. Bowlus, Clerk, Freight Office, Pittsburgh, Pa.



INSPECTION PIT FORCE, HARDMAN

Left to right: Dennis Kinkaid, Edgar Paugh, John Stonebraker, I. C. Tucker, Floyd Wolfe, J. S. Kelly

good mechanic but a good all around fellow and knows the men will do everything in their power to help him.

Nell—It is so quiet in the office that you can hear a pin drop.

Ginnie—Yes, I am a little hard of hearing but I often feel the jar.

Our sympathy is extended to Engineer W. E. Bailey on the loss of a devoted wife and to Pipe Fitter J. E. Bailey on the loss of a loving mother.

We are glad that Assistant Car Foreman W. D. Wright and C. Inskeep are recovering from their injuries and hope they will soon be able to resume duty. Assistant Foreman E. C. Kight is recovering and has returned to his home.

While our boiler clerk has requested us not to mention her in the MAGAZINE, we note the difference in Mary's appearance each morning since she left the farm and has again taken up her residence in Keyser.

The number 13 must be unlucky for the ladies in the Master Mechanic's Office, where there are 13 lady clerks. One quarter of leap year is gone and none have succeeded in having their name changed.

"Leaners" desk at 5 p. m. on February 28 looked like a combination drug store and lady's boudoir. The articles scattered over it included a powder puff, hair comb, box of McCoys tablets, box of headache pills, wad of chewing gum, nail file, cuticle scissors, rouge box, handkerchief and vanity case.

The joint local cooperative committee, Motive Power Department, Keyser, held their first meeting in Veterans' Hall on March 5. J. B. Martin, representative of the Carmen, was elected president; Assistant Master Mechanic W. J. Dixon, chairman. Messrs. Dixon, Stanley, Graney, Gillum, Gutrie, Spicer, W. H. Ravenscraft and A. L. Muller, representatives of the Management; Messrs. Martin, Niland, Dayton, Mott, Wilson, Porter, Moore and Steadman, representatives of the Federated Crafts, H. A. Dietz, secretary.

District Master Car Builder W. W. Calder, G. W. Murphy, general chairman of carmen, Messrs. Patten and Crockett of the Efficiency Bureau were also present.

The object of these meetings is to produce a cordial understanding and cooperation between the local officers representing the Management and the local representatives of the employes at which time questions will be discussed relative to shop operations, output, etc., the planning and carrying on of work and full consideration given any idea or suggestion advanced.

From the suggestions of the various members present and the spirit manifested by all concerned it is predicted that these meetings will produce 100 per cent. efficiency and result not only in cooperation and understanding between the representatives of the Management and the workmen but greatly improve the service and production by a better quality of work.

Please mention our magazine when writing advertisers

What a wonderful thing it will be if uninterrupted and complete understanding is brought about by this plan!

## Martinsburg, W. Va.

Correspondent, W. L. STEPHENS

The accompanying picture is of a bright Baltimore and Ohio boy. His Grandpa Alex Mosier loves the boy even better than he does his engine, and that is loving him some!

The stork has been mighty generous to the shop boys lately. He presented a bouncing son to Charlie Wolford and another one to J. Frank Kneisley.

Genial Operator J. M. Wyndham recently figured prominently in the social whirl of this city. His family and friends planned a birthday surprise party in his honor. It was a success and was thoroughly enjoyed by all.

The A. A. Robertson Auxiliary to the Brotherhood of Railway Trainmen celebrated its 16th anniversary on February 20. The fine program consisted of readings, solos, and music by Miss Emma Staley's orchestra. A banquet proved to be one of the most enjoyable events of the evening. Two hundred or more members and guests were present, including visiting members from Brunswick, Md., and Chambersburg, Pa.

The members of the George M. Shriver Auxiliary to the Baltimore and Ohio Veterans swooped down on their popular president, Mrs. Charles Auld, and gave her a delightful surprise party. Many guests were present and all enjoyed the evening to its full.

Mrs. J. H. Copenhagen, who underwent an operation in the King's Daughters Hospital, has recovered to the extent that she is able to be at home and is now steadily gaining in health.

## Cumby, W. Va.

Correspondent, CLARA McDONALD TAYLOR

Martinsburg music lovers were delightfully entertained by the Baltimore and Ohio Cumberland Shop Band on February 24, at the Crandall Theatre. The selections sung by Miss Vada Pearl Drumm were also appreciated. Messrs. Warner and Troxell also received their share of applause. Director De Luca has a fine organization of well trained men and we hope to hear them again soon.

Thirty-five invited guests, members of the George M. Shriver auxiliary, tendered a delightful surprise to their president, Mrs. Charles E. Auld, at her home on N. Queen Street, recently. Refreshments were served late in the evening.

We regret to report an accident to Horace, son of Veteran George Kilmer. While running across a street to sell papers containing an account of the death of the late President Wilson, he fell, breaking his hip.





Joseph and Mary Lee, children of Machinist C. J. Comisky, Martinsburg Shops

Horace is a plucky boy, however and goes along "Smilin' thru."

Louise, daughter of Sister Laura Cline, who has been seriously ill at King's Daughters Hospital, is improving.

We are glad to report Mrs. Joe Copenhaver has returned to her home after a serious operation. She is improving slowly.

Martinsburg K. of P. celebrated their Diamond Jubilee recently. The founder of Pythianism in West Virginia was Father Gerhardt, a grand old man who lived to be 100 years old. He was the father of our former president, W. A. Burkhardt.

We are impressed by the unanimity of opinion in Martinsburg in connection with the project for a new and commodious hotel. We hope it materializes.

In our story of the float used in the parade here, your correspondent regrets that she made an error in the names and titles. J. S. Rhodes was chairman, Float Committee and M. Smallwood, chairman, Carman's Committee. The names of the two Johnson boys, Heck Kerns, Kerschner and Hockenburg were also omitted. We apologize.

#### Sabraton, W. Va.

Correspondent, L. M. Gump

Business is on the increase on the Sub-Division and preparations to handle it to greater advantage are going forward. It bids fair to reach the point attained in the summer of 1922 when more tonnage moved between Sabraton and M. & K. Jct. than ever before. We hope it will materialize and see no reason why it should not as all efforts are turned in that direction. We have been to various places but have yet to find an organization that moves more smoothly under pressure than our personnel.

We extend our sympathy to Engineer Thomas Morgan ("Uncle Tom") in his recent bereavement. Mr. Morgan lost his wife and father within a few weeks of each other.

We have with us a touch of spring—which brings us around to our picture for the month, our obliging operator at Sturgis, W. Va., Mrs. A. L. Van Norman. The picture (which, by the way, had to be gotten under false pretenses) was taken on the station grounds at Sturgis last summer and gives some idea of the appearance of Sturgis in summer. We have heard many favorable comments on the place and contend that it is one of the most attractive spots on the Baltimore and Ohio at that season of the year.

**Every Dollar Picked out of the Scrap Bins Helps Make a Bigger Payroll!**

#### Connellsville Division

Correspondents, C. E. REYNOLDS and E. E. SHANK

James W. Gray, Uniontown, a veteran engineer was off duty March 5 for the second time in 45 years. He attended court in Uniontown. This is certainly a fine record and Mr. Gray deserves much credit.

We are sorry to report the death of Charles Robert Penrod, two months and one day old infant son of Conductor and Mrs. G. W. Penrod of South Ninth St., Greenwood, on March 2. Funeral services were held on March 3 at the home, the burial taking place in Hill Grove Cemetery.

On March 3 Miss Mary Sabina Hoffman, youngest daughter of Mr. and Mrs. E. M. Hoffman, and G. Carr Sheets, son of Conductor and Mrs. S. M. Sheets, were married in the parsonage of the South Minister Presbyterian Church, Cumberland, Md., by the pastor, Rev. James McArthur. Carr is the congenial clerk in the Chief Dispatcher's Office. Congratulations! We hope that Carr will continue to wear the smiling countenance that he has been displaying since the happy event.



Mrs. A. L. Van Norman, Operator, Sturgis, W. Va.

Engineer S. Desmone, who has been undergoing treatment in Mercy Hospital, Pittsburgh for nearly a month, returned to his home at Connellsville on February 26 much improved in health. We wish Mr. Desmone continued health.

Miss Arabelle Morrison, Uniontown, Pa., and J. R. Totten, the latter a yard master at Smithfield, were married on February 14. We wish the newly married couple many happy days.

Our friend Elmer McClelland says no more soft bread and toast for him. He is sporting a new set of molars now.

Mrs. J. J. Smith, wife of our night chief dispatcher at Connellsville, who underwent an eye operation at the Peter Bent Brigham Memorial Hospital in Boston, Mass., recently, is getting along very well. The eye sight is returning rapidly and every condition is favorable. We sincerely trust that Mrs. Smith's improvement may be rapid and permanent.

We are grieved to report the death of the little infant son of Brakeman J. L. Richmond, at Bear Run, Pa., on February 19. The parents have our sincere sympathy in their bereavement.

On March 1 E. P. Mauk was appointed night general yard master at Johnstown, vice J. R. Driscoll, deceased. We wish Mr. Mauk success in his new position.

We are sorry to report the death of Mrs. Minerva M. Patterson, mother of Engineer M. M. Patterson, and Conductor A. H. Patterson, at her Brookvale home on February 15. To the bereaved family we extend our sincere sympathy.

G. A. Senheiser, yard master and Miss Hogan of Fort Wayne, Ind., were married in January. Congratulations!

On March 1 former Train Master M. L. McElheny, now superintendent, New York Terminals, returned to Connellsville for a short visit, during which time he moved his household goods to New York. We also understand that Mr. "Mac" lost his hat on this little tour. It may be that Division Engineer Gibson was on the job making tests to see whether he was exceeding the speed. As yet no report.

On February 25 Miss Mercedes P. Coyle, stenographer in the office of Master Mechanic Schad, and David Randolph, material supervisor in the shops, were married in Cumberland. On March 3, Mr. and Mrs. Randolph were guests of honor at a party given by Miss Alice Kramer, secretary to Master Mechanic Schad, at her home. Guests included the members of Master Mechanic's and Storekeeper's Offices Five Hundred was the popular game of the evening and it is believed that H. Y. Snyder, assistant chief clerk in the Master Mechanic's Office kept the man on the bicycle up his sleeve, for he couldn't be beat. A beautiful chest of silver was presented to Mr. and Mrs. Randolph by W. E. Finn, shop clerk, and received with blushes and speechlessness on the part of Mrs. Randolph. Dave now believes he will be able to get his breakfast at home. To the newly married couple we wish all the success in the world.

On February 15 when Engineer J. W. Younkin was a passenger on Number 79, he found a lady's purse containing a large sum of money and other valuables and turned it over to train crew. On inquiry it was learned that this purse belonged to Miss Clara Spiegel of West Newton, an instructor in the Braddock public schools. Purse was returned to Miss Spiegel next morning and she thanks the finder and compliments the Baltimore and Ohio in returning her purse with such efficiency and dispatch. Engineer Younkin deserves credit for displaying such honesty and taking the interest he did in the matter.

On February 18 Fred Port, clerk in the Superintendent's Office, was furloughed to



Fireman A. E. Dursh and son, Richard, age 2





**PRIZE WINNERS ON THE CONNELLSVILLE DIVISION**

Left: C. A. Nicola. Right: M. R. Emit

engage in the coal business, his headquarters being at Uniontown. We wish "Fritzie" success in his new undertaking, but we miss his morning solos.

### Pittsburgh District

Correspondent, E. N. FAIRGRIEVE

Friends of O. A. Blackstone will be pleased to learn that he has been appointed acting ticket agent at Pittsburgh, Pa., vice S. J. Hutchinson, retired.

Agent H. E. Pinkerton, Mars, Pa., answered the summons of the Grim Reaper on February 17. Mr. Pinkerton was one of the oldest agents on the Pittsburgh Division, where he had a host of friends. He was one of the Faithful Old Guard whose loss we mourn. We extend our sympathy to the bereaved family in their hour of sorrow.

Veteran Road Freight Conductor Pinkerton met with a serious accident at Connelleville recently, resulting in the loss of both his limbs. He is recovering slowly and remains cheerful in spite of this great handicap, which was received in the performance of his duty.

Agent G. J. McCloskey, Petrolia, Pa., has been granted leave of absence to enter the auto service station business. Geo. K. Shindel, formerly clerk, Braddock, has been appointed acting agent to succeed Mr. McCloskey.

Emery Irwin, former clerk, Dispatcher's Office, Pittsburgh, and later agent, Bruce-ton, from which position he resigned some years ago to engage in business at Mt. Jewett, Pa., has returned to his old stamping grounds and is now employed at Braddock. Welcome back, Emery, we are glad to have you with us again.

Mrs. J. D. Beltz, wife of Superintendent J. D. Beltz, who was stricken some time ago while in the city shopping, has returned from the hospital to her home, but is still confined to her bed in care of a nurse. We extend our sympathy and wish her a speedy recovery.

Plans are progressing nicely for the Safety Rally which is to be held in the Moose Temple, Penn Avenue, Pittsburgh, Pa., on April 10. A splendid program is being arranged, which includes vocal and instrumental numbers, and after this feature of the program is concluded, you will all be privileged to trip the light fantastic to the strains of a dreamy waltz or a jazzy two-step or fox trot. All are invited.

On March 5 a rail-laying gang on the P. & W. made what is considered the highest record in laying rail for a single day, anywhere on the System. This gang, under the direct supervision of Division Engineer Harsh, General Supervisor T. F. Donahue and Supervisor G. H. Stropel, laid 20,079

feet of rail between Mile Posts 29 and 32 on the eastbound track. This was a wonderful feat and all concerned are to be commended and congratulated for the excellent service performed which is the result of efficiency and cooperation.

The accompanying photograph is of James Morsica, who for a number of years was section foreman, Pittsburgh. Mr. Morsica attended a Red Cross banquet at the Hotel Schenley recently doled up in these duds. "Ain't he the berries?"

The excellent performance of the Capitol Limited continues to win new friends for the Baltimore and Ohio and favorable comments are heard on all sides about the excellent service, delightful dining car environment and meals. Tell your friends about this wonderful palace on wheels. Just one ride will convince them of the truth of your statements. Invite them to give it a trial and your efforts will be rewarded.

We are proud that the Pittsburgh Division shows an excellent increase in outbound tonnage handled for the month of February. During this period there was an increase of 92,023 tons over the month of January, 1924, and an increase of 96,422 tons over the figures for February, 1923, exclusive of coal, coke and L. C. L. merchandise. It is interesting to note that during the month of February there were 11,454 cars handled outbound representing 434,713 tons, averaging 458 cars per day for the shortest month in the year. Courtesy, efficiency and cooperation are working hand in hand and are bringing results.

Records of the Traffic Department indicate that the Pittsburgh Division takes first rank in the Pittsburgh-Youngstown-Cleveland-Wheeling territory in the number of furnaces in blast, their quota being 50 out of 57 or 88 per cent. This is encouraging and speaks well for the enterprise of the community.

The foregoing facts are good spikes to drive in your business-soliciting program. Don't overlook an opportunity to bring the activities of the Baltimore and Ohio before the public. Be a "GO-GETTER" and rejoice in the frolic.

One day about the middle of February the messenger boy of the Cunard Steamship Company was sent to bank with the day's receipts amounting to almost \$10,000. The lad entered the washroom of the Chamber of Commerce Building and carelessly laid his coat containing the deposit on the window sill. The coat was stolen and later found in the washroom of the Baltimore and Ohio Passenger Station at Pittsburgh by Porter J. Mott. The coat still contained

the stolen deposits which were turned over to the Cunard Co., who were grateful to Mr. Mott. He is commended for his honesty and loyalty to Baltimore and Ohio standards.

Pugh Brothers, official watch inspectors of the Baltimore and Ohio, recently had a shipment made to them from Newark, N. J. This shipment was made from Newark, N. J., February 19 and on the 22nd they received a notice from our agent at Pittsburgh that it was on hand, having arrived about 12 hours after the billing was received by mail. This is service par excellence and comes only through cooperation and efficiency which is everywhere to be found among the thousands of loyal employes of the Baltimore and Ohio.

The accompanying photo was posed especially for the Baltimore and Ohio MAGAZINE during the recent visit of the Chicago Civic Opera Company to Pittsburgh. The photographer was able to get some of the celebrities of this famous operatic company as they were leaving the trainshed at Pittsburgh, just after their arrival from Cleveland. Standing from left to right they are: Mrs. Angelo Minghetti, Mr. Angelo Minghetti, Georgio Polacco, conductor; Rosa Raisa, Edith Mason and Giacomo Rimini. This opera company appeared in Detroit after the performances at Pittsburgh, using the Baltimore and Ohio and were well pleased with the standard of service.

Fireman M. R. Whipkey is proud of his three-months' old daughter, Barbara Louise, whose photo is shown here.

Hello, girls, have you had your hair bobbed lately, like Teresa (Juliet) O'Hare, Mary Hughes, Gertrude Clay, Nellie Coburn and some more of the dames who lighten the gloom of our building with their presence? Who is next, please! It is fashionable to get your hair "Robertted" and gosh, how quickly you can stick it up in the morning, hey girls? Don't be bashful for there are thousands of other "Bobbies!"

### Traffic Department, Pittsburgh, Pa.

Correspondent, MARGARET BIERER

General Freight Agent W. W. Blakely, who has been promoted to Assistant to General Freight Traffic Manager, Baltimore, Md., left Pittsburgh on February 1, with the congratulations and good wishes of his associates and many business friends. Mr. Blakely came to Pittsburgh on July 1, 1918 and in his six years of service here has been held in high esteem by all who knew him. We wish Mr. Blakely success in his new



**A BALTIMORE AND OHIO FAMILY**

Center: D. L. Shaffer, who is spending his first vacation in 37 years, in Florida. Right: His daughter, wife of Engineer L. C. May. Left: his granddaughter, Mrs. Virginia May Spichty. The children are Mr. Shaffer's great granddaughters Virginia May and Mildred Spichty





## CELEBRITIES AT PITTSBURGH

Left: James Morsica. Center: Group of Chicago Civic Opera Stars as they alighted at station from Baltimore and Ohio special train. Right: Barbara Louise Whepkey

position, and trust he will not forget his many friends in Pittsburgh.

On February 26 the Traffic Department gave a dance at the Americus Club, Pittsburgh, Pa. Music was furnished by the Royal Syncopator Orchestra, one of this city's leading jazz bands. The committee in charge consisted of C. Roehrig, chairman, Miss Harkins, Miss Fuss, W. E. Hampton, W. C. Austin, C. R. Perkins, G. H. McLaughlin and J. W. Swoger.

Another good couple gone astray! February 27 was the date when Miss Margaret Burns' apron strings were tied to Elmer Estel's pocket book. Mr. Estel is a rate clerk in our department. We wish them much happiness.

The accompanying photograph reveals the smiling countenance of Charley Gainey. "Gainey" has been in the service of the Baltimore and Ohio for 16 years, acting as porter for the Traffic Department, Pittsburgh. He is just as young as he looks, and always has a smile and a good word for everyone.

## District Master Mechanic's Office, Glenwood

Correspondent, EDRIC C. GREAVES

We are glad to announce that Shop Superintendent Newman has been able to leave the hospital and is now at his home in Pittsburgh.

Glenwood Locomotive Back Shop has organized a baseball team for 1924 composed of the following: Manager, Frank Rush; Captain T. J. Stapleton; Players: L. L. Hicks, R. J. Peters, J. C. Duffy, P. E. Martin, A. Bennett, E. Stroble, J. Mitchell, J. Mathos, W. White, J. Voltz, S. Linn, P.



Charles Gainey, Porter, Pittsburgh Traffic Department

Rodgers, L. Horne, H. Meehan, W. A. Seamy, J. C. Croft, J. A. Forner and E. C. Hodges. This club would like to arrange games with any Baltimore and Ohio league clubs and particularly with Riverside and Mt. Clare. After disposing of these two clubs, would be glad to receive challenges from Cumberland, Benwood, Connellsville and Newark for practice games. All communications should be addressed to Frank Rush, care shop superintendent, Glenwood, Pa.

W. A. Whalen, chief clerk to district master mechanic, has been appointed chairman, Entertainment Committee, for the Safety Rally which will be held on April 10 in Moose Hall, Pittsburgh, Pa.

Glenwood Back Shop held its cooperative meeting between the local management and employes' representatives on March 5. Although this date inaugurated the cooperative meetings between the Management and employes on the Baltimore and Ohio System it may be stated that Glenwood Back Shop has been holding these meetings since June 8, 1923.

We regret to report that Sheet Metal Worker Charles Chamberlain, Glenwood Roundhouse, is ill with pneumonia.

Assistant Road Foreman of Engines A. B. McGeachie has returned to duty after a mild attack of pneumonia. "Mac's" friends tell him that unless he wears a winter overcoat he stands an excellent chance of being given a wooden one.

Business on the Pennsylvania District is steadily increasing, and if every employe puts his shoulder to the wheel we can make 1924 a banner year.

We regret that Miss Jane Passmore, secretary to master mechanic, Glenwood, and MAGAZINE correspondent, is very ill. Miss Passmore has been confined to her home for the past five weeks.

E. Paul Dawes, former Pennsylvania Railroad employe, Elmira, N. Y., and W. D. Hummel of Baltimore, Md., have been added to the roster of clerks in Glenwood Stores Department.

Our sympathy is extended to Master Mechanic Schad in the death of his son on February 10.

We extend our sympathy to Freight Agent Keefe in the recent loss of his wife.

We have much pleasure in reporting a case of loyalty, which demonstrates the splendid manner in which Baltimore and Ohio employes respond in an emergency. On February 8, after a hard day's work, Glenwood Roundhouse Pipe Foreman C. J. White, all dressed up in his best bibb and tucker, was on his way from Glenwood to Pittsburgh to pass a pleasant evening. On

approaching Laughlin Junction Mr. White noticed an important passenger train held up at that point and the engineer working on the engine. Without hesitation, Mr. White alighted from the car and on reaching the scene discovered that the union in the cross over pipe on the engine, between the main reservoirs, had become disconnected. Without regard for his best clothes, he jumped on the engine, corrected the defect and in a comparatively short time the train was on its way. This voluntary action on the part of Mr. White, who was traveling on a trolley car when he noticed the train standing still, prevented what might have been a serious delay to an important passenger train and is worthy of commendation.

Miss Gladys O'Donnell has been temporarily assigned to the Master Mechanic's Office during the absence of Miss Passmore.

Master Mechanic McGann has again changed his residence, his present address being 138 Tecumseh Street, Hazelwood, Pa. Our hard working master mechanic moves frequently, although not for the purpose of avoiding payment of rental. He likes change of scenery, in that he always rents furnished houses.

We extend our sincere sympathy to Assistant Shop Clerk C. E. Rider, Glenwood Roundhouse, who recently lost his baby son.

Glenwood Roundhouse Engine Inspector M. Reynolds is the happy possessor of a broad smile these days. Mrs. Reynolds has presented him with "one of the cutest baby daughters in the world."

## Glenwood Back Shop

Correspondent FRANCES E. LEEPER

The accompanying photograph is of Margaret Cunningham, bill clerk, Glenwood Back Shop. Miss Cunningham has been in our service for six years and is popular in Glenwood.



Left: Jimmie Fatkins. Right: Miss Margaret Cunningham



## Baltimore and Ohio Restaurant

Baltimore and Ohio Station Building

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WE APPRECIATE YOUR PATRONAGE

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## FOXBURG BANK & TRUST CO.

FOXBURG, PA.

Capital \$125,000.00 Surplus \$45,000.00

YOUR PATRONAGE IS SOLICITED

OUR GOODS—QUALITY  
OUR PRICES—RIGHT  
OUR AIM—SERVICE

## SIBBLE & WELLMAN

General Merchandise

St. Petersburg, Pa.

Another photograph is of "Jimmie" Fatkins, Jr. "Jimmie" is the son of J. B. Fatkins, cutting torch operator, Erecting Shop. "Jimmie," Sr. is wearing another smile—it's a girl this time. Congratulations!

We extend our sympathy to Mr. and Mrs. J. A. Shuck in the death of their only daughter, Mrs. Faust.

Mrs. Ada Kelly, janitress, Glenwood Stores Department, is confined to her home because of illness. We hope for an early recovery.

James Gormley, Stores Department, recently gave the "only girl" a nice solitaire. It will soon be wedding bells for "Jimmy." Congratulations! Charles Tucker is in the same class, and it is rumored that Edric Greaves will be next. Go to it boys—only once in a life time!

"Joe" Hannaway is also to be congratulated. His wife has presented him with a bouncing baby girl.

How about giving your railroad some business? You will find cards for prospective business in every copy of the MAGAZINE. Use them and watch the big results.

### Northern District

Correspondent, D. H. KIRKWOOD

The accompanying photograph shows that we have had some snow in the Northern District this winter, at least between



Left: Engine 106 at Wildwood, in 1898. Engineer Charles Hillard in cab, Fireman J. M. Murray and Conductor J. Dull on pilot. Right: Near Baltimore and Ohio tracks, Greendale, during recent storm. Note height of snow

Mount Jewett and Kane. The school house shown is just opposite our tracks. The snow was as deep on our tracks as is shown in the photograph. The new snow plow, built at Glenwood, a photograph of which appeared in the February MAGAZINE, proved satisfactory in the clearing of snow from our tracks. During the first two weeks in February, the plow was on the road day and night. It was necessary to run it to Butler once, as the snow was heavy all along the line.

The bus which runs between Mount Jewett and Kane was tied up for several days, but our trains were kept moving with little delay.

The Daugherty Refining Company, Petrolia, will begin soon the construction of an addition to their refinery. With the proposed new structure, in addition to the present plant, the revenue will increase considerably. Oil is refined here in various grades; vaseline, or petroleum jelly, is also manufactured and shipped all over the United States and to foreign countries.

The Butler Steel Car Works has been turning over to us daily new Erie R. R. gondolas of 140,000 lbs. capacity. We are placing them at Bruin Mine, where they are loaded with fuel and then moved to Mount Jewett for delivery to the Erie.

We regret to report the death of Agent H. E. Pinkerton, Mars, Pa. He entered service on April 1, 1885. We extend our sympathy to his family.

Engineer Harvey Bushey, with his wife and son Bobby, and Miss Evelyn, daughter of Car Foreman F. L. Burchfield, attended the Sunday School Convention recently held in Philadelphia. We are sorry to re-

port, however, that Mrs. Bushey lost her purse containing some money and an annual pass, which she was unable to recover.

Brakeman Harry Boyd died on February 29. He fell from a car of coal while switching at Weeners Mine, near Lucinda, and was run over. He was about 39 years of age and was well liked by all with whom he came in contact. His untimely death is regretted by the Baltimore and Ohio family, which extends sympathy to his family. He had been in the service a number of years, being employed as fireman until about six months ago, when he was transferred to position of freight brakeman. He was a member of I. O. O. F. Lodge No. 825, Central Encampment No. 206, Knights of Malta and Lodge No. 1, K. K. K. Funeral services were held at Foxburg Methodist Church on March 2. He was a resident of Foxburg and leaves to mourn the loss of a kind husband and father, his wife and a five year old daughter. Three of his brothers, Joe, Frank and Ford are in Baltimore and Ohio service and his mother and father reside in Foxburg.

Mrs. Boyd has asked us to express, through the MAGAZINE, her sincere thanks for the many kindnesses shown by fellow employes during her hour of bereavement.

Fireman L. M. Shultz is absent because of sickness.

Foremen P. O. Horton, S. B. Nellis and P. H. Irwin have bid in pool turns out of Connellsville. Northern District men are getting to be quite numerous at Connellsville.

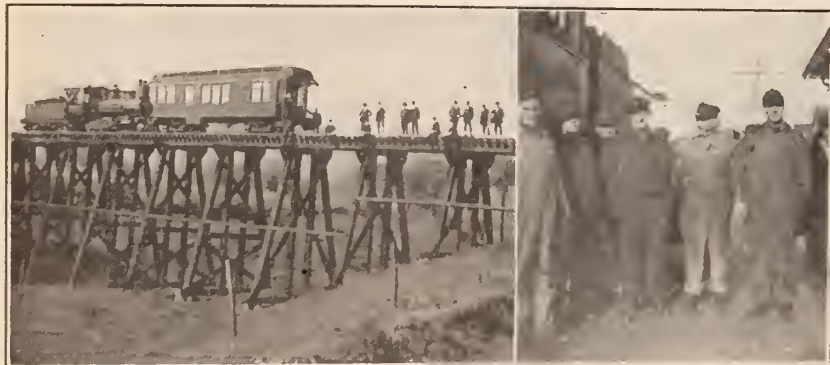
With Spring approaching, we can picture our fellow employes in their back yards, beating carpets and rugs, also busily engaged with the shovel and hoe digging up their gardens. (Which will you be doing "DK?"—Ed.)

Engineer Harry Curry, who purchased a farm near Foxburg last fall, will be seen behind the plow when not on his engine.

The State Highway Department has let a contract for five miles of improved road between Knox and Turkey, and work will commence as soon as weather conditions permit. This should help our revenue, as probably much of the material will come our way.

Engineer J. M. Murray and Brakeman J. H. Kaness spent some time in Baltimore recently, on committee work.

With vacation time approaching you may be able to secure some passenger business for the Company by planning trips for your friends.



### ON THE NORTHERN DISTRICT

Left: Narrow Gauge engine 11 and office car 33. Right: Brakeman B. J. Wentling, Flagman D. B. Shoup, Car Inspector J. O. Shoup, Engineers P. C. Gerber and A. N. Hagan, Fireman W. S. Smathers, Hostler J. H. Bushey

Please mention our magazine when writing advertisers





Wilma Rose, one of the reasons why Track Foreman Baker works for the good old Baltimore and Ohio

### West Virginia District

District Passenger Agent C. J. Proudfoot of Wheeling, W. Va., gave two lectures at Lost Creek, W. Va., on March 6, in the theatre, on the subject of "Sights in and about the National Capitol." The lecture was illustrated by stereoptean views. Approximately 350 people attended the afternoon lecture and 250 were present in the evening. J. G. Jackson, Jr., Lost Creek, presided and also made a short address, explaining the proposal to hold a West Virginia day in Washington, D. C., on June 7. Details have not yet been completed, but plans are being worked out and will be announced shortly. Much interest is being manifested in the proposed trip and it is expected that a large number of West Virginians will take advantage of the opportunity to see the National Capitol and at the same time meet their friends from neighboring towns in the State.

### Wheeling Division

Correspondent, MARIE SLATTERICK

It's not exactly the time of year to be talking about Christmas presents but when they're as nice as this one—Well! it warrants talking about. Just seven years ago on Christmas morn Santa left a brand-new baby girl, Wilma Rose, at the home of Section Foreman A. T. Baker, Wheeling.

Foreman Baker says she is one of the many reasons why he "works in the service of the Good Old Baltimore and Ohio." Wilma Rose's picture is shown here.

We heard of a baby the other day that came awfully near to having a birthday only once every four years. On February 28 a new chief clerk to trainmaster, Benwood, arrived at the home of Chief Clerk and Mrs. Carl Hoose. Congratulations!

### Arch W. Patton

Dec. 9, 1874—Feb. 25, 1924

The passing of Arch W. Patton at Fairmont, W. Va., on February 25 recalls to many around Wheeling the time when the late Mr. Patton was a member of the Baltimore and Ohio family in this city. He first entered the service of the Baltimore and Ohio Railroad Company as clerk to the general yardmaster, Grafton, W. Va., 30 years ago. He was promoted to clerk to Trainmaster U. B. Williams. In 1901 he came to Wheeling as private secretary to Mr. Williams, then superintendent, and was afterwards made division accountant, Wheeling, and ear distributor. At the time Mr. Williams was general superintendent, Mr. Patton was transferred to Newark as car distributor. From Newark he was taken over to Cincinnati as ear distributor for the general superintendent. He remained in that capacity until a few years ago when he left to accept the treasurership of the Patton Coal Company of Fairmont, of which his brother, Mr. F. J. Patton, is president. This position he held at the time of his death.

Mr. Patton died a comparatively young man; he was born at Grafton, W. Va., on December 9, 1874. While he lived at Wheeling he was a faithful and devoted member of the Fourth Street M. E. Church. He was also a member of Ohio Lodge of Masons No. 1 at Wheeling. He was well liked and led a truly Christian life. His pleasing personality won him the admiration of many. About two weeks before his death he paid the Wheeling office a visit. His widow was Miss Clemans, of Wheeling, a sister of the local poet, W. M. Clemans. Train 55 from Fairmont on Wednesday, February 28 had a special car for the Fairmont Lodge of Masons who accompanied the body to Wheeling, where they were met by the Masonic Fraternity of Wheeling. The funeral took place at Wheeling, interment at Greenwood Cemetery.



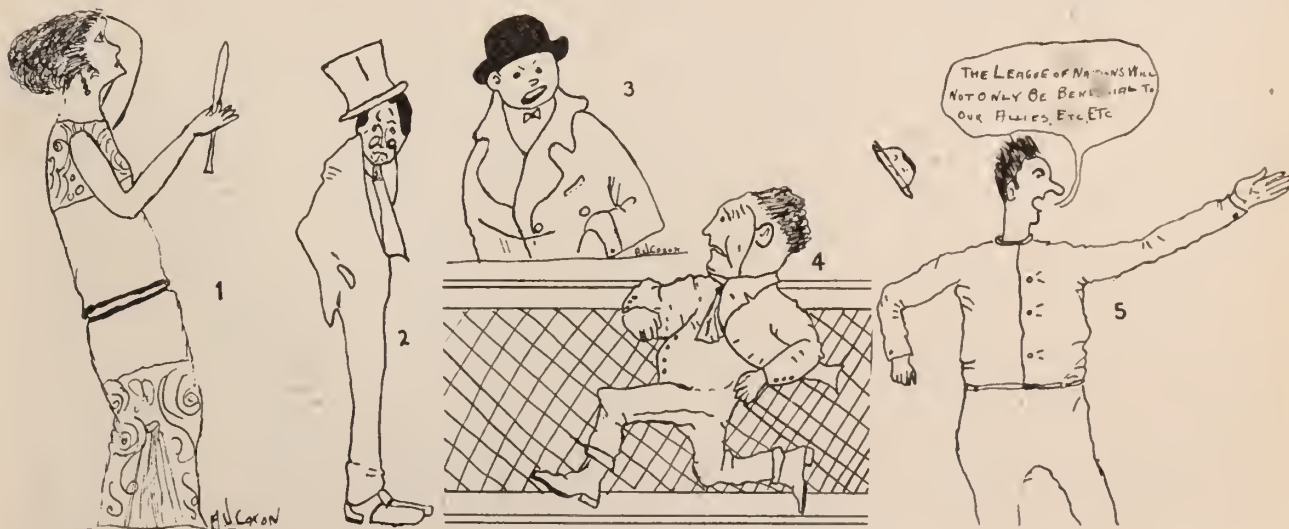
The late Arch W. Patton

Mrs. J. M. Garvey, grand vice-president of the Ladies' Auxiliary, Baltimore and Ohio Veteran Employes' Association, has been elected as delegate to represent the Mrs. M. B. Stover Division Ladies' Auxiliary, Brotherhood of Locomotive Engineers, at the Convention in Cleveland, Ohio, May 27 to June 7.

Friends of Alma Sherfese Platts will regret to learn of her illness. She is a patient in the North Wheeling Hospital for an appendicitis operation. She is an employe at the Freight House Office.

Mrs. J. H. Wintermoyer, wife of track supervisor, Wheeling Terminal, and who was at the Ohio Valley General Hospital for an operation, is home again and is recovering nicely.

Much interest is being displayed in the Welfare Association recently organized at Wheeling. The chief subject of interest is that of entering a Baltimore and Ohio baseball team in the Wheeling District Baseball League this summer. There are a number of baseball stars in the Baltimore and Ohio service who expect to be in the League this summer. The officers elected for the Association are as follows: Presi-



WHEELING DIVISION CELEBRITIES AS SEEN BY OUR CARTOONIST

1. Mabel Kelly, "Our Steno." 2. Hon. Robt. Evans, snapped while attending Wheeling Division Annual Ball. 3. Jimmie Michels, the Sheik. 4. John Henry Friedel, crossing Suspension Bridge at noon daily, for lunch. 5. Ben Schmitz explaining the League of Nations to R. Evans





EVERYONE SMILES AT GRAFTON

Left to right: Messenger G. D. Foley, Secretary to Master Mechanic W. C. McFarling, Time Clerk Nellie McGrady, Boiler Clerk Bessie Shaferman, Stenographer Edna Warden, File Clerk Pauline Bradford. Right: Mrs. C. B. Jones, wife of Conductor

dent, R. S. Nesbitt, chief clerk to agent; vice-president, A. J. Sonnefeld, chief clerk to division engineer; treasurer, C. J. Proudfoot, division passenger agent; secretary, Marie Slatterick, MAGAZINE correspondent. The following committee chairmen have also been appointed: Dr. W. U. Charlton, director of athletics; M. C. Smith, claim agent, chairman, membership committee; E. J. Kemple, livestock agent, chairman, entertainment committee.

Intruding?" Pauline Bradford, one of Mr. Porterfield's capable clerks played the leading role. We congratulate her on her excellent acting and are proud of such talent in our midst.

Blanche Deegan has recently accepted a position in the Superintendent's Office. Miss Blanche is a sister of Marie. Railroad running in the family, Marie, Bess, Tommie, Joe, Bill and Jimmie are all successful railroaders.

If any one wishes to get married, he should first consult Car Distributor's Clerk Harry Foley, our first-class match maker.

We have been told by Trainmaster W. B. Foley that the Monongah Division has a new salt well on the Bear Mountain Branch. Not fair to tease the car tracer, Bruce.

Who has been acting as secretary to Trainmaster Foley?

#### Clarksburg, W. Va.

Correspondent, VERNON A. LYON

One of our photographs is of Train Auditor Thomas F. Eichelberger, who has been in the service for 22 years, 5 years in the Engineering Department and 17 years train auditor. He is a resident of Martinsburg, W. Va., but we claim him as a "Clarksburgite" since he has made his headquarters here for the past two years.

Kenneth M. "Sapp" Sappington, Clarksburg Shop, for five years was chief of police of this city. During this time he frequently assisted our Police Department. Mr. Sappington is a candidate for sheriff on the Democratic ticket, Harrison County. We would be sorry to lose him, but hope he will be our next sheriff.



SOME PRIZE WINNERS ON THE MONONGAH DIVISION

Left to right: Foreman O. E. Griffith, Grafton. Foreman A. Lambert, Pennsboro. Supervisor E. C. Parks, Salem. Foreman R. D. Hurst, Wallace

Another star who expects to shine brightly this spring is Ticket Agent A. M. Six. "Bert" is running for sheriff of Ohio County in the Republican primaries, May 27. "Bert" says "your support and influence appreciated," and calls attention to the fact that he has been a voter in Ohio County for 21 years. He has also been in Baltimore and Ohio service for the past 22 years.

They say "it takes 64 muscles of the face to make a frown and only 13 to make a smile!" Why frown? STOP THAT LEAK!

#### Monongah Division

Correspondent, ANNA MARY UNKS

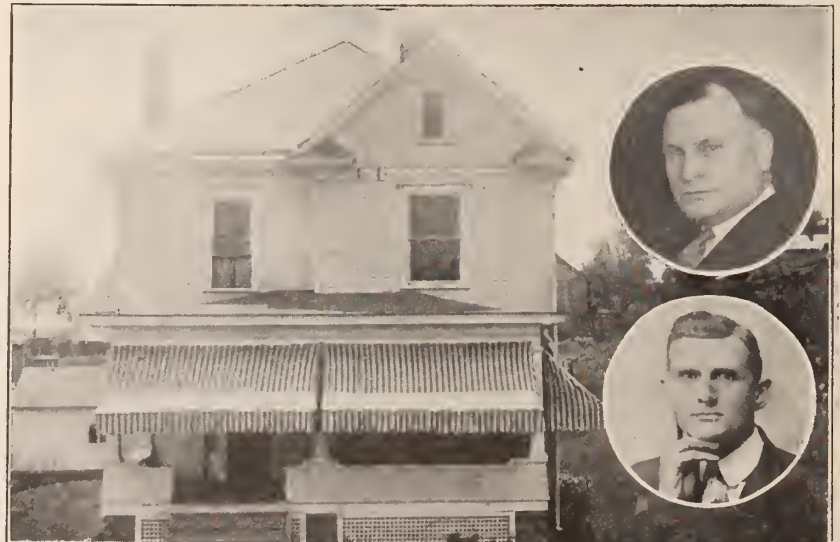
We have some interesting news this month for those who know Miss Irene Ware, or, rather Mrs. W. F. Necker—that's her name now. For a long time, Irene was our efficient second trick telephone operator. Last October she was graduated from that position to one in the Tonnage Bureau, where she again proved her competency. Last week she handed her resignation to Chief Clerk Ford, much to the regret of all her fellow workers. We congratulate her, but we will miss her more than we can tell in the short space allotted to us here.

On March 4, St. Augustine's School Alumni presented a play entitled "Am I

Little "Stubbie" Fuller is going to Fairmont to work in C. C. Hinkle's Office. We are sorry to lose him, but wish him success.

Cumberland folk, please tell us what takes Anna Niland to your fair city every Friday morning.

Leap Year has made a fine record to date. Night Baggage Clerk R. D. Ramsey and Miss Louise Lee Garrett were married on January 31, at Oakland, Md. The happy event was not made public until recently. Congratulations!



At Clarksburg, W. Va.—Home of M. E. Bryant. In upper oval: Train Auditor Thomas F. Eichelberger. Lower oval: Brakeman W. M. Smith



Another wedding which surprised us was that of Operator D. L. Coyne, Salem, W. Va., and Operator Miss Naoma Eugstrom, Monongah, W. Va. The wedding was solemnized at the Catholic Rectory, Salem, on February 10, by Rev. Father Mullaly, of Clarksburg, W. Va. The happy couple spent their honeymoon at Newark, N. J., and New York City. Mr. Coyne has been employed at Salem for many years. Congratulations!

Demurrage Clerk A. B. Whiteman has also joined the benedicts. On February 15, he was married to Miss Mabel G. Rebroom of Point Comfort. "White" gave us all a surprise, but we are glad to record he is again at work and his new position in life does not seem to have effected his efficiency. Congratulations!

We extend sincere sympathy to Conductor and Mrs. Carl Ratcliffe in the loss of Mrs. Ratcliffe's mother, who passed away recently. We also extend sympathy to Delivery Clerk James Dolan, on the death of his brother-in-law on February 10.

Yard Conductor S. F. Milstead is again absent because of illness. We hope for his speedy recovery.

C. Donee Cook, in the *Clarksburg Exponent*, has something to say about one of our Monongah and Charleston Division favorites. It is of particular interest as the employe referred to has recently completed twenty-three years service. The story says:

"How many miles do you travel to and from your work daily? How many miles a year? Have you ever walked or run around the world? Do you know anyone who has? Well, we do. W. M. Smith, of Clarksburg, better known as 'Bill,' the faultless, courteous brakeman on Baltimore and Ohio Trains 61 and 62, Richwood Branch. He has circled the globe no less than eight times on a Baltimore and Ohio train and has walked or run once around the world, flagging, walking through coaches, calling stations, etc., on this 'Mountain Limited.'

"For the past twenty-three years 'Bill' has been brakeman on the Richwood Branch, having entered the service in 1900, when the steel was being laid to Richwood from Gauley. He has held his post, happy, congenial and courteous ever since. The Baltimore and Ohio is not slow as 'Bill' comes to Richwood and goes out again every day making an average mileage of 242. And considering the many stops, the flagging which requires walking on ties, stones, etc., he isn't as hard on shoes as you might imagine.

"Complaints against this old faithful are as common as conversations between America and Mars! Only a few times has he missed his regular meals which speaks well for his company. He has never been seriously injured. He was born in Roanoke, W. Va., and walked five miles daily for his schooling. By his friends in West Virginia who travel, he is considered the best brakeman in the service."

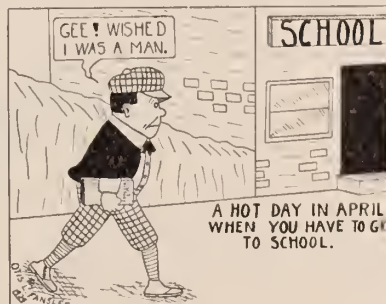
The accompanying photograph is of Brakeman Smith, whom the writer has known for several years. He is glad to add his tribute to that of Mr. Cook, that he has always found "Bill" efficient, strictly attentive to business and that to know him is to be his friend.

Any suggestions to better the service? Any business tips? Any ideas on how to Stop That Leak! Spring is here. Let's get busy!

## Charleston Division

Correspondent, CHARLES W. DIXON  
Assistant Correspondent, VIOLA B. HICKMAN

Again we are up against it for Charleston Division news. Several of our friends have promised to help us. We made the acquaintance the other day of what we at first took to be a jolly, fat drummer. You've seen them at some time or other, either in the waiting room, on the platform or on the train. No matter where they are or what they are up against, you will find them always the same—telling a funny story and radiating good nature and sunshine everywhere they go. If I were a good-natured fat man I certainly would be a drummer; they can't help but pull in business—but I am getting away from my story. This gentleman I met was none other than Mr. H. S. Bickel, Y. M. C. A. secretary, Gassaway. And he promised me to be more than that to "us fellers," for he promised to send us some notes for our MAGAZINE. That was only a few days ago; we feel sure that our next number will contain some interesting Gassaway notes. Had it not been for the assistance of our youthful cartoonist, Otis L. Fansler, we would have been up against it on other occasions for something of special interest to the Elk Line employes.



Otis Fansler is feeling the urge of Spring!

Much interest is being shown in the Charleston Division Safety Rally. Indications are that there will be a big night at Weston on May 9, followed by another large night at Gassaway on May 10. The programs for both of these nights will be worth while. Tentative plans at Weston call for a special feature in the way of a sparring exhibition between General Foreman Kelly and Secretary to Superintendent Dean. (That might sound funny, but I'll leave it up to anyone if it wouldn't look a darn sight funnier.) If the committee at Gassaway can beat that, we would like to see it.

If you will look back about three issues you will find that we mentioned that a couple of our "stenogs" at Weston were wearing diamond rings. One of them has already proven fatal. Miss Margaret ("Peg") McCormick, Superintendent's Office, was united in marriage to Mr. Thomas Cummins, Weston. Mr. Cummins is engaged in the automobile business here. The happy couple will reside in our fair city. Congratulations!

At about 10.30 p. m. on February 19 Agent "Jack" Bridge, Holly Junction, while listening in on his radio, heard the following: "Have Superintendent Baltimore and Ohio at Connellsville come in on No. 224 wire account traffic conditions." This was the night of the very heavy sleet over the eastern divisions and practically all the wires were down. No. 224 wire was still O. K. but Pittsburgh was unable to raise Connellsville, and someone had taken this means of attempting to restore communication. Agent Bridge opened up his office and got in

communication with Weston, where every effort possible was made to get in touch with Connellsville but without success. Through this we get a faint idea of what can be looked for in later years as the radio asserts itself. Incidentally, it shows the interest of our agent in the Baltimore and Ohio. Possibly some other members of the Baltimore and Ohio family heard as Mr. Bridge did and displayed like interest. Thank you, "Jack!"

It looks as if the force in the Division Accountant's Office is going to be a headliner. Herbert Berry is in great demand all the time whenever any play is staged by local talent. Paul Jeffries is now known as the Sheik of the office. And we hear that Paul Sherrard recently went to Baltimore to take in the "Follies." Then we have Mary Piekford, in the same office, and Sylvia Miller in the Car Distributor's Office, who threaten to go to Hollywood about five or six times a year. The other girls are about all married off.

We again have a fine drawing by our thirteen-year-old cartoonist, Otis L. Fansler. Evidently, Otis enjoys going to school in the springtime of the year, not!

The world is not interested in the storms we encounter at sea, but the question it asks of us is: "Did you bring your ship into port?"

The world isn't half so much interested in the reason for our failure as it is in the formula of our success.

When dealing with the public on the telephone, it is best to lubricate the conversation with courtesy; otherwise, it will squeak.

At the meeting of the Employees' Cooperative Conference on Monday, February 18, an interesting session developed. Twenty-four persons were present and exceptional enthusiasm was manifested. Fuel Consumption was the chief topic with Fuel Conservation as the objective. Considerable time was devoted to the matter of proper care and maintenance of air pumps on locomotives operating on the West Virginia and Pittsburgh District. Some interesting facts developed in connection with the train handling on that particular district, and while various opinions were expressed, these showed that everyone is putting his personality and ability into the work. We look for even greater enthusiasm in future meetings. Members taking more prominent parts in the discussion were Engineers J. H. Shea, J. W. Bailey, W. D. Rohrbough, R. J. Vassar and Page Hacker, Fireman M. Radcliff and Engine Inspector "Joe" Malone.

Mr. J. J. McCright was a passenger on a train of the Coal and Coke district, Charleston Division, recently, and when leaving train forgot a package containing clothing, etc. General Car Foreman F. M. Garber, Gassaway, W. Va., found package in the car and mailed it to Mr. McCright, who wrote him as follows:—

"Received package I left on the train and thank you very much for your attention. To show my appreciation, I am sending you a small remembrance."

Commenting on this letter, Superintendent Trappell says: "This shows that Frank Garber's heart is in the right place and that he lives up to the Baltimore and Ohio ideal of courteous service to patrons. It is interesting also, to note the appreciation expressed by our guest."

Haven't heard what the folks on this division have done to get business—Got both ears wide open—Tell me!—Ed.



## Western Lines

### Cincinnati Terminals

Correspondent, JOSEPH BEEL

When Engine 6150 in charge of Conductor J. W. Ball and Engineer Hartzog, with 47 cars coal, left Elmwood at 9.00 a. m., March 3, on its initial trip, it marked the advent of the new "S" type locomotives on the Toledo Division. The "S" type engines are rated at 5,800 tons.

The first trip on March 3 was a trial and, in addition to the crew, was in charge of General Superintendent F. B. Mitchell, Superintendent A. A. Iams, Trainmaster T. J. Daly and Road Foreman of Engines W. B. Kilgour.

Conductor O. P. Cox, Oakley crews, is receiving congratulations. Engineer Frank Roller, Oakley crews, thinks "O. P." ought to show his appreciation of good fortune by passing around boxes of cigars.

"Bill" Fisher not only set a good example as a Safety Committeeman, but has gone in for Claim Prevention with such enthusiasm that he will put Wood Street on the map as 100 per cent. He is working on a plan which he thinks will perfect a system whereby there will be no cause for claims.

Yard Engineer "Tom" Alberts is also a live wire Claim Prevention committeeman. "Tom" called attention to the rough handling of cars in one of the yards, the conductor remonstrated, but "Tom" proudly informed him that he was a member of the Claim Prevention Committee, whereupon the conductor said that in future he would watch his step when "cutting 'em off."

The friends of Conductor Patty Donnolly, Storrs, are glad to hear that he is convalescing after an attack of pneumonia.

Yard Master "Tom" Maloney has returned after being absent because of illness.

The Signal Department, Cincinnati Terminals, was quiet for several weeks because Supervisor J. W. Kunker was missing. His wife had an operation performed. We wish her a speedy recovery.

There is more speed in our Motor Car Man Harry Cook than there is in a six-cylinder car. His motor was not large



PRIZE WINNERS, CINCINNATI TERMINALS

Left: Foreman John Vogelsang, St. Bernard. Center: Supervisor T. Mahoney. Right: Foreman James Bradley, Elmwood

enough so he purchased a six-cylinder Buick to ride around the terminal in and, believe us, he gets there in a hurry. Gates are being repaired so fast that we will have to run into the crossing gates on purpose to keep him in good spirits. The more work, the better he likes it.

Just a few lines regarding our speedy, yet faithful terminal engineer, G. B. Farlow. He has been serving in this capacity for a year and a half, filling the vacancy left by Mr. Abbott. The new work he has accomplished since undertaking this position is gratifying and worthy of being mentioned—the laying of new rail is his art, and at present his supervisors are astonished at the condition of Cincinnati Terminal. With about two more years of his wonderful leadership we will have a terminal worth mentioning. Then we'll invite all visitors to cast their orbs upon it. We are wishing him good health so that he may fulfill his plans for the future. We are all with you, George.

### Cincinnati Freight Traffic Department

Correspondent, C. BRENNER

The General Freight Office is still bringing home the bacon. On March 4, they defeated the Tariff Bureau by 308 pins. The excellent work of Henry Bauer, and John Maxwell put the games in cold storage for the General Freight Office. The tourna-

ment now stands: General Freight office, 4 games, Tariff Bureau, 3 games. The General Freight Office is looking for more worlds to conquer. The next game is scheduled to be played with Transportation Department. As a bowler, our friend Mincow makes a good toe dancer. He still holds the center of the stage with his artistic toe dancing. All he needs is music and his act will be complete. Somebody kindly whistle while "Min" does his stuff.

The other day, an insurance agent sold Ben Harris some fire insurance. Afterwards he said: "Now Mr. Harris, what you need is some cyclone insurance." "Cyclone insurance," said Ben, "Why man, I can't start a cyclone."

If you hear of anyone who intends to travel or ship, the Baltimore and Ohio is always ready to serve them. Keep in mind that our commodity is "TRANSPORTATION." Sell it, don't let it rest on a dusty shelf where no one can see or hear about it. It pays to advertise!

### Akron Division

Correspondent, A. C. Harris

On February 9, Track Supervisor Purcell, Lodi, again demonstrated that the spirit of a "Good Neighbor" permeates the Baltimore and Ohio family. A child ran into the Lodi station to call a doctor by telephone, saying that a younger child was choking to death. The doctor was called but meantime Purcell hurried to the home and was able to remove the small tin whistle which had lodged in the baby's throat. The doctor did not arrive until some time later and the credit for saving the child's life therefore belongs to "Sam" Purcell.

Pumper C. A. Meeks was found dead in the Berea Pumping Station recently. We extend our sympathy to the bereaved family.

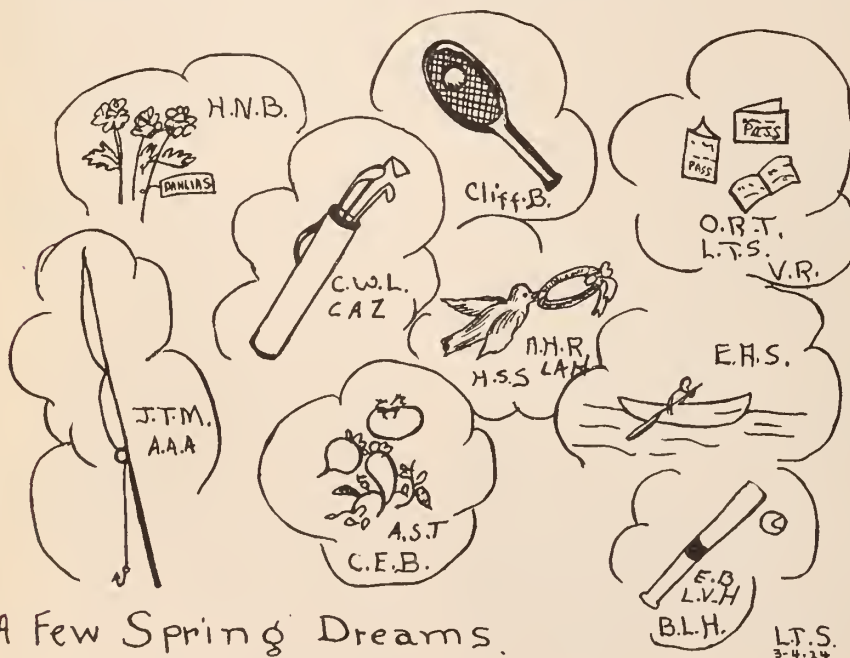
Our annual ball brought a distinguished company to Akron on March 3. Aunt Mary will tell the story. I think this was her first trip to one of our annual banquets and she seemed to enjoy herself thoroughly. If she danced with the same gentleman twice we did not notice it.

Getting and holding business are two things in which we specialize. Do your part in this work all the time.

Death has claimed the father of Chief Clerk W. W. McGaughey. Sincere sympathy is extended to the bereaved family.

It is all right to tell your friends that we have a good railroad, but try to tell them in such a way that they will desire to test your statements.

Agent Smith, Newton Falls, is absent because of sickness. A. F. Alexander is wrestling milk cans and other things at that station.



A Few Spring Dreams.

In the Cincinnati Freight Traffic Department



**"I've been using a Hamilton for fifteen years and have always been able to rely on it."**

CONDUCTOR JAMES C. WIER of the New York Central Lines is in charge of a train that makes very important connections with trains on other railroads.

Conductor Wier, through his thirty-one years of service, has worked most of the time as a passenger conductor. Fifteen years ago he selected a Hamilton as the watch that would give him real time service.

You, too, will find in the Hamilton the answer to your perplexing time problems. With a Hamilton, you are prepared to time any train on any railroad, always sure that your watch is "right."

Most railroad men prefer the Hamilton No. 992. This model betters the most rigid time inspection requirements, and with proper care will serve you for many years.

Ask your jeweler to show you Hamilton railroad grades the next time you pass his shop. He will tell you, just what your co-workers will tell you, that the Hamilton is the most dependable, the most accurate, and the most economical watch you can buy.

For other than time inspection service, we recommend the Hamilton No. 974, which gives you Hamilton quality in a watch of lower price than regular railroad grades.

HAMILTON WATCH COMPANY  
LANCASTER, PENNA., U. S. A.

**Hamilton Watch**  
"The Railroad Timekeeper of America"

*Send for a copy of our booklet, "The Timekeeper."*

*Please mention our magazine when writing advertisers*







An old photograph found in Cumberland. For names see Akron Accounting Department notes

Track Foreman L. J. Wilkinson, Chardon, has been pensioned. He will reside with his brother in Texas. He has given our company many years faithful service and will be difficult to replace.

The family of Carpenter Marshall Preto, who died recently at Newton Falls, express their appreciation for the many expressions of sympathy and floral offerings from Baltimore and Ohio employees.

Every railroad patron wants service and satisfaction. We carry a large stock and can furnish both commodities in abundance.

Pensioned Engineer J. S. Chambers died at his home in Akron on February 26. He had been employed in Akron for many years prior to his retirement and was well and favorably known.

We can talk "Freight Claim Prevention," but it is the man on the job who makes the success of this campaign possible.

Pearl and Frank danced divinely at the annual ball, but did not give us the promised photographs. For this reason we cannot publish the nice story they wrote saying they were the best dancers on the floor. Perhaps they will send their photographs in time for next month.

"Stop that Leak" is not merely a collection of words. The meaning is clear and there is enjoyment in figuring out new ways to stop waste and loss.

Charles Honodle, general ticket agent, Akron, died at his home on February 9. The Akron *Beacon Journal* says:

"He was born in Middlebury, now Case av., 58 years ago and was one of the best known men in Akron, having spent his entire life here. He began his railroad career at the age of 18 when he became a telegraph operator for the Baltimore and Ohio and was promoted to the position of ticket agent.

"Following the consolidation of the passenger depots here into a union station

he was appointed agent. It was through his efforts that the union ticket office, then located in a frame building on E. Market st., was established years ago.

"In addition to his membership in the First Congregational church he was a member of the Knight Templars, City club, Fairlawn Golf club and Rotary club. He recently completed a new home on Storer Avenue.

"Funeral services were held on February 11 in the First Congregational church. The Knight Templars had charge."

Commenting editorially on the death of Mr. Honodle, the *Beacon Journal* says:

"It is no easy task for this community to reconcile itself to the death of Charley Honodle. How deeply it will miss him! Thirty years of continuous association with the ticket offices of the local railways enabled him to make friendships that were of one voice in praising him for a life devoted to thoughtful service to others. Long before courtesy and accommodation became watchwords in business life, Charley Honodle was practicing these ideals across the counter and through the ticket window in Akron. If a kind word of explanation would help, or a smile serve better than a frown, they were always forthcoming from the reservoir of his abundant good nature. His patience was proof against all the ordeals chance and circumstances set against it. Charley Honodle was a good representative of the type of citizenship that gives strength and substance to any city. He had no ambition to be its richest man or its greatest man, but at his death he leaves a heritage that 'no wealth can win, no power create'—the record of a life of modest dignity and calm content, survived by a chain of golden friendship that to the end of its days will never fail to cherish his memory."

The sincere sympathy of Akron Division employees is extended to the bereaved family.

#### Division Accountant's Office

Assistant Correspondent, LENORA WINTER

Mr. and Mrs. F. N. Hert, who were married on February 16, have returned from their honeymoon in the east. Mr. Hert has been in the Division Accountant's Office at Cleveland since its organization, and at Akron since the consolidation of Cleveland and New Castle Divisions. Mr. Hert is an old Baltimore and Ohio employee; he started his railroad experience in the Master Mechanic's Office at Lorain, Ohio, in 1915. Mrs. Hert was formerly Miss Martha Adams of the Division Engineer's Office, Akron, Ohio.

It is interesting to reproduce an old photograph which was found by Division Accountant F. L. Sheakley in a room at Cumberland that was being renovated, and forwarded to Division Accountant S. H. Jewett, Akron. Mr. Jewett remembers all of these former employees and knows the present location of many. They are; Upper row, left to right: Wm. Rober, assistant motive power timekeeper; C. J. Sevier, formerly

clerk, Wheeling, Office General Superintendent Motive Power, was transferred to Lorain as M. C. B. bill clerk; Frank Foote, formerly storekeeper, Lorain; Frank Rush, stores material clerk. Lower row: A. D. Walther, formerly shop clerk, Parkersburg and Lorain, Ohio, later filled a responsible position in Office of Superintendent Motive Power J. E. Mulfeld, Baltimore, Md.; Dan Hall, motive power timekeeper; S. H. Jewett, motive power distribution clerk, E. J. Cooper, assistant motive power distribution clerk; C. M. Smith, motive power accountant; Wm. Westfeld, chief clerk to trainmaster; Frank Hart, assistant storekeeper; Arthur Spademan, car clerk; Easton Broadbridge, car clerk; Ralph Beers, stores material clerk.

This picture was taken about 1905 at Lorain, Ohio, in front of the Master Mechanic's Office, the master mechanic at that time being Geo. F. Hess, who will be remembered by the older employees. Division Accountant Jewett, Akron, is the only one of the group who is still in Baltimore and Ohio service.

#### Dover, Ohio

Correspondent, M. O. HOWELL

Agent G. J. Elford who has been on the sick list, has returned to work. We are glad to see him.

One hundred and ten employees and their families attended the Annual Ball at Akron, Ohio on March 3. Everybody had a good time except Conductor B. O. Long. Some one relieved him of \$4.90 B. O. does not understand how it happened!

Some old time railroading was done on February 19, Conductor Lina, on second ninety nine, Engine 4187, lost S. R. L. 12882 out of his train west of Midvale



Wilfred Edward, one year old son of Brakeman and Mrs. F. S. Schuring, New Castle Junction



R. B. Fisher, G. H. Mays, J. R. Cupples. Lorain, Ohio



Depot. Conductor Linn did not know anything about it until the dispatcher asked him at Warwick. Mr. Linn was not asleep, the air went on and head man went back over train, he found train parted, coupled up and went on again. The refrigerator had jumped the track and rolled over a bank. Truth is stranger than fiction! Conductor H. B. Seibert found and reported the car to dispatcher.

#### New Castle Junction, Pa.

Correspondent, AGNES L. BARNES

About 150 employes with families and friends journeyed to Akron in a special train from New Castle to attend the annual ball given in the Armory at Akron, Monday, March 3. The dance was a huge success, and even though we did not arrive home until the wee small hours Tuesday everyone reported a grand time. "Aunt Mary," of the MAGAZINE, was among those present.

John Minick, clerk in the Stores Department, is confined to his home with scarlet fever. However, John expects to be back shortly.

It is with regret that we report the death of John Adam McGaughey, 68 years, father of William W. McGaughey, chief clerk to Superintendent Mann, Akron, Ohio. Mr. McGaughey became ill while attending church on Sunday evening, February 24, and passed away during the early hours of Sunday, March 2. He is survived by his wife, two daughters, Helen and Mae, a son, William, and two grandchildren. Our sympathy is extended to the family in their sorrow.

Former Engineer C. A. Reamer, whose name appeared in our February issue as having secured five passengers for points in Georgia and Florida, has four more passengers to his credit for January.

Lieutenant Karl E. Wright is another live wire, always on the lookout for business for the Best and Only.

Each and every employe of the Baltimore and Ohio should at least make an effort to obtain some passenger or freight traffic, using the "Prospective Business" cards which may be found in each issue of the MAGAZINE.

The correspondent will be glad to have news and photographs of employes and their families which will be of interest for publication in the MAGAZINE.

Thomas Moorehead, a well-known local business man, recently returned from Florida, and immediately upon his return went to our ticket office and said: "The dining car service on the Baltimore and Ohio is the best I ever had." He further stated he would boost the Baltimore and Ohio at every opportunity.

The Shenango Pottery, one of the largest concerns of its kind in the world, is located in this city and manufactures most of the china used in the Baltimore and Ohio dining cars. This concern now has on display in a local store window a few samples of material and processes used in firing china. It is especially interesting in view of the fact that the china displayed is standard equipment for our dining cars.

The Freight Office Force at New Castle are so terribly busy that nothing ever happens worth putting in the MAGAZINE. Wonder what inducement we can offer that will make them come across with a little news once in a while? Same applies to the Stores Department.

New Castle Junction always was noted for its athletes, but the latest star to be



"A  
million miles  
on the road—  
and still a good bag!"



Nine years of constant, daily punishment! A million miles of service! Such is the remarkable record of one Naugahyde Bag recently returned to us. Records like that help to explain why so many railroad men carry these bags.

Naugahyde Bags are made to stand the hardest kind of wear—day in and day out. Built over a strong steel frame, vulcanized into a single piece with no seams to rip, no rivets to come loose—waterproof and heat-proof—no wonder Naugahyde outlasts all ordinary bags!

Naugahyde Bags are made with a handsome black grain finish, English check lining and solid brass fittings of the finest quality. Unexcelled in appearance, they hold their good looks in spite of the hardest treatment.

If your dealer cannot supply you immediately, write direct to us. Unusually moderate prices. Made in three sizes—16 inch, 18 inch, and 20 inch.



Trade Mark

**United States Rubber Company**

1790 Broadway, New York City

**NAUGAHYDE BAGS**



developed is none other than Terminal Train Master W. H. Yeager. The Rotary club and other civic organizations of New Castle have formed a basketball league and from the reports we receive they all refer to "Bill" Yeager as the shining light. Mr. Yeager says he will be better when he gets in condition, but getting in condition is much more painful than pleasant. He should have started last year—he would surely have made the Baltimore and Ohio team which won the City Championship.

Ever meet Conductor C. E. McDougall? If not, you have missed something worth while. The photograph of his grandchildren appeared in the February MAGAZINE, and from all he tells us, Eugene must be "some" boy. He is an accomplished musician, is playing in churches, orchestras, etc., and Grandpop is proud of him—with reason. Conductor McDougall runs The Capitol Limited and No. 16 between Willard and Laughlin Junction, and he is a loyal Baltimore and Ohio booster. Riding in a sleeper on No. 16 the other day we were particularly impressed with his courtesy. He shows particular attention to ladies traveling alone and to children, giving them every assistance in his power. And there's another story, a little bird told us, about a business man who came out of Washington on the Capitol Limited recently, who was so engrossed in his work that he forgot to leave the club car and go into the Pittsburgh chair car. His hat, grip, etc., were in the chair car. Did this bother Conductor McDougall? Not a bit. He found a cap for our guest, made arrangements to get him back to Pittsburgh, and when the pleased passenger arrived finally, he found his grip, coat, etc., waiting for him at the gate. "Service?" said Conductor McDougall, "why that's what we are here for. The Capitol Limited is a train to be proud of and you may be sure I'll do everything I can to make it even more popular than it is now." That's the kind of men we have on our passenger trains, and it is men such as this who are giving our passenger service a reputation second to none.

#### New Castle Junction

Correspondent, J. A. JACKSON

Engineer George H. Hoffman is the proud owner of a brand new "Cheve" Sedan. George picked out the widest street in town to practice driving on, but the public will give him lots of room until he has completed the other 47 lessons under the ever watchful eye of his better half, who has undertaken the task of teaching him.

R. E. Erwin and F. R. Doyle recently have been transferred to Akron Junction as enginehouse foremen. Both these young men are hustlers and the best wishes of their many friends go with them.

Sympathy is extended to Fire Marshal E. P. Scanlon in the death of his mother at her home on February 26 after a lingering illness.

Car Foreman E. W. Hott has been transferred to Garrett, Ind. He is succeeded by C. T. Robison, formerly car foreman, Garrett. "Robby" is no stranger at the Junction, he was located here before the War. His smiling countenance is welcome among his many old friends.

L. P. Tschuor, machinist apprentice, has returned from an extended trip through the west. "Larry" visited all the principal cities on the coast and returned by the way of Yuma, Ariz., stopping at many places of interest enroute. It took him three months to make the trip, which was made for the benefit of his health. He certainly got the desired results if appearances count.

We are glad to see him back again, especially dee-lighted is his friend from Ashland Avenue.

Many of our older employes will remember J. A. Meegan, formerly rate clerk with us but who later cast his fortunes with our old friend the B. R. & P. It is welcome news to know that he has recently been promoted to travelling freight agent for B. R. & P. with offices in New Castle. We knew John as a faithful and efficient employe, and his many friends wish him an abundance of success.

E. B. Farrell, machinist, has been promoted to assistant enginehouse foreman here. "Ed" is one of the younger men of the supervisory force and is making good with a big capital "G."

Over one hundred shop employes from New Castle helped to swell the large crowd that attended the staff officers' ball held in the Armory at Akron, Ohio, on March 3. General Foreman N. R. Butler was in charge. He had engine 4293 in fine shape and all shined up for the trip, and it made



Superintendent F. S. DeVeny, Chicago Terminals

an excellent run from New Castle to Akron. "A splendid time" was the way everybody expressed himself and many complimentary remarks were heard about the efficient manner in which the special was handled.

#### Youngstown, Ohio

Correspondent, PEARL C. SCHMUTZ

Business at this station showed a good increase in February. Earnings were the greatest of any February in the history of the station.

We are also glad to note that on February 28 the Baltimore and Ohio celebrated its ninety-seventh birthday, the charter being granted in 1827.

B—is for bigger, better and best,  
O—is for onward, ahead of the rest,  
of things worth while, we are always  
in quest,  
B. & O.! B. & O. will stand every test!

Carrying out suggestions made at the meeting held in Cincinnati, February 21, a local freight claim prevention meeting was held here February 27. Business transacted at the Cincinnati meeting was explained by local chairman. Routine business was also handled.

The annual dance given by the staff for employes of the Akron Division was held in

the Akron Armory on March 3. A number of employes from the Youngstown District attended.

Tallyman Howard Kyle, who has been in Pasadena, Cal., for the past month, is much improved.

"Dusty" says: "Spring fever has struck this town early this year. Coming to work today I saw a dog chasing a cat and they were both walking."

Our congratulations are extended to Machinist James T. Dorsey and Miss Inez Ferree, who were married on March 4. "Jim" says this was not a Leap Year marriage. He would have been married sometime ago if "Bill" Kady would have given him leave of absence for a few days.

C. E. Avers (Long Distance) is at loss to understand how to keep the new ten-inch water mains from leaking after laying them. There are no threads on the ends to make connections.

Roundhouse Foreman "Mike" Graney is either back in his correspondence or expects her to stay a long time. He has purchased four boxes of writing paper during the past two weeks.

"Do Do" was not pleased with the comic valentine she received, she accuses one of her best friends of sending it. She says it could only be one who is familiar with her who could pick out such an appropriate one.

Ethel does not take much time to eat her lunch owing to making a change of costume each noon. Frequently a "Tabbie" blocks the crossing and she only has time to change her beads.

#### Massillon, Ohio

Correspondent, W. E. BRUGH

Mr. and Mrs. "Nick" Guleff announced the recent arrival of a boy. Congratulations! You know we need good car inspectors, "Nick."

And last, but not least—well, all of us must take the back seat now! Fireman and Mrs. Urban H. Wallace came forth with the announcement of two new and welcome arrivals, twin boys. We suggest that they be called "Ruff and Reddy." Let's have their pictures.

Should the industrial boom in our thriving city stop, we think the Akron Division would be bankrupt. The receipts at our station for the month of February amounted to \$290,000, next to the highest mark ever made at this point.

Brakemen R. J. Everett, Dover, Ohio, D. H. Williams, E. P. Fenstermaker, and F. C. Wiesenber, Massillon, were promoted to conductors. Good luck to you, boys!

Conductor F. C. Wiesenber recently made his first trip as conductor. It is reported that the trip was a success, but "Chick" got sick, and had to lay off when he got in. We know you were sick, "Chick," but it really did look bad.

#### Chicago Terminal

Correspondent, EVERETT B. OLIVER

Miss Nell Pope is in California, visiting her sister and friends. Miss Bessie Keough, secretary to master mechanic, will join Miss Pope, when she goes on vacation. They will visit Mrs. Carrie Latshaw McCarthy while in the west. Mrs. McCarthy will accompany the young ladies on their return trip as far as Ogden, where they will remain for a few days. Mrs. Katherine Rank is filling Miss Pope's place in the office of Master Mechanic Moses.



The accompanying picture is of Superintendent F. S. DeVeney. Mr. DeVeney commenced work on a farm at the age of twelve years, attending public school in winter until he was sixteen. He entered Baltimore and Ohio service at Garrett, Ind., in November, 1895 as a helper, Car Shops, his rate of pay being eleven cents per hour. Because of business being dull he was permitted to work eight hours per day, for which he received eighty-eight cents, or about thirty-eight cents per day more than he received for sixteen hours labor on a farm. After working about four months as a helper, Rip Track Foreman Richard Bradley asked the boy if he was a carpenter, to which he replied, "My father was a carpenter." Mr. Bradley then said, "So are you. Bring your tools with you and start repairing cars in the morning." Mr. DeVeney did as he was told, and after handling this work for two or three months, he was promoted to car inspector and "tapped wheels" in both freight and passenger service at Garrett. Later he shoveled coal to keep them moving and finally his hand guided the engine that kept the wheels rolling. In 1897 he took a leave of absence and returned to the farm for a short time, returning to Baltimore and Ohio service as yard freeman in December, 1897; he has remained with this Company ever since.

During June, 1899 while firing west-bound Train 7, Mr. DeVeney's train was flagged near Willsons, at that time the end of double track between Garrett and South Chicago. The usual stop was made and much to the surprise of Mr. DeVeney and Engineer "Jim" Collins, they looked out of the cab into the muzzles of 48 calibre revolvers. They had been held up by the notorious car barn bandits, who had supposed there was a large sum of money on No. 7. These men, however, dynamited the wrong car and secured nothing for their trouble. The car barn bandits later met their fate at the end of a hangman's rope in Chicago. From Mr. DeVeney's description of the guns, the muzzles must have looked as large as rain water barrels.

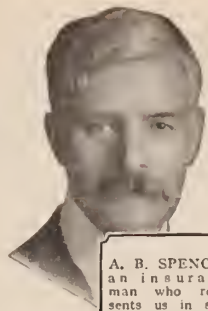
Mr. DeVeney was promoted to engineer in 1903, running extra for about a year and a half; he was then assigned to a regular engine for two years, after which engines were pooled. He continued in this service until October 25, 1910 when he was transferred to the Baltimore and Ohio Chicago Terminal Railroad as assistant road foreman of engines, Chicago. In 1912 he was appointed road foreman of engines, which position he held until October 16, 1919 when the title and duties of trainmaster were added. On May 1, 1921 he was appointed superintendent, which position he has held with credit to himself and our Company ever since.

Mr. DeVeney has worked hard to secure his various well deserved promotions and he has been largely responsible for many improvements made here, such as the addition of larger power, the telephone system of train dispatching, greater efficiency in man power and heavier tonnage handled at greater speed. It is well known that 1923 was the banner year for our road. He has also made every possible effort to bring about a better feeling between Management and employees and was sponsor for our progressive organization known as the "Chicago Terminal Employees Association," which is a thriving body and is rapidly becoming an important factor in our lives.

Many nice things have been published in the MAGAZINE from time to time about various officers and employees but practically nothing has been said about "Our Superintendent." Whether it is because



J. R. HEAD, of Kansas, who lives in a small town of 631 people. He has made as high as \$69.50 in one day selling Comer All Weather Coats



A. B. SPENCER, an insurance man who represents us in spare time. We paid him \$625 for one month's spare time



W. S. COOPER, of Ohio, who finds it easy to earn over \$500 a month selling Comer All Weather Coats

## Will You Give Me a Chance to Pay You \$100 a Week?

I WANT to make an offer whereby you can earn from \$100 to \$1,000 a month cash. You can be your own boss. You can work just as many hours a day as you please. You can start when you want to and quit when you want to. You don't need experience and you get your money in cash every day when you earn it.

### These Are Facts

Does that sound too good to be true? If it does, then let me tell you what J. R. Head did in a small town in Kansas. Head lives in a town of 631 people. He was sick, broke, out of a job. He accepted my offer. I gave him the same chance I am now offering you. At this new work he has made as high as \$69.50 for one day's work. If that isn't enough, then let me tell you about E. A. Sweet of Michigan. He was an electrical engineer and didn't know anything about selling. In his first month's spare time he earned \$243. Inside of six months he was making between \$600 and \$2,200 a month. W. J. McCrary is another man I want to tell you about. His regular job paid him \$2.00 a day, but this wonderful new work enabled him to make \$9,000 a year. Yes, and right this very minute, you are being offered the same proposition that has made these men so successful. Do you want it? Do you want to earn \$40.00 a day?

### A Clean, High-grade, Dignified Business

Have you ever heard of Comer All-Weather Coats? They are advertised in the leading magazines. Think of a single coat that can be worn all year round. A good-looking, stylish coat that's good for summer or winter—that keeps out wind, rain or snow, a coat that everybody should have, made of fine materials for men, women and children, and sells for less than the price of an ordinary coat.

Now, Comer coats are not sold in stores. All our orders come through our own representatives. Within the next few months we will pay representatives more than three hundred thousand dollars for sending us orders. And now I am offering you the chance to become our representative in your territory and get your share of that money. All you do is to take orders. We do the rest. We de-

liver. We collect and you get your money the same day you take the order. You can see how simple it is. We furnish you with a complete outfit and tell you how to get the business in your territory. We help you to get started. If you send us only four average orders a day, which you can get in an hour or so in the evening, you will make \$100 a week.

### Maybe You Are Worth \$1,000 a Month

Well, here is your chance to find out, for this is the same proposition that enabled George Garon to make a clear profit of \$40.00 in his first day's work—the same proposition that gave R. W. Krieger \$20.00 net profit in a half hour. It is the same opportunity that gave A. B. Spencer \$625 cash for one month's spare time. I need 500 men and women, and I need them right away. If you mail the coupon at the bottom of this ad I will show you the easiest, quickest, simplest plan for making

money that you ever heard of. If you are interested in increasing your income from \$100 to \$1,000 a month and can devote all your time or only an hour or so a day to my proposition, write your name down below, cut out the coupon and mail it to me at once. You take no risk, and this may be the one outstanding opportunity of your life to earn more money than you ever thought possible.

### Find Out NOW!

Remember, it doesn't cost you a penny. You don't agree to anything, and you will have a chance to go right out and make big money. Do it. Don't wait. Get full details. Mail the coupon NOW.

C. E. COMER, The Comer Mfg. Co.  
Dept. BX-613 Dayton, Ohio

### JUST MAIL THIS NOW

THE COMER MFG. CO.  
Dept. BX-613, Dayton, Ohio.

Please tell me, without obligation or cost on my part how I can increase my income from \$100 to \$1,000 a month as your representative, and get a Buick Touring car.

Name

Address

Print or write plainly





A photograph taken in Cameron, W. Va., in 1889 or 1890. For names, see Chicago Division notes

he does not like publicity, we do not know, but we do know it is not because he fails to do things worthy of mention.

Mr. DeVeney is a most progressive superintendent, and is certainly entitled to great credit for the energy which has brought about his various steps upward on the ladder of success. He has a pleasing personality, is ever willing to listen to his employes and is intensely anxious to give every employe a square deal

### Chicago Division

Correspondent, GERTRUDE CROW

We regret to announce the death of Franklin A. Kryder, carpenter, who lost his life in an accident at Tiffin, Ohio, on February 28. Mr. Kryder was assisting in repairing Baltimore and Ohio bridge over the Sandusky River at Tiffin, when a light engine approached. Being confused by the noise, smoke and steam of another engine nearby, he did not hear the shouts of his fellow workman and was struck and thrown through the bridge alighting on a platform just below. He is survived by a mother, brother and sister to whom we extend our sympathy.

The four "sheiks" in the accompanying photograph taken at Garrett in the year 1890 are; The Cogley Twins, James (Jid) (sitting right) and John, Emmett (Kid) Manion, and Leo D. Mager. At the time this photograph was taken these men were firemen; at present they are running passenger engines; "Jid" Cogley is on Trains 31 and 32; John Cogley, Trains 37 and 38; "Kid" Manion Trains 7 and 8, Eastern Division, and "Leo" Mager, Trains 9 and 16, Eastern Division.

For the past year, Frank W. Paden, agent North Baltimore, Ohio, has been president of the Commerical Club at that point. He has done a great deal for the interests of North Baltimore, in addition to boosting his own company in every way possible. At the recent election of officers for 1924, Mr. Paden retired from office and the following resolution was adopted by a rising vote:

"Resolved by the Commerical Club of the Village of North Baltimore, Ohio:

"That the thanks of this organization are due and are hereby tendered in fullest measure to F. W. Paden, president and Arthur J. French, secretary now retiring from their respective offices, for the able manner in which for the past three years they have filled the said offices and conducted the business of this club. And as an evidence of our appreciation of their services, be it further.

"Resolved, That a copy of this resolution, signed by the President and Secretary now elected as their successors in office, be presented to each one of them."

H. M. SOMMERS, Pres.  
L. W. BIEHLER, Secy.

In addition, the resolution contained the appropriate verses "Do it Now."



Some of the Chicago Division Engineers. Photo taken many years ago. For names, see notes

Mr. Paden was presented with a handsome electric lamp for his services; he retains the office of chairman, Finance Committee.

Of a naturally modest disposition, Frank was not anxious that this story should be "broadcasted" but we finally convinced him it was an item of general interest to Chicago Division employes, and he reluctantly consented to allow us to use it.

The accompanying photograph of engine 187 was taken at the Stave Factory, Cameron, W. Va., in 1889 or 1890. Standing, right to left: Martin Cogley, Harry Burkley, "Pete" Flemming, Park Shaddick, Samuel Wilhelm, "Ed" Murphy (next two unknown), "Hutch" Neuss, "Dan" Cogley, "Roll" Stimble, John McDermott, "Will" Fry, Crede Malone, Arwood Fitzgerald, "Will" Boerner. Perhaps some of the Cameron people will recognize this picture.

Carl Weaver, the "little" motive power accountant, Division Accountant's Office, is holding his head a little higher because of the arrival of John Marvin, who is "broadcasting" from station 206 S. Cowen St. Aunt Vesta says those wishing to tune in will hear him anytime after midnight.

Division Freight Agent Sullivan is able to be out again after being confined to his home in Chicago with a severe case of "Flu."

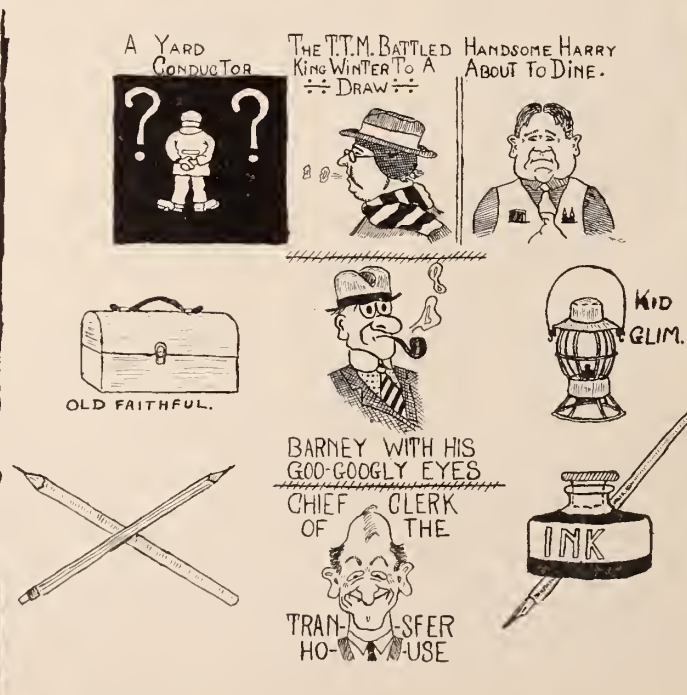
### Willard Terminal

Correspondents, K. H. RICE, J. R. KELEHER

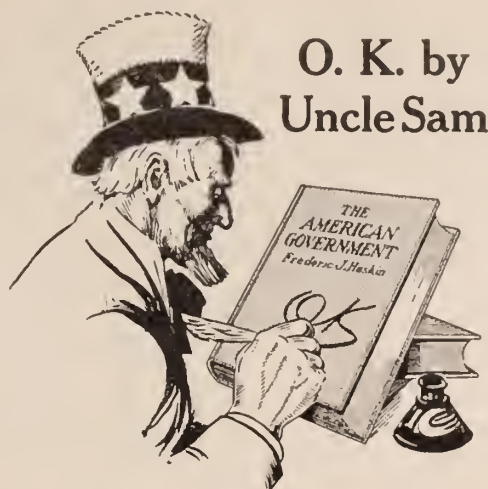
Yardmaster S. C. Rumbaugh, Conductor C. B. Tomkins and Baggage-master C. W. Jones were in Baltimore on February 25, witnessing the Raising to the Sublime Degree of a Master Mason of General Superintendent C. W. Van Horn. Mr. Van Horn started his Masonic work in Willard, when located here as terminal trainmaster.

Willard was well represented at the Annual Ball for Akron Division employes held at Akron on March 3, about fifty people going on No. 10 and returning on No. 15.

Miss Dorothy Walton, former record clerk, Central Yard Office, Willard, and daughter of our terminal trainmaster, was quietly married in East St. Louis, Ill., on February 20, to Yard Brakeman Joseph Gordan, Willard.







O. K. by  
Uncle Sam

## Before Publication Every Chapter in This Book Was Read and Approved by a Government Authority.

Uncle Sam is not merely a tax collector and policeman.

He is the partner of every citizen engaged in legitimate productive activities.

He does myriad things to increase and to better the product of field, of mine, and of mill.

His experts are constantly engaged in solving the vexatious problems of industry, of agriculture, and of commerce.

He fosters new enterprises, introduces new crops, and opens up new markets.

He improves facilities of communication and transportation.

He safeguards the lives and health of his people.

He encourages inventive genius and provides wonderful educational opportunities in a hundred lines.

In short, he does everything that human intelligence can conceive to make this a

better country in which to live, to improve living standards and conditions, and to add to the sum total of happiness and prosperity.

This book contains Uncle Sam's report to you.

Every American should not only own a copy of the *new* and *enlarged* edition of "The American Government," by Frederic J. Haskin, but should see that others have it.

Not the wisest seer nor the most optimistic dreamer among the founders of this Government would have dared to predict the things that this book sets forth.

It is a story of varied deeds more marvelous than the wonder tales of the ancients.

It is a story whose astounding facts stand out so boldly in the record of the world's progress that the knowledge of them cannot but increase the love and honor we all have for our country.

"The American Government," new and enlarged edition, has 484 pages, including a 32-page section of beautiful halftone illustrations. There are 42 chapters; over 150,000 words. It is 8x5 $\frac{3}{4}$  inches in size and durably bound in forest green cloth stamped with gold. Before publication every chapter of this book was read and approved by a Government authority. It is in a class with books that often sell for \$3 or \$4. It is being distributed by the BALTIMORE AND OHIO MAGAZINE primarily to promote better citizenship by giving a better and more intimate understanding of how the Government functions. Price ONE DOLLAR (\$1.00) postage prepaid to any address in the United States. Money back if not satisfied.

**FREE.** With each book, a new 5-color map of the United States, 28x22 inches in size. This map gives population of leading cities, time zones, distances between principal cities, nicknames of States, State mottoes, State flowers, and photographs of 48 leading Federal officials; also free, booklet containing complete text of Constitution of United States.

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

Please find enclosed \$..... for which you will send, postage prepaid, ..... copies of the new and enlarged edition of "The American Government."

Name .....

Street .....

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Price per copy—One Dollar

KNOW YOUR GOVERNMENT! GET THIS BOOK!





Night Terminal Trainmaster C. J. Richards is still confined to his home with tonsillitis. Yardmaster E. F. Gira is acting in his place.

Donald Crooks, our cartoonist, has joined the ranks of the benedicts, having been married in January to Miss Vera Paden, daughter of Baggage-master F. B. Paden. Congratulations!

It can safely be stated at the present time that Willard is one of the busiest terminals on the Baltimore and Ohio, handling between 4000 and 5000 cars daily, working 25 yard engines, dispatching 40 to 50 freight trains and 36 passenger trains per 24-hour period. We give employment to 351 men at shop, 205 at car yard, 70 at transfer sheds and over 400 men in Transportation Department.

E. L. Clock, assistant foreman, Transfer House, has resumed duty after a month's absence because of scarlet fever.

J. D. McSweeney and Willard Ashley are leaving the Baltimore and Ohio fold April 1, and will open an up-to-date shoe store. Their many friends wish them success.

Swift's Ice House has been the scene of much activity the past few weeks, 390 cars of ice having been unloaded and stored for use the coming summer.

Miss Maurine Long, secretary to terminal trainmaster, is taking a needed rest at the home of her parents in Deshler, Ohio. Miss Margaret Cavany is handling the position during Miss Long's absence.

Willard Terminal extends sympathy to the family of Akron Division Conductor W. A. Cavany who passed to the Great Beyond on January 28.

#### Garrett Shops

Assistant Correspondent, THERESA SCHUNK

While we regret to lose C. T. Robison, who has been transferred to New Castle Division, our congratulations are extended to O. L. Hott on his appointment as general car foreman.

We welcome two new faces in the Master Mechanic's Office. Ralph Weaver is acting as stenographer to shop clerk, while Darel Hartle is our new messenger. The vacancies were occasioned by transfer of former messenger to C. T. Department and absence of Miss M. Galloway account illness. We hope she has a speedy recovery.

Miss Teresa Johnson, daughter of Mr. and Mrs. Frank Johnson, South Hamsher Street, and Paul Faust, son of Mrs. Theresa Faust, South Peter Street, were united in marriage by the Rev. F. A. King at St. Peter and Paul's Catholic Church at 7.30 p. m., February 27. Mr. Faust is a boiler-maker, having learned his trade in the local shops. Congratulations!

B. O. LaRue, skilled material man, General Foreman's Office, is absent because of an operation. His place is being filled by John Dwyer.

We were sorry to see E. L. Fleming, instructor of fuel economy, leave the Chicago Division. We wish him success in his new position on the Newark Division. He is succeeded by R. Rice to whom we extend a hearty welcome.

#### South Chicago

Correspondent, ESTHER J. MOBERG

In talking with Terminal Train Master Huggins, the writer was informed that this winter has been the greatest, for some time, for stock business. We are pleased to hear such reports. Now if all the employees get busy and make use of the "Prospective Business" cards, which will be found in each issue of the MAGAZINE, business will be good in all lines. If you cannot solicit freight, get after your friends and get them to use our Passenger Service—which is unexcelled.

Reports from Catalina Islands, the training camp of the "Cubs," indicate that "Phil" Collins is doing good work. We hope to see him on the mound a good many times this season. "Phil" is considered a star curve-ball pitcher.

There was considerable excitement in the General Foreman's Office recently. Cigars and candy were much in evidence. Why? F. M. Galloway, night round house foreman, was just announcing the arrival of an 8½ pound baby girl.

We were sorry to hear that our good friend "Spark" Suerth had been injured, having been struck by an engine, and trust that he will be none the worse for his experience.

The Mechanical Department and Round House Forces were well represented at the wedding of "Alex" Bejgrowicz, February 26; Mr. Quigley, Mr. Severence, Mr. Manley (our local cartoonist) and many others, too numerous to mention. Congratulations, "Alex," but why slight the Stores Department?

We regret to lose our car foreman R. A. Kleist, who has left South Chicago to take up his duties at Lorain, as general car foreman. Good luck to you, "Roy."

At the same time we greet F. E. Chesire who comes from Sandusky, succeeding Mr. Kleist. Be assured of our hearty co-operation.

"Louis" Napierkowski, the writer understands, has been appointed assistant car foreman. Congratulations!

The accompanying pictures are: No. 1—engine 4054 taken at Wolf Lake Yard with Yard Master Kuperschmidt and Eastbound Clerk Dwyer on the pilot. Picture No. 2—several of our Police Department—Left to right, George Ewale, train rider; Lieut. W. Reading and Sergeant J. L. O'Brien.

#### Newark Division

Correspondent, B. A. OATMAN

##### O'Course It's Luck

Oh yes, we believe in luck. Every man who holds a big job gets there through luck. All he has to do is to cultivate a pleasing personality; make himself well liked by others; sow seeds of kindness and good cheer wherever he goes; perform his work better than the "unlucky" man does; render the most and best service possible, regardless of the salary he is getting. Luck does the rest.—*United Shield*

A MULE MAKES NO PROGRESS WHILE HE IS KICKING; NEITHER DOES A MAN.—*Kreolite News Dec., 1923, issue*

##### Topics of the Day

Loss and damage is the subject today, and also the claims which we have to pay. To cut them down is easy to say, but to do so, many plans we must lay. The receiving clerk must check every load that shippers deliver to his road and see that old marks are removed from each crate; this is the effort we want him to make.

The trucker must handle with thought and care, the part of the shipment that comes in his share; and treat it as though it belonged to himself, as if it were a part of his wealth. The bill clerk must bill every piece on the list, and check back to see if any he missed; see that the bills are kept with the car, and correctly the shipment will move very far.

For years our motto has been the same, "Stop the Bad Order Habit and Prevent a Claim." And if everyone will do his part each day, "Old Man Claims" in six feet of earth will lay.—*W. G. O'Donnell in Rock Island Magazine*

We are glad to announce that there has been an improvement in the condition of J. Albert Johns, who has been ill for several months.

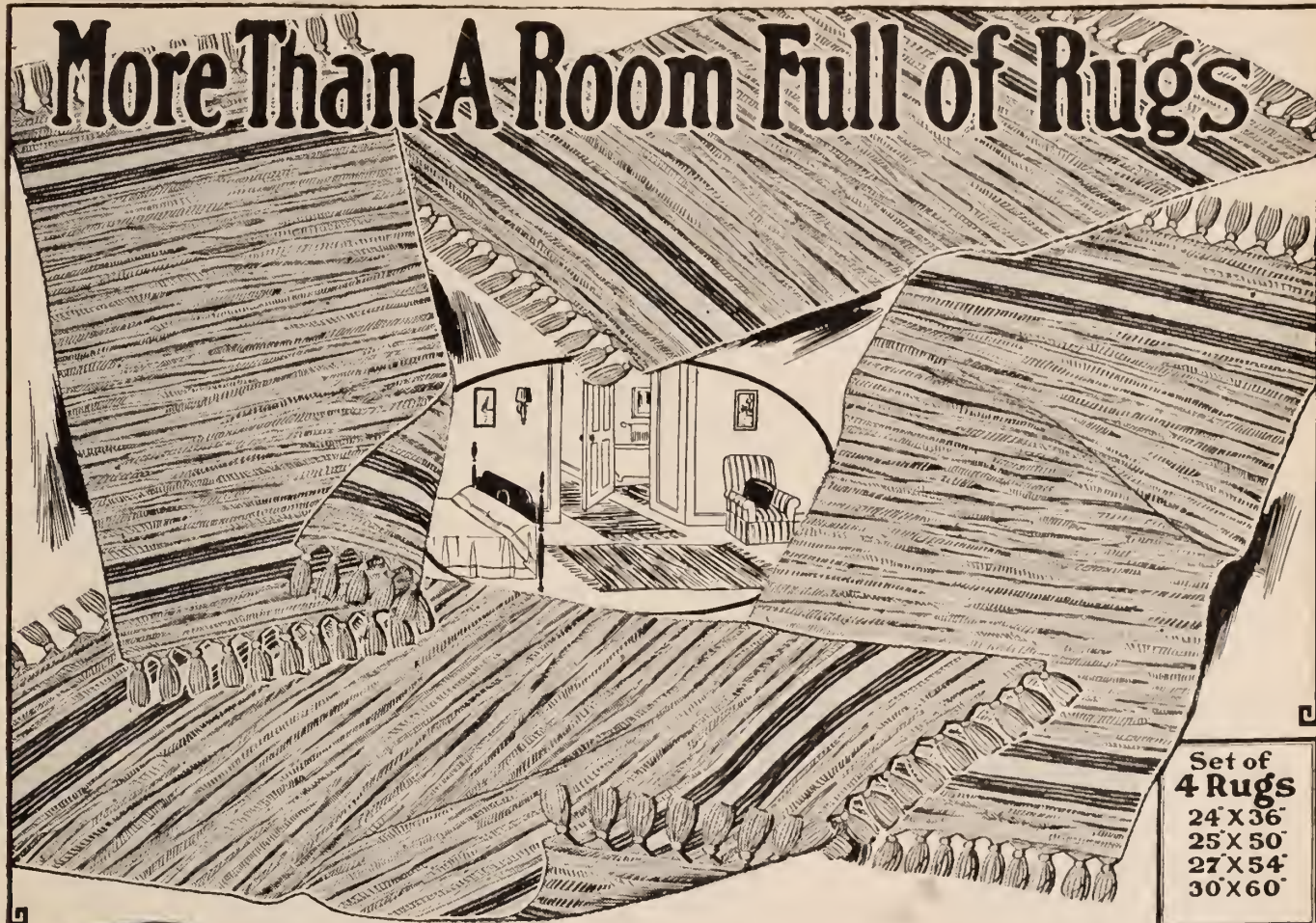
On his return from Johns Hopkins Hospital a few days ago "Al" was all smiles, which would lead one to believe that he is on the way to health again.



AT SOUTH CHICAGO

Left: Yardmaster Kuperschmidt and Yard Clerk Gabe Dwyer. Right: Train Rider Geo. Ewale, Lieutenant W. Reading, Sergeant J. L. O'Brien





Set of  
4 Rugs  
24'X36'  
25'X50'  
27'X54'  
30'X60'

**\$1.00 Down**

Brings

**All 4 Rugs**

Only \$1 Down  
Total Price

**\$4.95**

Here's an amazing bargain in rugs! A set of four closely woven rugs in neat, attractive patterns and made in practical colors—easy to wash and keep clean. **Send only \$1.00 with the coupon and we'll ship this set of 4 beautiful rugs on approval. Think of it! All 4 rugs for only \$1.00 down — \$4.95 in all — and on easy credit terms.** Use them, put them in your bedroom, in your hallway, and in your bathroom, anywhere you wish. There are more rugs in this set than you will need for the ordinary bedroom. Judge this great bargain in your own home. You will find that a set of 4 rugs like this would cost you \$7 to \$8 cash in retail stores; but we make you this special bargain price of \$4.95 for all 4 rugs and we give months to pay besides.

We guarantee these rugs are made throughout of brand new, fresh, clean strips of cloth — factory trimmings. The material has never been used before; the cloth strips have never been washed. These rugs are closely woven in newest, attractive patterns. They are reversible; can be used on either side. Ends finished with fringe. Made in practical colors; easy to wash and keep clean. This bargain set includes: 1 rug 24x36 in.; 1 rug 25x50 in.; 1 rug 27x54 in.; and 1 rug 30x60 in. Positively only one set of rugs to any one customer on this offer. Order all 4 rugs by No. S-37. Terms: \$1 with coupon, \$1 monthly, total \$4.95

**Elmer Richards Co.,** West 35th Street Dept. 40 Chicago, Ill.

I enclose \$1.00. Send set of 4 rugs No. S-37. If I am not delighted with the rugs, I may return them and get my money back. Otherwise I will pay the bargain price on your terms; \$1.00 with coupon, and only \$1.00 monthly. Total price \$4.95.

Name of Husband.....

Address .....

Post Office..... State.....

I have lived in this town..... years And before that I lived in.....

For..... years. Own or Rent..... Nationality or Color.....

Occupation..... Age..... Married or Single.....  
Give names of merchants who know you personally

Name..... Town..... State.....

Name..... Town..... State.....

If you have ever bought goods on credit by mail, tell us from whom. If there is anything else you wish to tell us about yourself, write on a piece of paper and enclose it with this coupon. But the coupon alone, fully filled out, will do.

That's all we want to know and we're ready to ship the 4 rugs at once.  
No red tape. No C. O. D.

## Easy Payments!

Open a charge account with us. Buy this set of four beautiful rugs on our easy credit terms. No extra charge for credit. Only \$1 brings the four rugs on approval. When they arrive, pay no C. O. D. Pay the balance of our bargain price in small payments — only \$1 a month — less than a nickel a day.

Thousands buy on credit the Elmer Richards way and save money. When you have established your credit we will send you our regular monthly style bulletin showing hundreds of bargains in wearing apparel; newest styles in women's, men's and children's clothing such as worn by well dressed people in Paris, New York and Chicago. So send \$1 today with the coupon and open that charge account with us. Get this special rug bargain now while they last. **No C. O. D. to pay.**

**Send for FREE Style Book** showing hundreds of bargains in men's, women's and children's clothing (newest fashions). All on our easy credit terms.

**Elmer Richards Co.** West 35th Street Dept. 4014 Chicago



Correspondent Robert George, Accounting Department, was forced to leave his desk on March 6 because of trouble with his eyes. We hope for his early recovery.

We have with us a new radio fan, one of our local officials, who has entered the field unannounced. We called at his office and found an up-to-date set hidden there. As the new fan is a bachelor, we take it that the majority of his evening hours will be passed in making a close check of stock markets, scrap markets and other programs which are interesting to a bachelor.

Earl Woodward, foreman, Stores Department, was injured recently while checking lumber, one of the planks fell on his foot, necessitating his removal from the shops to his home on Hudson Avenue.

Shop Foreman William R. Browning is still on sick list. Searl Watts is acting foreman during his absence.

Safety Agent Head spent a day with shop Safety committeemen recently and checked up all cases of injury during the past month. Each case was gone over with the man, accompanied by his foreman. This practice is commendable; it will have a tendency to keep employees as well as foremen alert to all conditions which, if not corrected on discovery, may result in injury later.

William A. Savey, veteran passenger conductor, died on March 6 after an illness of one week. Mr. Savey was born at Logan, Ohio, on September 5, 1857. He came to Newark in 1883, entering the service as brakeman. Later he was promoted to freight conductor and then passenger conductor. The latter position he held until the time of his death. His faithful and painstaking service to the Company are the outstanding features in his railroad career. He was known to thousands of patrons of

the Baltimore and Ohio passenger service; was ever courteous and agreeable, and was highly esteemed by his officials and fellow employees.

Surviving him are his wife, one son, Louis J., Accounting Department, Newark, Ohio; two grandchildren, his aged mother, who was at his bedside when death occurred; five brothers and two sisters, Nicholas, of Newark, also a passenger conductor; "Alex" and Edward of Alliance, Ohio; Joseph of Logan, Ohio; James, of Columbus, Ohio; Mrs. Bert Loudenslager, of Columbus, and Mrs. Samuel Swick, of Newark. Funeral services were held from St. Francis de Sales Church on March 10.

You remember the old time saying, "April showers bring May flowers." Well, to make a long story short, COME ON WITH THE FLOWERS.

Away with dangerous practices  
Put the careless man wise  
Remember those at home  
Immediately depending on you  
Loss of time is serious

That wonderful word THRIFT, how are you getting along with it by this time? January, February, March—three months have passed. Have you held your expenses within the limits of the budget you made up at the beginning of the year? And have you placed to your credit in the bank the stated amount which was to be set aside for savings? Now listen! If you have not carried out your plan, no one is to blame but yourself. Do not give up so easily, grit your teeth and dig in again. You might cut out some of the things that are doing you no good, just passing fancy, but they certainly do hurt that saving plan which you fully intended to follow when you started out to do things on January 1. If you can-

not save yourself, let the Baltimore and Ohio save for you. They will be glad to deduct any amount from your pay, you will never see the money until you need it and then it will be ready for your use with a few days notice. Think this over seriously if you have not made a success of saving in a systematic way.

We were grieved to hear of the sudden death of Mahala Litten Moriarty, wife of Daniel H. Moriarty, president, Newark Division Veterans, on February 15, at 359 Clinton Street, Newark, Ohio, after a few weeks illness. Mrs. Moriarty was sixty years old. She was a life-long resident of Newark, where she was born. She also held the responsible post of vice-president, Ladies' Auxiliary.

Those left to mourn their loss include her husband, one sister Mrs. Rebecca Ryan of Newark, one brother, Wynn Litten, Martinsburg, and many friends.

Funeral services were held on February 18 from the First Baptist Church, Newark, of which Mrs. Moriarty was a devout member. Rev. Forest Fraser, pastor, officiated and burial was at Cedar Hill Cemetery, Newark.

Newark Division Veterans, officials, and employees join in extending to the bereaved family their heartfelt sympathy.

#### A Little Kindness

Copied from *Kreolite News*, December, 1923, issue

A little kindness every day  
While we're at work or at our play!  
A little smile, a little song,  
A word of cheer when things go wrong,  
To help a brother on his way!  
It's a little thing to do;  
Yet means so much to me and you!  
Let's not forget that little smile  
That little kindness all the while,



Our Newark Division Correspondent sends the Baltimore and Ohio Bridge at Bellaire, taken in 1878, and a group of Shop men, taken in 1909



Which gives us joy and courage, too!  
A little kindness; 'twas the plan  
To help us all since time began!  
The only heaven that we know  
Along life's pathway, as we go,  
Is love bestowed by man to man?

—Author Unknown

So much has been said about Radio that you are probably tired of reading about it, but we ask your indulgence in a little story which has for its hero our tool room foreman, whose auto carries the letters "RJB" on the side doors. He became interested, then fell for it, like the rest of us. The set arrived, looked fine, must have it put up at once, can't wait for the boys to help me put up my aerial, I'll do it myself, why not? He secured ladders and other necessary tools to make the ascent went over the top all right, placed the aerial in position, BUT, when he started to come down, he lost his nerve and the neighbors had to go to his assistance lest he fall. Now "Bob" is wearing lead in the bottom of his shoes so he will not be able to get above sea level; he says it is dangerous for him to go above a certain level, so he is now keeping his feet on the ground. It was quite a come down but "Bob" is glad he did it.

Much has been said and written about cooperation, a mighty factor in the successful operation of any enterprise. Cooperation spells success and in turn brings satisfactory service. The hearty cooperation of employees makes rough places smooth and appreciation is not out of place. A page from our daily calendar at Mt. Vernon, Ohio demonstrates what can be accomplished through cooperation. On February 18, the Northwestern Elevator and Milling Co. needed five good box cars for flour and feed shipments. The supply of cars was short and Yard Clerk Wright did everything possible to find them. He asked Conductor E. C. Copper, No. 67, if he had any empty cars in his train which might be used. Conductor Copper said he had no empty cars, but that he had a light "Way Car" which he could leave at Mt. Vernon, by transferring the contents into another car while he was waiting for his train. Transfer was made and empty car placed by switching crew, in charge of Conductor Welch. It was loaded and billed out same day.

This gave the Mill Company relief and secured prompt handling and loading of equipment, added another car to car supply and added another link in the chain of service.

On the same date, Freight House Foreman Parker, knowing our need for equipment, made a special effort to release a car loaded with merchandise, to be used for loading at the Mill Company but was unable to do so before the "Turn-around" left. When Conductor Hobbs pulled the house track in the afternoon, he found empty marked for the Mill Company and arranged to take it to yards and place it on their track thus securing another car for their use. This kind of cooperation adds to the Baltimore and Ohio Service. SERVICE ADDS REVENUE AND REVENUE COMES IN MIGHTY HANDY IN MAKING UP OUR PAY CHECKS.

#### A Wreck of Names at Newark Yard Office

By A. S. WAHL, Yard Clerk

The G. Y. M. was at his accustomed place  
Upon a "Wicker" chair,  
"Grimm" look was seen upon his face  
And madly he tore his hair.

A freight pulled in and jumped the track  
And tied things up just right,  
He called for a clerk and called for his hack  
He would not see East "Lynn" that night.

A load of "Hay" and a load of "Woole"  
Were piled up side by side,  
While a car of "Rice" against the rules  
Three tracks was trying to ride.

A switchman stood on the burning deck  
Of a car of "Fresher" hams,  
While out of the door they rolled by the  
"Peck"

And he howled "God save the 'Lambs'."

"What's your name?" the Y. M. cried,  
Through the din and roar came "Do no  
hue,"

"Divil of brakeman don't know his name,"  
he sighed,  
"Go to the office and get what's your due."

A sack of "Peanuts" lay on the ground,  
And a "Drumm" and a "Harley" lay still,  
While the G. Y. M. ran round and round  
And the wreck master looked very ill.

We'll put 'em on when the "Hazelets" up  
But while waiting we'll not be "Idle"  
But get the bills and "Markham" up  
And get steam on the hook and "Lydle."

We'll be "Owen" for this when we get done  
'Twas plain carelessness, I say,  
And some of you will have to "Poundstone"  
For many and many a day.

The wreck is cleared and all is well,  
The bills are put away,  
The dawning sun shows over the knoll,  
And business again holds sway.

The chief is once more in his place,  
At his desk against the "Wall,"  
He is feeling "Scrappy" and sets a pace  
For the shacks and clerks and all.

And thus we find it everywhere  
The Best and Only's growing,  
We rant and fuss and tear our hair  
To keep the freight trains going.

#### Accounting Department

Correspondent, R. T. GEORGE

On February 28, the Baltimore and Ohio Railroad Company marked its ninety-seventh birthday anniversary. On this date, in 1827, the charter was granted to the Company, the First Railroad in America, by the Maryland Legislature. Since then, the Baltimore and Ohio has far surpassed the fondest hopes of its founders, numbered among whom was the venerable and historic figure of Charles Carroll of Carrollton, who laid its first stone. Being the first railroad in America, the history of the Baltimore and Ohio is closely interwoven with the annals of the nation down to the present time.

William A. Savey, one of our well known passenger conductors, passed to eternal rest on March 6 at his home in Fleck Avenue after only a week's illness of pneumonia. Mr. Savey was born in Logan, Ohio, on September 5, 1857. He came to Newark in 1883 and entered the service of the Company as a brakeman. Later he was promoted to freight conductor, and by faithful and painstaking service, earned a promotion to conductor in the passenger service, which he held until the time of his death. He was known to thousands of the traveling public, as a courteous and agreeable employee, and was highly esteemed by the public as well as his by fellow employees and officers of the Company. He will be sadly missed, not only in the home circle, but by a legion of friends and acquaintances. Among the relatives who mourn his loss is one son, Louis J. Savey, Accounting Department.

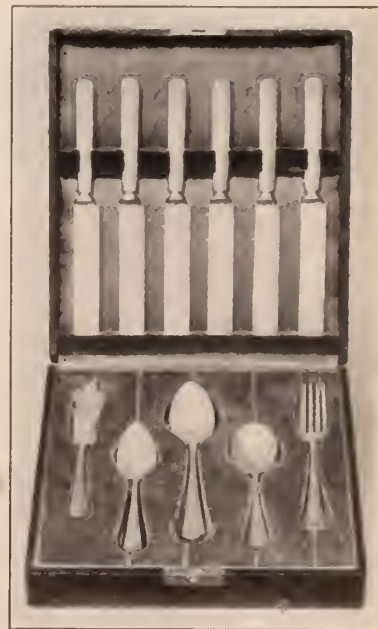
Recently, the Accounting Department of Wheeling Division, sent a bowling team to Newark and a match game was bowled on the Pastime alleys. Newark won the three

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## Pugh Bros. Jewelry Co.,

2nd Floor House Building, Pittsburgh, Pa.  
5410 Second Avenue, Pittsburgh, Pa.  
14 Hipp Arcade, Youngstown, Ohio.

Baltimore and Ohio Watch Inspectors



games, but the Wheeling boys were not satisfied and wanted to bowl some more before their train time. This was agreed upon with the result that they lost three games out of four played in the second match. The boys took the defeat like the real good fellows they were, and Newark is looking forward to the time when they can go to Wheeling and maybe return home defeated the same as the Wheeling boys.

A short time ago, the Engineering Department sent the following message to a certain track supervisor: "Have a section man with a maul meet J. B. Lord at Bethesda." As no report has been received from Mr. Lord since, it is thought the section-man must have finished the job.

#### Newark, Ohio, Traffic Department

Correspondent, J. M. BASSANI

Traveling Freight Agent E. C. "Smiling" Doudna and family have returned from Key West and Miami, where they spent three weeks dipping their feet in warm Florida waters while we were slipping on ice. Mr. Doudna reported good fishing but regretted he was unable to catch enough to send some to the boys here.

Ralph P. Reed, former secretary to Division Freight Agent Kendall, is the proud father of an eight and one-half pound boy, born on March 7. Mr. Reed is now chief clerk to general agent, L. & N. Ry., Cleveland, Ohio.

Several friends from Mansfield visited Rate Clerk and Mrs. C. R. Stone on their fifth wedding anniversary, March 10. We wish them many more happy anniversaries.

Our department will always be glad to hear from employees in other departments of any prospective business, either passenger or freight.

#### Newark, Ohio, Freight Office

Stop All Errors at the Source!

We suppose now that our boss has a new Nash machine we will not have to walk home after our hard day's work. We advise him to Cross Crossings Cautiously!

Captain of Police F. R. Castor has gone to California. We miss his smiling

face, but hope to see it in a "movie" 'ere long. Our present captain, "Mack" is so efficient that he locks his stenographer outside.

We used to have a watch dog in the Freight House named "Troubles," but he was too much trouble. Now we have him watching the house foreman's Buick.

Our cashier has moved to a farm. "Fred-die" Parks has presented him with some old oil lamps and other useful articles. All donations will be appreciated.

Our heartfelt sympathy is extended to Edward Leonard, freight handler, in the loss of his mother, who passed away recently.

#### Marietta, Ohio

Correspondent, G. R. STEEN

The Baltimore and Ohio was well represented at the Chamber of Commerce banquet on the evening of February 22. Those present were: General Superintendent Stevens, Division Superintendent Kruse, Division Freight Agent Kendall, General Passenger Agent Squiggins, District Passenger Agent White and Freight Agent Henderson. After dinner Mr. Stevens gave an interesting talk, which was much appreciated.

Trucker W. M. Biehl injured his ankle while transferring a heavy safe cabinet. He is reported to be improving.

While in the Freight House the other day the writer heard one of our customers say that "A man who is not accommodating might just as well be in h——." This may seem strong but it appealed to me. When we stop to think why we are on this grand old earth, why there are other human beings the same as ourselves, we are reminded that mankind were made dependent upon each other as we thereby enjoy better opportunities fulfilling the duties of brotherly love and friendship. Take the baby, for instance, who is for days, months, and years incapable of securing its own food, clothing and many other necessities of life; and yet, because of their love, its parents are willing to sacrifice even life itself that the child may live. In other words, this is another form of accommodation. A lot of

us have caught the spirit of accommodation, courtesy and good neighborliness; but there are some who have not. Remember the Golden Rule, "Do unto others as you would have them do unto you." If we should all do this in our everyday life we would make this the greatest and grandest Railroad in the World.

#### Mansfield, Ohio

Correspondent, EDWARD FISHER

MANSFIELD—The Pittsburgh of Ohio. The next map of the State will show Mansfield located with a star; we are doing "big town stuff" here. Our new freight agent has brought us good luck. In February we increased freight receipts over \$40,000 and have a good outlook for business in March. If you want to see the smoke roll and the wheels go round, keep your eye on us!

If you see someone who intends to make a shipment or take a trip, tell him whom you work for. Boost our line and watch business grow.

#### The Gang (Freight Office)

Our agent is busy as usual watching the boys in the ranks; He stops his Per Diem perusal to trace up the A T X Tanks. Bill, the old Brass pounder's loyal to his job, but usually sore When he aims, spits at, and misses his own private hole in the floor. Fisher is slow in the morning, but by ten he is usually better When the mailman drops in and delivers his dear, sweet P—'s love letter. Miss Wright is a loyal assistant to "Curt;" she is surely no slouch, But things have to move very smoothly, if she doesn't develop a grouch. "Whitey," our interchange wonder, though he's quiet and seems very meek, Will never get far away from the office until he grows into a Sheik. "Mike" keeps the traffic men moving, on car service he has no cronies; And he's happy and very contented when he wins a good bet on the ponies. Miss Weiler, the chief clerk, and Kennedy, the rest of our office force Will be kept for a later edition—Our space won't permit now of, course. Now the whole gang has worked faithfully, as the past month's receipts plainly show; We're all on our toes set and ready to clean up on March. Let us go!

Stop That Leak! That is the watchword we hear from every official.

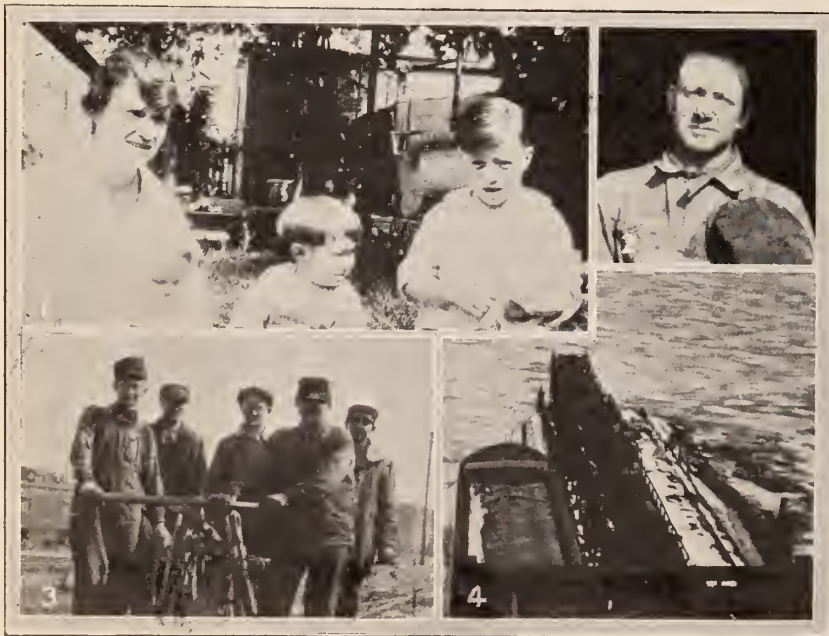
#### Sandusky, Ohio

Correspondent, R. SCHEMNAUER

On March 1 the local car foremen and their assistants, gave a farewell dinner at the Interurban Restaurant in honor of Frank E. Cheshire, foreman, Sandusky Car Shops, who, on March 3, took up his new duties as car foreman, South Chicago.

Mr. Cheshire's promotion was well deserved. During his two years at Sandusky he has handled the shops in a manner satisfactory to the Management, which has been accomplished through splendid cooperation on the part of all employees under his supervision. The Car Shop at Sandusky was one of the first shops to repair cars under the unit system, and the success attained under Mr. Cheshire's leadership caused other shops to copy the methods employed by Sandusky in handling this work. We are sorry to part with Foreman Cheshire, but we wish him success in his new field.

Assistant Car Foreman A. W. Fischer has been appointed to fill the vacancy made by the promotion of Mr. Cheshire. We feel sure that Sandusky shops will be well taken care of by him.



ON THE NEWARK DIVISION

1. Family of Car Inspector P. V. Cook, Columbus. 2. Trucker Otto H. Reid, Sandusky. 3. Foreman V. B. Lewis and his men, Section 40, Sandusky. 4. Coaling dock at Sandusky abandoned two years ago. When built it was considered one of the finest. It will be dismantled along with Baltimore and Ohio elevator, land and docks having been rented to Kelly Island Lime and Transport Company



Robert Robinson is now at the crossing formerly in charge of James F. Dempsey, who has been pensioned.

Leap year is beginning to have its effect on certain members of the Baltimore and Ohio family at Sandusky. An exceptional case is that of George Panketh, who is constantly singing "I Love You" and other songs of similar sentiment. Previously George was too bashful to even suggest a song. We cannot say that Thelma bought the ring for the ceremony, but will wait further developments.

Agent R. E. McKee has a new sedan.

#### Columbus, Ohio

Correspondent, R. KENNETT

Building Inspector W. A. Robertson and Trainmaster M. H. Broughton canvassed employes in interest of the Loan and Saving Features. They explained the fine points of each and their talks were helpful. As Theodore Roosevelt once said: "It is not often that a man can make opportunities for himself. But he can put himself in such a shape that when or if the opportunities come he is ready to take advantage of them." Opportunities will come to you. When they do, nothing will be of greater help than a savings account.

Save for your Company as well as for yourself.

Sincere sympathy is extended to Brake-man E. Vanscoy in the loss of his wife, Bessie, who died on March 5.

Save one envelope a day, 365 days—365 envelopes.

Operator G. A. Floyd, Outville, has bid in second trick at N. & W. Crossing, vacant because of Operator Luck leaving the service.

Save the coal and engine oil.

Dr. Shattuck's new film, "The Three Atoms," was exhibited in our yards on March 3. It was of particular interest to all engine crews, but trainmen, shopmen and employes from other departments witnessed the interesting exhibition.

Ask your friends to travel Best and Only.

Mrs. G. D. Pierson and daughter, Mary, family of Operator Pierson, have returned home after a trip to Wayne, W. Va.

Cooperation and efficiency—the words with a real meaning.

A new Railway Y. M. C. A. is being planned for Columbus. The building, containing 400 sleeping rooms, cafeteria, auditorium, reading room, bowling alleys, gymnasium, large lobby and committee rooms, is to be constructed soon, according to announcement made recently by General Secretary Gill and President H. T. Wilson of the "Y." The new building will be located four squares from Union Station and will be an ideal place for railroad employes.

Operator L. F. Yeast, Pataskala, is spending a month in Florida trying to dodge our fine winter weather.

Do not save because you feel obliged to do so, but just because you want to do so.

#### District Freight Agent's Office

On February 21 there was a joint Freight Claim Meeting at Cincinnati, Ohio. Many general officers and practically all members of Freight Claim Committees were present. It was an all-day session and many instructive and interesting talks were listened to.



BALTIMORE AND OHIO STATION, MARIETTA, OHIO

At the conclusion of the meeting all agreed with the Management that a request to reduce loss and damage claims fifty per cent. was reasonable and could be accomplished by cooperation all along the line.

General Superintendent D. F. Stevens, Northwest District, speaking for men in his district, promised they would do their full share to reduce claims and each one present resolved to see that his promise was made good.

Those present from Newark Division were: Superintendent H. G. Kruse, Trainmaster T. J. Rogers, General Yardmaster C. C. Grimm, Captain McCormick, Division Freight Agent E. N. Kendall, Agents C. R. Potter, E. D. Baldwin, H. G. Handley, Roy Perry, E. B. Linton, "Sam" Henderson, B. L. Waller, M. F. Fordyce and R. E. McKee.

#### Division Freight Office, Newark

Correspondent, C. R. STONE

Chief Clerk Wilson is much pleased with the Freight Claim Prevention organization and is working hard to be ready to suggest ideas that will advance the good work.

Division Freight Agent E. N. Kendall recently addressed the Mt. Vernon Chamber of Commerce Club at Mt. Vernon, Ohio, and one could readily note that the Baltimore and Ohio was always uppermost in his mind. To interest shippers in the idea that we can deliver the goods is his one desire.

Cars are becoming scarce and the demand is again exceeding the supply. We are always glad to report the car loading situation and trust that the Newark Division will maintain its standard of keeping a step ahead of the cars. We want cars for business, not for storage.

Joseph Bassani, secretary to Mr. Kendall, is planning a vacation trip which will take in the Capitol and other points of interest.

"Fred" Pout is having serious trouble with his radio. He can't seem to get it working. Sometimes he hears Pittsburgh and sometimes he doesn't. We think he needs a new one.

#### Columbus, Ohio Freight Station

Correspondent, EDITH ROACH

John Smith, trucker, who was struck by a truck is much improved and will be back with us soon.

John Solden, stevedore, is absent because of ill health.

The Baltimore and Ohio family welcomes "Jack" Greeley, stenographer, District Freight Office, vice D. H. Worden, who was promoted to secretary to district freight agent.

In talking about our MAGAZINE to Mr. Cotter, operator, V. A. Tower he told me that after his family is finished with it, he always sends it to his brother who is connected with a big newspaper in Michigan, thinking it may help to secure business for us. Good idea!

Leverman Crumm, B. W. Tower, is on the job. He knew a man who had a car of potatoes coming from the west and asked him to route it via the Baltimore and Ohio from Chicago. This shows that every employee can do something towards getting business.

Misses Anna Browne, Marie Brink, Edith Roach and Kathryn Jones were week end guests of Mrs. R. H. Ayers (Hazel Cashner, in Cincinnati, Ohio, celebrating the birthday of Miss Brink and Mrs. Ayers.

We are glad to report that Mrs. McClerk, wife of first trick operator, R. A. Tower, who has been ill for some time, is improving.

**BALTIMORE**



**THE**  
**SOUTHERN**  
**BALTIMORE'S**  
**NEWEST AND**  
**MOST MODERN**  
**HOTEL**  
**BALTIMORE**



Mrs. Tille Jane Miller, 79, widow of John C. Miller, died on February 25, at the home of her son, Lawrence Miller, 94 N. Twenty-first Street. She leaves two sons and four sisters. Lawrence Miller has been cashier, Local Freight Office, for several years. Sympathy is extended to Mr. Miller and family.

Dear Co-Worker:

We find you are not a member of the Saving Feature of the Relief Department.

We have the blanks ready for you. Be sure to ask for one when you receive your next check and each pay day make a deposit, no matter how small. You will find it grows and grows and the interest is always four per cent. or more. If you don't want to make the deposits yourself, it can be deducted from your pay.

It is a debt you owe yourself. If you are prepared for a rainy day it never comes and it is much more convenient than having to go to the bank.

Any employee of the company, his wife, child, father or mother or the beneficiary of any deceased member of the Relief Feature, may deposit with any depository designated by the Company. It also enables employees to borrow money at a moderate rate of interest and on easy terms of payment for the purpose of acquiring or improving a homestead or freeing it from debt.

Don't wait another day, ask about saving before we ask you. Campaign is now on and it is "One Hundred Per cent. Savings."

There recently has been a number of Army officers changing posts. The following letter is one of several we have received. This letter shows us "when we get the business how to keep it."

POST QUARTERMASTER

Fort Hayes, Columbus, Ohio

February 7, 1924

M. D. Barley, Chief Clerk,  
Frt. Depot. Baltimore and Ohio R. R. Co.,  
Columbus, Ohio.

Dear Mr. Barley:

I wish to extend to you personally, as well as to the entire Freight Department of the Baltimore and Ohio and connecting roads involved, my most sincere appreciation for the manner in which you handled the shipment of household goods of Major General McRae to Frisco—getting a car to the Coast in less than two weeks is mighty fine work.

Yours sincerely,

HANS OTTZEN

Captain, Q. M. Corps

Zanesville, Ohio

Correspondent, C. H. Somers

Recently Night Yard Master Fred Noble had an exciting experience. An eastbound freight train set off a car load of hogs, on which the time for resting them was nearly due. After car was placed for unloading Mr. Noble was unable to locate anyone to do the work, so decided he would do it. He asked the engineer at consignee's plant to assist him and the performance started. The car was a double decker. They were successful in unloading the porkers from the lower deck, landing them in the stock pens. When they started to unload those on the upper deck, 5 or 6 of the pigs became unruly and refused to be driven to their doom. Mr. Noble and his assistant decided to use a little force and diplomacy. They drove the unruly ones to one end of the car and put some boards across which the engineer held up. But the porkers made a grand assault on the breastworks at the middle of the car, knocked them down and they fell on the engineer. He, therefore, decided he had enough so withdrew to his place of business

in the engine room. The hogs then started straight towards Noble at the other end of the car. He gave them a backup signal with his lantern but the hogs refused to obey. Poor Noble was knocked down and the hogs walked all over him and trampled his lantern. He soon decided this was the end of his unloading hogs. Getting up he declared in emphatic language, "MY TIME IS MORE valuable in other places, so I will just leave the D— hogs in the car until some professional hog unloader comes around. Let him finish what I can't."

We would like to suggest that hereafter when Nobel gets his two days relief, it might be a good thing for him to go to the hog unloading station and take a few instructions on that end of the game; he may want to follow the stock business at some future time.

#### A Square Deal All Around

The happy home is where the husband gives the wife a square deal, figuring that the wife is entitled to the same privileges that he enjoys. Children should be given a square deal: they should be given the opportunity and benefits of a good education, so they can look the world in the face and feel they are inferior to none.

In social life the other fellow should be given a square deal, and be defended when he is absent. He should never be judged until his side of the question is heard.

In business life the same rule applies; bringing it down to railroad business, our business, the railroad company should be given a square deal. When criticisms are made by people who are not acquainted with railroad business, it is our duty to set the criticizers right, and explain the best we can, the railroad's side of the questions. The railroad employee should also be given a square deal, and, I might add, it is not often that he does not get it when the Baltimore and Ohio is concerned.

#### Mt. Vernon, Ohio

Freight business at this station for February shows a nice increase with good prospects for March.

The installation of electric flashlight signals at six most important street crossings is nearly completed and is expected to be ready for operation by the middle of March. This is a SAFETY measure.

Division Freight Agent E. N. Kendall, Traveling Freight Agent C. Masure and Freight Agent F. G. Hadley attended the annual meeting of the Chamber of Commerce at Mt. Vernon on March 4. After dinner, reports of the year's activities and other business matters were disposed of, and an address was given by Mr. A. P. Sandles. His interesting and instructive talk could not fail to make better citizens of any city or nation. He urged loyalty to our flag and observance of our laws. There were two hundred in attendance.

#### Ohio Division

Correspondent, A. E. ERICH

The "Good Neighbor" spirit among Baltimore and Ohio employees was recently given publicity in an article appearing in a local paper, wherein a story was told of a man, his wife and three children who were stranded here. Through a desire to avoid publicity and a proud spirit they did not ask charity. Disheartened, they set out on foot to Athens, Ohio, sixty miles distant, where the man had been promised a position. A train crew working in the yards noticed the quintet walking slowly along the ties and upon investigation found the man had formerly been employed on a railroad in Kentucky; they took up a collection which

amounted to enough to pay the family's fare to Athens and purchased a badly needed pair of shoes for one of the kiddies. Needless to say the family, which had started out from this place downcast and disheartened, left convinced that every cloud has its silver lining and with a warm spot in their hearts for the Baltimore and Ohio and its employees. The article mentioned no names, but concluded with the following paragraph: "This is not the first example of railroaders charity. Time and again the 'boys' have gone down in their pockets to aid crippled and sick buddies. There is not one, but several disabled men in the East End whose needs have been taken care of by the Baltimore and Ohio shop and train men."

Carey Strausbaugh, assistant car foreman and Miss Mary Huffman, Lancaster, were united in marriage on February 12. Congratulations!

Electrician O. M. Smallwood, is receiving congratulations from his friends on the arrival of a daughter. This is his seventh child.

Arthur Morgan has been appointed foreman painter, Chillicothe, vice Wm. F. Ottman, pensioned. We wish him success.

L. Rahrle, stenographer to general car foreman, has been transferred to stenographer to storekeeper, vice J. Dwyer, who was transferred to Garrett, Ind., in a similar position.

The regular monthly meeting of Veterans and Ladies' Auxiliary was held February 12, in Eastern Star Hall. Members were again urged to make every effort to secure new members. Superintendent Carothers gave an interesting account of the early history of railroads. Sandwiches and coffee were served, followed by several tables of progressive euchre.

Stanley Heskett, blacksmith helper, is the proud father of a baby daughter, born on February 11.

Other stork deliveries are as follows: a son to Engineer S. B. "Jack" Frost; a daughter to Fireman Charles Young; a son to William Wood, boiler maker; ten pound daughter to Conductor Harry Murdock; Pearl Umpleby, tool room attendant, a son. Best wishes for the health and happiness of the young arrivals!

Eugene Sickles is the new messenger boy in the Superintendent's Office. Eugene is a cartoonist as will be noted by the two accompanying drawings.

One of these bears comment. Miss Ruth Buchmiller, stenographer to division engineer, has had difficulty in keeping her "one man dog," an airedale named "Bozo," at home. The last "home leaving" was just after she had her hair bobbed. "Bozo" took one look and left for parts unknown. After telephoning, advertising and automobile trips trying to locate him, he re-



Drawn by Messenger Eugene Sickles. See Ohio Division notes





William F. Ottman, retired Foreman Painter,  
Ohio Division

turned minus his expensive collar. Ruth hopes that after he becomes accustomed to the bob, he will be glad to stay at home.

Miss Dorothy Allison, daughter of Safety Agent "Bill" Allison, has been awarded a gold medal for proficiency in typewriting, having written sixty words per minute for ten consecutive minutes, with only four mistakes. Miss Allison is a student in the local high school. This test was prepared by the Remington Typewriter Company and prizes were given by them.

Get business for the Baltimore and Ohio! Always be on the outlook for business. Never mind the business outlook.

Chief Dispatcher C. D. Pairan who has had aittum trouble caused by an infected tooth, is in a Cineinnati hospital, recovering from an operation. He expects to be back soon.

After fifty-five years' continuous service, William F. Ottman, foreman painter, Chillicothe shops, was retired on a pension on February 25, 1924. He was born at Schooleys Station, Ohio, October 7, 1856. On February 25, 1869 he entered the service of the old Marietta and Cincinnati Railroad Company as messenger boy at Zaleski, Ohio. A year later he was made apprentice upholsterer and served at this trade about two and one half years. Ill health then compelled him to accept an open air position and he was transferred to freight ear painter. Three months later he regained his health and as he was still a boy, he accepted another apprenticeship in the Paint Department. After serving as a painter on passenger ear work at Zaleski, and with the consolidation of the Car and Locomotive Departments and their transfer to Chillicothe, he worked as a car and locomotive painter until 1899, when he was made foreman painter, which position he held until his retirement.

During his fifty-five years service he has been off duty only seven days because of sickness, was late for work twice and his name never off the pay roll. Such an untarnished record is one to be proud of and can be equalled by few. Mr. Ottman helped construct the first officers' car on this division, Car No. 1, built for W. W. Peabody, then general superintendent. He also put the words "Dining Car" on the first car of that kind owned by this division. The changes he has seen are numerous: a few are; split rail to standard size; "goose neck link and pin" to automatic; hand to air brake, candle to electric light, wood to coal burner.

On the evening after Mr. Ottman's retirement, all supervisors and foremen of the Mechanical Department met at the Master

Mechanics' Office and went to his home in a body as a surprise, he having previously been "lured" away from home. On his arrival, after the first part of the surprise was over, Master Mechanic Gelhausen presented him with a gold watch, engraved with his initials and inside "To W. F. Ottman, from Mechanical Department Foremen, February 24, 1924." This was accompanied by a card bearing the following verse:

"Good Service!" What does it mean?

Doing the best we can,

Fifty-five years is the record of one B. & O. man.

Faithfulness and efficiency at both Zaleski and here,

Made us loth to see him leave, February 24th this year.

The kindest of thoughts and best wishes spoken,

By supervisors and foremen, accompany this token.

Mr. Gelhausen then called Mrs. Ottman, and after saying that she was largely responsible for Mr. Ottman's long and faithful service, he presented her with a silver fruit dish and a card reading:

Since you played your part well,  
In establishing a record so fine,  
Accept this little gift with a line  
Of our appreciation and good will.

On back of both cards were the following names: F. R. Gelhausen, J. J. Hurley, E. B. Isenogle, W. B. Nolan, H. H. Howard, T. H. Schtele, B. F. Morgan, Ed. Brahler, J. B. Welsh, F. J. Rahrle, J. J. Ryan, J. A. Hickey, H. O. Edmondson, C. E. Shriver, B. Waller, J. D. Watters, H. E. Baum, A. J. Larriek, W. S. Warren, B. Ingham, S. E. Bordner, T. O. Swaney, C. A. Dullmeyer, A. Diehl, S. R. Waldon, C. E. Strausbaugh, C. W. Minch, E. Collins, Arthur Morgan, H. Cunningham, R. E. Huffman, F. J. Darding, G. H. Flagg and C. E. Botkins.

A social hour followed, during which several musical numbers were rendered by Mr. Ottman's grandchildren, Frederick and Anna Ottman and Norene Hohenstein, also by his daughter Mrs. T. J. Schachtele, wife of assistant round house foreman. Refreshments were served by Mrs. Ottman and family. The party broke up at a late hour, all wishing Mr. Ottman many more years of health and happiness.

### Toledo Division

Correspondent, C. E. THRASHER

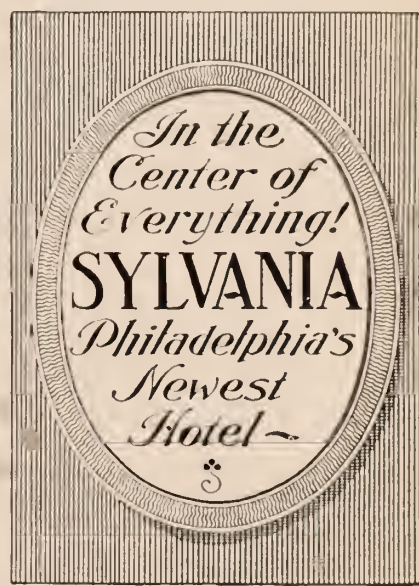
We regret to report the death of Henry W. Smith, aged 78 years, a lifelong resident of Dayton, Ohio. Mr. Smith began his railroad career at the age of 15 on the C. H. & D. Railway, when wood was used instead of coal for running locomotives. He fired an engine for a few years and was promoted to engineer, serving in that capacity until ten years ago, when he was retired. He was then the oldest engineer on this division. During his many years as engineer Mr. Smith never had a wreck or an accident, and no train of which he had charge was responsible for a single fatality. Mr. Smith is survived by his wife, a son, L. E. Smith, of Indianapolis; three daughters: Mrs. O. H. Starner, Carlisle, Pa., Mrs. W. L. Valiquette and Mrs. W. D. Coghill, both of Dayton, and five sisters. We extend our sincere sympathy to the bereaved family.

The photograph on the next page is of Master E. M. Velter, Jr., son of motive power time clerk, Division Accountant's Office, Dayton. He is a buster and wears a smile just like his dad.

Well boys, the big engines are here, and they are some monsters. Now all we have to

do is to get plenty of business to keep them going. We will have twenty-five of them when they are all delivered, and we should be proud to think they're all assigned to this division. Keep them runnin'; an engine in white lead does not earn any revenue, and we're after a good showing on our division.

The photograph on the next page is of Richard William Wolke, 18 months old, grandson of Passenger Brakeman Fred H. Wolke, Toledo Division. The parents reside at Cleveland, Ohio, the father being a N. Y. C. ticket clerk. This youngster has won prizes, one in Cleveland and one in Toledo, for being the prettiest child among a number of contestants. His grandad says there's no other like him. And we'll admit he is some boy.



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It is approaching the time of the year when we will hear that old familiar yell "Play Ball." We have tried to get a team started on the Toledo Division but we do not seem to get to first base. We have enough talent right here in Dayton to have a winning team and, from their appearance, some of our fleshy boys need some exercise to take off surplus fat accumulated during the winter months. What do you say, boys, can you get something started and finished? Let's go!

#### Transportation Department Glendale, Ohio

Assistant Correspondent, GUY FAIR

Brakeman Charles Fouch took a much needed rest, visiting his daughter in New York City for a few weeks.

The sleety weather of February caused a few accidents among our trainmen. Both Conductor C. Moorman and Conductor Rich had their arms broken.

Passenger Brakeman Robert Collins, son of Conductor J. Collins, was married in March and is now residing in his new home in North Side. Congratulations, Robert!

It is with regret we learn of the death of Passenger Brakeman "Ben" Heinne on February 26, after an illness of 12 weeks. "Ben" entered the service as a freight brakeman about 12 years ago, later being transferred to passenger brakeman. He was assigned to Trains 27 and 28 at the time of his death. "Ben" was a favorite among his fellow employees. He was of a friendly and easy-going disposition, always looking at the bright side of life, at all times ready to do any favor within his power. His wonderful personality made a host of friends for himself and for our Company. He was a home-loving boy and especially devoted to his wife and little daughter. We express our deepest sympathy to them.

#### Dayton

Correspondent, D. F. HARKER

On May 3 the Toledo Division will conduct a Safety Rally at Dayton at the Memorial Hall. There will be a two-hour entertainment, including local talent, and a good moving picture show; then Safety Magician Gans will perform a few good tricks for us. After this comes a big time which will interest everybody—a dance. All are invited. This meeting should be especially interesting to employees of the Operating and Mechanical Departments. Let's get together, boys, and put this thing over big!

The number of injuries and fatalities for the first two months of the new year is

unusually large. A vigorous effort is being made to reduce the number of persons injured and killed. This can be accomplished by paying strict attention to where we are going and what we are doing. Railroad as a general proposition is not a hazardous occupation, but it can be made so by carelessness and thoughtlessness. Let us STOP, LOOK AND LISTEN! This applies to our work and to our life after we leave our work.

Mrs. Louis Roehm, wife of Assistant to Chief Clerk Hankhamer, of the D. & U. R. R., was operated on at the Miami Valley Hospital for goitre. We hope she recovers rapidly.

With regret we learned of the death of Miss Maud Veidt. Miss Veidt was formerly secretary to Division Freight Agent Warburton, and gained many friends by her charming personality. Our sympathies are extended to the various members of her family and especially to her fiancée, Mr. George Ehring.

We call especial attention to J. J. Kleinhoefer's moustache. Keep it up, "Joe," you may have one by 1927.

#### East Dayton, Ohio

Correspondent, EDWARD M. MANNIX

March finds the Toledo Division enjoying business that is taxing us to our capacity. Everybody is busy and a satisfied look is on the faces of our executives. This speaks volumes for our division and there is a reason—"Service, Satisfaction and Safety."

East Dayton will soon be equipped with an up-to-date Water Softening Plant. Work is progressing rapidly in the installation of boilers, etc., and this step will be a big improvement at our terminal.

On May 3 the Safety Department will give added zest to their work. Memorial Hall has been engaged for this purpose, and short addresses will be made by our city officials, followed by Superintendent A. A. Iams, motion pictures, vocal and musical selections and dancing. This will be a treat to our employees and the lessons taught will be valued. Admission will be by tickets and all employees will receive them.

The approach of Spring finds housecleaning in full sway and our General Foreman W. A. Gilmore is turning the place inside out.

Master Mechanic T. C. O'Brien says: "There is no harm in starting at the bottom,

but don't stay there. I am watching every employe under my jurisdiction and I will recommend promotion for the man with the goods. The Baltimore and Ohio Railroad has many opportunities for a live wire and all that is necessary is to show your products."

The writer had occasion during the past month to assist several employes of the Division Accountant's Office in the execution of their Income Tax returns. I found the same good-natured and hustling bunch of employes that so strongly characterizes this office. The same is true of the Superintendent's and Agent's Offices.

Remember the strong appeals that are made to you each month in Safety Flashes. Digest them fully as they may be a guide to you later. Somewhere in the Good Book there is a passage that reads: "He who loveth danger, shall perish therein." This applies to your physical as well as your moral life. Heed it in time.

A good placard to put on your automobile: I STOP AT RAILROAD CROSSINGS.

#### Traffic Department, Dayton, Ohio

Correspondent, GERTRUDE M. MCBRIDE

George Stoecklein, assistant chief clerk to superintendent, is a little more dignified than usual. There is a reason. Mrs. Stoecklein, formerly Miss Helen Hammond, who was identified with the Baltimore and Ohio for several years, presented him with a bouncing baby boy, weight 8½ pounds, on February 10. They have named the newcomer Robert Wilson Stoecklein. Congratulations!

Miss Olive Dennis, Baltimore, visited us recently. We are always glad to welcome our Baltimore neighbors and hope she will come again.

J. E. Fortman, chief clerk to division accountant, is the proud father of a baby girl, Adell, weight 8 pounds. No wonder McCooks Field celebrated with bombs. We have heard Mr. Fortman complain that it is a hard matter to get clerks and stenographers, and suggest that Joe and George give these newcomers proper railroad training in their youth.

#### The Man Behind the Smile

We don't know how he is on creeds,  
We never heard him say;  
But he's got a smile that fits his face,  
And he wears it every day.



PRIDES OF THE TOLEDO DIVISION

Left: E. M. Velter, Jr.

Right: Richard William Wolke



If things go wrong he won't complain,  
 Just tries to see the joke;  
 He's always finding little ways,  
 Of helping other folk.

He sees the good in every one,  
 Their faults he never mentions;  
 He has a lot of confidence,  
 In people's good intentions.

You soon forget what ails you,  
 When you happen 'round this man;  
 He can cure a case of hypo—  
 Quicker than the doctor can.

No matter if the sky is gray,  
 You get his point of view;  
 And the clouds begin to scatter,  
 And the sun comes breaking thru.

You'll know him if you meet him,  
 And you'll find it worth your while  
 To cultivate the friendship of  
 The man behind the smile.

—Author Unknown

Lima, Ohio

Correspondent, O. L. WALLBURG

Evidence is accumulating that the seed planted with the object of increasing business through the medium of personal solicitation of employees, is bearing fruit. Not only do employees realize that increasing prosperity for the Company means decreasing the number of furloughs and therefore larger paychecks and incidentally greater contentment and comfort in their homes, but day by day as they see the policy of the Management developed in various ways they know that they work for a good Company.

What does the effort on both sides amount to in the final analysis? Service! And that is what we are here for.

Reports are coming in all the time of employees who have, by personal efforts, secured business for our Company or who have given information that has been helpful in securing it.

KEEP EVERLASTINGLY AT IT!

On February 9 Switchman Samuel Claypool, North Lima Yards, discovered a broken rail in south bound main near Robb Ave. He notified General Yardmaster Murphy who arranged for trains to use the north bound main, and for necessary repairs to be made.

Keen Eyes, Good Work!

About the same time a freight train was crossing the Erie R. R. at South Lima. Inspector Harvey Niles, formerly employed by the Baltimore and Ohio, but now with the Erie, observed a loose wheel and notified our people who had the car cut out and returned to Lima for repairs. Harvey was a good Safety man when with us and it looks as if it sticks with them even after they leave us.

Albert W. Norton, waybill clerk, Lima, submitted a suggestion for slogan and poster to be used by the committee on the prevention of highway crossing accidents.

The suggestion made was fine and should be helpful. The effort made was of itself commendable.

Master Carpenter R. C. Henderson was in town last week supervising the replacement of heavy timbers in the Ottawa River bridge to withstand the weight of the new 6100 engines to be delivered here by the Lima Locomotive Works. Foreman Harry Evans was in charge of the work. Our old friend, F. P. Lambert, was one of the crew that worked on this job. They are all active members of the Veterans' Association, living at Dayton and Wellston.

Our good friend S. L. Morrow, traveling car agent, who has the Toledo Division for

his territory, is again back on the job after a long siege of illness. He checked up Lima Terminal last week. We are glad to see him again.

Agent L. B. Colbert, General Yardmaster J. F. Murphy and Freight House Foreman Ira Alspach attended the Western Lines Freight Claim Prevention meeting held at Cincinnati on February 21. They anticipate renewed activity along the lines laid down in the program of the meeting.

Another Fireman! The stork reports visiting the home of Fireman Bartlett, South Jackson Street, and leaving a fine baby boy. While in that neighborhood he

also left a fine girl at the home of Fireman Monroe, living on the same street. Congratulations!

Mrs. Conley, widow of Patrick Conley, formerly carpenter foreman, who is an active worker in the Ladies' Auxiliary is again a grand mother, a baby girl arriving on February 25 at her son's home. Congratulations!

"Bill" Dillon, tallyman, missed his name in the MAGAZINE last month, missed Clyde Warren at Cincinnati, missed Train 58 there. His wife missed him also but aside from these items there is little that "Bill" does miss.

## These Men Wouldn't Stay Down

Read how these 29 railroad presidents rose from positions as laborers, office boys, rodmen, etc.

Leaflet No. 4, recently issued by the New York, New Haven and Hartford Railroad, tells how the following presidents got their start. The rise of these men should be an inspiration to every railroad man who wants to get ahead. There is still room at the top if you really want to get there.

NAME	BEGAN AS	NAME	BEGAN AS
C. H. Markham	Track Laborer	W. B. Storey	Axeman; Engineer Corps
H. E. Byram	Call Boy	B. F. Bush	Rodman
J. E. Gorman	Office Boy	Harold Elliott	Rodman
C. E. Schaff	Brakeman	Samuel Rea	Engineer Corps
E. Pennington	Warehouse Man	E. N. Brown	Rodman
J. Kruttschmitt	Engineer on Construction	A. T. Dice	Flagman; Engineer Corps
R. S. Lovett	Local Attorney	Charles Donnelly	Attorney
Daniel Willard	Track Laborer	A. H. Smith	Messenger
W. T. Noonan	Office Boy	William Sproule	Freight Clerk
N. D. Maher	Surveyor's Clerk	W. G. Besler	Trainmaster's Clerk
Hale Holden	Attorney	F. D. Underwood	Brakeman
T. M. Schumaker	Telegraph Operator	J. H. Hustis	Messenger Boy
L. F. Loree	Asst. in the Engineering Corps	Stanton Ennes	Telegraph Opr. and Brakeman
S. M. Felton	Rodman	C. R. Gray	Telegraph Operator
E. J. Pearson	Rodman		

These men didn't get ahead by luck or pull. They rose step by step because they studied their work—they made each job a stepping-stone to something better—they trained themselves in spare time so that when opportunity came they were able to take advantage of it.

Why don't you study in your spare time and get the special training you must have if you want to get ahead? If you will put your shoulder to the wheel and really try, the International Correspondence Schools will help you to reach the goal of your dreams far quicker than if you attempt to make the journey alone.

At least find out how by marking and mailing the coupon that has meant so much to so many other railroad men just like yourself.

MAIL THE COUPON TO-DAY!

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

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| <input type="checkbox"/> Locomotive Fireman       | <input type="checkbox"/> CIVIL ENGINEER          | <input type="checkbox"/> Cost Accountant         | <input type="checkbox"/> Telephone Engineer             |
| <input type="checkbox"/> Traveling Engineer       | <input type="checkbox"/> Surveying and Mapping   | <input type="checkbox"/> BUSINESS MANAGEMENT     | <input type="checkbox"/> Metallurgy                     |
| <input type="checkbox"/> Traveling Fireman        | <input type="checkbox"/> R. R. Constructing      | <input type="checkbox"/> Private Secretary       | <input type="checkbox"/> Stationary Engineer            |
| <input type="checkbox"/> Air Brake Inspector      | <input type="checkbox"/> Bridge Engineer         | <input type="checkbox"/> Business Correspondent  | <input type="checkbox"/> AUTOMOBILES                    |
| <input type="checkbox"/> Air Brake Repairman      | <input type="checkbox"/> ARCHITECT               | <input type="checkbox"/> Stenographer and Typist | <input type="checkbox"/> Agriculture                    |
| <input type="checkbox"/> Round House Foreman      | <input type="checkbox"/> Architectural Draftsman | <input type="checkbox"/> Good English            | <input type="checkbox"/> Poultry Raising                |
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| <input type="checkbox"/> Railway Conductor        | <input type="checkbox"/> Contractor and Builder  | <input type="checkbox"/> ADVERTISING             | <input type="checkbox"/> Spanish                        |
| <input type="checkbox"/> MECHANICAL ENGINEER      | <input type="checkbox"/> Structural Engineer     | <input type="checkbox"/> Railway Mail Clerk      | <input type="checkbox"/> French                         |
| <input type="checkbox"/> Mechanical Draftsman     | <input type="checkbox"/> Concrete Builder        | <input type="checkbox"/> CIVIL SERVICE           | <input type="checkbox"/> Banking                        |
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## WELLSTON HOTEL

Edward D. Shields, Mgr.

WELLSTON - - OHIO

We welcome to Lima H. E. Litchfield, Baltimore, Md., appointed to succeed Storekeeper T. E. Britt who has been promoted to storekeeper, Washington, Ind. With best wishes for the success of Brother Britt in his new field we pledge our support and co-operation to Mr. Litchfield.

We are sorry to learn that Conductor F. C. Frisbie is again off duty because of illness and hope that he will recover speedily.

Charles Finn, yard clerk, has been promoted to round house clerk, which position was made vacant by the promotion of Leo Pinn to crew dispatcher.

All candidates for the Baltimore and Ohio baseball team at Lima will report to Dr. F. H. Hutchinson and Otto Kock, assistant foreman, Lima Shop, ready to go into active training for the campaign this summer in the Industrial League.

Preparations are being made for a big Safety Rally to be held in Memorial Hall on April 29. It is planned to organize a large chorus, composed of employees at Lima, to furnish part of the entertainment. There will also be special numbers on the program contributed by employees or members of their families. There will be a Safety talk by Superintendent Safety Department J. T. Broderick and one by an employee, after which the Safety film will be shown, and later there will be dancing. All employees are invited, together with families and friends. There will be no admission charge.

District Safety Agent W. L. Allison visited Lima on February 27 and 28. While here he addressed a mass meeting of about 300 shop employees on "Safety First."

The Baltimore and Ohio Bowling Team, composed of Lee, Rockhill, Gahret, Gillespie, Shaffer and extra man Strong, took 3 games from the Crane Co. lads recently, which helped them in their standing in the City League. They are now in 4th place, but hope to be first at the end of the season.

Radio from California: "Arrived safe and sound," signed, Bee Gooble, Ruth McIlvaine.

Boost the Baltimore and Ohio everywhere with everybody.

Wellston, Ohio.

Correspondent, L. M. MASON

Have we secured any new business? Yes, we have; our force has the business-getting habit. It is a pleasure, as well as good exercise, to get out and run down business prospects. It gives us pleasure when we can go out and get a passenger or a freight shipment that would go another way if we had not gone after it. Recently your correspondent secured a nice shipment. While he was standing in one of our up-to-date grocery stores a traveling salesman was taking an order and it was noted that he had the goods routed via a competitor. We asked the drummer if he knew how to write "Baltimore and Ohio;" he said "yes," but thought the other route was best. We replied that there might be a small difference but that we sometimes went out of our way to buy groceries, whereupon the manager called out, "Send 'em Baltimore and Ohio."

Harold Rowe brought in a customer for Brownsville, Texas who would have gone via another road had not Mr. Rowe shown him that we had a better route. \$17.00 gained for our road through the good work of our clerk.

Not to be outdone, "Johnnie" Walker, telegrapher on 'trick No. 1, secured a car of automobiles from Toledo that would have been moved by a competitor. "Johnnie" didn't want his name in print, but he just couldn't help telling the story and we heard it.

If you show the people in your community that you are after business, it won't be long until they tell you of business you can secure. Hotel clerks and managers are good business getters for you. Get acquainted with them and tell them to talk Baltimore and Ohio to the traveling men; keep them well supplied with time tables and printed matter and if they get a prospect they will notify you. Recently we have secured several passengers through the courtesy of our hotels. Your correspondent secured one for Evansville, Ind., while waiting in a local hotel lobby. The gentleman had been told the quickest way to Evansville was via a competing line. We figured a trip via Vincennes that would put him in Evansville three hours earlier. Although it was after office hours, we escorted him to the ticket office and sold him the ticket, a gain of \$11.39.

W. B. Kilgore, for the past six years trainmaster and road foreman of engines, Wellston Sub-Division, has been transferred to the Toledo Division as road foreman of engines. Mr. Kilgore was known as the hardest worker on the Wellston Sub-Division and could be seen at all times out on the road doing something for our Railroad. We regret to lose Mr. Kilgore and wish him success in his new position. M. P. Hoban, who succeeds Mr. Kilgore, is well known on our division, having been an engineer here for several years. Mr. Hoban is a hard worker and we are glad to have him in our division.

### If You Don't Believe This Come to Wellston

You talk about your little towns that have the vim and snap, and while you're talking, don't forget, that Wellston's on the map. Her factories cut a figure and her mines do, when they go, but nothing keeps the town up like the good old B. & O.

In winter or in summer, in springtime or in fall, you'll find the boys all on the job or waiting for a call, to go to Chillicothe, or perhaps to Dayton too, and maybe Cincinnati before their run in through.

Our Roundhouse is a dandy, with Zinkan on the job, with his pocket's full of candy, to feed the hungry mob. But of all the things you ever saw to make a fellow laugh, it's old Walker and Mason, when they work the telegraph.

Upstairs the boys are busy from eight o'clock till five, Fred Toumine overseeing things, Ray Harkins looking wise. But when you want a hustler to make the old mare go, just stop and let your peepers rest on our own Harold Rowe.

No gang of men would be complete without a man that's fat, to spread good cheer and sunshine—to him we'll raise our hat. His name I hate to tell you as I'd rather let you think, but for fear you'll guess the wrong one I'll just whisper Homer Pink.

The foreman on our platform is some guy—you bet your boots—if you've any doubts about it just ask for Mr. Utz; he seals more cars and checks more freight than two men used to do, and so I think this verse should praise our good friend "Joc," don't you?

We used to have a bill clerk before he got a bee, of writing stuff to make it rhyme, he calls it Poetry. He imagines he's a Riley or

a Bobbie Burns or Poe, we'd appreciate it highly if he'd let the rhyming go.

The foreman of our Roundhouse had more work than he could do; the Company, to help things out, put on Paul Dennis too. They made a good selection, for Paul does things just right, but like our yaller tom cat, he won't stay home at night.

In the evening when our work is done and we from care are free, we all get ready to go home, a happy bunch are we—but hark—what melody is that? Such music ne'er was heard; sweeter strains have never come from any singing bird. We hold our breath, we raise our hats, fond memories round us cling, and every wheel stops turning, when friend Walker starts to sing.

If Dispatcher L. E. Weed owned Cincinnati, Walter Augsperger would be sitting pretty. Weed gives him this town every day.

Agent R. A. Tull, Xenia, is now a full-fledged Radio bug. (We knew his wife would find a way to keep him home at night.)

We would be glad to hear from any employee in any department of news that is worth while or business secured through individual effort. This makes a nice story for the MAGAZINE, as well as helping the Railroad along.

## St. Louis Division

Correspondent, A. J. SMITH

Division Freight Agent E. A. Ferguson has been transferred from the St. Louis Division to the Akron Division. His many friends, while sorry to see him leave, wish him success in his new position. W. F. Bollman has been appointed division freight agent on the St. Louis Division.

Special trains to Springfield from Pana because of the "Gypsy" Smith revival, and from Flora to Olney for the basketball tourneys resulted in additional revenue to our company.

All arrangements for the Safety rallies on this Division have been made, and interesting programs arranged. All employees should attend one of the rallies at least.

J. Feldman, clerk to general yardmaster East St. Louis, has resigned his position; his place is being filled by Barney Miller.

The Washington, Ind., newspapers contain a rumor that "Sam" Newby, Division Accountant's Office is contemplating a change of residence to Zion City, where blue laws require all inhabitants to be in bed at an early hour. The night life at Washington and the constant procession of "night hawks" outside "Sam's" window have put him far behind in his sleep.

## Round House, Flora

The safety valves on the Power Plant boiler do not seem to be set high enough for Engineer John Martin since John Jr. arrived.

The first joint local Cooperative Committee meeting was held March 5 in General Foreman's Office, General Foreman Gray presiding. There were representatives of all crafts and of the Company present. Many items were discussed and settled satisfactorily, and many suggestions were made by the men which should prove beneficial.

Machinist W. L. Buzan is a patient in the Mullanphy Hospital at St. Louis, it being necessary for him to undergo three operations. The boys all hope for a speedy recovery and to see his smiling face back on the job.

Please mention our magazine when writing advertisers



# Motive Power Department, Washington Shops

Assistant Correspondent, LOTTIE T. DOSCH

In October, 1923 our Maintenance of Equipment Department put into service a Ford car that was cut down in size, for handling various materials in the Car Department. This truck was found to be of such value that another truck was cut down in the same manner for use in the Locomotive Department.

The pictures show the first car put into service and the trailers used for handling various material.

The Joint Local Cooperative Committee held its first meeting at Washington Shops on March 5 at 1.00 p. m. Some fine ideas and suggestions were made and the meeting was interesting.

A meeting was also held at Flora and Cone on the same day. The St. Louis Division expects to be second to none in cooperation between the Management and employees, and to work out together their ideas for the welfare of both the men and the Company.

The accompanying picture is of Joseph Howard Minter, 5-year-old son of Shop Schedule Supervisor J. R. Minter, Washington Shops.

Engineer and Mrs. Leo Grannon are the proud parents of a fifteen-pound son whom

they have named Joseph Frederick. This young man is certainly a "buster" and should make a good engineer for the West End of the St. Louis Division.

## Superintendent's Office, Shops, Ind.

Assistant Correspondent, H. F. SMITH

It is not often that agents receive new stations but such was the case with Agent Abernathy when the old station was destroyed by fire. The bungalow type shown in the picture was erected and ready for use three days after the fire at Lebanon. This speaks volumes for the resourcefulness of the St. Louis Division. Mr. Abernathy has been in the service of the company for 26 years, 20 of which had been spent at Lebanon station and it was not without regret that he viewed its destruction.

Agents! The Traffic Department needs your cooperation in securing business to keep the wheels of our engines moving. Don't fail to use the Traffic Tip cards.

The splendid cooperation between the Management and employees and the securing of additional business through employees' help has received considerable comment by editorial and financial writers. It is desirable publicity and is another step toward making ours the best railroad in the country.

We noticed the picture of Correspondent

# FORD runs 57 MILES on GALLON of GASOLINE

A new automatic and self-regulating device has been invented by John A. Stransky, 2307 Fourth St., Pukwana, South Dakota, with which automobiles have made from 40 to 57 miles on a gallon of gasoline. It removes all carbon and prevents spark plug trouble and overheating. It can be installed by anyone in five minutes. Mr. Stransky wants agents and is willing to send a sample at his own risk. Write him today.—Adv.

## PATENTS

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WATSON E. COLEMAN  
PATENT LAWYER

644 G Street, N. W.

Washington, D. C.

Kight's son in the February MAGAZINE. He is a "dead ringer" for the old "gent."

Sincere sympathy is extended to Agent Cassidy, Loogootee, on the death of Mrs. Cassidy in February.

Trainman H. H. Lewis, on No. 44 between Beardstown and Pana, while passing through the smoker observed a passenger who was crippled and suffering from rheumatism. Lewis made it his special duty to see that this man was seated comfortably and brought him a drink of water.

This passenger was en route to New York and had intended to go via a competing line, using our rails for only a distance of forty miles. Lewis explained our schedule and that it was not necessary to change trains or depots at Pana if he continued Baltimore and Ohio. As a result, we received a passenger to New York. Trainman Lewis received a complimentary letter from Assistant General Passenger Agent Ainslee.

A customer at Taylorville, Ill. called on Operator Allen for a ticket to Pittsburgh via a competing line. Mr. Allen endeavored to route him entirely Baltimore and Ohio via Cincinnati. The passenger could not do this, but did consent to go to Chicago over a non-competitive line and thence Baltimore and Ohio to Pittsburgh.

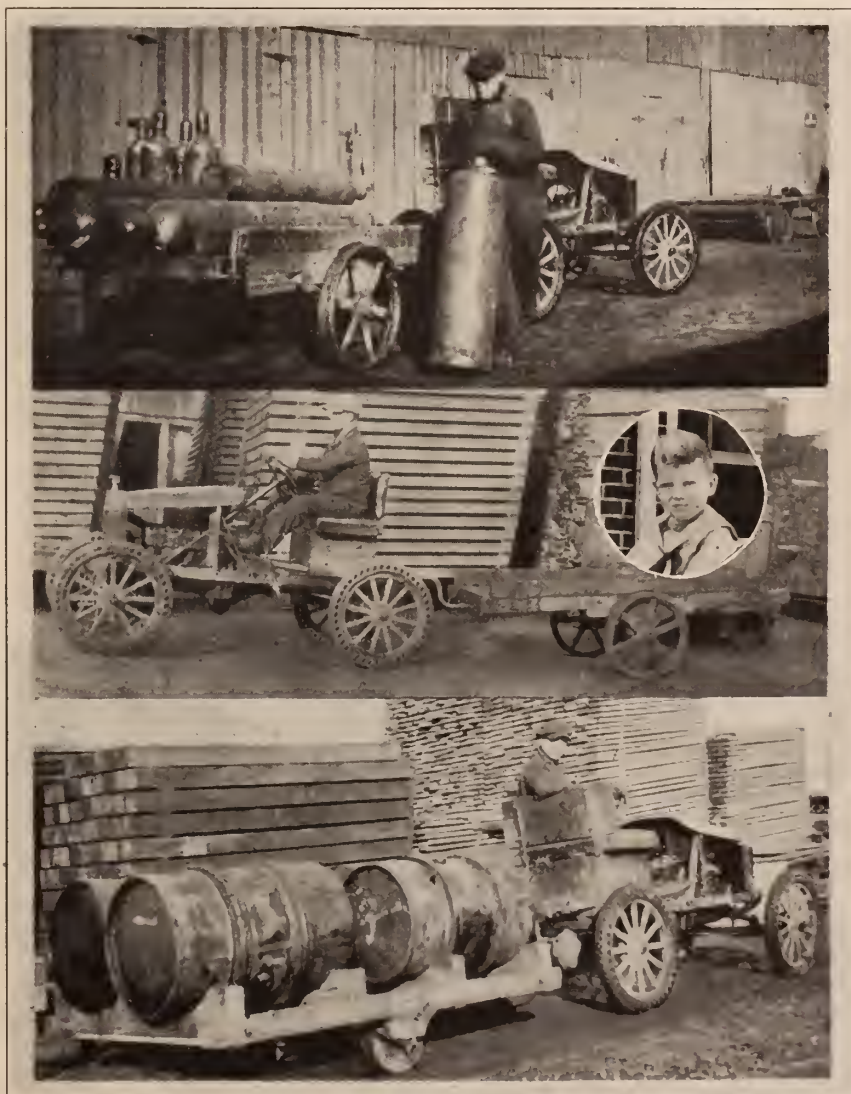
Flora, Ill.

Correspondent, F. H. WRIGHT

One of our popular bachelor conductors, Walter Platz, Washington Shops, and Brakeman A. P. Hamond, spent some time in the Sunny South and in Cuba. Here they enjoyed the delightful climate, saw the pretty Senoritas and heard the strains of the Spanish guitars. They also learned to say "Chiquita senorita, mucha bonita." We know Havana is a fine place now; we were there 25 years ago during Uncle Sam's set-to with the Spanish.

On the St. Louis Division we have had fine business this winter, especially in Q. D. movement. Shippers realize that the Best and Only way is via Baltimore and Ohio.

With reference to correspondents who may write for their local newspapers, Flora has a population of about four thousand. It has one newspaper, *Flora Journal Record*, which enjoys a large subscription list. It goes to almost every



Above: Material truck with load of eight air and gas tanks. Center: Truck with empty trailer. Bottom: Truck with load of four oil barrels. In oval, center: Joseph Howard Minter, age 5 years

Please mention our magazine when writing advertisers





New station, built in record time, Lebanon, Ill.

state in the Union. We are about 300 miles from Chicago, and recently an advertisement was run in our paper for all people living in Chicago from Flora and Clay Counties, asking them to write to Mr. ———, address ———, Chicago, Ill., for the purpose of having a get-together meeting. I had a letter from a man who attended the meeting who said there were 400 home folk present. Several of these people take the *Journal Record*, which frequently carries in my notes something about our Capitol Limited. Advertisements pay! I am sure that at least some of these people will try our premier train because of reading these notes. So, fellow correspondents who write for local papers, never fail to boost the Best and Only.

#### Louisville, Ky.

Assistant Correspondent, LEAH MCCOY

Traffic solicitation activities are being continued by Freight Office employees and this interest has been commended by Freight Traffic Manager Lewis, Accountant M. T. Sergesketter secured a car of galvanized tubs, St. Louis to Louisville, one car of galvanized ware, Ivorydale, O., to Louisville, and one passenger Louisville to Cincinnati and return, it being the passenger's original intention to use a competitive line. Utility Clerk Mrs. Wilcoxson secured the routing of three cars of scrap iron via Baltimore and Ohio Louisville to Portsmouth, O. Yard Clerk Ester Barnett secured two cars destined Newark, N. J. Correction Clerk L. C. Owen reports securing movement of household goods from Brighton, Ill., to Grammer, Ind., via Baltimore and Ohio from St. Louis to North Vernon, Ind.

Assistant Accountant Alma Faith is the latest to join the Bobbed Hair League. Who's next?

Utility Clerk Marie Blandford is making many trips to Knoxville, Tenn. to see her grandfather(?) We are getting suspicious Marie!

#### Who Pays Taxes?

LET us face the matter fairly and squarely.

*Everybody pays taxes!*

We may not own one square foot of land or the first two bricks of a house. We may not have seven dollars in the bank, or one single ten-dollar bond or savings certificate. We may not own the tools we work with, the stove we cook with, or the bed we sleep on. We may not yet have paid in full for the hat on our head, the clothes on our back, or the boots on our feet.

But we pay taxes, just as surely as if we owned houses and lots, stocks and bonds, bank accounts, farms, mills, factories or railroads.

We all have to eat. If the grocer's landlord has to pay higher taxes, the grocer has to pay higher rent and we have to pay the grocer higher prices for our food.

We all have to sleep. If the man who owns the house we rent has to pay higher taxes, then we have to pay higher rent.

We all have to wear clothes. If the clothing manufacturer and merchant have to pay higher taxes, then You and I and The Other Fellow have to pay higher prices for our clothing.

If the railroads have to pay higher taxes they have to charge higher rates for carrying coal, and we have to pay higher prices for our fuel.

Higher taxes on the gas company, the power company, or the street railway mean higher prices we must all pay for gas or electricity or street car fares.

*We all have to pay taxes.*

We can all see how this principle works in these direct ways. But the indirect ways in which high taxes are the cause of high cost of living are so roundabout that it is not always clear that in the long run we who are consumers must all pay taxes.

Unduly heavy taxes on financial institutions mean high interest for loans, expensive mortgages, and just so much higher cost for the houses we buy or rent.

Every time we pay one dollar to a railroad, we pay five cents for taxes.

No matter who pays taxes directly to the tax collector, we all pay our share indirectly, whether we own taxable property or earn a taxable income, or not.

*Out of every eight dollars of our national income, one dollar goes for taxes, federal, state and local.*

The boy whose living expenses are \$8 a week pays one dollar in taxes in the form of prices made higher by taxation.

The man who pays out \$24 a week is paying \$3 of taxes, the man expending \$48 pays \$6, and so on. And he pays this, even if he does not own one dollar's worth of taxable property.

He pays it in cost of living and he cannot pass the cost along to somebody else.

*Let us all remember—*

*That we now pay one dollar out of every eight dollars for taxes!*

*—American Educational Association, Philadelphia, Pa.*

#### Do You Know Me?

By J. A. TSCHUOR, Master Mechanic,  
New Castle, Pa.

I am more powerful than all railroad engines and the great guns of the Army.

I ride engines, railroad trains, street cars, automobiles, and I am in all factories and offices.

The one-armed man and one-legged man on the street know me. Widows and orphans know me, I rejoice over a fatherless home. I am quiet, but my hand is bloody. Misery is my side partner. I rejoice over railroad wrecks. The larger they are, the more I laugh.

A shop man told me one time the best safety device was a safe man like himself—that he always wore his goggles. He was right, but I got him; he forgot and now he has but one eye. He is a friend of mine.

I have no conscience—I delight in wrecking and mutilating human beings. They weep—I laugh.

An automobile and railroad are my particular field to work in.

I dip my hands in blood that I have sucked from many good men who forgot and now know me.

Don't pay any attention to railroad cross-

ings or to the one-armed man or one-legged watchman—I got him and I'll get you.

When driving a car over a railroad crossing try to beat the train over. If you don't make it, I'll get you and rejoice over your failure.

When on a congested street don't pay any attention to the traffic cop. He is merely an ornament. If he doesn't get you—I will.

*I never give—I always take—I crush.* My working mates are misery and death. They help me to make fatherless children and widows. I am the rich criminal. I glory over catastrophes and reap my crops from railroads and automobiles because men forgot and their forgetfulness pleases me.

*Careful men avoid me.* I can't down them for they know me and avoid me. Why don't you?

My name is—"CARELESSNESS."

#### Brakeman Glover Owns His Own Home

Connellsville, Pa.

February 11, 1924

Mr. W. J. Dudley  
Superintendent Relief Department  
Baltimore and Ohio Railroad  
Baltimore, Md.

Dear Sir:

Enclosed find acknowledgment of receipt of satisfied mortgage, which is the final paper to be forwarded me account repayment of loan on my home. In acknowledging receipt of this mortgage I also wish to thank the officers and employees of your department for the courtesy shown and the promptness with which all details are attended to.

I believe there are a great number of employees who desire to own their own homes and who no doubt would negotiate a loan if the opportunity afforded by the Savings Feature of the Relief Department were more forcibly brought to their attention. It is with the thought in mind that if the experiences of those who have availed themselves of this opportunity and received homes, were placed before such employees it would probably induce many who are now hesitating to make the start, that I write this letter.

Trusting that this communication may be instrumental in persuading some employee to begin owning his own home, I am,

Yours truly,

(Signed) L. A. GLOVER  
Brakeman, Connellsville, Pa.



Bert Six, Ticket Agent, Wheeling, W. Va., a candidate for Sheriff of Ohio County, West Virginia



Tournament Winners, General Office Duckpin League

By D. V. MOSBERG

THE Baltimore and Ohio General Office Duckpin League, which has just completed a most successful season, decided at its last executive committee meeting to hold a tournament open to any of the employees, including those that participated in the league.

It would obviously be uneven if all the bowlers were placed on the same footing, and they were therefore separated into three classes—A, B, C, according to their averages in the league. Class A consisted of bowlers whose average was 102.00 or higher; Class B from 96.00 to 101.99 inclusive; Class C all below 96.00.

The tournament took place at the Kingpin Alleys, on March 3, and each individual was required to roll five games. In each class there were three prizes for those having the highest total number of pins. In addition the management of the alleys donated two boxes of cigars—one to go to the bowler having the highest score for one

game and the other to go to the bowler having the highest score for five games. The winners in each class, together with the scores, are as follows:

CLASS A		
Name	Team	Score
G. P. Sauerwein	Fuel Agent	565
J. S. Miller	Riverside	540
G. E. Pritchard	Eng. and Acct.	535
CLASS B		
J. R. Dyche	M. of W.	585
A. Williams	Aud. of Disb'ts.	572
A. G. Donald	Eng. and Acct.	570
CLASS C		
G. R. Valentine	Motive Power	*508
E. P. Robinson	Cost Engineer	*508
J. T. Cuddy	Riverside	507

\*Messrs. Valentine and Robinson rolled off the tie for first place in Class C, Mr. Valentine winning, and Mr. Robinson being adjudicated winner of the second prize.

J. R. Dyche, captain of the Maintenance of Way Team, won two boxes of cigars for having high score of 141 for one game and high score of 585 for five games.

Baltimore and Ohio General Office Duckpin League  
Final Standing of Teams—Season 1923-1924

TEAMS	PLAYED	WON	LOST	PER. CENTAGE	PINS	AVERAGE
1 Fuel Agent	78	56	22	.717	40538	519.72
2 Engineering and Accounting	78	53	25	.679	27948	505.97
3 General Paymaster	78	51	27	.653	39654	508.38
4 Riverside	78	50	28	.641	39357	504.57
5 Maintenance of Way	78	50	28	.641	39157	502.01
6 Operating Vice-President	78	48	30	.615	39039	500.50
7 Comptroller	78	43	35	.551	37464	499.52
8 Auditor of Disbursements	78	39	39	.500	38438	492.79
9 Motive Power	78	36	42	.461	38153	489.14
10 Relief	78	33	45	.423	38022	487.46
11 Auditor Passenger Receipts	78	27	51	.346	37434	479.92
12 Valuation	78	26	52	.333	36730	470.89
13 Cost Engineer	78	20	58	.256	33301	462.51
14 Mt. Clare	78	14	64	.179	33757	468.86

The following team and individual prizes were awarded to the winners listed below on the evening of March 28th in the Welfare Department, Room 500, Central Building.

	PLAYED	WON	LOST
Team finishing first	78	56	22
Team finishing second	78	53	25
Team finishing third	78	51	27
High team score—1 game	78	50	28
High team score—3 games	78	50	28
High individual score—1 game	78	50	28
High individual score—3 games	78	50	28
First high individual season average	78	50	28
Second high individual season average	78	50	28
March 24, 1924			

Team finishing first	\$15.00
Team finishing second	10.00
Team finishing third	5.00
High team score—1 game	5.00
High team score—3 games	5.00
High individual score—1 game	5.00
High individual score—3 games	5.00
First high individual season average	10.00
Second high individual season average	5.00
March 24, 1924	

Fuel Agent	608 pins
Fuel Agent	1,692 pins
Miller—Paymaster	163 pins
Miller—Paymaster	394 pins
Miller—Paymaster	110.70
Struth—Fuel Agent	106.90

Welfare Department

**5-Room ALADDIN \$548**  
We Pay the Freight  
You can buy all the materials for a complete home direct from the manufacturer and save four profits on the lumber, millwork, hardware, labor.

**7-Room ALADDIN \$1,068**  
Large living room, dining room, kitchen, pantry, 3 bedrooms, closets, bath. Semi-open staircase and rear porch. 4 bedroom plan with grade entrance, same price.

**12-Room ALADDIN \$1,932**  
Dutch Colonial for wide inside lots or narrow corner lots. Full ceiling heights entire second floor, sewing room, columned and inset front entrance.

Price includes all lumber cut to fit; highest grade interior woodwork, siding, flooring, windows, doors, glass, paints, hardware, nails, lath, roofing, with complete instructions and drawings. Freight paid to your station. Permanent Homes—NOT PORTABLE. Many styles to choose from. Write nearest mill today for FREE Money-Saving Aladdin Catalog No. 1028

**The ALADDIN Co., BAY CITY, MICHIGAN**  
Wilmington, North Carolina, Portland, Ore.; Toronto, Ont.

Say It Briefly!

Jerome P. Fleishman in "Uncle Jerry Says"

The other day I had to read through a three-page closely-typewritten letter in order to get a few facts that could have been stated in three brief paragraphs.

The letter was from a man supposed to be a very busy man, and a very efficient man.

And it reminded me of the story about the colored resident of Kentucky who had been sentenced to be hanged. At first he was not greatly interested, but as execution day drew near he became somewhat disturbed. He even went so far as to mention the matter to his jailer. The jailer suggested that he write to the Governor, and offered to do the actual writing. Mose took five minutes to consider, and then the letter he asked be written was as follows:

"Dear Marse Guv'nah: They is fixing to hang me Friday, and here it am Tuesday.  
—Mose Johnson"



Some of the Winners in the Duckpin Open Tournament. Left to right: A. G. Donald, A. Williams, E. P. Robinson, G. P. Sauerwein, G. R. Valentine, J. R. Dyche, G. E. Pritchard

Please mention our magazine when writing advertisers



# How Brakeman Stone Began His Dahlia Farm

By MYRTA CAWOOD

**B**RAKEMAN W. H. ("Dahlia") STONE lives in the quiet little town of Gaithersburg, Md., almost in sight of the granite dome of the nation's capitol. He has developed such a profitable business from his hobby of raising, collecting and experimenting with dahlias that he is known all up and down the Baltimore and Ohio as "Dahlia" Stone. His dahlias, planted in the springtime, mean that millions of huge blossoms will be ready for his many customers, not only in his own vicinity but in large cities, including St. Louis, New York, Philadelphia, Washington, Pittsburgh, Baltimore and Richmond.

In the early spring, twelve years ago, while Mr. Stone was away from home on duty, a neighbor gave Mrs. Stone a half dozen dahlia tubers, which she proudly planted in the front yard. But Walter had other ideas about that front yard, so he dug up the plants and planted them in an

obscure corner in the back yard. The patient little wife dug them up again and put them back in the front yard. Then what could a mere man do, I ask you? But that was before "Dahlia Stone" knew anything about dahlias. In the fall the flowers bloomed. It was then that Mr. Stone began to see possibilities of larger, finer blossoms. That winter he read seed catalogues instead of the evening paper, and in the spring he ordered a few expensive tubers. He studied books and magazines on the dahlia, and he became more and more interested.

Each year he added a few rare flowers to his collection, giving away the surplus tubers and blooms to his neighbors and friends. Then he began to send flowers to acquaintances and friends for the mere cost of packing and postage. Gradually the business grew, while all the time he was making his daily run on the Baltimore and Ohio.

For years he spent his vacations visiting dahlia shows and experimental stations all the way from New York to California. He joined the leading dahlia horticultural societies and became well known in "dahlia circles."

Mr. Stone's dahlia farm contains eight acres of land. There are eight thousand plants; ten or twelve hundred of these are tested varieties—pedigreed stock. He will harbor no plant that will not produce abundant and exceptionally good flowers on long, straight stems.

In blossom time Walter Stone hurries home to play host to hundreds of visitors to his aristocratic plants. Then there are rows and rows of plants profusely blossomed, covering the field with a rich tapestry of coloring. Few dahlias are of any pure prismatic color. Their many hues and tints are indescribable. Some are white, red, pink, yellow, purple, gold, rose, coral, and even green, almost always one color is shaded and variegated with another color. But the blossoms are never blue.

There is much to be told of how the flowers change color as the blossoms age, and the shapes and sizes—well, you would just have to see them for yourself. Drop off at Gaithersburg some bright day in August or September and you will never doubt that the hand of man is capable of coaxing from the resources of the Almighty things of marvelous beauty. There you will see eight acres of flowers, growing on leafy plants four to seven feet tall, profusely covered with buds and blossoms six to fourteen inches wide.

"Dahlia" Stone says he can easily cut a half dozen blossoms from each of his eight thousand plants every day from August until frost. Flowers enough for all, millions each season! And his packing house is a busy place in blooming season. One morning last summer Mr. Stone started two truckloads of packed blooms on their run to Washington before he started on his daily run.

Mr. Stone claims no credit for his marvelous success with his hobby.

"If you just love them and work with them you can't keep from succeeding. Anyone can grow dahlias; there is no secret except constant cultivation," he says.

This season the dahlia gardens have some newcomers; they are some rare plants from Holland that will find ready favor with all dahlia admirers.

In the April, 1922, issue of the MAGAZINE we had a comprehensive article from Mr. Stone on "How to Grow Dahlias."

Mr. Stone does an extensive business in the sale of dahlia bulbs as well as blossoms. He plants his bulbs between May 15 and June 30. He does not advise earlier planting because of the danger of frost.

## Conductor Mercer Now Owns His Home

Kenova, W. Va., March 1, 1924

Mr. W. J. Dudley  
Superintendent  
Baltimore, Md.

Dear Sir:

I hereby thank the officers of the Relief Department for the loan that I got through the Baltimore and Ohio Relief Department, which was paid in full in February.

I would advise all employees of the Baltimore and Ohio to take the advantages the Relief Department offers to them in securing a home and save the high rents that are being paid. It would help to overcome the house shortage which is now existing.

Yours truly

(Signed) CHARLES F. MERCER  
Conductor, Kenova, W. Va.



BRAKEMAN STONE AND HIS DAHLIAS

Surrounding Mr. Stone are dahlias known as "Break O'Day." The single blossom in the cut is a "Big Snow Drift." This flower is about 5 times as large as the cut



## Many Baltimore and Ohio Men Are Members of Traffic Club of Baltimore

(Prepared at the request of J. Ross Gould,  
MAGAZINE Correspondent at Locust Point,  
by Mr. J. E. Harrison, Traveling Freight  
Agent of the Chesapeake Steamship  
Company.)

**T**HOUGH less than one-quarter of the Twentieth Century has rolled by it has already given to us many new products. We might count the automobile, the wireless telegraph and the radiophone as the most outstanding of these, but the Traffic Club is also on the list. It is true that there were associations of railroad and steamship agents and clubs of a similar nature, but the idea of transportation and industrial representatives getting together for social and business hobnobbing was almost unthought of 20 years ago. Those were the days of rebates and cut-throat methods which had the tendency of breaking up friendships rather than fostering them. Now there is a new order of things. There is a spirit of fine cooperation between the representatives of shippers and carriers and that works beneficially for both.

The Traffic Club of Baltimore, though organized in 1913, can trace its origin back to 1901 when a few transportation men got together and formed the Baltimore Railroad and Steamship Agents' Association, electing N. J. Elliott as president. This organization grew and prospered, taking on aspects other than social and admitting members other than transportation men, until it had reached its twelfth year when it discovered that, like Topsy, "it had just grown up," and resembled, in all its features, the Traffic Club as we see it today. All that was necessary was to give it a new Constitution and set of By-Laws, to incorporate it and to place it with the other institutions building up greater Baltimore.

The Traffic Club of Baltimore has a record that will stand the acid test of the day, and, I think, of the future. It has had able and conscientious men at the head of it. It has tackled the big problems that have come up in a constructive manner. It has gotten men of national, yea international, fame to address its meetings. It has put on banquets that cannot be beaten. It has been all that a Traffic Club can be, and now that it has become a member of the Associated Traffic Clubs of America we expect it to

continue the splendid work at home and at the same time accomplish big things afield.

The Baltimore and Ohio Railroad has contributed amply to the growth of the Traffic Club. President Willard and Vice-Presidents Shriver, Galloway and Fries have been speakers at different times. George S. Harlan, now general freight agent in Philadelphia, was president of the club two years ago and at that time 80 employees of the Railroad in Baltimore were members. It would be well for all the readers of this MAGAZINE who are eligible to consider seriously joining the Traffic Club.

## Death of Samuel Asbury Gates

**S**AMUEL ASBURY GATES, aged 51 years, and for the past six years ticket agent at Hagerstown, died at his home, 600 Summit Avenue, at 3 o'clock on March 20.

Mr. Gates was born in Hagerstown and was the son of the late Mr. and Mrs. William Gates. His father was for many years supervisor between Hagerstown and Weverton.

At an early age Mr. Gates entered the service of the Company. He was agent at Gapland Station for some years and was later transferred to Keedysville. About six years ago he removed to Hagerstown. He had been confined to his home for the past seven weeks.

He was a member of the Keedysville A. F. & A. M., member of the Knights Templar and of the Shrine Club of Baltimore and a 32nd degree Mason.

Besides his wife, Mr. Gates is survived by two sons, Lee and Theodore, both of Hagerstown, and a daughter, Mrs. George S. Line, of Keedysville, one brother, Edward, of Louisiana, and a half-sister, Mrs. Sarah Hunter, Keedysville.

The funeral was in charge of St. Bernard's Commandery, Knights Templar.

We extend sincere sympathy to the bereaved family.

## Thomas Henry Burke

Born July 20, 1860. Died February 29, 1924

**H**IS many friends will regret to learn of the death of Thomas Henry Burke, passenger engineer, Baltimore Division, at his home in Baltimore on February 29 after an illness of over nine years.

Mr. Burke entered the service of the Baltimore and Ohio on the Baltimore Division with Samuel Mason at Ellicott City as a laborer, March 1, 1881; became fireman December 23, 1882, and engineer, October 7, 1886. On October 1, 1887, he was transferred to the Philadelphia Division as passenger engineer, returning to the Baltimore Division in the same capacity October 1, 1913. He held this position until his death, being on the Relief for the long period of illness.

Funeral services were held at his late residence, 1519 Hanover Street, and Patterson Memorial M. E. Church, where he was an official member. The church service, conducted by Rev. Louis St. Clair Allen, pastor, and Rev. Thomas S. Long, a former pastor, was attended by many of his friends of the Brotherhood of Locomotive Engineers, Baltimore Division Veterans and Auxiliary and members of his local church. Interment was at Mount Carmel Cemetery.

Mr. Burke is survived by his widow, a member of the Veterans' Auxiliary, Baltimore, daughter, Mrs. Edna Morris, and three sons, Earl C. and John T., both firemen on the Baltimore Division, and William S., whose wife, Mrs. Hilda Hopkins Burke, sang at the last Grand Lodge convention of the Veterans' Auxiliary.



## Smoker's Teeth Bleached White New Safe Way

No need for dull, yellow, tobacco-stained teeth now. For a new safe treatment—Bleachodent Combination—bleaches away stains, and makes teeth flashing white—often in just three minutes! Treatment consists of a marvelous liquid, which cures and softens the stains—and a new kind of paste which gently removes the softened stains and prevents the formation of new stains. Safe and Harmless, as its mild ingredients are especially combined to act only on surface stains—not on the enamel itself. Only a safe mild preparation like Bleachodent Combination should be used on children's teeth which are naturally so sensitive, and which are especially subject to stains and decay. Fine for the gums. Get Bleachodent Combination today for few cents. Distributed by **Bleachodent Dental Laboratories** and sold by drug and department stores everywhere.

## A Song of Springtime

By ELIZA BRADY DUNKERLY, Wife of  
W. R. Dunkerly, Retired Employee

O, now the spring is waking,  
The snow and ice are gone;  
We hear the bluebirds whistling,  
The robin sings his song.

Violet and crocus  
Defy the winter's snow,  
Perk their little noses up  
And make a gallant show.

The hyacinth and jonquil  
And yellow buttercup,  
Are laughing now so gleefully,  
"Ha, ha! we, too, are up!"

And through the mossy woodlands  
The sweet arbutus vine,  
Laden with its fragrance,  
Its neighbors doth outshine.

The trees have laid aside  
Their garb of wintry gray,  
And donned a robe of shining green  
To greet the first spring day.

Ah, soon the fairy woodland  
Will be a lovely sight,  
With poplar's yellow tulip  
And dogwood's blossoms white!

The sweet wild honeysuckle  
And huckleberry bloom,  
The lovely apple blossom  
All bringing sweet perfume.

The wild bird's warbling sonnet,  
The cherry blossom white,  
And the brooklet in the orchard  
Will fill us with delight.



The late Thomas Henry Burke

Please mention our magazine when writing advertisers



STOP THAT LEAK!

STOP THAT LEAK!

STOP THAT LEAK!

# Accurate Weights Insure Correct Freight Charges

Gains in Revenue from Check-Weighing and Revising Classification of Inbound and Transfer L. C. L. Freight, January, 1924

## EASTERN LINES

## NEW YORK TERMINAL LINES

Pier 21, E. R. N. Y.	\$9.21
West 26th St.	3.82
<b>TOTAL</b>	<b>\$13.03</b>

## BALTIMORE DIVISION

Brunswick, Md.	\$1.57
Brunswick Transfer, Md.	595.21
Frederick, Md.	2.83
Georgetown, D. C.	1.08
Hagerstown, Md.	11.38
Hyattsville, Md.	2.95
Laurel, Md.	1.07
Lexington, Va.	1.90
Middletown, Va.	1.93
Mt. Airy, Md.	6.87
Point of Rocks, Md.	2.30
Staunton, Va.	3.80
Uniontown, D. C.	2.80
Washington, D. C.	62.64
Wilmington, Del.	1.65
Miscellaneous	3.79
<b>TOTAL</b>	<b>\$703.68</b>

## BALTIMORE TERMINAL DIVISION

Camden Station, Md.	\$36.07
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## CUMBERLAND DIVISION

Cumberland, Md.	\$56.44
Great Cacapon, W. Va.	1.38
Green Spring, W. Va.	1.40
Harper's Ferry, W. Va.	2.05
Independence, W. Va.	1.03
Keyser, W. Va.	2.10
Martinsburg, W. Va.	18.27
Moorefield, W. Va.	6.79
M. & K. Jct., W. Va.	3.34
Newburg, W. Va.	2.18
Oakland, Md.	15.40
Paw Paw, W. Va.	7.44
Piedmont, W. Va.	38.81
Romney, W. Va.	1.78
Terra Alta, W. Va.	3.45
Miscellaneous	.28
<b>TOTAL</b>	<b>\$162.14</b>

## CONNELLVILLE DIVISION

Boswell, Pa.	\$4.33
Cheat Haven, Pa.	3.89
Confluence, Pa.	8.13
Connellsville, Pa.	94.81
Fairchance, Pa.	10.94
Friendsville, Md.	4.06
Hooversville, Pa.	1.17
Hyndman, Pa.	1.04
Johnstown, Pa.	7.82
Meyersdale, Pa.	1.08
Morgantown, W. Va.	49.89
Ohio Pyle, Pa.	3.44
Point Marion, Pa.	2.59
Rockwood, Pa.	2.28
Smithfield, Pa.	8.53
Somerfield, Pa.	5.55
Somerset, Pa.	17.31
Stoyestown, Pa.	1.48
Uniontown, Pa.	19.27
Ursina, Pa.	1.86
West Salisbury, Pa.	2.63
Miscellaneous	1.59
<b>TOTAL</b>	<b>\$253.60</b>

## EASTERN LINES—Continued

## PITTSBURGH DIVISION

Butler, Pa.	3.14
Claysville, Pa.	1.64
Kane, Pa.	5.33
Suter, Pa.	2.55
Washington, Pa.	15.21
Miscellaneous	1.29
<b>TOTAL</b>	<b>\$29.16</b>

## PITTSBURGH TERMINAL DIVISION

Allegheny, Pa.	\$40.39
Pittsburgh, Pa.	280.58
<b>TOTAL</b>	<b>\$320.97</b>

## MONONGAH DIVISION

Belington, W. Va.	\$25.93
Bridgeport, W. Va.	2.42
Byron, W. Va.	1.16
Clarksburg, W. Va.	27.77
Ellenboro, W. Va.	1.85
Fairmont, W. Va.	36.89
Grafton, W. Va.	6.57
Jane Lew, W. Va.	3.77
Lost Creek, W. Va.	1.55
Moatsville, W. Va.	9.17
Philippi, W. Va.	2.30
Wallace, W. Va.	1.69
West Union, W. Va.	10.90
Wilsonburg, W. Va.	4.16
Wolf Summit, W. Va.	5.46
Worthington, W. Va.	1.38
<b>TOTAL</b>	<b>\$142.97</b>

## CHARLESTON DIVISION

Adrian, W. Va.	\$2.46
Buckhannon, W. Va.	40.64
Burnsville, W. Va.	1.80
Charleston, W. Va.	7.15
Clendennin, W. Va.	3.96
Cowen, W. Va.	1.00
Dundon, W. Va.	3.06
Elkins, W. Va.	2.28
Flatwoods, W. Va.	4.44
Richwood, W. Va.	8.00
Sutton, W. Va.	1.02
Ten Mile, W. Va.	3.14
Villa Nova, W. Va.	2.41
Weston, W. Va.	33.08
West Sutton, W. Va.	16.34
Miscellaneous	4.31
<b>TOTAL</b>	<b>\$135.09</b>

## WHEELING DIVISION

Apple Grove, W. Va.	\$1.12
Bellaire, W. Va.	24.44
Cameron, W. Va.	2.20
Hundred, W. Va.	1.28
Huntington, W. Va.	66.94
Littleton, W. Va.	8.15
Mannington, W. Va.	2.36
Mason City, W. Va.	15.08
Meadowbrook, W. Va.	4.91
Millwood, W. Va.	13.78
Moundsville, W. Va.	7.99
Paden City, W. Va.	2.09
Parkersburg, W. Va.	118.95
Pine Grove, W. Va.	1.72
Proctor, W. Va.	2.52
Ravenswood, W. Va.	6.25
Sistersville, W. Va.	30.01
Spencer, W. Va.	4.98
Wheeling, W. Va.	201.07
Williamstown, W. Va.	3.18
Miscellaneous	1.53
<b>TOTAL</b>	<b>\$520.55</b>

## WESTERN LINES

## OHIO DIVISION

Blanchester, Ohio	\$2.01
Chillicothe, Ohio	4.34
Greenfield, Ohio	1.39
Hillsboro, Ohio	6.79
Oak Hill, Ohio	1.03
Portsmouth, Ohio	8.93
Washington C. H., Ohio	1.44
Miscellaneous	.73
<b>TOTAL</b>	<b>\$26.66</b>

## ST. LOUIS DIVISION

Beardstown, Ill.	\$1.37
East St. Louis, Ill.	231.65
Jeffersonville, Ind.	15.16
Lakewood, Ill.	1.04
Louisville, Ky.	226.81
New Albany, Ind.	12.74
North Vernon, Ind.	22.60
Osgood, Ind.	4.09
Springfield, Ill.	3.76
Vincennes, Ind.	3.65
Miscellaneous	2.29
<b>TOTAL</b>	<b>\$525.16</b>

## CINCINNATI TERMINAL DIVISION

Brighton, Ohio	\$10.10
Kenyon Ave., Ohio	456.46
Smith St., Ohio	176.35
<b>TOTAL</b>	<b>\$642.91</b>

## TOLEDO DIVISION

Dayton, Ohio	\$41.05
Deshler, Ohio	3.29
Hamilton, Ohio	29.95
Lima, Ohio	18.80
Middletown, Ohio	1.50
Piqua, Ohio	3.52
Toledo, Ohio	38.06
Miscellaneous	.61
<b>TOTAL</b>	<b>\$136.78</b>

## AKRON DIVISION

Akron, Ohio	\$142.58
Canton, Ohio	27.95
Cleveland, Ohio	323.66
Elyria, Ohio	19.87
Lorain, Ohio	10.10
New Castle, Pa.	25.51
Painesville, Ohio	2.61
Wooster, Ohio	4.98
Youngstown, Ohio	57.63
Miscellaneous	1.31
<b>TOTAL</b>	<b>\$615.30</b>

## NEWARK DIVISION

Columbus, Ohio	\$63.37
Marietta, Ohio	7.12
Miscellaneous	1.87
<b>TOTAL</b>	<b>\$72.36</b>

## CHICAGO DIVISION

Albion, Ind.	2.18
Chicago, Ill.	823.56
North Baltimore, Ohio	5.99
Sherwood, Ohio	4.41
Tiffin, Ohio	3.55
Willard Transfer	120.64
Miscellaneous	.56
<b>TOTAL</b>	<b>\$960.89</b>

EASTERN LINES	\$2,394.23
WESTERN LINES	2,980.06
NEW YORK TERMINALS	13.03

<b>GRAND TOTAL</b>	<b>\$5,297.32</b>
January, 1923	\$6,591.76
Decrease—20%	\$1,294.44

"Miscellaneous" includes stations showing gains in revenue amounting to less than one dollar.

A. E. DAY

Chief of Weighing Bureau, Transportation Department



## The Oldtimer

The oldtimer mused by the right of way,  
Watched the freight roll down the main;  
And his mind turned back to bygone days  
That would never come again.  
He heard the hiss of the Westinghouse brake  
As the long train came to a stand.  
And he thought of the time forever passed  
When they did that work by hand.  
It was before the "Janney," the oldtimer  
mused,

Or other patent hitch.  
When we used to cut our train on the run,  
And make the flying switch.  
The years were crowding on him,  
His locks were gray and thin;  
But his heart grew young as his mind went  
back

To the days of the link and pin.  
"It was lively work," the oldtimer said,  
"In those days now long passed by,  
When we'd cut them off and kick them in  
And catch them on the fly."  
And as he dwelt 'mid those scenes of the  
past,

To his mind came recollections,  
Of how they'd go rolling into a town  
With the train cut in two or three sections,  
And of the wild stormy nights in winter.

When blinded by the wind-driven flakes,  
He'd hear above the roar of train and storm  
The short sharp blast for "brakes!"  
He recalled how he'd leap from car to car,  
Reckless of life and limb,  
As he held them down by the "Armstrong"  
brakes,  
In the days of the link and pin.

"Those were hard, tough days," the old-  
timer said,

"And their memory with me still remains.  
Now the engineer does the braking,  
As he does on the 'Varnish' trains,  
The boys don't ride on the 'Hurricane Deck'  
Since the days of the hand brake are o'er;  
Don't climb down the ladders, Cut the  
train on the run,  
As we did in the days of yore."

"They were a live wire bunch," the old-  
timer mused.  
Hard working and full of fun;  
The few who are left are scattered,  
Many have made their final run,  
And I know, when I reach the Grand Sta-  
tion above,  
And the Good Saint checks me in,  
I'll be greeted by many old friends I knew  
In the days of the link and pin."

GEORGE M. HILL, in  
*The Railroad Employee*

## Here It Was the "Only Road"

THE Johnstown, Pa., Democrat, of  
February 25, carries a story of the  
recent storm in that section, starting  
with the words "The Baltimore and Ohio  
Has Come Back." The article continues to  
explain that with the public roads blocked  
with snow for nearly a week, the Baltimore  
and Ohio was the only outlet Johnstown had  
to the south. As a result, all trains over the  
Somerset and Cambria Branch enjoyed  
unusual passenger patronage, something  
like the old days before the days of the  
automobile and the bus. The story con-  
cludes:

"Employees of the railroad are beaming  
smiles of gratification over the increased  
traffic. Passengers say this attitude is  
sensed from the time a ticket is bought from  
Agent Al Crissman until the end of the trip.  
It is shown as Engineers Wadsworth and  
Otto widen on the throttle. It is apparent  
as Conductors Hal Bentford, Joseph Baine  
and Elmer Evans sweetly whisper, 'tickets,  
please.' It radiates from Brakemen  
'Scotty' and Billy Garlitz as they call one  
station after another in clarion tones. With  
the coaches jammed with passengers, the  
poise of a night crew is not ruffled when a  
blown out air hose has to be replaced, which  
in addition to repairing the connection by  
lantern light requires the brakeman to  
hurry back along an icy track on one of the  
most desolate stretches of the road."

## Mason City Illinoian Has Fun With Baltimore and Ohio Box Car

LEAVING out the letter "I" in the  
word "Ohio" when stencilling it on  
the side of a Baltimore and Ohio box  
car, may have completely escaped the  
employee responsible. Not so, however,  
with a casual observer in the person of  
James Stewart Walker of Mason City,  
Illinois, for the misspelling "Oho" touched  
his imaginative sense and sent it fancifully  
afield as follows:

Cisne, Illinois, Dec. 10, 1923

President  
Baltimore and Ohio R. R.  
Baltimore, Maryland  
Dear Sir:

It is with diffidence that I address you  
upon a subject, which, though trivial, yet  
may result in far reaching consequences.

I refer to the spelling of Ohio, upon your  
remarkably well built box car Baltimore  
and Ohio 181263, at present lying in the  
Cisne, Illinois, yard.

I judge this to be an orthographic or  
rather a "stencilographic" error since on  
the opposite side the word is spelled Ohio.

It is possible that the gentleman who  
placed the stencil was possessed with a  
sense of imaginative humor for Baltimore  
and "Oho" is truly descriptive of the  
nomadic life of a box car, especially one  
belonging to so vast a system as the Balti-  
more and Ohio.

One can visualize the fully matured  
Baltimore and Ohio 181263 emerging from  
the shops resplendent in red paint, glisten-  
ing wheels, white letters brilliant in the  
sunlight, as a butterfly breaks from its  
chrysalis to wander over flower bedecked  
fields, purling brooks and mossy dells,  
Baltimore and Oho! for the great city—  
Oho! for the Golden West—Oho! for the  
Sunny South—Oho! for the smiling fields  
of waving grain—Oho! for the wondrous  
snow clad peaks and marvelous canyons—  
Oho! for the thunder of the rolling surf—  
Oho! for the river plain and painted desert.  
A Bedouin, in this sordid age, is the box  
car.

So here I come and there I go  
From Baltimore to Oh! ho! ho!  
Sun and rain don't worry me,  
I'm one eight one and two six three,  
But where, you ask, is O. H. O?

That, indeed, no man may know,  
Ask of the wind that strewed the sea,  
With one eight one and two six three.

Trusting that you will not take exception  
to my calling your attention to a rather  
prominent error, I beg to remain

Yours respectfully,

(Signed) JAMES STUART WALKER  
Mason City, Illinois

Please mention our magazine when writing advertisers



## Send No Money

This 21-jewel Illinois Watch—the Bunn Special  
sent on trial. Do not send us a penny. The Bunn  
Special, made to be "the watch for railroad men" is  
adjusted to 6 positions, extreme heat, extreme cold  
and isochronism. 21-jewel movement, Montgomery  
Dial, handsome guaranteed 20-year gold-filled case.  
Guaranteed to pass inspection on any railroad.

## After Trial a Few Cents a Day

The watch comes express prepaid to your home. Ex-  
amine it first. Only if pleased send \$5.75 as first payment.  
Wear the watch. If after 10 days you decide to return it we  
refund deposit immediately. If you buy, send only \$5.75 a  
month until \$57.50 is paid.

ORDER TODAY Just send us your name and  
address. No red tape. Just  
say, "Send me the Bunn Special." Do not enclose a penny.  
Don't delay. Write today.

Our 128-page catalog, No. 4014 shows  
more than 2,000 bargains in diamonds,  
watches and jewelry. Write for it NOW.

J.M. LYON & Co. { Dept. } 1 Maiden Lane  
4014 { New York City

## Death of Benjamin Frank Sedwick

BENJAMIN FRANK SEDWICK, assis-  
tant engineer, died at Chicago on  
March 23, of pneumonia, while on a  
business trip to that city.

Mr. Sedwick was born at Bentonville,  
Ark., March 22, 1890 and was graduated  
from the University of Arkansas in 1911.  
He entered the service of the Baltimore and  
Ohio in 1912, and for the past five years has  
been assistant engineer in Office of Chief  
Engineer Adjustment Division at Baltimore.

He was married in 1921 to Miss Louise  
Lambert, daughter of Mr. and Mrs. J. B.  
Lambert of Baltimore. During the World  
War he served overseas with the 23rd En-  
gineers, U. S. A. He was a member of the  
Masonic fraternity and the Order of the Elks.

## Who Would Want It?

The reverend wag, Sidney Smith, was  
looking through the hothouses of a lady who  
was very proud of her collection of plants,  
but who frequently used inaccurate botan-  
ical terms. As he could not forego a little  
joke, he inquired:

"Madam, have you 'Septennis Psor-  
iasis'?"

"No," she replied, "I had it last winter,  
and I gave it to the Bishop, and it came out  
beautifully in the spring."

Septennis Psoriasis is the medical term  
for the seven-year itch!

—The Master Key

## Lost Car

"Where is the car?" demanded Mrs.  
Diggs.

"Dear me!" ejaculated Professor Diggs.  
"Did I take the car out?"

"You certainly did. You drove it to  
town."

"How odd. I remember now that after  
I got out I turned around to thank the  
gentleman who gave me the lift and won-  
dered where he had gone."—The American  
Legion Weekly.





Dial up



Dial down



12 up



3 up



9 up



6 up



ALTHOUGH we have increased our output of Bunn Specials more than 25 percent in the past year we are still unable to meet the demand.

## *The Bunn Special*

ADJUSTED to 6 POSITIONS

THE STANDARD FOR ALL RAILROAD SERVICE

ILLINOIS WATCH COMPANY  
SPRINGFIELD

MAKERS OF FINE WATCHES  
FOR MORE THAN 50 YEARS





## Our Policy

As we serve—so shall we succeed

This business is founded upon the solid rock of Service to our Customers.

As we are of service individually to you, so shall we win and keep your patronage.

As part of our service to you we select for you and sell only goods that will give you satisfaction—only goods that will stand your inspection and use.

As part of our service to you we always offer you a saving. Fifty million dollars' worth of goods have been manufactured and bought for cash to make possible the low prices this book offers.

Twenty-four hours service in filling your orders is part of our work for you. Most of our orders are actually shipped within twenty-four hours, nearly all within forty-eight hours.

Our platform is one of Service. To be of real service to you is the basis upon which we solicit your patronage.

That for fifty-one years we have been of service, that today we are offering Service and a Saving, and Satisfaction to over five million customers is the basis of our success.

As we serve—so shall we succeed.

## What Can We Do For You?

# A Personal Message from the President of MONTGOMERY WARD & CO.

As you turn the pages of this new Spring and Summer Catalogue there is just one thought uppermost in your mind:

*"What is there of interest in this book for me?"*

*How much saving is there for me?"*

*What can Montgomery Ward & Co. do for me?"*

In imagination I look into the homes of over five million customers into which this book goes, and in each I seem to hear these same questions asked.

And as I sit here in my office and look around at over one hundred acres of floor space, filled with new merchandise, I see the answer so plainly, the many advantages, the great saving, that I wish there might be some way of bringing you more closely together—you and Montgomery Ward & Co.—so that you might learn for yourself the answers to your questions.

If I could draw up a chair with you there at your own living room table and turn with you the pages of this Catalogue, I would tell you the most interesting business story you have ever heard.

It would be a story of how thousands of our bargains are secured, how our low prices are made. It would be a romance of ready cash and the tremendous buying power your patronage gives us.

And of travel—travel through every part of this land and in Europe, searching for good merchandise at the lowest possible prices.

Do you know how our goods are bought—how our bargains are found? Let me give you an example: Here is a manufacturer who has a reputation for making the best goods, who lacks capital, who lacks business, so that his plant operates on half-time part of the year.

But he knows how to make good goods. We furnish the needed extra capital, we give him orders that make the wheels turn all day and keep his employees busy all the year. His own earnings are increased and his cost of manufacture cut far below anything he has ever known. And this saving goes to those who buy goods at Ward's—to our customers. What can we do for you?

You want to buy goods at a saving. You want to buy goods that will give you complete

satisfaction. You want prompt service. You want your orders filled promptly, and your letters answered promptly—and you want your patronage appreciated.

At Montgomery Ward & Co. you get all these things. These are the advantages that are waiting here for you.

A saving—yes, we try always to offer you a saving, but always a saving on goods of Ward Quality. *I cannot lay too much stress on "Quality." We do not sell "cheap" goods.* It is our policy to offer you only goods that will stand up, that will give service, that will do exactly what you want them to do.

It is easy to sell at seemingly low prices. All you need do is to buy *low-priced goods*. Cut something out of the quality, out of the service, and you can always make a low price. *At Ward's we never sacrifice quality to make a low price.*

And, for fifty-one years this has been the policy of Montgomery Ward & Co. For fifty-one years in every dealing with every customer we have tried to follow a "deal as you would be dealt by" policy.

Millions of people will buy from this Catalogue—at a saving. The same saving, the same guarantee of satisfaction exists for you. We solicit your patronage. We will deal with you as you would be dealt by. And your orders and letters will always be appreciated at Montgomery Ward & Co.

*Theodore F. Hercules*  
President

### 24-Hour Service

We have perfected our service for you. After much study and testing new systems and employing experts we have perfected a system that makes certain your orders will be shipped promptly.

Our records prove that during the past year most of our orders were shipped in 24 hours—nearly all of our orders within 48 hours.

# Montgomery Ward & Co.

Established 1872

## The Oldest Mail Order House is Today the Most Progressive

Chicago

Kansas City

St. Paul

Portland, Ore.

Ft. Worth

Oakland, Cal.

Please mention our magazine when writing advertisers



# Selling the Transportation and Service of Our Railroad

---

The Baltimore and Ohio has always been one of the best known and most widely advertised railroads. Now we are proud to say that it is one of the most favorably known railroads.

There is quite a distinction between these two statements.

Whenever "B. & O." is mentioned, everybody knows what the speaker is talking about.

That fact was seized upon by the theatrical people of earlier days and accounted for the mention of the Baltimore and Ohio when they wanted to put over a railroad joke.

They knew that everybody, from school children to their grandparents, had heard of the "B. & O." and would immediately catch the point.

Like the jokes on a certain universally known vehicle of transportation, this advertising, however unfavorable at the time, is now reacting as an advertising asset.

The name "B. & O." regardless of the use to which it may have been put, has been thoroughly sold to the public.

The reaction in the association of the name was brought about by the improvements in the property and the consistent and dependable class of Transportation and Service which we have to offer the public.

Today we have for sale the best Transportation and Service to be had anywhere, not only The Capitol Limited and other splendid passenger trains and wonderful dining car meals, but Freight Transportation and Service that is not excelled by any other railroad.

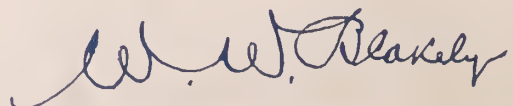
Are we now selling this transportation as successfully as we should, considering what we have to offer and with a plant not working to its capacity?

Does everyone know our Fast Freight Trains No. 94 and No. 97, east and west-bound, and other trains just as regular and dependable; about our Steel Specials, Livestock Specials and Fruit and Produce Service in season; about our New England Freight Service east and westbound via Central States Despatch Route?

If you don't, ask any of our freight representatives for a copy of our pocket edition of freight schedules.

Is it generally known that the Baltimore and Ohio has a system of daily reports showing the numbers and initials of cars passing all important junctions and division terminals, which are on file at all our important Freight Offices? At our Chicago, St. Louis, Cleveland, Pittsburgh, Baltimore, Philadelphia, New York and other principal offices, if given a car number and initial for a loaded car or empty tank car moving, say, from Meridian, Miss., to Johnstown, Pa., as an illustration, routed via Baltimore and Ohio, our representatives can inform a patron between what points the car has moved over our rails. That is **service** as distinguished from the actual **transportation** of the property, and is quite an important factor in influencing the routing of freight traffic.

Everyone connected with the Company, in whatever capacity, has his or her circle of friends. These friends at some time or other will either travel, ship or receive freight or associate with someone who does. Let them know that you are a part of the Baltimore and Ohio and want that business, and when you get it, or learn of any prospective business of any character, pass the information along to the officer to whom you report; he will see that it is promptly handled. In this way you can assist in selling Baltimore and Ohio service, and will be given full credit for your part in the transaction.



Assistant to General Freight Traffic Manager



















