

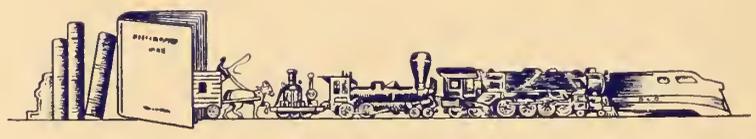
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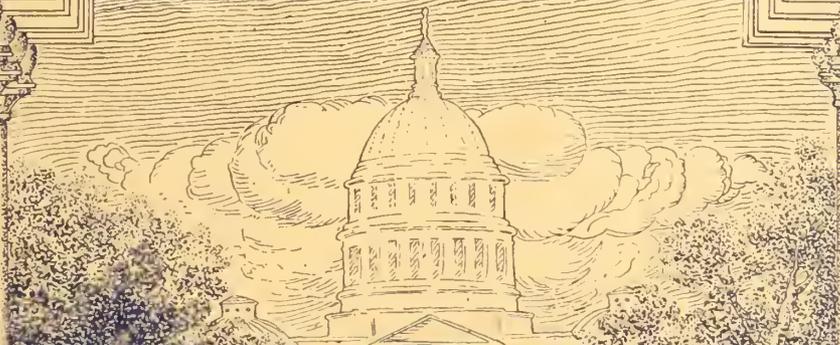


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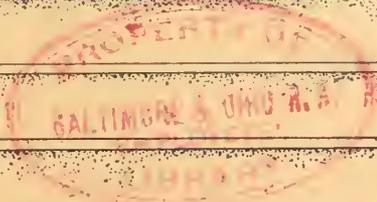
BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 1



"A CLEAR TRACK"



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*Manuscript
 for
 Vol. 1
 Fall*

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

OCTOBER, 1912

Number 1



OCTOBER IN THE SHENANDOAH VALLEY
FROM A PHOTOGRAPH BY GEORGE B. LUCKEY

THE WAY HOME

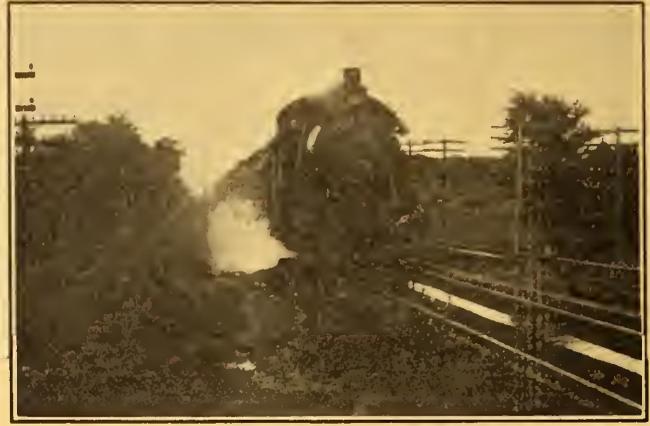
A crooked fence, two shining rails,
'Twixt wood and harvest field,
Far fall the day when memory fails
This golden crop to yield.

The stations called—I know each one
Means "home" to other ears.
Before the train what longings run!
Its passing leaves what tears!

A cross-road stop, a wagon-ride,
A joyful boyish call,
The open door—and there inside
Mother and home and all.



AFTER A PAINTING BY STANLEY M. ARTHURS
From *Scribner's Magazine*, Copyright, Charles Scribner's Sons



PHOTOGRAPH BY GEORGE B. LUCKEY
Photographer of Baltimore & Ohio Railroad

FROM STAGE COACH TO STEEL PASSENGER TRAIN

A VISIT WITH JUDGE GEPHART, OF CUMBERLAND, MD.

J. WALTER COON

ONE MIGHT almost imagine himself back in stage coach days, during a quiet evening with Judge Oliver C. Gephart of Cumberland, Md., the oldest surviving railroad ticket agent in the United States. Judge Gephart was ticket agent for the Baltimore and Ohio before the Civil War. He is ninety-four years of age but his step is still that of a young man, his eye bright and his memory unusually strong and active. He can recall, without hesitation, events occurring seventy-five or eighty years ago. In his youth portraits were painted on ivory and later came the slow process of the daguerrotype. He has lived through the entire development of photography and the comparatively new art of photo-engraving makes it possible to reproduce this portrait of his later years which was taken in his home.

Judge Gephart has kept pace with the activities of modern life, yet the visitor feels, at times, as though he were talking with a Daniel Webster or with a man who had stepped out of an old daguerrotype. The "Judge" comes honestly by his title for he once presided over the Orphans' Court for a full term. He is a very well known and influential citizen of Cumberland, Md., and takes a most vital interest in everything pertaining to his home city. He is a director in the Second National Bank, one of the strongest banks in the State of Maryland, outside of Baltimore City, and for thirty-five years he has attended the directors' meetings regularly.

His boyhood days were spent in Baltimore and he was present at the laying of the cornerstone of the Baltimore and Ohio Railroad in 1828. "I held in my hand," said the Judge, "the silver spade used in turning the first shovelful of earth. The spade was the workmanship of Samuel Kirk whose descendants are still among the leading silversmiths of Baltimore. I remember clearly seeing Charles Carroll of Carrollton, who turned that first spadeful of earth. Charles Carroll was, at that date, the only living signer of the Declaration of Independence. There was a great celebration at the laying of the cornerstone; floats of all kinds were drawn through the streets;

tinsmiths made, as they rode along in their carts, small tin cups that were given away as souvenirs to show the up-to-dateness of the industries of Baltimore."

While still a young man Oliver Gephart moved, with his family, to Frederick, Md. He went by rail from Baltimore to Ellicott Mills, from which point he took stage to Frederick, as the railroad had not at that time been extended beyond Ellicott Mills. The passenger coach, which was built much like the ordinary stage coach, held but nine persons; horses were used to propel the train. Later, in 1831, the railroad was opened into the City of Frederick, horses still being used as the motive power. It was a great day for Frederick when the railroad was finally completed; cannons were fired and speeches made. In those early days every one was anxious for the coming of the railroad.

In 1833, nearly eighty years ago, Oliver Gephart moved to Cumberland, a city of considerable importance as a traffic center, having three stage coach lines, one from Baltimore, one to Wheeling and the Ohio River and one to Connellsville. As the railroad had not been built between Frederick and Cumberland it was, of course, necessary for the boy Oliver to make the trip by stage.

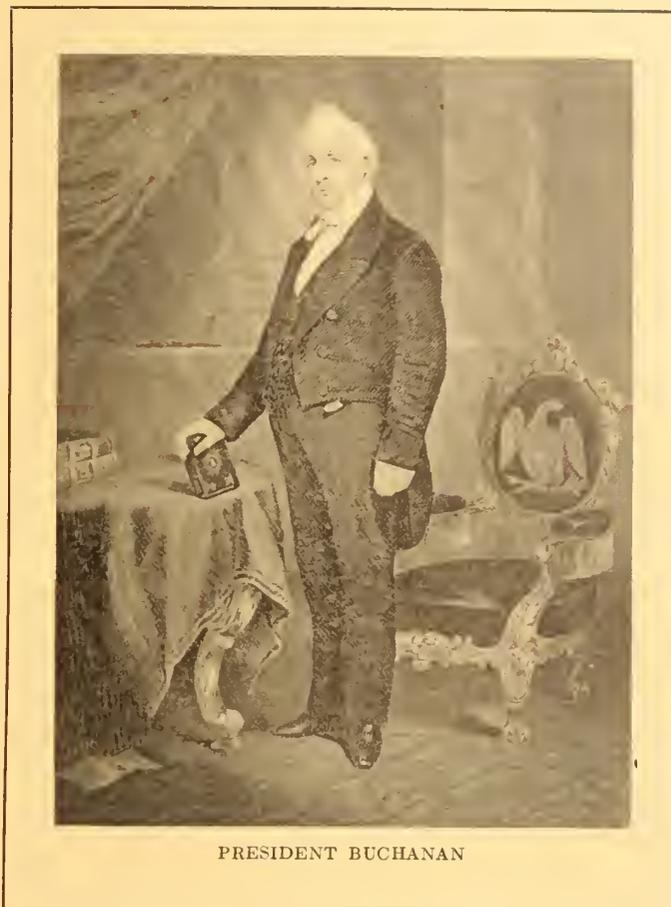
Five years later, Mr. Gephart had occasion to go to Wheeling from Cumberland. He left Cumberland at four o'clock Friday evening, St. Patrick's Day, and reached Wheeling early Sunday morning, traveling day and night, stopping only for meals and to change horses, this change being necessary every ten miles. It is easy to imagine how much sleep one could get crowded in a coach; when the traveler did lose consciousness for a time, he was often routed out and forced to walk up one of the heavier hills. The Baltimore and Ohio now makes the trip between Cumberland and Wheeling in a little over seven hours. A number of trains make the trip each day. Mr. Gephart and his brother had to wait *five days*, on account of full stages, before they could get passage. There was no taking on of extra passengers, and waiting for days was not uncommon.

There was competition, even in those times. If a new stage coach line was proposed, the older line, carrying United States mail, a steady source of revenue, would reduce rates and force the new line out of business; after the new line ceased to exist the original line would put the rates back to where they were before.

Oliver Gephart was present at the opening of the Baltimore and Ohio into Cumberland in 1842. The old Revere House was, at that time, the principal hotel in Cumberland and the railroad depot was built alongside this hotel so that people could eat their meals, walk out of the dining room and step directly upon a train.

Mr. Gephart was freight and ticket agent, dispatcher and man of all work at the station. In those days a freight car held but eight tons, or sixteen thousand pounds; our modern car holds one hundred and ten thousand pounds, being equal to seven of the old cars. When it was decided to increase the tonnage to ten instead of eight, this was done by putting boards on the sides of the open cars.

The Judge remembers the difficulty engine 13, which ran into Cumberland, had in handling a train in snowy weather. Like all engines of the earlier type it was very light, for it had not occurred to any one that added weight would tend to prevent sliding or slipping in the handling of heavy trains. This engine would often take two or three hours to go two blocks in the snow. Before the railroad was built into Cumberland it took ten days for freight to go from Baltimore to that point and the rate was \$1.25 per hundred pounds. The "wagoners" very bitterly opposed the extension of the railroad because they believed it would ruin their business; never dreaming of the growth of the carrying trade, they felt themselves



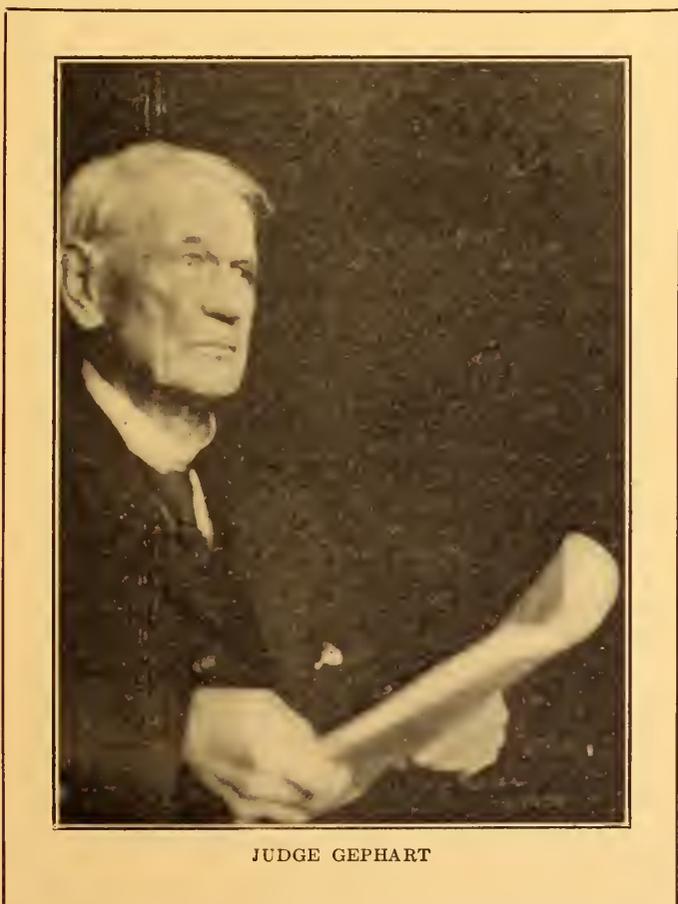
PRESIDENT BUCHANAN

able to handle, without any difficulty, all the business offered. They could see no necessity for building railroads. The wagons were hauled by six or eight horses.

The Judge told of selling tickets to "Jimmy Buchanan" as he familiarly called him--President of the United States. "Jimmy Buchanan used to come to Cumberland by train and then take stage for Bedford Springs, where he spent his summers. He would get his dinner at the Revere House, walk out of the hotel and up to the ticket window and buy a ticket to Washington the same as any other citizen; he was, however, shown some special consideration--he was permitted to travel in the ladies' coach, where only gentlemen accompanied by ladies were supposed to ride. Mr. Buchanan, being a bachelor, had no lady with him, but being President of the United States he was permitted to ride in the ladies' car at all times. Parlor cars or sleepers were, of course, unheard of."

Judge Gephart told of being present when Mr. Buchanan made his last political speech from the balcony of the Revere House. He was a great Democrat and the Judge remembers perfectly the prophecy then made that if the Democratic party was defeated at the coming election the Government would go down. The party was defeated but the Government still stands. Mr. Buchanan's Secretary of War was a Southern man and had been quietly sending all war material South. "I remember," said the Judge, "the great rumpus that was made at Pittsburgh over the plan to send a cannon that had been made there South; Pittsburgh took such a decided stand against sending it away that finally the cannon was left where it was."

It was interesting to hear the Judge tell how he lost his first railroad position; with a twinkle in his eye he



JUDGE GEPHART

said, "In 1861 the 'Johny Rebs' became so active that they pulled up our tracks and burnt the bridges and as the railroad company did not have material or men with which to rebuild they had to take in their shingle and stop selling tickets or accepting freight. So they had no work for me to do as agent and I was simply out of a job; since there was no telling when they would be able to make the necessary repairs, I drifted into some other line of work."

I wish it were possible to create the atmosphere in this article that the writer felt after listening to the Judge for two or three hours. In a reminiscent mood he talked of old times, not with the idea of his words being published, but simply to please a listener who was interested in knowing how people lived without the railroad, telegraph and telephone or other means of quick communication. We are so used to them now that, to the younger generation at least, they seem always to have existed.

One would scarcely think it possible, in this day, to talk with a man who had been witness to the entire construction of our American railroad system from the first shovelful of earth to the completion of two hundred and twenty-five thousand miles of track extending throughout the United States.

"The automobile is here. Are you ready to go for your ride?" The message from the Judge's daughter called him back to the present. Nothing could have made the contrast sharper. Out of old stage coach days and the period of early railroading Judge Gephart passed, in an instant, to our time—with its fast engines, dining cars, automobiles at the door, enabling him to travel in one day, surrounded by a comfort then undreamed of, what would have been, in his youth, a week's hard journey. And the years of this transformation are held in the memory of this living man.

TRAIN HANDLING

PRACTICAL HINTS ON STOPPING AND STARTING WITHOUT SHOCK

O. C. CAVINS

Engineer, Ohio Division, Chillicothe

THE GREATEST problem before the engineman of today is the safe handling of long and heavy freight trains. In the earlier days of railroading, when the engines were small and trains short, this question was a secondary matter and very little, if any, attention was given to it; but with the increased size of engines and increased length of train it now becomes a very serious proposition and one in which the engineer should be thoroughly educated. In order to be able to handle a train successfully it is necessary that the engineer should be thoroughly acquainted with the equipment he is using as well as the conditions under which he is using it. The experience of an engineer begins while he is employed as a fireman. While serving in this capacity he learns how to properly take care of and manage a locomotive; but the actual experience of handling a train on the road he does not have an opportunity to receive. It is true he may obtain many valuable "pointers" by observing the manner in which his engineer handles the train and he might entertain the idea that he could do as well, if not better, but when he is promoted to the "right side" he will find that there are many things he has yet to learn.

A successful trip must always begin before a car-wheel turns, at the terminal from which the train is to start. On reaching his engine, the engineer should make a thorough examination of the air-equipment upon the engine and tank, noting the action of the pump, gauge and feed-valve as well as the action of the straight-air and automatic brake valves. A leak anywhere in the equipment should be stopped at once. Particular attention should be given to the action of the feed-valve, as a dirty, sluggish valve is the cause of a great deal of trouble in the handling of long trains. To be in proper condition the feed-valve should operate on a variation of two pounds pressure. No train should be allowed to leave a terminal until a test of the train brakes has been made and the engineer should be made acquainted with the condition of the brakes in his train; that is, the number of

brakes which fail to respond to the service test and the number which the inspectors have found necessary to cut out. No brake should be cut out simply because it will not respond to a service reduction. It may apply when an emergency application is made and in times of danger every brake is needed. When "looking over" a train the inspectors should note that all angle-cocks—except the one on the rear end of the train—are open, retainers in proper position, hand brakes let off, cut-out cocks in the cross-over pipes turned properly, pistons adjusted to as near standard travel (8 inches) as possible and all leaks stopped. In the testing of train brakes the train should be charged to not less than 60 pounds pressure, in order to insure the best results.

To start a train, when everything is in readiness, open the throttle only enough to allow the cylinders to fill with steam, causing the engine to move forward slowly; as the slack is drawn out of the train, gradually increase the throttle opening until the entire train is in motion. If the train is a double-header, the leading engine should do the starting and steam should not be given to the second engine until the leading engine has taken up all slack possible. When it is necessary to "take the slack" on a train before starting, the leading engine only should do this as there is danger of a break-in-two if both engines are given steam and suddenly placed in forward motion. In "slacking" a train, move the engine slowly to avoid damage to the equipment due to the shock of the cars coming together. After the train is under way the throttle should be set in position to admit only what steam can be used without waste, the reverse lever being placed as near the center of quadrant as possible, giving steam in the cylinders room for expansion. This will prevent unnecessary waste of coal and water and relieve the engine of the strain which would result from being forced too hard. Experience has taught us that the greatest damage occurs when the engineer is endeavoring to bring the train to a stop, but the engineer should

not be held wholly responsible for this trouble as he may be working under conditions where it would be impossible for him to prevent damage to the train. For the proper handling of the brake-valve the engineer alone is responsible and the safe stopping of the train will depend largely upon the manner in which he handles it. Before a stop, the engine should be "shut off" far enough back to allow slack to bunch before it becomes necessary to apply the train brakes. The slack should never be bunched by means of the straight-air valve, for, no matter how easily it may be applied, there will always be more or less of a shock resulting, especially on the rear end of the train, sometimes causing the contents of the cars to shift, the damage to which means many dollars to the railroad company. The initial reduction for a stop should be light, say from five to seven pounds, the pressure being built up in the brake-cylinders gradually as the speed of the train reduces. The application of the brakes is continued until train comes to a full stop. After a stop has been made the engineer should not attempt to start again until he is certain all brakes have had time to release and until the train is recharged. If it becomes necessary to apply train brakes while the train is moving backward, the mountain cocks on the engine and tank should be opened, allowing the brakes on the train to do the stopping.

There are some general facts which an engineer may well remember when he is handling long and heavy trains. It is not speed which is required of him, but safety. With the advent of the heavy train the days of what is termed by railroad men "a fly run" have passed and the safe handling of the train should be the first consideration. Do not attempt to make "spot" stops at coal-docks, water-tanks or switches, as it cannot be done successfully. An engineer will not follow in the rear of another train too closely if he keeps in mind the fact that lives and property are entrusted to his care, nor will he go against a superior train unless he has sufficient time to reach the meeting point and get into clear or make proper arrangements for a "saw-by." When switching is required of a double-header, one engine only should do the work.

Thus far this article has been devoted wholly to suggesting ways in which the engineer may do his part safely and effectively. I wish to add a few words regarding damage to equipment where the engineer can not be held responsible. The make-up of a train has an important part to play in train handling. Suppose, for instance, a train consists of loads and empties with loads

on the head-end and empties on the rear. Now as long as this kind of train is in motion it is an ideal train to handle, but when a stop is desired the trouble begins. Freight equipment is braked 70% of the light weight of a car, based upon sixty-pound brake-cylinder pressure and every pound of weight placed upon a car reduces the braking-power. For example, on a loaded car weighing 40,000 pounds with a capacity of 100,000 pounds, the braking-power has been reduced to about 19%. The result of placing loads on the head end and empties on the rear can be very readily figured out. The rear-end will have a tendency to stop while the head-end will have a tendency to keep moving; this results in severe shocks to the train, caused by the "pull-back" from the rear-end. Reverse the condition and it will be seen that the rear-end will then jam into the head end of the train every time a service application of the brakes is made. There are three ways this trouble can be remedied: First, by discontinuing the practice of putting loads and empties in one train; second, by increasing the piston travel on empties in the rear and decreasing piston travel on loads on head-end; and third, by switching loads and empties alternately in the train. Leakage in the train pipe always makes a difficult train to brake and many times results in an emergency application when only a service application was desired; sometimes it causes "break-in-twos." On a road which abounds in "hog-backs" and "dips" the constant running in and out of the slack in long trains causes a great deal of damage to the equipment due to the shocks felt throughout the train. When passenger equipment is handled upon the rear end of a freight train the brake should either be cut out or the piston travel increased as passenger equipment is levered to brake at 90% of its weight.

It can be readily seen that the safe handling of a long train does not rest wholly with the engineer and that in order to make his work a success it is necessary for him to receive the hearty cooperation of all other parties concerned. But work as hard as we can, train-handling will always be a question for much consideration and all that can be done is to devise means by which trains may be taken over the road with the least possible damage due to rough-handling. While this subject has been gone over pretty thoroughly in this article no doubt some points have been omitted and others might be treated differently. I beg the reader to remember that the writer does not pose as an authority and is not above criticism. I should be pleased to see this subject continued by others through the columns of the magazine.

OUR MAGAZINE

CLYDE ADDISON WRIGHT
Operator, Carlyle, Ill.

Up and down the B. & O.
Let it now be understood,
I have come to stay, and so
Form a mighty brotherhood.

Everywhere the bright rails run
I shall stand, with watchful eyes,
Praising every act well done
Brawn shall work or brain devise.

Each of us must bear a part
If we wish, with time, to grow
Unified of hand and heart.
Up and down the B. & O.

From the bottom to the top
Of the ladder, I shall scan
Those that climb and those that stop—
Dealing fair with every man.

Let us, brothers, be as one,
With a single goal in view;
Toiling on, from sun to sun,
Whether skies be grey or blue.

MEN I WISH I HAD KNOWN—LEE

*BITS FROM THE LATEST BIOGRAPHY OF A GREAT AMERICAN

GAMALIEL BRADFORD

NO ONE can doubt the sincerity of Lee's repeated expressions of willingness to serve in any capacity where he could be useful. It is said that when Virginia first joined the Confederacy, he made arrangements to enlist as a private in a company of cavalry. Later he observed to a restless subordinate, "What do you care about rank? I would serve under a corporal, if necessary." And to Davis he wrote, after Gettysburg, "I am as willing to serve now, as in the beginning, in any capacity and at any post where I can do good. The lower in position, the more suited to my ability and the more agreeable to my feelings."

One thing is beyond dispute, no personal consideration was allowed to enter into his decisions. When he urged the promotion of a certain officer, it was pointed out that that officer had been very free in criticising the general. "The question is," Lee answered, "not what he thinks or is pleased to say about me, but what I think about him."

Lee built up his army before he commanded it. . . . He continued throughout the war to treat his army, not as a mere fighting machine, but as a human body. The best evidence of his care is that the soldiers trusted him.

Lee was riding alone through the woods on his beloved Traveler, when he met an old Confederate soldier. "O General," said the fellow, "it does me so much good to see you that I'm going to cheer." The General protested but the man cheered just the same.

The most heroic picture that is left us of Lee, high-wrought by the excitement of battle and determined to fight to the end, is the account, received by Henderson from a reliable eye-witness, of the chief's decision to remain north of the Potomac after Antietam. General after general rode up to the commander's headquarters, all with the same tale of discouragement and counsel of retreat. Even Jackson did not venture to suggest anything but withdrawal. There were a few moments of oppressive silence. Then Lee rose erect in his stirrups and said, "Gentlemen, we will not cross the Potomac to-night. You will go to your respective commands, strengthen your lines, send two officers from each brigade towards the ford to collect your stragglers and bring them up. Many have come in. I have had the proper steps taken to collect all the men who are in the rear. If McClellan wants to fight in the morning, I will give him battle. Go!"

One vivid sentence spoken in the midst of the slaughter of Fredericksburg, lights the man's true instincts like a flash: "It is well that war is so terrible or else we might grow too fond of it."

In 1864 Lee was inspecting the lines below Richmond, and the number of soldiers gathered about him drew the enemy's fire rather heavily. The general ordered the men back out of range and himself followed at his leisure; but it was observed that he stopped to pick up something. A fledgling sparrow had fallen from its nest, and he took it from the ground and tenderly replaced it, with the bullets whistling about him.

It is a curious coincidence that one of Lee's few violent explosions of wrath occurred when he found an artilleryman brutally abusing a horse, and that one of the rare recorded outbreaks of Grant was owing to the same cause. It was a *propos* of Grant also that Lee once spoke sharply after the war, although not in the connection we should expect. One of his university faculty had been criticizing the Union general rather harshly. "Sir," said Lee, "if you ever presume again to speak disrespectfully of General Grant in my presence, either you or I will sever his connection with this University."

Every one knows Grant's quiet comment when someone prefaced a dubious story with the familiar remark, "I believe there are no ladies present." "No, but there are gentlemen." It is said of Lee also, "I dare say no man ever offered to relate a story of questionable delicacy in his presence. His very bearing and presence produced an atmosphere of purity that would have repelled the attempt."

Lee hated parade, display, and ceremony, hated above all things being made an object of public gaze and adulation. His idea of high position was high responsibility; a superior was simply one who had larger duties, and the mark of a gentleman was a keen sense of the feelings and susceptibilities of others. No one has ever expressed this attitude more delicately than he himself, in a memorandum found among his papers after his death. "The forbearing use of power does not only form a touchstone, but the manner in which an individual enjoys certain advantages over others is a test of a true gentleman. The power which the strong have over the weak, the magistrate over the citizen, and employer over the employed, the educated over the unlettered, the experienced over the confiding, even the clever over the silly—the forbearing or inoffensive use of all this power or authority, or a total abstinence from it when the case admits it, will show the gentleman in a plain light. The gentleman does not needlessly and unnecessarily remind an offender of a wrong he may have committed against him. He cannot only forgive, he can forget; and he strives for that nobleness of self and mildness of character which impart sufficient strength to let the past be but the past. A true man of honor feels humbled himself when he cannot help humbling others."

* From LEE THE AMERICAN, Cloth \$2.50.
Houghton, Mifflin & Co., Boston, Mass.

An application of a Jew soldier for permission to attend certain ceremonies of his synagogue in Richmond was endorsed by his captain: "Disapproved. If such applications were granted, the whole army would turn Jews or Shaking Quakers." When the paper came to General Lee, he endorsed on it, "Approved, and respectfully returned to Captain —, with the advice that he should always respect the religious views and feelings of others."

I think we may say that the cardinal fact of Lee's life was God. Everywhere and always he had God in his heart; not so much the God of power, or the God of justice, or even the God of beauty, but the God of love, tempering the austerity of virtue, sweetening the bitterness of failure, above all breathing loving kindness into the intolerable hell of war. There have been fierce saints who were fighters. There have been gentle saints who were martyrs. It is rare to find a soldier making war—stern war—with the pity, the tenderness, the sympathy of a true follower of Christ.

After the war a minister expressed himself rather bitterly as to the conduct of the North. "Doctor," said Lee to him, "there is a good old book which says, 'Love your enemies.' . . . Do you think your remarks this

evening were quite in the spirit of that teaching?" On another occasion a general exclaimed, "I wish those people were all dead!" "How can you say so?" answered his chief. "Now I wish they were all at home attending to their own business, and leaving us to do the same." And he summed up the whole matter more generally: "I have fought against the people of the North, because I believed they were seeking to wrest from the South dearest rights. But I have never cherished bitter or vindictive feelings, and have never seen the day when I did not pray for them."

His general tone in referring to "those people" as he almost always called the Northern soldiers, is wholly in the spirit of his own admirable saying, "The better rule is to judge our adversaries from *their* standpoint, not from ours."

This man was great enough to forget and to forget at once, to blend Virginia even then with a larger nationality. He expresses this with clear insight:

"The interests of the State, are, therefore, the same as those of the United States. Its prosperity will rise and fall with the welfare of the country."

"Madam, don't bring up your sons to detest the United States Government. Recollect that we form one country now. *Abandon all these local animosities and make your sons Americans.*"

BROKEN BONE AND MENDED TRACK

ON JUNE 8th, Track Foreman Nathan E. Curnutte was inspecting his section near Chicago Junction, Ohio, on the New Castle Division, when he found a rail that had expanded to the point of buckling. It had to be taken out, sawed off and restored to its place. The rail was jammed hard against the adjoining one. As the men pried it loose it snapped out suddenly, hitting Curnutte's leg and breaking the bone. The injury was of course a painful one, but, knowing that trains were due the foreman refused to let his men remove him to the hospital as they were anxious to do. Seated on the track, he directed the processes of shortening and relaying the rail. After the track had been made perfectly safe for the passage of trains Curnutte permitted his men to help him to the nearest hospital, where his leg was set. When President Willard learned the facts in the case, he wrote the following letter:

"BALTIMORE, July 31, 1912.

"MR. N. E. CURNUTTE, Track Foreman,
Chicago Junction, Ohio.

Dear Sir:

"I have learned of your splendid conduct on June 8, 1912, and your behavior on that occasion justly merits the appreciation of your employers.

"It has been reported to me that your leg was broken while you were supervising the laying of a rail near Chicago Junction, and that, although suffering from this accident, you remained and directed the work until the track was made safe for operation, and not until then would you permit your physical needs to receive attention.

"As the chief executive of the Baltimore and Ohio Company, I desire to recognize the loyalty, fortitude and high sense of duty shown by you under such trying circumstances, by presenting you this gold watch and chain with proper inscription thereon. The company will always be glad to acknowledge its debt of gratitude to those employes who in the line of duty display loyalty and fortitude such as was shown so readily by you at that time.

"Let me hope you will continue, as I believe you will, to perform all of your tasks with the same sense of responsibility as you did on the occasion mentioned.

Very truly yours,

D. WILLARD."



Such a letter cannot fail to stimulate the greatest loyalty on the part of an employe. Acts of fortitude are not performed with the idea of gaining reward, but such recognition by the chief executive will always be highly prized.

HANDLING THE PUBLIC

HOW TO WIN FRIENDS AND LOSE TROUBLES

D. M. FISHER

Freight Agent, Washington, D. C.

IT HAS often been said, and never denied, that one of the greatest assets of any business is *courtesy*. The railroad man of today, standing between his company and the public, fills a most important position. This is particularly true of the local agent. He practically determines the standing of his company in the community over which his jurisdiction extends. How often a feeling of friendship exists between a community and the company, at a certain station. A few miles distant, on the same road, you may come to a station where the agent will tell you that everybody is a kicker. Investigate and you will possibly find that the agent has contributed as much to cause these conditions as any other person. I have known men who, under the impression that they were not getting all that was coming to them, encouraged patrons to file complaints with the management to bring about a certain result, which they imagined would be of personal advantage to them. A greater mistake was never made. From my observation, in nine cases out of ten, the case complained of could have been remedied by the local man, who might thus have saved himself the sure humiliation of having later to explain to his official why he did not do so.

Methods of handling the public, as well as of doing routine business in the office, have changed. During more than thirty-five years of experience, I have made every effort to keep up with the tide. I can recall a period when a railroad man was a dictator in his community and seldom was his general system of doing business called in question, or his decision in any particular case appealed from. To a great degree this has changed, yet some of our people hold on to the old method with one hand. The fact is, the public is the true dictator. I find that the most successful way to deal with people is to take an interest in their troubles. I do not allow my force to argue or quarrel with any one. A request for information must be answered with information, not with excuses. And it must be along the proper lines, conveyed clearly. If a complaint is entered, the complainant must be made to feel that a sincere interest is taken in his case. If investigation shows that he has no cause for complaint, enlighten him by explaining the situation clearly without letting him feel that you are trying to put him down. On the other hand, if he has been sinned against, go to the bottom of the error, have it corrected, demonstrate your willingness to do actual service—and you have won a friend.

Never refer a complaint to some one else when you have the power to correct it. To the public that appears to be one of the most unnecessary and irritating causes of delay. People claim that they are twisted from one person to another till they give up in disgust and take their business to another road. My private telephone is one of the busiest in the office, because I invite the public to take up with me personally all difficulties that may arise. I have been able to make some warm friends for my com-

pany and for myself by so handling complaints as to keep the shipper's confidence in the road or to restore it where it had been lost. Without question, the public will respond to good treatment and the employe who practices courtesy, habitually, will be amply repaid by the result.

A few examples may be of use, even to those who have not had the opportunity to deal with such cases. Every man is looking for an improvement in his condition and he ought to be ready to use increased authority wisely when it comes. I recall that after I had been in charge of my present station but a short time, a representative of one of our largest firms called to see me. He presented a number of claims and then said, "We have been having trouble with these and if the proper attention is not given to them, we propose to enter suit." He was in anything but an amiable mood. I invited him to a seat, telling him that I had never had an opportunity to handle any of his cases. I carefully went over his papers, made some suggestions as to additional information, and as the claims were just, I assured him that he might count on my cooperation. As he bade me good-bye he remarked, "I am glad of this visit, for I see the agent will assist us. We won't talk about law suits." The result—good friends of the B. & O., paying us over \$50,000 per year. Moreover, when we have damaged goods to return, they are always accepted.

Another recent case was that of a stockman with a load of horses from Kentucky, who had been informed that his shipment would cost a certain amount. Upon arrival it was discovered that the agent at the initial point had overlooked a recent change in the rate, and an additional amount was necessary to cover. The clerk, who was unable to satisfy him, finally turned him over to me. For some time I was subjected to selections from a vocabulary that only a stockman knows how to let loose. Without taking any exceptions to his language, I showed him my authority in the printed schedule for asking him to pay tariff to cover, explaining why it was necessary for us to adhere to the rate as we had it, no matter what the man at the other end might do. I told him how sorry I was, personally, that he had been misinformed.

"If you still think we are wrong, you may enter claim," I added. Instead of doing that the shipper began to apologize for the language he had used. Then he paid the difference and accepted the shipment. I realize that with the utmost diplomacy we are not able to satisfy some people, yet these are practically isolated cases and if they have been handled with courtesy and intelligence the results will justify us.

"Well Pat, what makes you look so glum? I hear you have one of those easy jobs—what they call a sinecure."

"That's only half the story," says Pat. "A sinecure is a place where there's nothin' to do—and they pay you by the piece."



CABOOS TALK

"HERE comes Andy Hatcher with a new story," tooted one of the half dozen men sitting in the caboose.

"Better'n that," said Andy, "I've got some new old ones. I found a book printed about the time you were born and most of the jokes in it were two or three hundred years old then. So I reckon it's time to dig 'em out. A joke is like a storage battery, d'ye see, an has to go back about once in so often to get charged."

"You'll get *dis*-charged if they ain't up to standard specifications," remarked Dick Lansing.

"Here Dick, none of those off-hand puns, now," Bill Nagel put in. "This joke business is dead serious. Andy's goin' to tell us the proper thing out of a book and we'll fire any man that laughs. Many a good, solid, steady-goin' joke's been wrecked by somebody up an laughin' just as the last word was slidin' through the switch."

"Fire up, Andy. Start kind of slow so's not to break any eggs. Remember, Safety First! We don't want to laugh ourselves to death."

"Well, this book I was telling about has a good story of Sir Richard Temple and Lord Cobham—"

"Hold on, Andy," broke in Tim Harrigan, "We don't care anything for those fellows with handles to their names."

"What you want, Tim, is the snap of the whip without the handle—that's what the other donkey got."

"You remind me of the coachman that kept account of his expenses. One item read,

Refreshment for the horse. 10 cents.

"How's this, Dennis," asked his master, "been buying a quick lunch for the beast—ham sandwich and a cup of coffee."

"No sir, only a little pepper on his meat—a whiplash."

"Two young chaps fell in love with the same girl and all their friends joshed 'em about it. Finally it was fixed up that the matter should be settled by a fight. Both boys were trembling in their shoes and they tried their best to get out of it. 'Shake hands and call it off,' said

one of the crowd. 'No need of that,' answered somebody that had been watching 'em close. 'Their hands have been shaking for the last hour!'"

"Railroad men aren't the only ones that give each other nicknames. A lawyer's clerk from the city went out to one of these little mining settlements to serve a paper. He hunted all over the place for a man named Adam Green. At last he got a young girl that lived there to help him. She took a great interest in the game and called out to everybody they met, asking for information. 'Oi say, Bullyed, does thee know a mon o' the name o' Adam Green?' Bullhead didn't. Lie-a-bed was just as ignorant. So were Stumpy, Cowskin, Spindleshanks, Corkeye, and Pigtail. The girl sat down to think. All of a sudden she jumped up, crying out, 'Why he means my father! Man, you should ha' called for *Old Blackbird*.'"

"A lawyer had to cross-examine an English witness who wore fine clothes and thought a good deal of himself.

"You're a stock-broker?" asked the lawyer.

"*I ham!*" was the proud answer. After looking at his clothes a minute, the lawyer remarked,

"And a very fine, well-dressed ham you are."

"I hope you fellows will never get my story-telling down to a schedule like one chap I read about in the book. He had supper with his buddy and after it was over, went to sleep sitting up. Pretty soon his friend punched him in the ribs and began to scold him for sleeping in the middle of a conversation. 'Me asleep?' says the first man. 'Why I can tell you everything you been saying.' With that he pulled out his watch and then got off a funny story. 'Sure 'nough, boy, I did tell you that story. But you looked as if you were asleep.' 'What's more I *was* asleep,' admitted the first man. 'But I knew that story was due at 7.20 and I took a chance on it's coming in on time.'"

THE NIGHT TRAIN FOR PITTSBURGH

FOLGER MCKINSEY (THE BENTZTOWN BARD)

From The Baltimore Sun

Hot summer night, the gateman tired, a straggler here and there,
The benches full of immigrants whose blue eyes strangely stare;
A rumbling, then a scurrying crowd, the gatemen shouting clear,
The night train's off for Pittsburgh, and the waiting room is drear.

The night train for Pittsburgh,
Through Camden sheds it rolls,
The dream-ship of the immigrants—
Aboard, two hundred souls.

Strange bundles piled about their feet in oddest shapes and size,
Bright colors in their gaudy clothes, bright dreaming in their eyes;
What jabbering, as through half the night in all its heat they wait
To take the train for Pittsburgh single file through Camden gate.

The night train for Pittsburgh,
Chicago and the west;
Two hundred immigrants aboard,
With bright dreams in each breast.

From Poland and Bohemia and the German stads they bring
The dreams that still the silver song of wealth and comfort sing;
Old mother and old father, the daughter with her child,
The young, brave, brawny fellows that are building hopes so wild.

The night train for Pittsburgh,
This way, the gateman cries,
And so the old world to the new
On wings of nighttime flies.

The watchman wakes the sleepers sprawled weary in the heat,
He shakes the women's shoulders and he kicks their husbands' feet;
A ten months' baby toddles the floor from tile to tile,
And through the streaks of dirt and heat strange little faces smile.

The night train for Pittsburgh,
It fills up and they go—
Through darkness unto darkness?
Or darkness unto glow?

VETERAN EMPLOYEES ASSOCIATION

AN EXAMPLE OF GOODFELLOWSHIP SET BY THE PHILADELPHIA DIVISION

G. W. ANDREWS

Inspector of Maintenance of Way

"The thing that goes the farthest
Towards making life worth while;
That costs the least and does the most,
Is but a pleasant smile."

—Nesbit.

IT MIGHT be asked what this quotation has to do with the Association. This question can be best answered by a visit to one of the annual meetings which is held during the first quarter of January in each year, or by noticing the meeting of two or more Veterans.

This Association was organized in 1908 by thirty-five employes of the Philadelphia Division and has steadily grown to the present membership of 265. About ninety-five per cent of the eligible employes of the division are members and many requests for information and applications are being received from employes who are approaching the term of service, twenty-one years.

The founders felt that there is more in life than the actual performance of necessary duties for the earning of salaries. They believed in upholding the standards that tend to the elevation of life. They desired to bring happiness to their fellow employes, to promote good fellowship and create loyalty to our company. The results of carrying out such purposes could only be beneficial to all concerned. The object of the Association, as stated by its founders, is "To create and cultivate a spirit of friendliness and sociability among its members and to afford an opportunity for the discussion of matters of mutual interest." This was the keynote for calling together a body of men who have raised not only an association to promote friendliness among themselves but one of ardent loyalty to the employing company.

With a membership composed of employes of every department from the highest to the lowest in each, it has brought them together in quarterly meetings and cemented a bond of good feeling and has been exceedingly beneficial to all concerned.

Twenty-one years of continuous service are necessary before one can be eligible for membership. Yet in two cases two generations are represented by father and son.

The total of 265 members surely points to the prevalence of true loyalty to employes and fellow employes. The truth of this was strikingly exemplified in these remarks of Superintendent J. B. Carothers at the banquet following the annual meeting last January: "I have had many employes coming before me for violation of rules, but have yet to recall any instance of being compelled to discipline a veteran."

Recently the writer was asked, "What is this Veterans' Association?" and before an answer could be given a bystander remarked, "Oh a lot of fellows who are on the down grade." The writer replied, "That may be very true, but do not overlook the fact that many down grades are but momentum grades with an objective at the summit of the ascending grade which requires rapid speed on the descent to enable one to reach it. Although the attainment of the objective at the summit will not bring decreasing years, it will show a life well spent in faithfulness to employer and true friendship to one's fellow-man."

It has been asked by some if this organization would not ultimately exercise a detrimental effect upon the various organizations of engineers, trainmen, etc., but this question has in every instance been so clearly answered that members of the various organizations are today among the most ardent veterans. Some of my readers will probably ask how the writer has become so familiar with the objects of this Association. This can be answered by stating that he is a full-fledged member, one of the directors and proud of it. Having come in close contact, through many years' personal acquaintance, with every member, he feels that he can faithfully vouch for the truth of the statements made.

The originator and president since its organization Mr. John C. Richardson, chief clerk to the division superintendent, has been an indefatigable worker in promoting the Association and bringing it up to its present standard. He has endeavored to interest other divisions in effecting similar organizations. It is hoped that future develop-

ments elsewhere will be of such a high standard as to make the name "Veteran" a synonym for faith, friendship and loyalty to all. Thus will be gained not only the support of every employe of twenty-one years' service or over, but the commendation of every general officer in the service, so that all employes of service under 21 years will look forward to the day when they can be classed as Vets.

In these days, when the life of every railroad man is more or less strenuous, the burden can be and is lightened by earnest cooperation of employes of the various departments in carrying out the instructions of the various officers. The spirit of the veterans causes them to meet every situation with that genial smile of which it has been so truly said,

It is full of worth and goodness,
too,
With genial kindness blent.
It's worth a million dollars—
And it doesn't cost a cent.

SOME ACTIVITIES OF THE VETERANS

J. C. RICHARDSON
Chief Clerk to Superintendent Philadelphia Division

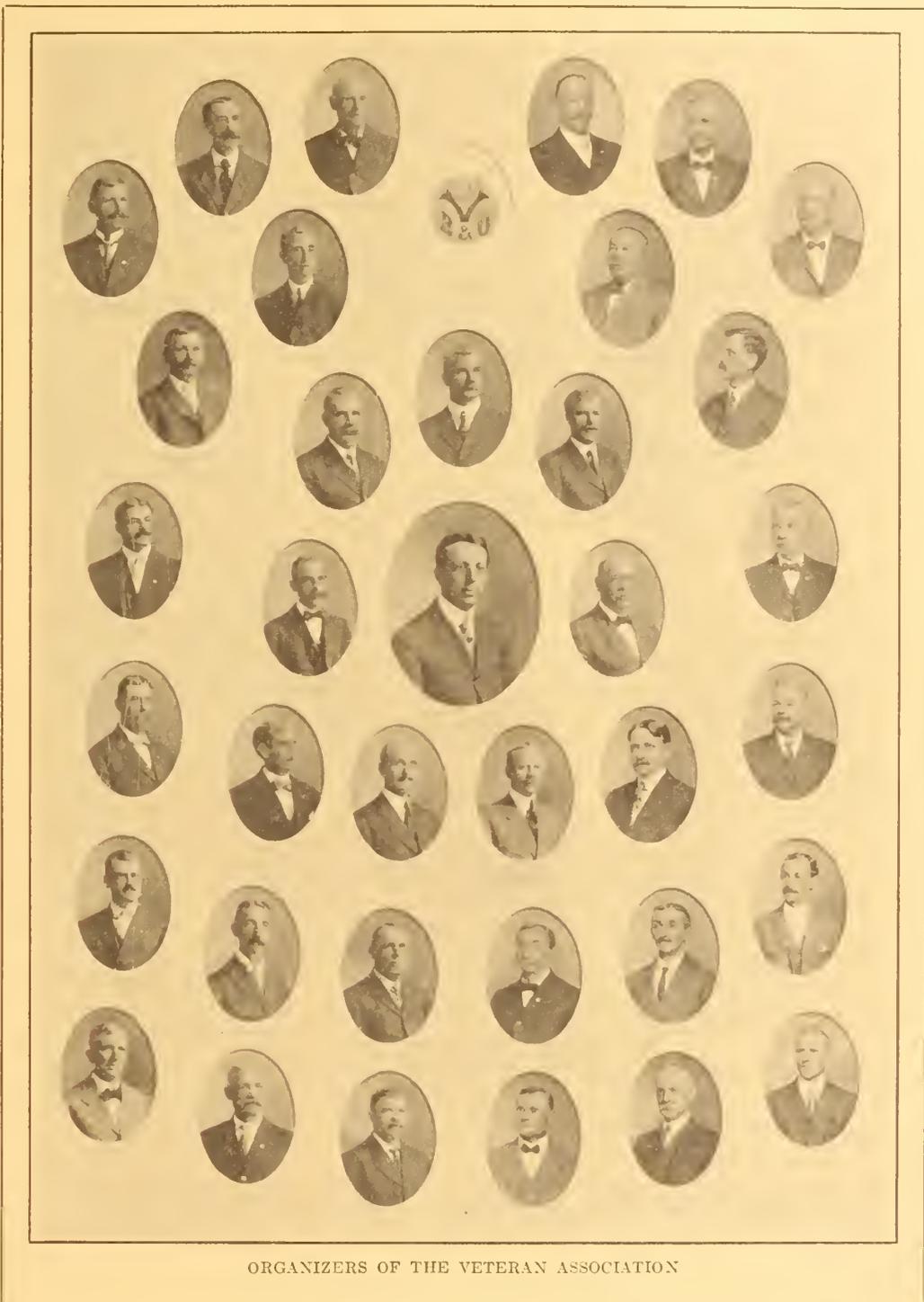
THE MEETINGS are always largely attended, and every member

takes a personal interest in the welfare of the Association. Since the Association started, twenty members have passed away. The Association has a fund, called the floral fund, and when one of its members dies, a beautiful floral emblem is always sent to the family. The money is deposited with the Savings Fund of the Baltimore & Ohio Railroad, and is drawn on only in case of the death of a member. The Association meets quarterly, and on the first quarter in January it gives a banquet which is always well attended. Prominent guests are present, and make addresses, and good cheer is the word.

The large group of photographs of the organizers, of which a cut is shown, was presented to Mr. H. B. Voorhees, then the superintendent and general agent of the company at Philadelphia (now general superintendent of the B. & O. S. W. and of the C. H. & D. at Cincinnati,

Ohio), who always took a decided interest in the Association, and did everything in his power to further it. On this account the Association had the photographs taken and framed and presented to Mr. Voorhees. His photograph appears in the center. The frame is some four by five feet in size, of handsome mahogany and cost nearly one hundred dollars.

There is never a meeting of the Association that new members are not taken in. Long before they are eligible, they are inquiring for a blank application. The Association has for its emblem a cut showing the dome of the National Capitol at Washington, with the letter "V" through it, and the letters B. & O. immediately underneath; this emblem is used on its membership cards, stationery, etc., and on its badge, a small gold-faced button with the same design, in Royal Blue enamel.



ORGANIZERS OF THE VETERAN ASSOCIATION

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR JULY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Shenandoah...	\$8,356	.....	.....	.....
Indiana.....	6,859	\$11,895	\$26,087	.....
Illinois.....	6,664	10,206	6,165	.....
Connellsville..	6,187	8,059	5,581	.....
Philadelphia..	.....	6,629	.....	.....
Pittsburgh.....	.....	.....	3,638	.....
New Castle.....	.....	.....	.....	\$22,880
Ohio.....	.....	.....	.....	14,509
Chicago.....	.....	.....	.....	14,207
Baltimore.....	.....	.....	.....	14,094

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



Following will also be found statement showing the divisions for the month of July. Each division can, very readily, figure its relative standing:

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 6,629.00	\$ 935.00	\$ 5,384.00	\$3,742.00
Baltimore.....	4,770.00	788.00	14,094.00	2,885.00
Cumberland...	3,256.00	1,154.00	2,733.00	2,447.00
Shenandoah...	6,467.00	661.00	5,762.00	8,356.00
Monongah.....	3,936.00	3,292.00	6,063.00	4,541.00
Wheeling.....	2,784.00	2,250.00	3,136.00	3,574.00
Ohio River...	3,311.00	1,946.00	3,423.00	3,013.00
Cleveland.....	3,484.00	1,608.00	4,781.00	3,357.00
Newark.....	4,494.00	2,283.00	5,224.00	3,941.00
Connellsville..	8,059.00	5,581.00	12,393.00	6,187.00
Pittsburgh...	4,960.00	3,638.00	8,970.00	4,839.00
New Castle...	3,949.00	1,682.00	22,880.00	4,313.00
Chicago.....	6,138.00	1,121.00	14,207.00	3,413.00
Ohio.....	3,530.00	1,684.00	14,509.00	3,817.00
Indiana.....	11,895.00	26,087.00	5,995.00	6,859.00
Illinois.....	10,206.00	6,165.00	4,190.00	6,664.00
*Average.....	4,681.00	1,869.00	6,052.00	3,785.00

* Not doing more than the average is what keeps the average down.

At the suggestion of a divisional safety committeeman, all deaths since the safety movement was started were analyzed to ascertain, definitely, the cause. This was an excellent suggestion, for to correct we must know where we are weak. It was found that ninety per cent were due to failure of the human element; that is, thoughtlessness or carelessness or a combination of both. Now that we know the cause should we not all profit by it? During the past nine months, including July, we find that *fourteen (14) employes were killed in stepping off one track on to another as train passed.* We see this done every day. Is it not worth while to form the habit of stepping clear of all running tracks? Many of the fourteen employes who lost their lives were old experienced men so that it is just as liable to happen to *you* if you do not form the habit of stepping off all running tracks. Caution others to do the same.

Nine (9) employes were killed adjusting angle cock or air hose while train was in motion. Mr. Willard has given definite instructions that this shall not be done and we also have a rule in effect prohibiting it.

Nineteen (19) employes were killed in train accidents, only three being due to defects; the remaining sixteen were chargeable to the fact that rules were not rigidly lived up to. Where human life is at stake, we cannot be too careful.

Twenty-six (26) employes were killed by not keeping proper lookout while working on track or in walking through yards, etc. Think of these twenty-six experienced men losing their lives in nine months or three each month! Safety work teaches greater watchfulness. Is it not worth while?

Five (5) employes were killed attempting to run across track in front of train.

Don't wait until you actually see some one killed in the manner shown before you profit by the lesson. All this occurred to our employes and one object of the magazine is to give you the facts as they occur so that they will teach you to be more careful yourself and to see that those working about you are careful. As Mr Richards, of the Chicago and Northwestern says, "The greatest danger a careful man runs is the carelessness of others." You all know the careless man; help us teach him to be careful. If you cannot do this he should be placed in some position where his carelessness will not endanger your life or that of some one else. If ninety per cent of our deaths are due to failure of the human element—which we found to be a fact—no additional rules will do any good. We

have sufficient rules to cover all cases, but they are not lived up to; an officer cannot be on the ground constantly to see that the rules are being obeyed. Who suffers the most from an infraction of the rules? The man who breaks the rule; often the innocent man. Is it not worth your while to help us? A brakeman thoughtlessly left a switch open; his fellow employe was killed as a result. He did not do this purposely; he thought as much of the man killed as though they were brothers and he can never entirely get out of his mind the thought that he was the cause of the accident.

In safety work we try to teach each employe to be more vigilant while on duty and when an unfortunate accident does occur we bulletin it at once for the benefit of all of our employes. Do you know any better way?

THE FILE CLERK

G. B. CLIFTON

Supervisor of Office Service

HAVE YOU ever stopped to think of your own relation to the work of the file clerk? You may regard him as a kind of a sexton that buries correspondence and overlooks marking the grave for future identification. Perhaps it is just as well for you that some of those letters never are found.

At best the file clerk's job is one of worry and trouble. Time and again in the handling of each day's business, appear carbons of letters, sent out the day before, that would tax a mind reader to classify properly. The commonest example of this type of letter is one without a subject and reading about as follows: "Referring to the attached, I would be glad to have you look into this situation fully, and favor me promptly with your views, etc." It would be easy for the intelligent stenographer, having the attachments at hand, to begin the letter in this manner: "Referring to the attached letter of April 7, from Mr. Smith, relative to excessive delays to coke shipments from the Contown territory, etc."

The practice of unintentionally hiding papers is one of the most serious obstacles to good service. Many an official, and many a clerk, after handling a matter, place the papers in a desk drawer, a table drawer, a pigeon-hole, a desk tray—and truth forces me to add, sometimes in a coat pocket. There are various remedies.

(a) Have the papers returned promptly to the file clerk with a notation thereon of the date you want them back for further action—the file clerk maintaining a "tickler."

(b) Or, maintain a desk tray, plainly marked "suspense," and keep in this tray all papers which of necessity you are required to keep near you, and have the location of this tray known to the file clerk and the chief clerk.

In this connection, I recall a recent case, where a general superintendent came into a division office after the regular office hours, and asked the superintendent to get the papers in regard to a siding. After an hour of "lost motion," and bad temper, the matter was abandoned. The next morning the assistant division engineer admitted that he had the papers in his desk. The general superintendent was miles away—and the company's business had been delayed—not to mention various

personal inconveniences suffered. In the office in question, there are now "suspense" trays for holding papers that *must* be kept out of the file temporarily.

A supervising clerk in another office was worrying a file clerk frantic to produce a certain letter than had been received "sometime within the last two months." It was in connection with a specific matter, and could be in one place only, if properly filed. The letter was not there. One of the searching party happened to think it might be a good idea to look through the desk of the man that wanted the letter. And, sure enough, right on top of his desk in a "pile of papers" that should have been in the file, was the object of the search.

The practice of initialing papers to parties outside of the office organization is another source of trouble. More time is lost trying to locate papers handled in this manner than would be required to take some brief record of their going out of the office. There are two remedial schemes:

(a) Have all letters, etc., which are sent out of the office by pencil notation, make their exit through the file clerk's hands. A brief record could be taken, and if their return to the office was through the same channel, the charge could be cancelled.

(b) Or, let these letters with pencil notations thereon, go from the stenographers' desk, *after* a carbon copy and a brief memorandum have been made, to the party addressed. This memorandum should bear an intelligent subject, and mention the date of the letter sent, thus:

"Baltimore, 7, 31, 1912.

Spark Arresters—Letter from A. B. C. 7, 30, 1912.

D. E. F.—What do you think of this? G. H. L."

This would protect not only the file clerk—it would fully protect the one who made the notation, and who may call for the letter later on, but cannot remember to whom it was sent. Our file clerks are trying hard to render good service, but their efforts are often blocked by the thoughtless act of those over whom they have no control. After you read this article, give your own desk an overhauling, and get straight with your file clerk.



Every idea is an engine; its work is to draw a full train of thought. Let the reader couple on his own cars.
If the engine fails to pull them, send it back to the shops.

A CLEAR TRACK

The best we know about this magazine is what we don't yet know about it. That sounds Irish but it's no less thrue. There was Columbus—he knew a thing or two about navigation; he sailed for land and found it. But it wasn't the land he started for, it was a better one. Mark Twain said, "It was wonderful to find America, but it would have been more wonderful to miss it." It would be just as wonderful not to produce a good magazine, with everybody helping. We count on this help. We have our plans and some of them will doubtless work. Some won't. On the other hand, it is certain that many articles and features now undreamed of will be waiting on the desk one fine morning after another. And the Lord preserve us from having our sleepy eyes so near shut that we cannot see the good things we were not clever enough to think of first. In short, if the magazine is alive, it must grow; and we shall not try to say exactly *how* it shall grow. We are still going to school ourselves and expect to learn more than we teach. One thing the magazine needs, as the cover suggests—A CLEAR TRACK. That means, on your part, Mr. and Mrs. Reader, an open mind, a little sympathy, a patient willingness to try to see what we are really driving at before you judge. Even when you differ from us, you will get some good out of it if you use your mind enough to find out exactly what you do think.

SOMETHING BESIDE RAILROAD

Having confessed that we are open to conviction, we shall venture to put down a few notions which we hold with some firmness about railroad magazine making. To begin with, we believe that the railroad man is a MAN first, not a steel structure with telegraph wires for brains, wheels for feet and freight hooks for hands. The more of a man he is the better he can serve the railroad. He ought to have a mental and spiritual life that extends beyond his desk or his reverse lever. There are various reasons for this. One is that his mind and his nerves need the refreshment of unfamiliar thoughts. The brain rests, during waking hours, not by ceasing to act but by acting on different subjects. That doesn't describe the

scatter-brain, either. On the contrary, the man who spends at least a part of his evenings and other spare minutes thinking of something besides his work is able to concentrate in business hours and get results impossible for the treadmill worker. Moreover, in the course of the most ordinary task, new questions arise from time to time which the cultivation of an independent habit of thought gives one courage and judgment to deal with.

TWO MEN

So you will find something beside railroad in these pages—for example, the paragraphs about General Lee. The book from which they were taken is a true biography because it really tells what the man himself was like and why he was able to do what he did. It is worth noting that Lee's biographer is a Northern man. Maybe a Southerner will yet give us our best portrait of Lincoln. With all their differences of temperament and training, these two had some great qualities in common—above all, unselfishness. They were alike also in a habit of taking pains to get along with men, subordinates as well as equals. They did not give orders simply to show authority, but studied the characteristics of their associates and used each one, getting out of him all he was worth and giving him the credit. Such men deserve power *and they usually achieve it.*

HOW YOU CAN HELP

Don't get the idea that railroad matters are to be neglected here. It is the plan to make the road mean more than ever—to speak for each part of it to all parts, to aid in the process of binding all parts into an effective whole. We believe that there is some element of general interest in every phase of life, something that men would like *if they understood.* Help us to make them understand. Give us the kind of articles you would enjoy reading if somebody else wrote them. The fact that you are not in the habit of writing need not hinder you. Get in the habit. We'll help all we can; that's what we're here for. Tell of some narrow escape you once had or saw. Describe methods you have found helpful in doing

your everyday work. Tell of the home you are building and what it means to you. Send pictures of new homes and unconventional snapshots of your associates and their families, at work or play. Describe your happiest holiday, by word or photograph. We can't use everything, but we are glad to look over all matter sent in and we shall return whatever you ask to have returned.

HORSE OR MULE

An ambitious horse and a mule were pulling a canal-boat. We didn't say what kind of a mule, because we have too much sympathy for even the wickedest of adjectives to leave it anywhere near his heels. Besides, no one word could possibly describe this animal and if there were such a word we are afraid a really gentlemanly printer would object to setting it. Anyhow the said critter was one that wanted the blue-print changed before every step he took. He believed with all his earnest heart in looking before you leap—and then he could always think of the best reasons for not leaping. Or perhaps he realized that pulling a canal-boat isn't exactly a leaping job. That was what the horse couldn't seem to get through his head. He strained and dragged the canal-boat and the mule for a time till he lost heart and let the whole load slip back on the other animal. Now and then, the two pulled together pretty well for a rod or more. Then the horse forgot all he had learned about mule nature or, in spite of the past, he cherished an indestructible hope that he could reform his mate—the same hope that keeps our wives and sweethearts trying to make model men of us. So the fight went on. Also the canal-boat went on. Well, that's the way of progress. There's a pitiful amount of waste in it. If the mule-kind of man could borrow a little ambition and the horse could learn to pull more steadily, it would be easier for both. Doubtless men will always do their work in a thousand different ways. We don't expect any change in that. What we shall hope for and keep everlastingly pegging away at is to persuade the various kinds to try to understand each others' purpose so that they can avoid unfair judgments.

ONE TRAVELER'S CHOICE

If we could choose what should be said of our road by its patrons, we could not wish for anything better than these words of a man who has crossed the continent often:

"I began using other routes. They had excellent roadbeds and good trains; but on the Baltimore and Ohio I have met so many *employes* I liked that I use it altogether now." We were glad we had joined in time to get our little share of that.

But after the pleasure of praise to an honest man comes the question, Is that true? Am I the kind of chap that would help to make folks enjoy traveling on my road? We confess we're not sure about ourselves, but we are profoundly convinced that it is not ballast, not equipment, that makes a great railroad.

EAST AND WEST

That wasn't all our friend had to say. Like most Westerners he is an outspoken enthusiast over the sunset lands.

"People are more sociable there," he maintained. "There is more heart, more life—more everything worth while. The trains are better. Here the public makes so much of speed that the railroads don't have a chance to give some things that we think are more important." It was a satisfaction to remember at that point Mr. Willard's words:

"Safety first, comfort next, speed *last*."

But this Western man was actually moving East.

"Why do you leave that land you think so well of?" we asked.

"Because I want my boy to learn farming." Then he made this astonishing statement:

"There are glorious farms in the West, but no farmers. They have so much land they never learn to make the most of it. In a good year Nature gives them more crops than they can take care of and they live on those the rest of the time. I want my boy to learn how to clean up the edges of his fields as they do on small farms; how to guard against the bad years, so far as possible. I want him to learn the *economy* of farming."

It would probably be unfair to the West to say that such a view is unknown there; but wherever it comes from there's light in it. And it is part of the glory of the railroad that a man can travel over the whole continent and learning something from each section, bring up his children in the environment he deems best suited to their development.

THE NEWS OF BUSINESS

Advertising of the right kind is not an outsider in the magazine—not a mere boarder tolerated in the house because he pays. Advertising is a member of the family; it has a rightful part in the enterprise. This magazine is for the Baltimore and Ohio employes. Descriptions of articles which they need, at home or in their work, are of real interest to them as buyers. Clothing, flour, pianos, breakfast food, watches, soap—these are the things they can use. If manufacturers of machinery and railroad supplies offer their announcements, they will be received. Buyers of such things will read our pages and properly presented reasons for using any product ought to be effective. But no man will be urged to place any advertisement with us *for any other reason than that of the value to his business of the advertisement itself*. Is that clear? Time will prove the value of space in this publication. A number of advertisements have come in, almost without effort on our part. But most business men naturally want to see what kind of a publication they are buying space in. So it was decided to issue the first number without advertising. Hereafter we expect a steady growth, till the magazine becomes self-supporting. All money gained by advertising will be used in improving the quality. Therefore, readers will be doing themselves a service by helping us to secure advertising. But this should not be done on the ground that it is a personal favor or a favor to the company. More important than getting business is helping us to hold and increase it by telling the dealer:

"We saw this advertised in THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE."

THE HOME

THE NIGHT BEFORE

BY THE WIFE OF AN EMPLOYE

MY DEAR Madge, *how* on earth do you do it?" It was nine o'clock of the first morning after I arrived to visit my old friend Madge Woods, whom I had not seen since her marriage, ten years before.

"How do I do *what*?" asked Madge.

"Everything. The house, the children, the breakfast, everything orderly and comfortable, everybody happy and serene—and you with no servant at all! Your breakfast was perfect, and on time to a minute, yet you have four children, and the youngest is a baby. *How* do you do it all without the usual morning rush? Do you get up before daylight?"

"No indeed!" laughed Madge. "Six o'clock is my rising time, though I sometimes oversleep till half past, when the baby will let me." She looked fondly at the adorable two-year-old boy who was playing on the other side of the big sunny living room.

"Then how do you do it all? The children were all dressed immaculately, the house seemed in perfect order, you were as calm as a June day, and as I said before, your breakfast was perfect. Now tell me how you do it."

"I do it the night before," confessed Madge, laughing again. "Yes," she went on, seeing the bewilderment in my face. "I really do. Of course I don't mean that I make the muffins or boil the eggs or dress the children the night before. But I *almost* do! Perhaps I'd better go back to the very beginning and tell you how I happened to think of and work out my system.

"I was an only child you know, and my mother was a wonderfully capable and serene person. We were not rich, but father's salary was a fair one, and I grew up in a home where things ran smoothly and pleasantly and calmly. I never saw my mother worried or fussy or upset, though perhaps that was because she was not overworked by a large family or harrassed about money. Just before I was married, I visited my cousin Nell. I shall never forget that awful visit. After our quiet home life, Nell's house seemed like Bedlam to me. Dear Nell had been such a bright, jolly girl. I found her sadly changed. She had two babies and a cheap little nurse girl to help her, but she had the most disorderly and disorganized household I ever hope to know anything about. Everything was at sixes and sevens, poor Nell was fretful and tired out all the time, and everything was dreadfully higgledy-piggledy. The meals were always late and Harry, her husband, was always unhappy about it and begging her to see if she couldn't do better. To cap the climax, his employer told him pretty sharply one day while I was there, that if he were late to the office again he'd lose his position. Poor Nell was dreadfully upset about that, because the late breakfasts were her fault,

not Harry's, and it was late breakfasts that had made him late to work so often. Well, I escaped from that visit as soon as I could without being rude, and went back home very much disappointed in Nell as a homemaker, and determined never to let *our* home—Jim's and mine—become such a miserable, unrestful place. Soon afterward we were married, and went to housekeeping in a dear little four roomed apartment. All went beautifully the first year. We were not far from Jim's office, and I had no trouble in getting breakfast ready in time for him to eat comfortably and get away to work in good season. Then, when we expected the first baby, we gave up the little flat and took a cottage farther out where we would have more room and a yard. Things began to go wrong then. Jim had to leave home much earlier in order to be at work on time. And somehow breakfast always was late. Jim was pretty patient with me at first, but finally the chief in *his* office spoke to *him* about being late so often, and then when breakfast was later than ever the next morning, Jim flared up a little and said that I wasn't much of a helpmate if I couldn't even get his breakfast on time and help him to be punctual at his work. After he went off that morning, I sat down and had a good cry, of course, as any woman would. And then, after I had cried it all out, I looked the situation squarely in the face and saw the mistakes I had been making and the woe I was preparing for myself. It all came of my efforts to have things nice for Jim. First, my own appearance. I hate to see women go about in curl papers and dressing sacques, shabby old skirts and sloppy, down-at-the-heel slippers. It was my ideal a'ways to look my very best even in my house dresses and I always had a bath, and made a careful toilet in the morning, doing my hair my very prettiest and putting on the crispest of dainty gingham house dresses. This took about three quarters of an hour. Then, stopping to pick up the bedroom a little, and hang away the dress I had taken off the night before (so that the bedroom would not look untidy for dear Jim to see!) I would go to the kitchen and put on the teakettle. We used to have lots of company evenings those days, and there were usually the remains of a little midnight supper to be cleared away from the dining room, as well as cigar ashes to be dusted up, newspapers to be disposed of, books and magazines to be put in place in our little sitting room. I couldn't *bear* the thought of sitting down to breakfast in rooms that looked so untidy from the evening before. By the time I got things picked up, the kettle would be boiling—and Jim would be all ready for the breakfast that was not at all ready for him. He would look at his watch resignedly, and I would look at the clock frantically, and then we would both rush

about madly and throw together a wretched, hasty excuse for a breakfast, which Jim would swallow in two gulps, and then run for his car. I faced it all, sitting there at that breakfast table, confronting Jim's vacant place, where half of his first cup of coffee remained because there hadn't been time to drink it. And Jim *liked* two cups! I saw that my home was neater than Nell's, but no more restful and comfortable in the mornings. And I saw, too, that after our child came, things would be worse—more rushed and perhaps not so neat—unless I could devise some new method. I saw that I would soon be a nervous, harrassed woman, and that I was allowing all our days to start wrong. Then and there I made up my mind that for the future I would never allow myself to go to bed at night, no matter how tired I was, until I had things planned and even started for next morning. It was bitterly hard at first, I can assure you, though it is so much second nature with me now that I should as soon think of going to bed with my shoes on as to go to bed before my living rooms are tidied and things made ready in the kitchen for a quick and easy breakfast. The children have learned the trick too. Ten or fifteen minutes before they go upstairs to get ready for bed, I see that they have everything ready to start off to school next morning—books strapped, pencils sharpened, mittens, caps and rubbers ready. If there's a button off anybody's coat, or a hole in anybody's pocket we attend to it then. If a note or an excuse is to be written to the teacher, or a report card signed, I do it then, and it is put safely inside John's or Edith's or Marjorie's spelling book, as the case may be. Then we all go trooping upstairs together, and before any *undressing* begins, we plan the dressing for next morning. The girls are to have clean blouses. Very well, they are got out of the bureau and laid ready. Clean handkerchiefs are put into each child's pocket. John polishes the shoes, while the little girls help me lay out the clean things, select their hair ribbons for next day, and turn down the beds. Then the scrubbing! I have no time mornings to go much into detail in the matter of the children's toilet, but every night for fifteen or twenty minutes I give my undivided attention to ears, fingernails, teeth, etc., and by the time they are ready to be tucked in they are the three sweetest, cleanest, pinkest cherubs you ever saw! In the morning they know exactly what they are to wear, and often, by helping each other with the buttons, they dress entirely without my assistance except in tying the hair ribbons. You can see how much easier it is for me as well as for them to have so much done and planned ahead. So much for the children. As for the breakfast, I follow the same plan. I measure out the coffee the night before, and the cereal, if it is a quick-cooking one that I make in the morning. Usually though, we have oatmeal, hominy, rice or some long-cooking cereal which I put into the fireless cooker at night and behold, it is all cooked and piping hot in the morning, ready to serve.

"Just before we grown-ups are ready to retire, I tidy up the living rooms a bit. By that I don't mean that I scurry around, create a little cyclone of house-cleaning and make everybody uncomfortable. You doubtless didn't notice last night, and I'm sure Jim never does, but I just move quietly about, pushing a chair back here,

picking up a book there, fold up the evening papers that Jim loves to toss about, arrange the crumpled couch cushions, settle a curtain, and with a few quiet, quick touches tidy up the rooms so that they will look cheerful and inviting next morning instead of littered and depressing. And it *pays!* I don't deny that some nights I am pretty tired, for we can't afford a servant and you may know that there is lots of work to be done each day. But I figure that since I have just so much to do, it's ever so much more comfortable to be always a little *ahead* instead of a little behind. I'd far rather end every day doing a little work towards the next day, than begin every morning doing a little of yesterday's work. I don't do *any more* in the long run than any other housekeeper, but I always keep a little ahead. So our breakfast is always punctual, and we all sit down together with plenty of time to *eat*, not gobble. Then Jim gets off comfortably to work, the children get off comfortably to school, and I am not all tired out and cross and upset (as I surely should be if I felt that I had permitted the awful rush and scramble that some households have every morning). I believe we all are happier and healthier and able to do better work all day just because we start the day serenely and without haste."

"But when do you read? Or do your mending and sewing? Do you mean to say you give up your whole evening to the task of getting things ready for next morning?" I asked anxiously. Madge's plan sounded all very well for her family, but it looked like a pretty big sacrifice for her.

"No, not my whole evening," returned Madge cheerfully. "Part of it, of course. But what is a mother for if not to give herself to her children when they need her? I go out in the evening with Jim two or three times a month, but I tell you frankly that on those evenings I really *miss* my half hour or so that I usually spend getting the children ready for bed. We have lovely little confidential talks together at the bedtime hour, and I feel that I get nearer to them than at any other time. All the time we're laying out the clothes for next day and scrubbing cars and brushing teeth we are chatting and laughing together, and it's a happy time for both them and me. So I really consider that I *gain* something very precious in return for the small part of my evening that I *give*. They are asleep by half past eight, and then Jim and I have the evening to ourselves, or to devote ourselves to our guests. As I said before, it's second nature for me to do a little quiet picking-up just before we retire. I lay out the clothes I wish to put on in the morning, and like the children, make a pretty thorough toilet before I go to bed, so that it takes me mighty little time next morning." She smiled her serene smile—the smile of a contented and capable woman who knows she is making a success of her life.

"What do you think of my system?" she asked.

"I think," I answered, "I think that you ought to write a book about it or start a society or something. Talk about the 'Don't Worry Club!' The 'Don't Hurry or Scurry' Club ought to be twice as popular. If all housekeepers would do a little more planning at night, their families would start off for the day's work in a good deal happier and more restful frame of mind. I think you're a *wonder*. Madge dear!"

MRS. MURPHY'S BABY

From the New York Evening Mail

SPEAKING of Mrs. Murphy's baby, we are able to report that mother and child are both doing well.

The popular interest in this event is not shown by the crowds in the street which pass the Murphy home, for that street is always crowded. An "anxious look" is almost always on most of the watchers' faces in that great avenue, for the wolf is ever at the door.

The whole neighborhood—that is, all the people on that floor—have been interested in Mrs. Murphy because, in the first place, she has a big heart and always has been interested in her neighbors. "As poor, yet as making many rich" is true of her, for her worn hands have always been at everybody's service in any sickness or bad day. Herself a woman of sorrows—was not her husband killed when a big gun burst?—yet she always wore a smile that made her friends. Hence all this deep interest in her and the baby.

The child's name is to be Patrick. It is the family name for centuries. There has always been a Patrick Murphy. Let us hope there always will be one, and in every town. Patrick has given himself—his very breath, muscles and bones—to the country. He built most of our railroads and our cathedrals, and he has often ruled a common council.

Mrs. Murphy's son has a great inheritance. The whole earth is his, if he will earn it. He starts just where the farmer's wife's son, Daniel Webster, started. Only that was a hard, stony New Hampshire farm, instead of a hard, stony city street.

There have been other such heirs of the whole world born to humble mothers in lonely dwellings. One thinks of Abraham Lincoln, and how the child actually grew up to seize his inheritance of the whole world—every corner of it, and for centuries of entail to come.

We are a plain people, we Yankees. We object to a locking up of our inheritance and passing it down in the Duke of Westminster English way. But somehow we would each of us help to pass it along if the lineage of a great man were ours. Really there is something to it, this inheritance of a great name for usefulness, for service, for genuine honor.

We congratulate Mrs. Murphy. She will find this new face a joy, for it will take the places of three other children gone. The wolf at the door caught them. The brave mother will be back at the washtub within a week, her baby left at the public creche for the day. With her pension for the sailor dead, she will get on and rear the pretty child.

She will, let us hope, some day see, in his manly form and face, that faraway face, under its cap of blue, that bade her good-bye when his furlough was over.

Thousands of babies are just born who awaken this hope in a sorrowing woman's heart. Thousands of other babies in many thousand homes bring an infinite increase of love between parents—bring reconciliations kind as heaven, bring hopes so big that only each good woman knows that no other baby ever was what hers is to her.

JELLY MAKING EXPERIMENT

LILLA A. HARKINS

Domestic Science Department, Montana State Agricultural College

SOME experiments in jelly making have been conducted at the Montana Agricultural College. It was found that by varying the amount of sugar used, four extractions of crab apple juice would make firm, clear jelly. The crab apples were washed, the blossom end removed and the fruit cut into pieces. Skins, seeds, stems and pulp were covered with cold water, brought to a boil, and cooked until tender. The pulp was then placed in a jelly bag made of two thicknesses of cheese cloth and allowed to drain for an hour. For this extraction a cup of sugar to a cup of juice was used. The pulp was then removed from the bag, covered with water and boiled for thirty minutes. It was then placed in the jelly bag.

The juice from this second boiling was made into jelly, using three-fourths as much sugar as juice. There was no difference between this jelly and that made from the first extraction.

The pulp was treated in this way four times, each time reducing the quantity of sugar, using one-half cup of sugar to a cup of juice for the fourth extraction. The jellies made from the third and fourth extractions did not have so good a flavor as those made from the first two extractions.

These jellies were covered with paraffine and at the end of seven months were in good condition and all would stand the test for good jelly.

A TEARLESS TRAGEDY

From Tid Bits.

He lies amid a railroad wreck,
In calm and smiling rest,
One stranded car against his neck,
The engine on his breast.

He sleeps the sleep that kens no care,
No haunting dream of dread;
He will not wake, like us, to share
In the fierce fight for bread.

Yet in his rare, celestial sleep,
If, as mayhops, he dreams,
The world of his enchantment deep
With fairy fancies teems.

Visions more strange than ever played
Pranks in a poet's brain
Without a shade of doubt pervade
His wondrous dream domain.

I cast on him an envious glance,
Amid the wreck serene.
His beauty and his calm enhance
The humor of the scene.

Humor amid a wreck to see?
The riddle's easy read:
He took—that elf who dwells with me—
His "chu-chu" train to bed.

TRAIN ACCIDENTS.

DURING the fiscal year just closed we had anything but an enviable record in train accidents. We are tightening up on the inspection of freight equipment, condemning light cars as rapidly as possible, and doing all we can to reduce accidents chargeable to the Mechanical Department.

In the Maintenance of Way Department, while we have made heavy expenditures, the year has been trying on account of so much rain, and there is still much to do.

In accidents chargeable to what we have termed, in the Safety work, "failure of the human element," we have, in the past few months, made an improvement, but the only way this improvement can be maintained is for each employe in train service—operator, dispatcher, sectionman, in fact, any one having to do with the movement of trains—to take a personal interest in the Safety work. We must obey the rules implicitly, helping the man who is carelessly inclined to be careful.

Before we can do very much along the line of correction we must know where we most often fail; therefore, we have analyzed all of the train accidents which occurred last month. The causes are shown. Study this analysis carefully and let us all profit by it.

CAUSE	NUMBER ACCIDENTS	AMOUNT DAMAGE
Improper flagging	5	\$ 890
Improper flagging and running too fast	1	1300
Running too fast under "caution"....	1	1827
Running too fast, switch not latched.	1	8025
Running too fast	9	1448
Moving without signals or not observing hand signals.....	13	2676
Running by fixed signal.....	1	190
Switch improperly thrown or left open	22	1031
Switch run through.....	36	153
Letting cars get away.....	9	927
Failing to set brakes.....	5	852
Cars not clearing.....	14	1294
Rough handling of train.....	105	3649

It will be noted that seventeen accidents are chargeable to failure to flag properly, or to running too fast under "caution" signal.

In "running too fast" the excuse is almost always made that effort was being made to get in without delaying passenger trains or to avoid getting on to the sixteen-hour limit, etc. The intention is commendable, but in train service we should not disobey the rule governing. If you receive "caution" signal you should run prepared to stop within the sight of vision. That is plain and it means exactly what it says. If there is a "fifteen-mile-an-hour" slow order in effect, you should not exceed that limit. In flagging **go back** a sufficient distance to protect your train. The following man may be running too fast; take that into consideration as well.

Let us endeavor to make this one of the safest roads for our employes and passengers.

Study the observation tests that are given in this number of the magazine. They are simply another help to a desired end.

Following will be found causes of specific accidents where lessons can be drawn:

Derailment—Passenger Train. Rail taken out by trackmen; flagman sent out in one direction only; passenger train using reverse track; ran into hand car loaded with rail; engine and four cars derailed.

Derailment—Freight Train. Sixteen cars demolished and damage of \$8,025.00; caused by wheel splitting switch point, due entirely to the fact that switch had not been properly fastened by brakeman.

Head-end Collision—Passenger and Freight. Flagman on freight train was instructed to go to Station "A" and hold everything until freight train arrived at Station "A." Conductor of freight train knew he was on the time of passenger train but relied on flagman to hold. Flagman became confused and merely notified passenger train at Station "A" to look out for the freight train.

Rear-end Collision—Helper struck Freight. Engineer on helper had been cautioned that freight had cars to set off at next station, but disregarded this warning and ran fast. He did not give flagman time to get back.

Side Collision—Freight Train ran into side of Passenger. Three employes injured. Freight was on Westbound siding. Engine had cut off to go for water. After passenger train—Westbound—passed cab of freight engine, engineer reached up to start injector. After doing so, he moved ahead without ascertaining if passenger train cleared, and without receiving any signal from crew. After the accident it was found that flagman was sent out in one direction only. Accident occurred on single track division. Another accident might have resulted as wreck train encountered no flagman.

In train movements, where lives are at stake, we should adhere strictly to the rules. Where train moves without signal, even though there is no accident, it should be taken up with the party at fault for future good. This is also true where improper flagging is done.

Sectionmen Leaving Switch Open. Passenger train found main track switch open. Left so by sectionmen. This might have resulted in a very serious accident.

Engine Coming out of Roundhouse without Receiving Signal. Engine came out of roundhouse without receiving signal from switch tender to do so, and struck car being switched, injuring an employe and doing \$400.00 damage.

Engine Cutting off—No Brakes set. Engine cut off from train, which was standing on grade, to do switching. No air or hand brakes were set. Train moved and struck engine. Engineer failed to set air brakes. Front brakeman, in cutting off, failed to see that either air brakes or hand brakes were set. Conductor failed to instruct his crew as to setting brakes.

It is, usually, a combination of circumstances that results in accident, and if *each* employe will take a personal interest often the accident will be prevented.

AMONG OURSELVES

When the question of a name for this magazine was under discussion, suggestions from employes were invited. A prize of ten dollars was offered to the man who should first send in the name finally chosen. J. F. Ryan, Captain of Police at Chicago was the fortunate man to whom the prize was awarded. Many excellent suggestions were offered and these were duly appreciated. Each one had some merit. The form chosen simply tells what the magazine ought to be. The real task is to live up to the name.

NEW YORK DIVISION

Correspondent, W. B. Biggs, *Agent*, New York

DIVISIONAL SAFETY COMMITTEEMEN

W. CORNELL, Terminal Agent, Chairman.
 W. B. BIGGS, Agent, Pier No. 22, N. R.
 JOHN HICKEY, Foreman, Pier No. 22, N. R.
 FRANK GARDELLA, Truckman, Pier No. 22, N. R.
 E. SALISBURY, Agent, Pier No. 7, N. R.
 EDWARD SHEEHY, Foreman, Pier No. 7, N. R.
 LOUIS POLLY, Truckman, Pier No. 7, N. R.
 E. W. EVANS, Agent, St. George.
 TIMOTHY DINEEN, Foreman, St. George.
 C. VAUGHN, Truckman, St. George.
 J. E. GALBRAITH, Agent, 26th Street.
 F. PANDILINO, Truckman, 26th Street.
 M. E. DEGNAN, Foreman, 26th Street.
 CAPTAIN C. H. KOHLER, Tug Despatcher, Marine Department.
 A. W. MAUL, Lighterage Agent, Marine Department.
 CAPTAIN T. L. MORRIS, Tug Captain, Marine Department.
 HUGH HAGAN, Representing Tug Engineers, Marine Department.
 F. WILCKENS, Representing Tug Oilers, Marine Department.
 J. E. DAVIS, Representing Tug Deckhands, Marine Department.
 E. KRUGE, Representing Tug Firemen, Marine Department.
 HERMAN BURK, Representing Barge Captains, Marine Department.

Terminal Agent Cornell is kept very busy these days with extensive alterations at the Seventy-sixth Street Station.

Cashier F. L. Bausmith has fully recovered the use of his ankle which was badly sprained in the three-legged race at the Second Annual Outing of the B. & O. and S. I. R. T. clerks some weeks ago at Grant City, S. I.

Storage Clerk J. J. Murphy has returned from his vacation looking as fat and prosperous as a New York Alderman.

General Superintendent C. C. F. Bent has returned from his trip abroad.

Agent Biggs made a short trip to Barnegat, N. J. Fishing, as usual when he is around, was fine.

Rate Clerks Blakeman and Kavanagh of Pier 7 and Twenty-sixth Street, must have found some attraction at Laurel, Md.

The Bachelor Association has recently lost two members, Assistant Foreman E. Toomey, at Pier 22, and Cashier P. Mulvey at Pier 7, having been led to the altar. Other stations report progress.

H. F. Casey, our smiling Westbound clerk at Pier 7, reports a nine-and-a-half-pound addition to the family. Mrs. C. is doing nicely, but Harry is just about getting over it.

Work is progressing at Twenty-sixth Street Yard. We shall soon have there as fine a warehouse as that of any other line in New York.

Col. Fred Hebig, the obliging tug dispatcher and his helpmate, report Thousand Islands an attractive place.

Claim Clerk Gorman spent his vacation with relatives at Cincinnati, Ohio.

West Virginia and Sandusky, O., must be attractive places, judging from the number of boys that have spent their vacations there this summer.

During the recent labor trouble we were glad to see Assistant Superintendent Powell, Inspector Gross and others, including Patrolman Kinney, the lively West Union boy.

Our St. George force, where they do things, report that their clerks, Koenig, Davis and Doody, had an extraordinarily good time on their vacation this summer, and they are going to show us what a week's rest can do.

The fourth float bridge at St. George is getting along well. It will help considerably in moving our floats, in connection with fast freight trains, on time.

During some talk about diamonds recently, Jack Walsh meekly remarked, "If diamonds were selling for ten cents a peck, I couldn't buy a scarf pin for a flea," which by resort to the rule of three, will establish the status of Jack's finances.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEEMEN

F. C. SYCE, Trainmaster, Chairman.
 R. H. TAXTER, Conductor Committeeman.
 M. SCHAFFER, Conductor Committeeman.
 JOHN GIBB, Conductor Committeeman.
 CHAS. HENRY, Brakeman Committeeman.
 P. CARROLL, Road Foreman of Engines Committeeman.
 H. WOOD, Fireman Committeeman.
 H. SMITH, Foreman Committeeman.
 E. ALLEY, Supervisor Committeeman.
 BRADFORD CRUM, Master Carpenter Committeeman.
 W. L. DRYDEN, Signal Engineer Committeeman.
 F. VAN NAME, Yardman Committeeman.
 JOHN NICHOLS, Trainman Committeeman.

The clerks of the Operating Departments of the New York Terminals of the Baltimore & Ohio Railroad and of the Staten Island Rapid Transit Railroad held their Second Annual Outing at Grant City, Staten Island, on Sunday, July 28th. Large numbers turned out to attend this important occasion. These reunions are looked forward to with great interest, because of the opportunity they afford of improving by personal contact the pleasant relations formed during the year in the transaction of business between the two lines. On this occasion the comfort of the inner man received the careful thought of the entertainment committee, and athletic contests were provided to test the mettle of the boys. The greatest interest was aroused by the exciting baseball game between the boys of St. George Lighterage, S. I., and Pier 22, New York. The game lasted ten innings and ended in a tie, the game being called because the supply of balls was exhausted. Cheered on by the plaudits of their friends, the boys often made brilliant plays that are rarely seen on the regular diamond, and that would have excited the envy of even a professional. After a good day's fun the boys departed for their homes, feeling happier that they had met face to face and had been able to extend the hand of friendship to one another.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia.

DIVISIONAL SAFETY COMMITTEEMEN

J. T. OLHAUSEN, Superintendent, Chairman.
 H. K. HARTMAN, Train Master, Vice-Chairman.
 G. H. FENNIMORE, Shop Committeeman.
 M. W. COPPER, Engine Committeeman.
 WALTER LOUDER, Fireman Committeeman.
 GRANT BILLINGS, Train Committeeman.
 JAMES McMULLEN, Yard Committeeman, Wilmington.
 W. H. ELLIS, Yard Committeeman, Philadelphia.
 T. B. FRANKLIN, Terminal Agent, Philadelphia.
 C. H. MORLOCK, Maintenance of Way Committeeman.
 F. H. LAMB, Claim Department Committeeman.
 DR. A. L. PORTER, Relief Department Committeeman.

The Philadelphia Division feels honored by the fact that Mr. George G. James, one of our esteemed trainmen was chosen permanent chairman of the Relief Department Convention, held in Cincinnati, June 27th and 28th.

Mr. G. A. Abele, carpenter, and a delegate to the Relief Department Convention at Cincinnati, was elected a member of the advisory committee, for the maintenance of way department. More honor to the Philadelphia Division. The division is now represented in the operating committee by Mr. Z. T. Green, locomotive engineer, and Mr. Abele on the advisory committee.



This is a picture of Harry M. White, George Rule and George W. Coyle, Engineers, riding on one of those board-walk freight engines at Atlantic City. They attended the Master Mechanics' Convention there for education and fun. "I like to see what's being done outside," explained Engineer Coyle, "such as new things in graduated air brakes. The first thing you know these improvements or

others like them are turning up on your engine and you know just how to handle them. Besides it gives you things to think over. We had some sport too. Rule weighs 285 pounds. The ocean is a proper size bath tub for him but that was too cold. So we went into one of those hygienic baths. They have slides and George was bound to go down. I warned him there wasn't room for him and the water. But he wouldn't pay any attention and sure enough, when he hit that pool, all the water in it jumped clean out and left him on dry land!"

Engineer Coyle thinks that the greatest modern improvement on the railroads is the better provision for the men. "I can remember," he says, "getting into the terminal after a run, with nothing to lie down on but a board. And about the time I'd close my eyes along would come the caller. Up I got and at it again to find the same thing at the other end of the road." He expressed warm appreciation for the better facilities afforded by the road through rest houses and Young Men's Christian Association buildings.

Mr. J. C. Richardson, chief clerk in the superintendent's office at Philadelphia, has all his card and annual passes for the past twenty-five years, neatly framed in his office. This is a very interesting collection and employes and others from various parts of the system frequently ask to see it, and remark on it.

Mr. George W. Sturmer, locomotive engineer, who has been on the injured list for some time, has been placed on the general manager's staff. George is a favorite on the division, and a member of the executive committee of the Veterans' Association.

The new members of the division safety committee are all live men, and will, no doubt, perform their duties on the safety committee with credit to themselves and the company.

BALTIMORE DIVISION

Correspondent, LEWIS SAUERHAMMER, *Chief Clerk*, Baltimore

DIVISIONAL SAFETY COMMITTEEMEN

O. H. HOBBS, Chairman.
 E. C. POPE, Engine Committeeman, Baltimore.
 J. C. BRADSHAW, Fireman Committeeman, Baltimore.
 S. C. TANNER, Maintenance of Way Committeeman, Baltimore.
 W. T. WOLF, Yard Committeeman, Locust Point.
 WM. FURST, Yard Committeeman, Camden.
 GEORGE COPPER, Yard Committeeman, Curtis Bay.
 JOHN FLAHERTY, Yard Committeeman, Mt. Clare.
 GEO. ZEBERLEIN, Yard Committeeman, Bay View.
 WM. BOWERS, Yard Committeeman, Brunswick.
 C. W. ABERNATHY, Yard Committeeman, Washington.
 W. I. STEWART, Shop Committeeman, Brunswick.
 D. H. AMBROSE, Shop Committeeman, Riverside.
 G. F. BISSETT, Shop Committeeman, Brunswick.
 W. A. KEYS, Shop Committeeman, Washington.
 Z. M. BIDDISON, Train Committeeman, Baltimore.
 W. E. SHANNON, Agent Committeeman, Brunswick.
 D. M. FISHER, Agent Committeeman, Washington.
 W. T. MOORE, Agent Committeeman, Locust Point.
 A. M. KINSTENDORFF, Agent Committeeman, Camden.
 DR. J. A. ROBB, Relief Department Committeeman, Baltimore.
 T. E. STACY, Y. M. C. A. Committeeman, Baltimore.
 E. K. SMITH, Y. M. C. A. Committeeman, Brunswick.
 G. H. WINSLOW, Y. M. C. A. Committeeman, Washington.
 R. B. BANKS, Claim Department Committeeman, Baltimore.
 W. L. ROBINSON, Vice-Chairman.



DELEGATES TO SAFETY CONVENTION, BALTIMORE, MD., JULY, 1912.

J. J. McCabe, assistant train master, and wife, have returned to Baltimore, having enjoyed a delightful vacation at Atlantic City.

Engineer W. M. Warren and wife, Engineer J. E. Hutsler and wife, Engineer W. H. Fauver, Conductor J. W. Conaway, Fireman F. O. Larimer, Fireman H. E. Johnson, Brakeman D. E. Fisher, Electrician J. W. Gardner, and Brakeman W. F. Myers will attend the Railroad Y. M. C. A. Convention in Chicago, October 3-6, 1912. It is expected about two thousand delegates will be present, representing all railroads of the country. A big time has been planned, including an automobile trip through the city, large church parade, banquet of fifteen hundred plates, and other features which will make it interesting. But for the rush of business the delegation from Baltimore Division would be much larger.

Mrs. Hile, wife of Fireman C. C. Hile, died Saturday evening, September 15th, of peritonitis. They were married last February. All friends extend sympathy.

Engineer J. A. Schendel and family have just returned from a trip to Oregon and the West.

B. C. VanFossen, agent Lime Kiln, Md., died August 19, 1912, of paralysis.

"Farmer" Engineer Geo. R. Anderson reports the largest crop of tomatoes yet.

The assistant yard master at Locust Point, John Bing, is enjoying his vacation at Cleveland, O., visiting relatives. While John is away "Archie" H. Blackburn is holding down the job.

Fireman C. E. Crummitt, H. E. Burgee and C. W. Ellery have been transferred from "The Hill" to Riverside. Their friends welcome them to "RV."

Brakeman J. Ebert had a bad squeeze in the Riverside yard, between the tender and a battery box, near "RV" Tower.

Brakeman G. P. Hooper, after a lay-off of six months spent in the West, has again returned to Riverside.

W. M. Kavanaugh, yard master at Bay View, and family, are enjoying a trip to the Coast.

R. F. Gaither, yard master at Locust Point, is on duty again, after enjoying a vacation.

A circular has been received announcing the appointment of former terminal train master C. M. Himmel-

berger to the position of superintendent, Raritan River Railroad Company, headquarters South Amboy, N. J.

W. H. Roberts, file clerk in the superintendent's office, Camden Station, has been promoted to a similar position in the office of the engineer of maintenance of way, B. & O. Building, succeeding Wm. C. Moszner, who has been promoted to be assistant labor agent. Everybody around Camden Station knows "Bill" and wishes him success in his new position.

H. N. Constantine has been appointed file clerk in the superintendent's office, Camden Station, vice W. H. Roberts, promoted.

J. B. Williams, Agent, Washington Junction, Md., is enjoying his vacation visiting relatives in Riverton, W. Va.

J. L. Higgins, agent at Germantown, Md., is enjoying a vacation.

C. E. Remsberg, agent, University, D. C., is visiting friends and relatives at Adamstown and Frederick.

Wm. (Jack) H. Tarr, stenographer in the superintendent's office, Camden, returned from his vacation a few days ago, and surprised his friends by announcing his marriage. Congratulations and best wishes, Jack.

P. T. Coleman, time clerk, superintendent's office, Camden, departed on his vacation a single man and will return in "double harness." Continuous happiness is the united wish of your friends, Pete.

John L. Burns, the popular secretary to General Superintendent Blaser, Camden, was stung by the "marriage bee," convinced "two could live cheaper than one," and returned from his vacation a benedict. Congratulations and happiness, Jack.

Beware! ye single men around Camden Station, the place is besieged by Dan Cupid. Who will be the next victim?

A new coat of paint on the Y. M. C. A. building and other buildings at Riverside makes a vast improvement in the appearance of things. The alley, which has been a nuisance for so many years in the rear of the building, has been torn up, the pavement relaid and the drain put in. When the lawn has had its new coat of dirt, grass seed is sown and a new fence put up, the old grounds will hardly be recognized.

C. H. Bosley has been appointed Agent at Berwyn, Md., vice A. C. Brady.

H. R. Pool has been appointed agent at Roxbury, Md., vice E. L. Pool, who resigned to accept a position with the Roxbury Distilling Company.

Brakemen L. V. Wade and M. Martin, Brunswick, are laid up with typhoid fever.

Brakeman J. J. Ames has been granted a leave of absence for one year, which he will spend touring South America.

Miss Eleanor Lucke, telephone operator, B. & O. Building, has returned to duty, and reports spending a pleasant vacation at Philadelphia and Atlantic City.

Miss Estelle McFadden, telephone operator, B. & O. Building, entertained her friends at a watermelon party a few days ago. Music and dancing were indulged in and all present spent a most pleasant evening.

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *Chief Clerk.*

DIVISIONAL SAFETY COMMITTEEMEN

Machine Shops.

D. J. MYNIHAN, Erecting Shop Committeeman.
 J. P. REINARDT, Blacksmith and Axle Shops, Power Plant and Shop Yards Committeeman.
 H. C. YEALDHALL, Boiler Shop Committeeman.
 R. W. CHESNEY, Brass Foundry Committeeman.
 V. L. FISHER, Iron Foundry Committeeman.
 G. F. KLINE, No. 1 Machine Shop Committeeman.
 J. O. PERIN, No. 2 Machine Shop Committeeman.
 H. E. HASELOOP, Pipe, Tin and Tender Shops Committeeman.
 S. A. CARTER, Erecting and Boiler Shops Committeeman.
 J. W. BREWER, Chairman.

Car Department.

W. R. SNECKELLS, Cabinet Shop and Saw Mill Committeeman.
 CHESTER DAVIS, Freight Car Department Committeeman, Mt. Clare.
 J. T. BRENNAN, Freight Car Repairs, Middle Yard, Mt. Clare.
 GEO. F. STINER, B Yard Committeeman, Locust Point.
 JOS. ZIZWARCK, Camden Committeeman.
 C. P. LEHRER, Baileys Committeeman.
 J. A. BEAUMONT, Chairman.

Howard Englehart, pipe fitter, has launched his boat upon the sea of matrimony, with the only daughter of H. H. Berman, electrician.

The stork glided over the home of W. A. Dailey of the claim department, leaving a bouncing baby boy.

Harry Grace, assistant shop clerk, has left on a pleasure trip to Boston, Mass.

J. J. Brennan, safety committeeman, after being confined to his home for several weeks by serious illness, has recovered sufficiently to return to his duties.

W. H. Stembler, janitor, has returned from a week's vacation.

J. D. Wright, general foreman painter, has returned to his duties after a two weeks' stay in Denver, Col.

Yard Clerk W. T. Nichols has returned to Mt. Clare from a trip to New York City.

Yard Clerk A. G. Hopkins, Mt. Clare, is visiting friends in Hagerstown.

S. W. Terrant, Yard Clerk, has resigned his position at Mt. Clare to accept a position with the C. H. & D. at Lorain, O.

WASHINGTON TERMINAL

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

In the game played Saturday, July 27, the following men took part: Standing, from left to right, W. J. Wilson, train master; J. E. Thomas, steward; O. J. Rider, chief clerk-auditor; C. M. Harris, master mechanic; Dr. P. H. Steltz, Jr., medical examiner; T. E. Kinsey, supt. Pull-



WASHINGTON TERMINAL OFFICERS' BASE BALL TEAM.

man Co. The men seated are C. H. Spencer, engineer; B. R. Tolson, chief clerk, supt.; A. M. Keppel, supt. (W. T. Co.); E. Birch, General ticket agent; Mascot; G. H. Winslow, Sec'y R. R. Y. M. C. A.

The score was: Washington Terminal Company Officers—14; Adams Express Company Officers—12. Umpire, J. T. Nolan, Supervisor Telegraph and Telephones.

The Washington *Herald* gives this story of the game: "For two and one-half innings the affair looked like a real ball game, the score bring tied until the last half of the third. Each side used three pitchers. There were many spectacular and comical plays.

"Mr. Harris, former Penn State star, showed flashes of old-time form at the three positions which he played. Mr. T. F. Waters played a game that would have been a credit to many a younger man, hitting safely three out of four times, scoring four runs, stealing two bases and handling every chance save one which came his way. Mr. A. M. Keppel performed like a true big leaguer at the midway for the time he played, and also pilfered two bags. Mr. Winslow, besides connecting for two safeties, started a double play. Mr. Wilson also starred at bat and in the field.

"But the real feature of the afternoon was the umpiring of 'Judge' Nolan. He officiated for five innings alone, making all the decisions, but in the sixth the players decided that Mr. Nolan's brain, and also his eyesight, were being affected by the heat, and Mr. Bryant was called to his assistance."

The Terminal Y. M. C. A. of Washington held its third Annual Athletic Field Meet Saturday afternoon, Sept. 28th, on its Athletic Field, Fifth and Florida Avenue N. E. The events arranged were: 100 yard dash; one mile run; bunt and run to first base; throwing base ball for distance; 220 yard run; throwing base ball for accuracy; running high jump; running broad jump; standing broad jump; running bases against time; fungo hitting; putting shot; one mile relay race.

The Southern Railway team won the pennant in the Terminal R. R. Y. M. C. A. Base Ball League and won the championship of Section C in the Post Season games, losing to the Pepco Team in the finals for the championship of the District in amateur base ball.

C. H. Graham formerly chief manifest clerk has recently been promoted to the agency of the Blue Line Transfer of the B. & O. Railroad.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS.

DIVISIONAL SAFETY COMMITTEEMEN

J. E. SPURRIER, Chairman.
E. D. CALVERT, Maintenance of Way Committeeman.
S. J. LICHLITER, Maintenance of Way Committeeman.
DR. J. F. WARD, Relief Department Committeeman.

A new stone crusher is being installed at Staunton, for the purpose of getting out ballast for the Valley Railroad. This makes two crushers in operation on that line, which is being ballasted with stone from Harrisonburg to Lexington. The ballast already put in the track has improved the riding qualities and appearance to a marked extent. In addition to this, about twenty miles of eighty-five pound steel will be laid this year. With Ballast Inspector H. L. Marshall and Supervisor S. J. Lichliter in charge, the work is in good hands and every one is doing all that is possible to push it along.

Agents C. C. Hite, Lexington, P. S. Rogers, East Lexington, and J. D. Parker, Raphine, have returned from their vacations with renewed vigor, prepared to keep the work at their stations up to the highest standard.

Members of the family of Agent Jimmie Swann at Greenville, Va., have invested in a drug store and soda fountain, at which Jimmie has taken so much comfort, resting under the electric fans and sipping soda, that he has not felt the need of a vacation this year and will not take one.

Every one is getting ready to handle the large apple crop we expect to move this fall, and some improvements are being made to give better facilities.

Commercial Freight Agent Ben. S. Dowdell, of Wilmington, Del., whose family spent the summer in Winchester, spent the week end in that town and took his family home last Monday. His many friends in this section were glad to welcome him. Mr. Dowdell was formerly traveling freight agent in this territory.

The friends of J. Alan Maphis, formerly extra operator and dispatcher on the Shenandoah Division, will be glad to know that since returning from the University of Virginia he has secured a position in the superintendent's office in Baltimore.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, Y. M. C. A. Secretary
Cumberland.

DIVISIONAL SAFETY COMMITTEEMEN.

C. D. BROOKE, Chairman, Keyser, W. Va.
H. C. McADAMS, Vice-Chairman, Cumberland, Md.
C. M. GEARHART, Secretary, Cumberland, Md.
W. L. RICHARDS, Conductor Committeeman, Brunswick, Md.
J. F. BARNETT, Engine Committeeman, Cumberland, Md.
J. S. CAGE, Conductor Committeeman, Martinsburg, W. Va.
W. L. STEPHENS, Shop Committeeman, Martinsburg, W. Va.
J. FOREBECK, Train Committeeman, Cumberland, Md.
D. ZILER, Car Repair Committeeman, Cumberland, Md.
J. V. YARNALL, Shop Committeeman, Cumberland, Md.
T. A. MORAN, Shop Committeeman, Keyser, W. Va.
J. W. RAVENSCRAFT, Car Inspector Foreman, Committeeman, Keyser, W. Va.
A. E. RICE, Train Committeeman, Keyser, W. Va.
M. F. NAUGHTON, Conductor Committeeman, Keyser, W. Va.
W. M. PERRY, Engine Committeeman, Cumberland, Md.
J. E. GIBBONS, Fireman Committeeman, Rowlesburg, W. Va.
E. C. McCARTY, Assistant Train Master, Newburg, W. Va.
DR. J. A. DOERNER, Relief Department Committeeman, Cumberland, Md.
W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland, Md.
W. S. HARIG, Claim Department Committeeman, Cumberland, Md.
F. A. TAYLOR, Master Carpenter, Cumberland, Md.
D. CRONIN, General Supervisor, Cumberland, Md.

Foreman Bratt of the shops knows how to get the work out of his laborers. He was obliged to keep a gang of Italians working during meal hours a few days ago, and sent over to the Association restaurant a hurry call for two hundred sandwiches—a hundred ham and the rest cheese. One man ate twelve large cheese sandwiches, remarking, "Boss, gooda cheesa dat!" At last reports the man was still on the job.

The Railroad Young Men's Christian Association had a record-breaking month in August and at the time of going to press September is showing up to eclipse all previous records in the dormitories. What we need now is more room. Men sitting up waiting for beds is the order of the night.

There's no getting away from the fact that Conductor Robert Compton, of the Second Division, better known as Bob, made the best showing in the parade by the K. of P. during Home Coming week. Sitting erect on his bay mare, with his sleek-fitting uniform, his moustache trimmed and waxed, his high top-boots with golden spurs, added to this his six feet six—we were all proud of Bob.

Road Foreman of Engines Wilmoth, is looking forward to the coming of the winter nights, when he can hold his monthly economy meetings. He has a couple of new addresses ready and he won't feel right till he gets them out of his system. Mr. Wilmoth is the silver-tongued orator of the Cumberland Division. He knows what he wants to say, and better still, knows how to say it.

C. H. Sisler, the already popular master mechanic, says he ought to go to a higher altitude for his health. Mr. Sisler has been here but a few months and has already made a host of friends. He says he only weighs 240 pounds now and that he is losing weight. He weighed 242 when he came here. He looks delicate.

The Cumberland *Daily News* of September 9th, contained the following paragraph:

"Secretary W. C. Montignani of the B. & O. Y. M. C. A. took part in the merchandise prize shooting at the gun club tournament here on Friday. The secretary knew of several bakers' cakes among the prizes and jokingly suggested: 'If I win a prize send me a cake.' It happened that among the prizes was one quart of fine whiskey, contributed by Wm. M. Connell. Yesterday Mr. Montignani received from Secretary Russler a formal order for the quart of whiskey as his prize. Up to a late hour Saturday night the secretary had not called for the 'likker,' but his friends are advising him that it is good for medicinal as well as other purposes and the Christian man who possesses it does not need to get shot even if he did win it at a shooting."

We are all proud of our new Queen City Depot. The hundreds of electric lights and the electrical sign "Queen City" make a fine showing at night.

On June 29th, Mr. W. U. Bruce, one of our oldest mechanics, having been in the service of the Company since August, 1865, was called to his Maker. He had



W. U. BRUCE

been ailing for some time, having been taken ill at Piedmont, W. Va., May 30th, while attending Decoration Day services. From that time he failed rapidly. Mr. Bruce was a machinist of marked ability, having held the position of assistant machine shop foreman, and later of machine shop foreman at Piedmont and Keyser. He also held a like position at Cumberland until

last July, when, on account of sickness, he was compelled to report on the Relief. He was a Union Veteran of the late Civil War, being mustered out at its close, at which time he began to serve his apprenticeship as a machinist at Piedmont Shops. He was continuously in the service until the date of his death. The many machinists, who completed their trades under him, both at Piedmont and Keyser and later at Cumberland, will be sorry to hear of his death, as he was a teacher to all, giving advice and counsel where needed; showing and instructing how machines should be run and cared for and getting out work in proper shape. He was a friend to all. He was a prominent member of the Masonic Fraternity and also of Philos Ledge No. 91, I. O. O. F., of Westernport, Md. He leaves a widow to mourn his departure. There were no children. His many friends and fellow-workmen also mourn his loss.

He was ready to answer to the last roll-call, having been a consistent member of the Episcopal Church, which his wife and he attended regularly. Funeral services were held July 2d, and were in charge of his brother

Masons, who attended in a body. Services were held at his home, where Reverend Hicks officiated, and were concluded at the grave by the Masonic ritual.—*P. T. Lacy.*

MARTINSBURG SHOPS

Edward Ernest Small, Engineer, died at the City Hospital on Friday night, August 30th, at 9.50 o'clock, following six weeks of typhoid fever.

Mr. Small was 37 years old and was a native and life-long resident of Martinsburg. He had been in the employ of the Baltimore & Ohio for many years, and was greatly liked by all who knew him. He was regarded as an unusually skillful engineman, entirely trustworthy and efficient, and was popular alike with his fellow-workmen and his superior officers. He was an ardent sportsman in the better sense of the term, and loved to get close to nature with both rod and gun. He was an expert angler and hunter, and many handsome trophies of his skill were shown by him. Surviving are his widow, who was Miss Florence Anderson before marriage, and two little sons—Henry and Edgar. One brother and one sister also survive—Mr. J. M. Small, of Martinsburg, and Mrs. Clinton Welsh, of Swan Pond. Interment was in Green Hill Cemetery. The funeral was attended in a body by members of the local aerie of Eagles, and by the local division of the Brotherhood of Locomotive Engineers.

Miss Belle Naggs, East Martin Street, and Mr. Joseph R. Mercer, freight conductor, were married Thursday evening, September 5, at 9 o'clock, in their newly furnished home at 238 North Raleigh Street, by the Rev. Dr. W. F. Gruver, pastor of the First United Brethren Church. Only a few intimate friends of the contracting parties were present at the ceremony. The bride is the daughter of Mr. and Mrs. Joseph Naggs. The groom is the son of Mr. and Mrs. George Mercer, North High Street. Many friends of the happy couple will extend hearty congratulations and best wishes.

Mr. B. F. Irvin, tinner at the Martinsburg shops, has been ill several weeks with catarrhal trouble. Mr. Irvin has contributed some good ideas in covering machinery, and by his mechanical ability has been a strong arm in the safety crusade.

Mr. R. H. Meadows, machinist in the scale department, is suffering from abdominal trouble. His friends around the shop are hoping his illness may be of short duration.

Mr. W. A. Powell, chief clerk at the shop, has tendered his resignation. He casts his lot with the W. M. R. R., in a more lucrative position at his home city, Cumberland, Md. The shop boys wish him success in his new field of labor.

Mr. James H. Aldridge, Jr., son of Assistant Superintendent Aldridge, who has been connected with the engineering corps, under District Engineer Church, during the vacation months, has returned home and will soon resume his studies at the Polytechnic Institute, Baltimore.

Mr. J. E. Friskey, local yard master, is spending a two weeks' vacation at Mountain Lake Park, Md. Mr. John A. Cage, Yard Safety Committeeman, is filling the bill with his usual efficiency.

Messrs. C. E. Snyder and P. C. Holiday have just completed fine homes on North High Street. Both are local shop boys and are to be commended for their thrift and enterprise.

MONONGAH DIVISION

Correspondent, F. J. PAPPON, *Chief Clerk*, Grafton.

DIVISIONAL SAFETY COMMITTEEMEN

E. D. GRIFFIN, Train Master, Chairman, Grafton.
 DR. C. A. SINSEL, Relief Department Committeeman, Grafton.
 P. MADDEX, Engine Committeeman, Clarksburg.
 W. C. NEWCOME, Conductor Committeeman, Grafton.
 B. E. JEFFERIES, Conductor Committeeman, W. Va. & P., Weston.
 H. E. KLOSS, Maintenance of Way Committeeman, Grafton.
 WM. C. DECK, Shop Committeeman, Grafton.
 J. A. MARTIN, Claim Department Committeeman, Grafton.
 A. P. LAVELLE, Train Dispatcher Committeeman, Grafton.
 F. A. GUMP, Conductor Committeeman, Fairmont.
 J. J. LYNCH, Car Repairer Committeeman, Fairmont.

General Yard Master Grammes has been off duty for a few days, having gone to Philadelphia for a surgical operation.

Road Foreman of Engines T. K. Faherty, who was recently injured near West Union, is improving, and expects to attend the Traveling Engineers' Convention at Chicago.

Chief Dispatcher John McClung is off on his vacation.

Dispatcher Fordyce lately started on a trip to the coast, which was to extend over several weeks.

Business is heavy on the Monongah Division, and all the boys are making good time.

The Pennsboro, Buckhannon and Fairmont Fairs necessitated increased passenger service.

We regret the death of Conductor I. B. Starlipper, which was the result of a gas explosion in his home.

Conductor Freeland is in the hospital, having undergone an operation for appendicitis.

WHEELING DIVISION

Correspondent, A. G. YOST, *Operator*, Glover Gap

DIVISIONAL SAFETY COMMITTEEMEN

H. B. GREEN, Chairman.
 DR. E. F. RAPHEL, Relief Department Committeeman, Fairmont.
 C. M. CRISWELL, Agent Committeeman.
 J. J. RILEY, Relief Yard Master Committeeman.
 W. A. MORRIS, Fireman Committeeman.
 J. C. MOORE, Traveling Fireman Committeeman.
 A. G. YOST, Operator Committeeman.
 C. L. HARSHBARGER, Engine Committeeman.
 G. ADLESBERGER, Car Foreman Committee.
 H. E. FOWLER, Maintenance of Way Committeeman.

H. L. Riley has been appointed general yard master at Holloway to succeed R. W. Burns, assigned to other duties. Mr. Riley was formerly conductor on the Cleveland Division and has been in the service for a number of years. His many friends will be glad to learn of his promotion.

G. A. Arganbright has been appointed supervisor of track on the Short Line District, *vice* I. C. Bowman, assigned to other duties. Mr. Arganbright was formerly foreman of construction gang on the Connellsville Division.

Wheeling Division Conductors P. H. Gank, G. E. Burdes, J. E. Norris and R. W. Putman have accepted percentage runs between Keyser and Fairmont.

Conductor H. G. Fletcher was one of the lucky ones that attended the Knights of Pythias Convention at Charleston, W. Va.

E. J. Dusch, the congenial auburn-haired timekeeper of the maintenance of way department, has returned

to work after a two months' furlough on account of ill health.

Conductors R. W. Putman and J. E. Norris have returned from their vacations.

Friends of Conductor I. P. Boyce will be glad to hear that he is able to return to duty.

Arthur Irwin, the obliging ticket agent at Wheeling is again able to be out, after undergoing a very serious operation.

Supervisor H. Haggerty of the Wheeling Terminal District, is confined to his home on account of sickness. Foreman Nichols is temporarily filling his place.

George T. Harris, clerk in the superintendent of motive power's office, has returned to his desk, after a two weeks' vacation.

Mr. G. Dunlap has been placed in charge of the coal billing office at Holloway, Mr. P. E. Holloway having resigned to accept a more lucrative position with the American Sheet & Tin Plate Company.

E. J. Kemple, car service clerk, and Mrs. Kemple are the fortunate parents of a girl baby, born Monday, August 19th.

H. G. Marsh, rate clerk, returned from his vacation Monday 26th. It is reported that he killed two snakes and one owl.

Oscar Miller has returned from visiting Baltimore, Philadelphia, New York, Norfolk, Va., and Atlantic City.

E. A. Neuman, bill clerk, broke his right arm Sunday, the 18th, while throwing base ball.

M. J. Burke, veteran delivery clerk, is still on the sick list and has gone to Hot Springs in search of health. Mr. Burke has been in the service about twenty years.

E. J. Hebrank, chief bill clerk, heard W. J. Bryan speak at Moundsville, August 17th.

Wheeling is in mourning on account of the death of Mayor Chas. C. Schmidt.

J. M. Hyer, genial bill clerk, was off duty for a few days, having been threatened with fever.

The Baltimore & Ohio baseball team has disbanded, being unable to get games. The boys have cleaned up everything in sight around home; also in Newark, Ohio, and Parkersburg, West Va.

New office boy at freight station. Nick has named him "Reddy."

Sidney W. Dempster purchased an automobile several weeks ago and is now burning up the roads hereabouts.

About two hundred men attended the lecture in the auditorium of the new Y. M. C. A. building, Wheeling, Friday, August 23d, on the Safe Transportation of Explosives and Other Dangerous Articles, by Col. J. L. Taylor, of the Bureau for Explosives of The American Railway Association.

Dennis Shields, messenger boy, spent his annual vacation in Parkersburg, Clarksburg and Grafton. His place was filled by Neuhann, the elevator boy.

The traveling auditors arrived in August, the first party being headed by Mr. Affayroux. Mr. Eubank followed, being open for engagements to deliver his celebrated lecture on "The Call of Today." This lecture has been received with great enthusiasm at Parkersburg and other cities where delivered.

BENWOOD JUNCTION

Car Department

Wreck Master R. Lough is off on his vacation.

Time-keeper C. D. Woodburn and Piece Work Inspector A. W. Kittwell have just returned home from Atlantic City and New York.

Born to Mr. and Mrs. William Pflug, twins—a boy and a girl.

Mr. Thomas H. Bodi, carpenter, wife and daughter, are spending a few weeks at Niagara Falls.

Car Builder G. Hall is spending a few weeks at his home in the country.

Mrs. James Wright, wife of Car Repairman James Wright is visiting her sister in Chicago, Ill.

Bill Clerk L. O. Willes and his brother Pierce are on a two weeks' camp at Water Lick, Virginia.

Cabinetmaker F. Baltz will leave shortly for Cambridge, Ohio, for a short visit.

Mrs. J. Bine, wife of Car Repairman J. Bine, who has been ill for some time is improving.

ON THE LINE

Engineman Henry Malone, wife and daughter, have returned home from Salinesville, Ohio, where they have been visiting Mrs. Malone's parents.

Engineer W. F. Thomas, his wife and their family are spending a two weeks' vacation at Sandusky, Ohio.

Engineman Lee Wells of trains 4 and 17 is laying off on account of the serious illness of Mrs. Wells. Engineman John Hauck is running his turn.

Engineman Jasper Martin of trains 7 and 14, who injured himself over a year ago, is improving slowly. His turn is being run by Engineman Frank Kelley.

Mr. Fred Stack, Jr., stenographer in M. M. Dreyfus' office, has returned home after spending two weeks' vacation at Atlantic City and Norfolk, Va.

Extra Conductor Walter Kirby, of Benwood Yard, whose left arm was amputated, is getting along very well.

Mrs. John Coxon, wife of Engineer John Coxon, has left for Charleston, W. Va., to attend the Grand Lodge Convention of the Pythian Sisters, where she will represent Lone Star Temple No. 3 of McMechen.

Our maintenance of way supervisors and most of the other outside employes have been very busy readjusting and repairing damages caused by the heavy rains in July, when considerable ballast and roadbed was washed away, beside the harm done to other property. The work is progressing rapidly and before another month passes Wheeling Division will be the banner division on the road, because of the efficient management of Superintendent H. B. Green and his staff.

Mrs. L. H. Dobbs, wife of Engineer Dobbs, is visiting friends at Smyrna, Ohio.

Daniel Bartrug, a veteran employe in the maintenance of way department at Burton, W. Va., died at his home Tuesday morning, August 27th. He was a respected citizen and faithful employe. A wife and four children survive him, all of whom have our heartfelt sympathy in their sad hour of bereavement.

We are sorry to learn of the serious illness of our efficient supervisor, Mr. Henry Hagerty.

Conductor R. W. Putnam is off duty on account of the serious illness of his little son. He has taken the boy to the hospital for treatment.

Mrs. Harry Stiles, wife of the operator, is on the sick list; so is Mrs. William Little, another operator's wife.

A. G. Youst, operator at Glover Gap, has gone to Chicago to attend the funeral of his brother-in-law, B. L. Shanley, who was formerly employed by this road, at Grafton and Parkersburg.

Operator J. F. Boyce of Burton Tower has taken unto himself a wife. Congratulations are in order.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A. Secretary
Parkersburg

DIVISIONAL SAFETY COMMITTEEMEN

C. E. BRYAN, Chairman.
S. M. CORE, Vice-Chairman.
R. L. COMPTON, JR., Shop Committeeman.
W. F. BEATTY, Train Committeeman.
S. M. CORE, Yard Committeeman.
S. T. ARCHER, Engine Committeeman.
W. M. HIGGINS, Maintenance of Way Committeeman.
W. E. KENNEDY, Claim Department Committeeman.
F. H. D. BISER, Relief Department Committeeman.
F. BECKWITH, Fireman Committeeman.
W. B. WINKLER, Agent Operator Committeeman.
J. H. OATEY, Y. M. C. A. Committeeman.

Conspicuous among the changes and improvements made in and about Parkersburg of late, is the transformation of the Ohio River Depot and its surroundings. A thorough renovating of the interior of the waiting rooms, stair-ways and halls, and the application of well selected paint, have greatly modified the appearance of things. In front of the depot fine cement walks and a splendid concrete platform supplant the old well-worn bricks, while fine new stone steps make the entrance much more attractive.

In keeping with this general clean-up spirit, it can well be said that the general physical condition of the Baltimore and Ohio property in and about Parkersburg is at present in advance of the best condition remembered by the oldest employes. This is a commendable state of affairs and reflects great credit upon the employes. It is hoped that such effective pride in the appearance of things may continue its good work.

Another innovation which has been met with enthusiastic appreciation, is the placing of a matron in each station to minister to the needs of the numerous women and children who frequent these places each day. At the Ohio River Depot, Mrs. Larence is giving efficient service. Mrs. McGallis, at the Sixth Street Depot, is likewise rendering valuable assistance to the traveling public. Both of these ladies are widows of conductors, and their presence is appreciated not only by the traveling public, but by their fellow employes as well.

The order granting to all exclusive agents an annual vacation with pay is being very gratefully received by the agents of this division, many of whom have taken time to express their appreciation by letter.

Mr. Kendall Hagen, night dispatcher, who so recently became a benedict, is answering the question, Why pay

rent? by building a very good home on Upper Avery Street.

The main track which runs through the town at Huntington, is being removed from the side to the middle of the street, and ninety-pound rails are being installed. This change will mean much to the city as well as to the road.

J. W. Dugan, who has been doing flag duty at the Sixth and Avery Crossing, has exchanged places with A. E. Pickett at Harris Street. Both of these men are former conductors, and are veterans in the service.

After the recent regrettable and unprovoked attack which was made upon F. Webber, a fireman, while he was on his way through the yards to his engine, a practical demonstration of the value of a knowledge of First Aid was made by Operator LaGrange and Yard Master Walter G. Layman, who were the first to arrive on the scene. The attending physician says that the way in which these two men cared for their injured fellow-workman is responsible for Webber's being alive today. His friends will be glad to know that he is now on a fair way to recovery at the hospital.

E. B. Piatt, formerly section foreman on the first section north of Parkersburg, has been transferred to section No. 15, his place being filled by Mr. T. F. Ewers.

Cecil Freed, stenographer in the general superintendent's office, is spending his vacation in the East.

Relief Agent, H. E. Pursell, is enjoying his vacation.

The shops here are unusually busy on both engine and car repairs, it being almost impossible to get sufficient men to do the work.

CONNELLSVILLE DIVISION

Correspondent, W. O. SCHOONOVER, *Chief Clerk*, Connellsville.

DIVISIONAL SAFETY COMMITTEEMEN

- O. L. EATON, Assistant Superintendent, Chairman.
- A. P. WILLIAMS, Assistant Division Engineer.
- W. E. BOYLAND, Conductor Committeeman.
- E. C. LOUDEN, Yard Conductor Committeeman.
- J. H. BITTNER, Engine Committeeman.
- M. H. KOEHLER, Relief Department Committeeman.
- E. P. POOLE, Shop Committeeman.
- F. BRYNE, Claim Department Committeeman.
- H. M. HEINBAUGH, Fireman Committeeman.
- E. L. LINT, Car Repairman Committeeman.
- A. K. LONG, Track Foreman Committeeman.
- J. W. RYAN, Dispatcher Committeeman.
- H. W. FOWLER, S. & C. Branch Conductor Committeeman.
- J. D. GRAMM, S. & M. Junction Conductor Committeeman.

The Connellsville Division feels honored by the appointment of Mr. P. Conniff, assistant master mechanic at Mt. Clare, Md., effective September 1st, 1912. Mr. Conniff was master mechanic at Connellsville, Pa., for a period of a year and three months, and was previously employed by the Washington Terminal Company, at Washington, D. C. We wish him success in his new field of work.

Mr. T. E. Miller was appointed master mechanic at Connellsville, Pa., vice Mr. P. Conniff, promoted. Mr. Miller was formerly road foreman of engines of the Connellsville Division. He gained practically all of his experience while on the Connellsville Division, and is very thoroughly acquainted with the territory and

machinery over which his jurisdiction extends. We congratulate Mr. Miller, and wish him much success.

Mr. G. N. Cage was appointed road foreman of engines of the Connellsville Division. Mr. Cage held the position of assistant road foreman of engines up to the time of his promotion.

Mr. B. H. Miller was appointed assistant road foreman of engines, vice Mr. G. N. Cage, promoted. Mr. Miller has served in capacity of assistant road foreman of engines temporarily at different times, having been previously employed as locomotive engineer.

Mr. J. C. Page was recently transferred to Baltimore, Md., to a position in the office of the general superintendent of transportation. Mr. Page was car distributor at Connellsville, which position he held for a number of years, and gained a broad acquaintance. We wish him success in his new position.

Mr. J. E. Wallace succeeded Mr. Page as car distributor. Mr. Wallace was formerly night car distributor, and gained his railroad experience while employed on this division. He entered the service as a telegraph operator several years ago.

Mr. S. E. Mong succeeded Mr. Wallace as night car distributor.

Mr. T. T. Doyle has been transferred to Baltimore, Md., to a position in the office of Engineer Maintenance of Way Stinson. Mr. Doyle was maintenance of way clerk at Connellsville, Pa.

Mr. J. H. Lindsay has been appointed maintenance of way clerk, vice Mr. Doyle, promoted. Mr. Lindsay has been in the service a number of years as clerk in the maintenance of way department at Connellsville, Pa.

Train Dispatcher R. W. Hoover is taking a vacation, visiting New York and other Eastern cities.

Telephone Maintainer T. S. Barker has returned from a fifteen days' vacation. He was visiting his home at Berkeley Springs, W. Va., also New York and Albany.

Train Dispatcher C. D. Gates is off duty on account of illness.

Leverman D. C. Fleegle, employed at C. & P. Crossing, is off duty on account of the death of his mother-in-law.

Mr. J. T. Griffin, agent at Johnstown, Pa., was called to Butler a few days ago on account of the serious illness of his father.

On the evening of Tuesday, July 9th, twenty-five minutes after train No. 46 had passed through, old Sand Patch tunnel, which for many years has been the only bore through the mountain, silently closed up near its Western portal without loss of life or injury to a human being. This remarkable avoidance of fatal results was due to the constant and careful inspection that has been maintained since the excavation for the new double-track tunnel has been started. Fortunately, contractors' outfits for removal of the earth from over the tunnel were available and were quickly dispatched to Sand Patch and many steam shovels were put into action, cutting down the mountain. Again, at noon, Thursday, August 29th, the old tunnel was re-opened and traffic resumed.

Owing to the courtesy of the Western Maryland officials, freight and passenger traffic was detoured over their

line, and we take this opportunity to express our sincere appreciation of the assistance rendered in this emergency.

Agent J. L. Leonard, Star City, W. Va., is taking a Vancouver trip this month, with the National Association of Railway Agents. Mr. R. E. Warman is acting agent in Mr. Leonard's absence.

Mr. N. I. McMillan, agent, Ursina, Pa., started on a fifteen days' vacation September 3rd.

Mr. G. W. Scott, shop clerk at Connellsville, Pa., returned August 26th from a two weeks' vacation,

having visited New York City, Boston, Buffalo, Niagara Falls and Cleveland.

Mr. L. H. Bowers, who has been assistant round house foreman at Connellsville, Pa., was promoted September 1st to acting erecting shop foreman, and Mr. E. M. Mullin was appointed acting assistant round house foreman.

Effective September 1st, 1912, Locomotive Fireman C. M. Tschuor has been appointed traveling fireman, Connellsville Division, with headquarters at Rockwood, Pa., vice Mr. H. J. Wise, assigned to other duties.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*, Pittsburgh

DIVISIONAL SAFETY COMMITTEEMEN

C. B. GORSUCH, Chairman.

JOHN A. KEIL, Assistant Platform Foreman, Pittsburgh Freight House Committeeman.

R. M. SHEATS, Train Master Committeeman, Northern District.

R. BROCKE, Assistant Division Engineer Committeeman.

R. M. DAVIS, Conductor Committeeman, Demmler Yard.

M. H. LEHMER, Train Committeeman, Pittsburgh Yard.

H. A. REIGHT, Conductor Committeeman, Allegheny Yard.

C. W. C. DAY, Division Operator Committeeman.

DR. A. C. ERNEST, Relief Department Committeeman, Glenwood.

A. S. RICHARDSON, Engine Committeeman, Glenwood.

J. A. MARTIN, Conductor Committeeman, Glenwood Yard.

C. E. CORBETT, Train Committeeman, Willow Grove Yard.

F. S. KEE, Conductor Committeeman, Glenwood.

J. C. BARR, Conductor Committeeman, Thirty-sixth Street Yard.

WILLIAM AMBROSE, Shop Committeeman, Glenwood Shop.

J. P. HARRIS, Chief Clerk, Division Engineer, Secretary.

F. BRYNE, Claim Department Committeeman.



RETIRING DIVISIONAL SAFETY COMMITTEE, PITTSBURGH

The members are: Sitting, left to right, F. BRYNE, J. J. PUBLow, M. H. CAHILL (Chairman), R. E. PYLE, DR. SYKES, J. F. HAGGERTY; Standing, H. E. SECHRIST, GEORGE HEIRD, HARRY ALLEN, G. W. C. DAY, W. J. HEBERLING, F. L. NORMAN, W. C. NEAGLE, J. G. DONALDSON, D. M. WEIR.

On September 5th, Mr. J. C. Andersen, flagman, with Conductor Joseph on Engine 2569 West, noticed a scraper lying across the Eastbound track. Knowing that Train No. 124 was due, Anderson jumped from the caboose and removed the scraper in time to catch the rear end of the helping engine. Actions of this kind are certainly commendable.

Mr. T. F. Donahoe, the popular supervisor on the Pittsburgh Division, will shortly visit Buffalo to attend the Road Masters' Convention. T. F. is being boosted for president of the Association. Your correspondent expects one-half the emoluments of the office for writing this.

W. A. Morris, a member of Mr. Spielmann's corps, will enter into the bonds of matrimony on or about October 1st. Wheeling seems to be the place.

Mr. T. J. Walters is looking forward to the visit of England's popular Chancellor of the Exchequer next summer.

Mr. H. O. Hartzel, Industrial Agent, is certainly crowding the Pittsburgh System with industrial sidings, the Pittsburgh Division having had a goodly share.

Mr. E. A. Peek, General Superintendent, has returned to duty. The West seems to have dealt kindly with him.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark.

DIVISIONAL SAFETY COMMITTEEMEN

W. T. EAGAN, Chairman.

C. G. MILLER, Shop Committeeman, Newark, Ohio.

J. H. WADE, Shop Committeeman, Zanesville, Ohio.

H. M. EVANS, Engine Committeeman, Newark, Ohio.

W. H. ARNOLD, Train Committeeman, Newark, Ohio.

C. A. VARNER, Yard Committeeman, Newark, Ohio.

BERT SMITH, Yard Committeeman, Zanesville, Ohio.

C. C. O'HARA, Yard Committeeman, Columbus, Ohio.

J. G. STRICKENBERG, Agent Committeeman, Belleville, Ohio.

C. C. CRIMM, General Yard Master, Newark, Ohio.

W. F. ROSS, Road Foreman of Engines Committeeman, Newark, Ohio.

E. N. PHILLIPS, Maintenance of Way Committeeman, Newark, Ohio.

A. R. CLAYTOR, Claim Department Committeeman, Newark, Ohio.

DR. S. C. PRIEST, Relief Department Committeeman, Newark, Ohio.



GROUP TAKEN AT MANSFIELD, OHIO, 1894

It is interesting to note the men still in the service, often in higher positions, after the lapse of nearly twenty years.

Reading from left to right, bottom row, standing are W. E. KERR, Agent, now cashier at Zanesville, O.; F. P. AYERS, clerk; JOHN KELSER, cashier; SAMUEL McCLELLAND, foreman freight house; ALBERT COLL, yard conductor; ALBERT LASH, car inspector, deceased; BEN LASH, car inspector; C. W. LYNN, inspector of W. and I. Bureau, still in same position; JOE CUNNINGHAM, truckman; on footboard of engine. C. A. KINSLEY, clerk; sitting on engine pilot, C. K. KAUFMAN, clerk, now chief clerk and cashier of this office; standing on pilot, F. Z. TAYLOR, now clerk to road foreman of engines, Newark, and PORTER SMITH, clerk; sitting on headlight, W. F. ROSS, fireman yard engine, now road foreman of engines, Newark Division; standing in front of engine cab, C. A. KING, yard brakeman; sitting in front of cab, WM. KELSEY, yard brakeman; in engine cab, L. J. MURPHY, yard engineer, still holds same position; the next five are employees of freight house, CHAS. EAGAN, MINOR PALMER, CHAS. CAMPBELL, FRANK WELTY and ALEXANDER CAMERON. CHAS. CAMPBELL is now foreman of the Mansfield freight house. MR. L. J. MURPHY is one of the old employees of the Newark Division. He entered the service as brakeman November 1st, 1866, was transferred to fireman February 1st, 1868, and promoted to engineer May 1st, 1870. He worked from that time in Zanesville and Mansfield until 1886 when he was appointed supervisor of engines and trains. In 1891 he returned to Mansfield as yard engineer and has remained in this yard up to the present time.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

DIVISIONAL SAFETY COMMITTEEMEN

S. C. WOLFERSBERGER, Train Master, Chairman.
 T. J. RAFTERY, Car Foreman, Shop Committeeman, Painesville, Ohio.
 M. C. WOLDRIDGE, Conductor, Yard Committeeman, Painesville, Ohio.
 H. D. HORNER, Fireman, Engine Committeeman.
 M. J. GARRETT, Engineer, Engine Committeeman.
 J. B. TALBOTT, Brakeman, Train Committeeman.
 J. E. GRILL, Conductor, Train Committeeman.
 W. H. WATSON, Switch Tender, Yard Committeeman, New Castle, Junction.
 P. McCANN, Conductor, Yard Committeeman, Hasleton, Ohio.
 F. W. GREEN, Operator, Road Committeeman.
 G. H. HAMMER, Foreman, Shop Committeeman, New Castle, Pa.
 E. H. BARNHART, Assistant Division Engineer, Maintenance of Way Committeeman.
 GEO. J. MAISCH, Claim Agent, Claim Department Committeeman.
 DR. E. M. PARLETT, Medical Examiner, Relief Department Committeeman.

Engineer M. J. Garrett, with his wife and daughter Ruth, are attending the Centennial and State Fair at Columbus, Ohio. Mr. Garrett is a member of the Safety Committee on New Castle Division.

Chief Dispatcher William P. Cahill has just returned from two weeks' vacation.

Inspector Haggerty stopped over at New Castle Junction long enough to give the boys at the shops a surprise test by turning in a fire alarm. However, they were "on the job" and had everything in working order in one minute and three seconds.

An agent from one of the neighboring divisions the other day asked an agent on New Castle Division how he arranged to keep his station grounds in such fine shape. The New Castle agent replied that it was no trouble at all—he simply said "Good morning" to the section boss every day.

Mrs. William Mulcahy, wife of the erecting shop foreman, New Castle Junction Shops, was found dead in bed Saturday morning, August 31st. The remains were taken to Greensburg, Pa.

E. J. Raidy, stenographer to train master, is enjoying a two weeks' vacation.

R. Bernhardt, clerk to road foreman of engines, has been wearing a happy smile the last few days, rejoicing over the arrival of a daughter at his home.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Assistant Superintendent* Cleveland; C. H. LEE, *Operator*, Cleveland

DIVISIONAL SAFETY COMMITTEEMEN

W. T. LECHLIDER, Chairman, Cleveland, Ohio.
 O. C. SPIETH, Assistant Division Engineer Committeeman Cleveland, Ohio.
 DR. G. A. ALLISON, Relief Department Committeeman, Cleveland, Ohio.
 E. H. CLINENST, Claim Department Committeeman, Cleveland, Ohio.
 J. W. KOOFER, Shop Committeeman, Lorain, Ohio.
 J. E. FULP, Shop Committeeman, Cleveland, Ohio.
 G. W. RISTINE, Engine Committeeman, Canal Dover, Ohio.
 E. G. LOWREY, Engine Committeeman, Cleveland, Ohio.
 H. L. RILEY, Train Committeeman, Lorain, Ohio.
 E. A. MEYERS, Train Committeeman, Cleveland, Ohio.

W. P. LANIUS, Yard Committeeman, Lorain, Ohio.
 J. C. SHIELDS, Yard Committeeman, Canal Dover, Ohio.
 J. W. GRIFFIN, Yard Committeeman, Massillon, Ohio.
 G. M. BLAUMAN, Yard Committeeman, Cleveland, Ohio.
 H. C. BATCHELDER, Yard Committeeman, Akron Junction, Ohio.
 C. H. WALKER, Yard Committeeman, Canton, Ohio.
 C. A. WITZEL, Agent Committeeman, Cleveland, Ohio.
 J. M. HUTCHISON, Locomotive Fireman, Lorain, Ohio.
 GEO. BUCKHOLD, Track Foreman, Cleveland, Ohio.
 J. A. BRATTON, Telegraph Operator, Beach City, Ohio.

If any of our brothers see an engine with a green number plate, they may know that she belongs on the good old Cleveland Division. It's an idea of Master Mechanic Rhuark and looks pretty nifty. Since he selected green there has been some question of the M. M.'s nationality; but we don't care about that—what we like is the distinctive appearance.

Assistant Trainmaster W. J. Head of the Valley returned with greater tales than ever of wonderful fish catches. Wish he would take his vacation nearer home so as to illustrate his word pictures.

Boys, there's nothing wrong with the telegraph department. O. F. Weaver and wife of New Philadelphia have returned from their honeymoon trip; E. C. Robinson of Canal Dover and S. B. Shaefer of Goshen, will soon have the necessary partners for theirs. Then there is Dispatcher C. R. Brooker of the Valley District, who is seriously contemplating matrimony. Be pretty hard for a dispatcher to take orders after being trained to order trains around.

Our telephone operators at Cleveland have returned from their vacations. Miss Vivian Fahy visited relatives and friends at Boston, Mass., and other Eastern points and Miss Mary Hall went automobiling with friends in Pennsylvania.

Dispatcher D. B. R. Lucas is the proud father of another baby boy.

An official recently remarked that he thought there were forty per cent less cars on the division than at this time last year, notwithstanding that the loading on the division has been considerably higher. This shows a much improved car movement, and if we all get behind the division officials, we can still improve on this record. There is not one of us who cannot do his part, whether it be small or great, while we keep the fact always in mind that the success of the road is our success.

Conductor C. M. Wait and wife have returned from a vacation at Baltimore and other Eastern points.

Dispatcher G. W. Jackson is moving into his new home. He says it is modern in every respect.

Operator Ed. Ott of Massillon Depot is sailing around in a new Oakland forty-horse-power flyer. "Put flanges on her, give Tom Dike the throttle and I'll guarantee she will make the time on the highball." That's the way Ed. puts it.

No. 1 pulled into the train shed at 9.03. Engineer Frank Lynch, son of Harry Lynch, came up to explain the delay personally to Chief Dispatcher John Fahy. "I tell you John, whenever they talk about putting young blood on this run, they'll have to tie a couple more minutes on her time. I'm going to take a ride with Dad one of these mornings to see how he does it." Father smiled when he heard of it. "I've run her twenty-five

years," he said, "and you can't tell me anything of young blood, even if it is my own boy."

The boys are all giving the glad hand to Conductor Howard C. Riley, who has recently been promoted to the place of yardmaster at Holloway. Howard did his "diggings" on the West-end local, both as brakeman and conductor, and that's some training school for yardmaster.

Agents McClary of North Industry and Stoup of Lester have received many compliments on the neat appearance of their flower gardens and station grounds.

"Cutie" Ruskin of the East-end local has his own system of loading freight. As soon as he receives the bills, a record of the number and location of all pieces of freight in each car is made on a switch list. This proves of great advantage in loading freight, as no time is lost in deciding which car it would be best to load in.

Brakeman Ryan and Engineer Bletch of Valley Local are now fullfledged members of the Valley Junction Literary Society.

You fellows on the C. L. & W. should go over to the Valley and take a look at the newly painted stations. Division Engineer Batchelder has had his painters working on the stations between Brooklyn and Akron.

Mr. H. L. Riley, member of Cleveland Division Safety Committee has resigned to accept a position as general yard master at Holloway on the Wheeling Division. Mr. Riley was one of the many live conductors on the Cleveland Division, where he will be missed.

Mr. E. M. Heaton, division operator, has been taking a vacation, having been called to his old home at Columbus by the illness of his father.

Mr. C. H. Lee has been filling the position of division operator during the absence of Mr. Heaton.

Mr. T. L. Terrant, formerly of Baltimore and later of Toledo, has been appointed yard master at Lorain. Since his appointment he has become the proud father of a bouncing girl.

Mr. Joseph B. Cline, night yard master at Clark Avenue, has been off on a vacation. Joe looks well. Mr. G. M. Blauman is acting in his place. This is very convenient as George can't go far from home. The young lady will not permit.

Mr. H. C. Batchelder, yard master at Akron Junction, was visiting in the East with his wife, but owing to her illness, they had to return to Cleveland. "Bach" is again on the job at the Junction.

Mr. J. B. White, train master, was called to Newark, Ohio, on account of the illness of his father.

Charles Warren and Wilmer Harris of the general manager's office, spent several days in Cleveland en route to Detroit and the West.

Extensive improvements are under way between Columbia and Massillon. The reverse curves are being eliminated and the grade reduced. This has been a sticking point for freight trains on account of slow speed being necessary over the streets crossed in approaching Massillon.

Mr. P. C. Loux has recently been appointed assistant train master and acting assistant road foreman at Canal Dover. Pete is one of the old reliables and ever willing workers. He is thoroughly familiar with the division

and the Q-1 engines, which makes him a very valuable member of the superintendent's staff.

Mr. M. E. Tuttle, train dispatcher, is on his vacation. His position is being filled by John Wagner.

E. H. Clinedinst, division claim agent, while on his vacation, was hit on his right arm by a ball, which broke the bone, and his little six year old boy fell and broke his arm. Both are doing well.

Mr. M. C. Broderick, supervisor at Massillon, has returned from a trip to the North.

Mr. J. I. Kane, who was looking after his work, is now confining his efforts to cutting away the banks at Columbia for the new improvement.

The slogan on the Cleveland Division is *Keep after cars*, see that they are not unnecessarily delayed or ordered in excess of requirements for the current day.

The Cleveland Division is joining hands with the traffic department in the special effort to bring about regular service through effective cooperation, which can be done, as will be explained later in a separate article by one of the traffic officials.

Mr. E. M. Heaton is confined to St. Luke's Hospital, East Cleveland, on account of defective eyesight. His condition is not serious.

Mr. C. A. Witzel, terminal agent, Cleveland, is now assisting the general superintendent of transportation in the crusade for prompt movement of cars. Mr. Troescher is filling the position during his absence.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*, Garrett, Ill.

DIVISIONAL SAFETY COMMITTEEMEN

T. W. BARRETT, Chairman, Garrett, Ind.
 J. B. HERSH, Yard Master Committeeman, Garrett, Ind.
 H. S. LEE, Yard Master Committeeman, South Chicago, Ill.
 C. SCHOMBERG, Shop Committeeman, Garrett, Ind.
 J. E. LOYD, Assistant Division Engineer Committeeman, Garrett, Ind.
 D. PARRODY, Shop Committeeman, South Chicago, Ill.
 W. G. CAMERON, Conductor Committeeman, Garrett, Ind.
 T. E. WAYMAN, Agent Committeeman, Chicago, Ill.
 T. E. SPURRIER, Claim Agent Committeeman, Tiffin, Ohio.
 A. CREW, Claim Agent Committeeman, Chicago, Ill.
 C. A. STIERT, Shop Committeeman, Chicago Junction, Ohio.
 F. DORSEY, Medical Examiner Committeeman, Garrett, Ind.
 R. R. JENKINS, Secretary Y. M. C. A. Committeeman, Chicago Junction, Ohio.
 W. C. FRANCE, Agent Committeeman, Tiffin, Ohio.
 O. M. BAILEY, Engineer Committeeman, Garrett, Ind.
 D. G. THOMPSON, Fireman Committeeman, Garrett, Ind.
 A. D. GINGERY, Brakeman Committeeman, Garrett, Ind.
 J. S. BARND, Operator Committeeman, Galatea, Ohio.
 J. D. JACK, Claim Agent Committeeman, Garrett, Ind.
 J. W. HAMILTON, General Yard Master Committeeman, Chicago Junction, Ohio.

Engineer H. F. Sembower, "Pard," is one of the fast diminishing army of old veterans attending the 46th Annual Reunion of the G. A. R. at Los Angeles. Like all old soldiers, he enjoys attending the reunions and talking over the battles of the Civil War. We hope he will live to see many more reunions.

We are glad to see so many improvements on the road under way, as it indicates that the best is none too good for our present management. In fact it would be hard

to enumerate all that is being done on the Chicago Division. Among the improvements are the building of a second track to close up the gaps between the double tracks; rebuilding of the interlocking plants at crossings with other roads, which are numerous on the Chicago Division, more so, probably, than on any other part of the system; new coaling and water stations; standard sidings; elevation of tracks in Chicago; installation of automatic block signals, and last but not least, a new round house at Garrett. Many other details naturally go with the general improvements already mentioned, such as oil houses, coal chutes, cinder pits, etc. When all is done and we get the "Safety First" thoroughly learned, we may feel equally proud of the company and its employes.

Engineer Charles E. Bass was unfortunate enough to have his right hand seriously injured last April while fighting a fire in a neighbor's residence. Blood poisoning resulted, followed by mastoiditis. The operation that was necessary did not bring immediate relief. A fatal result was feared. But Mr. Bass is so much improved that he expects to resume his place in the pool in a few days, thanks to the good surgeons of Garrett.

H. L. Gordon, assistant engineer of construction, has gone to Massachusetts to meet his family and bring them to Indiana.

Messrs. V. P. Drugan, W. B. Wills and M. D. Carothers, formerly connected with the engineering department at Baltimore, have been transferred to the Chicago Division temporarily to assist in completing the construction work now under way. Mr. Drugan will have headquarters at Defiance with Supervisor Miller. Mr. Wills will be located at Tiffin with Supervisor Dell. Mr. Carothers will have headquarters at Garrett, looking after the work on Supervisor Rahmer's district, Garrett to La Paz Junction.

On September first the agencies of the Chicago, Hamilton and Dayton and Baltimore and Ohio at North Baltimore, Ohio, were consolidated, forming a very important office. Our old friend Thomas Harlin, who has been the popular Baltimore and Ohio agent at that place for many years, takes charge of both accounts,

Conductor C. E. Lightner has been put in charge of handling gravel and material on the second track between Cromwell and Milford Junction, to expedite the work. Charles is a hustler and will make it go. We are not only glad to see the second track work progress, but we also rejoice in the promotion of Conductor Lightner.

The Twentieth Annual Convention of The Traveling Engineers' Association was held at Hotel Sherman, Chicago, August 27-30. It was presided over by President W. C. Hayes, formerly locomotive superintendent of the Baltimore and Ohio, now with the Erie. The meeting was one of the best ever held, the president's address being a feature of the occasion. Those in attendance from this road were Supervisors of Locomotive Service W. E. Carey, Baltimore, G. E. Wilson, Pittsburgh, and G. B. Dougherty, Moundsville, and their wives; Road Foreman of Engines L. M. Sorrell and wife, Parkersburg; W. J. Duffy, Wheeling; F. S. Deveny and wife, Chicago; George Novinger and wife, Garrett; W. C. Garaghty, Cincinnati, Ohio; Superintendent J. M. Nichols and

Master Mechanic J. W. Fogg, Chicago Terminal; John K. Skilling and wife, Baltimore; Engineers J. J. O'Connor and L. B. Hart and wife of Garrett. In all, it was a very pleasant and profitable occasion.

CHICAGO TERMINAL

DIVISIONAL SAFETY COMMITTEEMEN

J. L. NICHOLS, Chairman.
 G. P. PALMER, Division Engineer Committeeman.
 F. E. LAMPHERE, Engineer Construction Department Committeeman.
 ALEX. CRAW, Claim Agent Committeeman.
 DR. E. J. HUGHES, Medical Examiner Committeeman.
 J. F. RYAN, Captain of Police Committeeman.
 C. L. HEGLEY, Examiner and Recorder Committeeman.
 H. McDONALD, Supervisor Committeeman, Chicago District.
 W. HOGAN, Supervisor Committeeman, Calumet District.
 J. W. DACY, Train Master Committeeman.
 J. W. FOGG, Master Mechanic Committeeman, representing Chicago District.
 C. J. QUIMBY, General Foreman Committeeman.
 D. M. JULIAN, Car Foreman Committeeman.
 G. W. SELLWOOD, Car Foreman Committeeman.
 J. E. SHEA, Passenger Conductor Committeeman.
 JOHN ROGERS, Locomotive Engineer Committeeman.
 F. DOTZAUER, Locomotive Engineer Committeeman.
 JOHN GABIG, Engineer Committeeman.
 JOHN LOCKTON, Boiler Maker Committeeman.
 JAMES HASEK, Car Inspector Committeeman, representing Calumet District.
 E. J. CAMPBELL, General Foreman Committeeman.
 MARTIN SCHAUB, Car Foreman Committeeman.
 CHAS. WEYDERT, Locomotive Engineer Committeeman.
 P. H. BILLITER, Locomotive Fireman Committeeman.
 H. SELBURG, Engine Foreman Committeeman.
 R. C. ATKINSON, Switchman Committeeman.
 WM. HUNT, Machinist on Floor Committeeman.
 DAVID REID, Machinist in Shop Committeeman.
 CARL HOFFMAN, Blacksmith Committeeman.
 FRANK KAPANKO, Car Inspector Committeeman.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN, Chillicothe, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

E. R. SCOVILLE, Chairman.
 J. R. NEFF, Train Master, Assistant Chairman.
 R. MALLEN, Road Foreman of Engines Committeeman.
 DR. P. S. LANSDALE, Relief Department Committeeman.
 G. W. PLUMLY, Division Operator Committeeman.
 H. M. HAYWARD, Division Engineer Committeeman.
 E. J. ALLEE, Signal Supervisor Committeeman.
 R. HEWITT, Engine Committeeman.
 N. B. MOORE, Conductor Committeeman.
 J. A. CARSON, Yard Foreman Committeeman.
 W. E. FOSTER, Fireman Committeeman.
 O. D. MONTE, Train Dispatcher Committeeman.
 F. C. SEKATZ, Shop Committeeman.
 W. R. MOORE, Agent Committeeman.
 G. F. OBERLANDER, Claim Department Committeeman.

"COLUMBUS, OHIO, August 31, 1912.

"The Officials in Charge of Operation of the Steam and Electric Railroads Operating into and in the City of Columbus:

"Gentlemen:—

"At the close of the week of the greatest and safest traffic into and in the City of Columbus, the Commission begs to express to you its appreciation of your ready cooperation with it in assuring to the traveling public of Ohio as certain safety and security to life and limb as it was possible to obtain. The past week bears no mark which foresight could possibly have prevented.

"It also records the most comfortable handling of our State Fair travel since that institution has become so

formidable. How much of this is due to the intelligent, hearty and ready aid given by your every employe and subordinate, or to your prompt and efficient acquiescence in every suggestion of the Commission and thoughtful vision in providing, before the same could be mentioned, the highest measures of prevention and protection that have been devised, we cannot say, but we do know that, working together, you have attained a record of which we are all proud.

"The Commission, on behalf of the people of Ohio, thanks you.

Yours very truly,

(Signed) C. A. RADCLIFFE, *Secretary.*"

On the morning of August 5th, Mr. Frank Littler, our agent at East Monroe, a non-telegraph station, when going on duty found a piece of flange from a car wheel about fourteen inches in length, which had apparently been recently broken. The agent notified Track Supervisor L. A. Pausch by telephone, the latter reporting the facts to this office by telegraph. Conductors of all trains on the road at that time were notified to stop and examine the wheels under the cars in their trains, and we succeeded in finding a broken flange on a car loaded with stone in first 92's train, from which the car was set off for repairs. This prompt action probably prevented a derailment.

While waiting on July 8 at Coolville for No. 4, New York to St. Louis Flyer, to pass, Conductor Thomas Murphy of Chillicothe, running on No. 67 and 68, noticed a broken equalizer at the front of a baggage car, scraping over the rail and threatening to throw the car off the track. He promptly wired the next operator to flag the train. This was done and the car was cut out before any damage resulted. Murphy's watchful eye and prompt action may have prevented a serious accident.

S. C. Goodrich has been appointed regular third trick operator at Dundas Tower, having been transferred from Lyndon.

C. L. Romine has been transferred from Stewart to take a place as regular second trick operator at Midland City.

W. H. Heasley has been made permanent agent at Sabina. He has been acting as agent there for some time.

Clerk Willard Kirchenschlager has been on a ten days' vacation at Cedar Point and Cleveland.

The Baltimore & Ohio firemen played Canaanville club at League Park, Saturday, August 17. Each club has a fine record. The Canaanville club is one of the strongest teams in Southern Ohio, having lost only one game this season; and the firemen have also beaten every team they have played against.

B. C. Pyles, a pipe fitter, was struck in the head by a slipping vice while at work and several stitches were required to close his wound.

Clerk Eugene Francis lately took a trip which included Cincinnati and Buffalo.

Twelve mammoth hogs were shipped from Sugar Grove to Havana, Cuba. The hogs attracted a great deal of attention among passengers at the station.

The Brotherhood of Railroad Trainmen has moved its headquarters from the Merkle Block to the Knights of Pythias' hall.

Firemen E. H. Black, J. H. Strange, E. Hertenstein, W. Warner and F. Fenner, who were furloughed some time ago, have been reinstated.

William Graff, formerly engineer on the Ohio Division, recently made road foreman of engines on the Indiana Division, visited in Chillicothe with his family.

File Clerk Clarence Beyerly and Operator John Bresnahan have left for an extended trip through the East.

B. S. Courtright, a fireman, will leave Chillicothe soon for a trip through the East, which will include New York, Baltimore and Atlantic City.

Clerks John Bresnahan and Clarence Beyerly have returned from an Eastern trip.

Chief Clerk C. R. Duncan spent a few days visiting relatives in Portsmouth.

Caller Frank Routt attended meeting of the Railroad Callers' convention in Kansas City.

E. D. Poole, Division Freight Agent of the C. H. & D., well known in Chillicothe, died at his home in Dayton, after a lengthy illness.

CINCINNATI TERMINAL

DIVISIONAL SAFETY COMMITTEEMEN

- C. L. BREVOORT, Chairman, Superintendent Terminals, Cincinnati, Ohio.
- C. E. FISH, Agent Committeeman, B. & O. S. W., Cincinnati, Ohio.
- E. C. SKINNER, Agent Committeeman, C. H. & D., Cincinnati, Ohio.
- R. B. FITZPATRICK, General Yard Master Committeeman, C. H. & D., Elmwood Place, Ohio.
- JOHN SULLIVAN, Road Master Committeeman, C. H. & D., Hamilton, Ohio.
- DR. J. P. LAWLER, Medical Examiner Committeeman, Cincinnati, Ohio.
- JOHN CANNON, Yard Foreman Committeeman, B. & O. S. W., Storrs, Ind.
- F. S. DE CAMP, Claim Agent Committeeman, Cincinnati, Ohio.
- T. MAHONEY, Supervisor Committeeman, B. & O. S. W., Storrs, Ind.
- HENRY ECKERLE, Chief Clerk to Superintendent Terminals Committeeman, C. H. & D., Cincinnati, Ohio.
- S. O. MYGATT, Depot Master Committeeman, C. H. & D., Cincinnati, Ohio.
- R. E. MCKENNA, Yard Foreman Committeeman, C. H. & D., Elmwood Place, Ohio.
- H. HOWDEN, Yard Engineman Committeeman, C. H. & D., Ivorydale, Ohio.
- H. W. KIRBERT, Yard Engineman Committeeman, B. & O. S. W., Storrs, Ind.
- WILLIAM MORAN, Shop Electrician Committeeman, C. H. & D., Ivorydale, Ohio.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEEMEN

- J. C. HAGERTY, Superintendent.
- C. A. PLUMLY, Train Master Committeeman.
- J. J. GIVANS, Claim Agent Committeeman.
- G. R. GAVER, Medical Examiner Committeeman.
- C. E. HERTH, Assistant Division Engineer Committeeman.
- J. B. PURKHISER, Yard Master Committeeman.
- C. E. HENDERSON, Conductor Committeeman.
- J. D. FRAZER, Fireman Committeeman.
- E. MEYERS, Brakeman Committeeman.
- O. B. CONKEY, Agent Committeeman.
- I. N. CASSADY, Operator Committeeman.
- PETER HORAN, Shopman Committeeman.

Conductor William Mount of the North Vernon accommodation has resumed his run after a thirty days' leave of absence. He has been attending the South Indiana Fairs while on his leave.

Conductor Vawters, who was recently injured at Olney while getting off his train, is now able to take his annual vacation in Michigan.

Conductor Howard Brown and family are at present visiting relatives in Oklahoma.

T. B. M. Wm. Hamill is spending his vacation in Buffalo.

T. B. M. Gordon is reported sick at his home in Cincinnati.

Flagman C. L. Ryan has just returned from an extended trip to Pacific Coast points.

Conductors George Young and Garry Loyd of the Louisville Branch are reported sick at their homes in Louisville. Conductor E. A. Jackson is sick at New Albany.

Train Master C. A. Plumley and family have been on a visit with relatives and friends at Maderia, Ohio.

Road Foreman S. A. Rogers will soon leave for an extended visit to his old home in Vermont. He expects to be gone about thirty days.

Miss Bertha Feagans, time keeper at Seymour, has returned from a trip to French Lick and West Baden.

R. A. Kermode of the Illinois Division was visiting friends in Seymour recently.

Boilermaker Shahan has just returned from a visit with old friends in Grafton, W. Va.

Mrs. P. Horan is on an extended visit with relatives at Cameron, W. Va., her old home.

Conductor Marion Downey and family, after an absence of four months on the Pacific Coast, have returned.

A number of railroad boys attended the funeral of brakeman William Cannon at Cochran. He was killed at 2.30 A. M., August 15th, by No. 89, a fast freight. The accident, which happened just east of North Vernon, was the first of its kind to occur in the neighborhood for years. All evidence goes to show that Cannon had gone back to flag the train and sitting on the track had fallen asleep. As the track is very crooked and down hill, Engineer Conly did not have warning in sufficient time to stop after he saw Cannon's red light. A similar accident happened about three years ago to William Shepherd, who was sent out to flag, and lying down with his head on the rail, about one mile east of Dunham, fell asleep. The very crew that had sent him out to flag came along to pick him up, but failed to see him in time to stop. He was struck in the head and never regained consciousness. These should be a warning to all the boys. When you go out flagging, never sit or lie down along the track. Keep moving, walk up and down the track and do not stop, for you may fall asleep and get killed as these two men were. Stay awake at all times and all places while on duty. Railroading is work in which you cannot go to sleep without running a risk of paying for the sleep with your life.

The friends of Fireman H. Gosney were pained to learn of his death on the morning of August 16th, after an operation for appendicitis had been performed at the Seymour hospital. His remains were taken back to his old home in Kentucky for interment.

Mr. W. O. Johnson, T. B. M. on through runs Cincinnati to St. Louis, was quietly married Saturday evening, August 24th, to Miss Sophia Lothes, at her home in Cincinnati. Mr. Johnson, until recently, was general baggage agent, with headquarters in Cincinnati, and is very popular with the men and officers on the Indiana Division. They all join in wishing him many happy years of married life. Mr. and Mrs. Johnson left for a trip to the Lakes and Niagara Falls.

Peculiar things will happen when a young man finds the girl that just suits him. And it seems that our

jovial good natured caller Mr. V. L. Dowell is no exception to the rule. Parental objections were no obstacle to him, for long before the sun had made its appearance over the eastern horizon, August 19th, he had quietly slipped away with Miss Viola Coryea, and all seemed to be working well until he changed cars at North Vernon. It happened that the conductor on No. 41 was a near neighbor to the young lady, and surmising that something out of the ordinary was going to happen, he spoke to Van and asked him why he was out so early. Van seemed much excited and told the conductor not to say a word until 9.30 o'clock, at which hour he and Miss Coryea would be one, and then he would wire the folks at home.

The conductor and other members of the crew had a great deal of sport writing imaginary messages from the Chief of Police in Seymour and showing them to Van. These did not seem to make him any more comfortable on his dashing trip to Louisville. Nevertheless, all turned out well, for the young folks were married in that city on the same morning by a magistrate who is a cousin to the groom and who, no doubt, was awaiting their arrival. May joy and happiness be with them.

Engineer J. W. Williams and wife have returned from a visit with relatives at Galveston, Indiana, their old home.

Engineer Mel Boone is spending several days with relatives in Southern Ohio and elsewhere.

Engineer O. W. Beach and Fireman Steward, who were badly scalded recently by a squirt hose, have again resumed their runs.

Engineer Fred Downs has just returned from a seven days' fishing trip. He reports good luck. We cannot see it that way. One fish in seven days is hardly up to the average for an expert fisherman like Fred.

Engineer A. B. Mix has just returned from a trip through Michigan and the Great Lakes.

Engineer Charles Frey of the Bedford Branch is just home from a trip to Kansas City and other western points.

Engineer Frank Day and wife are home from a visit to Princeton, Indiana, Saylor Springs, Illinois, and St. Louis.

Engineer J. H. Williams, who has been off duty for the past two months with rheumatism, is slowly improving.

Engineer E. A. Raney and wife of the Louisville District have returned from a visit to their old home at Jasper, Ind.

Engineer L. L. James, who has been on the sick list for two months, is now able to be out, and will soon resume his run.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora.

DIVISIONAL SAFETY COMMITTEEMEN

F. B. MITCHELL, *Chairman*.
 E. A. HUNT, *Shopman Committeeman*.
 R. W. BROWN, *Engine Committeeman*.
 R. A. KERMODE, *Train Committeeman*.
 E. G. PICKETT, *Yard Committeeman, Shops, Ind.*
 R. SMITH, *Yard Committeeman, Vincennes, Ind.*
 J. J. RYAN, *Yard Committeeman, Cone, Ill.*
 W. T. BANKS, *Yard Committeeman*.
 T. T. LONG, *Yard Committeeman, Springfield, Ill.*
 JOHN MAHER, *Maintenance of Way Committeeman*.
 J. R. BRADFORD, *Claim Department Committeeman*.
 DR. W. D. STEVENSON, *Relief Department Committeeman*.
 R. C. MITCHELL, *Division Agent Committeeman*.
 G. H. SINGER, *Agent Committeeman, East St. Louis*.

SAFETY COMMITTEEMEN AT FREIGHT HOUSE,
EAST ST. LOUIS, ILL.

- CHAS. PURCELL, Chairman.
- V. D. EVANS, Secretary.
- B. WINTERGALEN, Committeeman.
- H. FISHER, Committeeman.
- THOS. FRAWLEY, Committeeman.
- FRANK FRAWLEY, Committeeman.
- P. MURPHY, Committeeman.
- B. ULHORN, Committeeman.
- H. ZURHORST, Committeeman.
- MR. KENNEDY, Committeeman.
- MR. WEHRMAN, Committeeman.
- MR. BRUEGGEM, Committeeman.
- W. J. CLARK, Committeeman.

Mr. Harry F. Wyatt, secretary to Superintendent F. B. Mitchell at Flora, was on Wednesday, August 28th, united in marriage to Miss Pearl Denbow, daughter of Mr. and Mrs. H. Denbow.

Effective August 1st, Mr. R. H. Wallace, passenger engineer, Illinois Division, was appointed supervisor of locomotive operation with jurisdiction over the C. H. & D., reporting to General Superintendent Voorhees. John S. Lemly, road foreman of engines, was appointed at the same time supervisor of locomotive operation on the Southwest System, with headquarters at Cincinnati. While we hate to lose both Mr. Wallace and Mr. Lemly, we are glad to see their ability recognized and are sure that both will more than make good. Mr. Wm. Graf, formerly assistant road foreman of engines, Ohio Division, located at Chillicothe, has been appointed to fill the position vacated by Mr. Lemly. Mr. Graf is a first-class engineer, a hustler.

Effective August 1st, Mr. O. W. Howard was appointed live stock agent, with headquarters at National Stock Yards, East St. Louis, Ill., succeeding Mr. W. E. Slason, deceased. Mr. Howard has for some time been assistant live stock agent.

Master Mechanic Carey, of Washington, Ind., has secured patent rights, in conjunction with General Car Foreman Shay, of Cincinnati Terminals, on a new journal box suitable for locomotive tenders and freight ears. A recent test of the apparatus indicates that it is a great improvement over the ordinary journal box.

Byron Robinson, the well-known passenger engineer, being one of the regular men on the fast Queen City and Mound City Limited, running from Cincinnati to St. Louis and return, has recently purchased the elegant home belonging to Mr. F. B. Fernwald, on Grand Avenue, Washington, Ind., and will move into it this fall. Mr. Robinson has lived for a number of years in the famous "Engineers' Row" in Washington, but has forsaken his brethren of the throttle in this manner for the first time. Mr. Robinson will be remembered by almost every engineer on the entire system, as he is one of the hustling but conservative members of the Engineers' Grievance Committee, which was in Baltimore for an extended session early last spring.

A great many of the railroad men at Washington, Ind., have recently joined the Loyal Order of Moose, a beneficial, social and secret order just organized at that station. Eighty per cent are railroad men.

Al. G. Walthers, who was recently transferred to the office of the general superintendent of motive power at

Baltimore as chief motive power accountant, has been returned to the Southwestern with headquarters in the office of Superintendent of Motive Power A. P. Prendergast, Cincinnati, Ohio, as assistant chief clerk to Mr. H. E. Duncan. The main object is to take charge of the C. H. & D. mechanical department work and organization and standardize the accounting at the different shops on that line. Mr. Walthers is a very able accountant and mechanical department systematizer, having ably filled positions at Washington, Indiana, at Pittsburgh and at Lorain, Ohio.

Mike Murphy, one of our oldest engineers in point of service, who has been quite sick for some time, has returned from Clovis, N. M., where he had spent several months convalescing. We hope to have Mike on 7 and 8 soon.

Thomas Bowman, engineer, is off on sick leave.

Frank Straube, car repairer, is back at work. Frank did not lose his eye after all.

John D. Langston is still at Booneville, Miss., where he is slowly recovering from an operation on the knee joint. We hope to have John back in the shop soon and when he returns we shall have all the boys of this family in our car department. Elihu and Obe are the other two.

Chris Peters is to be placed on the pension list soon. Chris has been a section man since the broad gauge.

Geo. A. Veselus, one of our old-time engineers and now on retired list, is in better health than for years. George seems "set" on going to the State of Washington to live with a daughter.

Lawrence Burns, section foreman at Odin, who was on the sick list, has returned to work. He says "Those Weber's are real doctors."

William E. Slason, live stock agent at East St. Louis, Ill., for many years, accidentally shot himself dead at East St. Louis recently.

L. H. Rednour, car repairer in Cone, died at St. Mary's Hospital last month from typhoid fever. He was sick for many months last spring also, and was a patient sufferer.

Baseball clubs were organized at a good many of our shops last spring, among them being the club at the large Washington, Ind., shops. The idea was fostered first among the employes themselves, whereupon every possible encouragement was given by the high officers of the mechanical department, General Superintendent Motive Power F. H. Clark and Superintendent Motive Power A. P. Prendergast taking a personal interest in the matter. Funds were raised to purchase gray uniforms bearing the letters "B. & O." J. B. Casebeer, division storekeeper, was elected president of the organization and L. W. Fowler, chief clerk mechanical department, was selected as secretary and treasurer.

The team after being duly organized with William Donahue, piece work inspector in car department as manager and captain, played the following games:

Washington Printers	7	B. & O. Team	2
Flora Shops	23	Washington Shops	21
Cosmos	5	B. & O. Team	4
Bridgeport, Ill.	3	B. & O. Team (11 innings)	2
E. St. Louis Shops	9	Washington Shops	16
Shoals, Ind.	14	B. & O. Team	4

TOLEDO DIVISION (C. H. & D.)

Correspondent, R. B. MANN, *Chief Clerk*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

J. J. CORCORAN, Chairman.
 C. A. GILL, Master Mechanic Committeeman.
 I. F. WHITE, Division Engineer Committeeman.
 C. E. REEL, Train Master Committeeman.
 H. P. HOBAN, Road Foreman of Engines Committeeman.
 M. S. KOPP, Assistant Train Master Committeeman.
 W. A. CARRUTHERS, Assistant Train Master Committeeman.
 J. SULLIVAN, Road Master Committeeman.
 E. LEDGER, Road Master Committeeman.
 WM. O'BRIEN, Road Master, Committeeman.
 F. S. THOMPSON, Relief Department Committeeman.
 J. R. CASAD, Claim Department Committeeman.
 O. B. GROVE, Agent Committeeman, Dayton, Secretary.
 WM. DAVIS, Engine Committeeman.
 L. SCHNOLL, Conductor Committeeman.
 E. F. GORMAN, General Yard Master Committeeman.
 L. J. MOUNTS, Train Committeeman.
 J. H. LANKER, Fireman Committeeman.
 G. E. OWENS, Yard Conductor Committeeman, Rossford.
 WM. KNEISLEY, Train Committeeman, Dayton Yards.
 ARTHUR WEST, Train Committeeman, Hamilton Yard.
 M. E. MORAN, Shop Committeeman, Ivorydale.
 FRANK PROCTOR, Shop Committeeman, Dayton.
 J. N. HOLMES, Shop Committeeman, Lima.
 M. GLEASON, Shop Committeeman, Toledo.
 WM. SCHOOF, Dock Employe Committeeman, Rossford Dock.
 W. J. TAUBKENS, Section Foreman Committeeman, Botkins.
 H. E. KING, Section Foreman Committeeman, Cairo.

Harvey Voris, Assistant Yard Master, Dayton, Ohio, enjoyed for ten days, the cool breezes along the shores of the Little Miami. He needed the rest.

Switchman R. F. Thompson, Dayton, who had the little finger of his right hand taken off, has gone with his family to Bellefontaine, Ohio, for rest and recuperation.

Yard Conductor L. E. Crowley and family, Dayton, have taken a summer trip to the northern part of the State, taking in Toledo and other points, merely to forget work for a spell, and prepare for the winter's hustle.

Assistant Yard Master Thomas Gordy, of East Dayton, is lying at the Miami Valley Hospital, suffering from a severe attack of typhoid fever.

Edward J. Rich, the hustling delivery clerk at Hamilton, joined the ranks of the benedicts August 28th, and enjoyed an extended honeymoon through Ohio and Indiana.

Edgar Henkel, Hamilton Station, returned to his duties of interchange clerk, after spending a week in camp with the O. N. G. at Dayton.

Section Foreman Logan Smith, who was injured at Carlisle, while getting off train No. 7, has recovered.

Section Foreman Harman Pohabeln, after thirty-five years' service as section foreman on the D. & M., died last July, and was buried at Wapakoneta.

Passenger Conductor Jack Clifford, running on train No. 2, received a commendatory letter from the superintendent and twenty marks of merit for discovering a broken rail.

"Deacon" Bavis returned from a short fishing trip in the vicinity of Monroe, Mich.

Robert Smith, account superintendent's office, is proudly exhibiting the "first annual" photograph of his only daughter.

Richard Holden, accountant in the division engineer's office, left on September 14th on a trip to Colorado, to renew acquaintances on the D. & R. G.

Dispatcher B. M. Tharp and family are taking a vacation on the lakes, visiting in Toledo, Detroit and Cleveland. Extra dispatcher Gunzelman is filling the temporary vacancy.

Dispatcher G. J. Williams is absent on a visit to Virgois, Minn., at the home of his father who has not entirely recovered from an operation of last spring. Extra dispatcher H. W. Brant is filling the place, and Operator Rupkey of Tipp City is filling in at the telegraph office.

Third trick operator F. A. Cawley, Troy, has just returned to duty after a siege of fever.

Third trick operator J. G. Hunt, Middletown, has just resumed duty after a four weeks' visit in the East, taking in Washington, Baltimore, Philadelphia, etc.

Road Foreman of Engines M. P. Hoban has returned from a short trip to Chicago, where he attended the annual convention of the Traveling Engineers' Association.

Miss Mildred McCarthy, stenographer in the train master's office, Dayton, left on the 15th for a visit to Detroit.

Conductor John Weaver and family have returned from a trip to New Bedford and Boston.

Engineer L. C. Wheeler and family have left for a visit with relatives in Seattle, Wash.

Engineer E. J. McCullough and family are off for a trip to Eden, Wis.

Fireman W. G. James has left for a visit with relatives in Clarksville, Pa.

C. L. Husted, agent at Carlisle, is away on his vacation and third trick operator F. D. Basore is acting in his place.

G. F. Merricle, agent at Perrysburg, and family have left for a vacation in Michigan. Operator H. C. Sterling is acting in his place.

Night operator F. E. Taylor, South Columbus Grove, is visiting with relatives in Southern Ohio.

Herbert Lewis, scale inspector, has just returned from a fishing trip to the Lewiston reservoir, with the usual amount of fish stories.

Richard Fox, rodman in the maintenance of way department, has resumed his studies at Purdue University.

J. F. Moreland, assistant engineer, and family are back from a trip to Michigan.

Friends of Mr. J. F. Gunzelman, chief clerk, in the division engineer's office, will be sorry to hear of the death of his wife's mother, at Summerville, Ohio.

Road Master William O'Brien is the proud father of a baby daughter.

John Weaver, formerly section foreman at Leipsic, who retired from the service about two years ago to run a farm in Michigan, has returned to the fold, and is now section foreman at Piqua.

W. B. Stanley, clerk at Troy station, had the misfortune recently to lose one of his little girls, with spinal meningitis.

The first regular meeting of the division safety committee was held August 20th, most of the members being present. Considerable interest was displayed in the meeting, and judging from the number of safety suggestions we are receiving, our first committee is a live one. Keep up the good work.

The division correspondent will appreciate any and all news items of interest that may be sent him from the various shops, stations and yards on the division. Send in photographs of your station and force, yard crews, grain crews, homes, etc.

INDIANAPOLIS DIVISION (C. H. & D.)

DIVISIONAL SAFETY COMMITTEEMEN

Mechanical Department.

W. G. ROSE, Master Mechanic Committeeman.
A. E. STORCH, Blacksmith Foreman Committeeman.

Maintenance of Way Department.

H. A. CASSELL, Engineer Maintenance of Way Committeeman.
F. WASHAM, Master Carpenter Committeeman.

Transportation Department.

H. F. REYNOLDS, General Yard Master Committeeman.
R. L. WILSON, Yard Brakeman and Foreman Committeeman.
D. J. CURRAN, Local Freight Agent Committeeman.
E. S. HANNAH, Freight House Foreman Committeeman.
H. REYNOLDS, Chief Bill and Traffic Clerk Committeeman.

Engine Service.

L. G. MILLER, Passenger Engineer Committeeman, Indianapolis Division.
OLIN COMBS, Freight and Passenger Engine Committeeman, Springfield Division.
B. MULLEN, Passenger Fireman Committeeman, Indianapolis Division.
L. W. READING, Passenger Fireman Committeeman, Springfield Division.

Train Service.

W. T. THOMPSON, Freight Conductor Committeeman, Springfield Division.
B. TALBOTT, Passenger Conductor Committeeman, Indianapolis Division.
H. L. CHRISTIE, Extra Freight Conductor Committeeman, Indianapolis Division.
E. M. COLLA, Extra Freight Conductor Committeeman, Springfield Division.

Claim Department.

E. McQUIRE, Local Claim Agent Committeeman.
DR. WM. OSENBACH, Examining Surgeon Committeeman.
GEO. FLIESMAN, Special Agent Committeeman.

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Chief Clerk*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Chief Dispatcher Committeeman.
H. F. PASSEL, Division Engineer Committeeman.
G. A. RUGMAN, Roadmaster Committeeman.
F. S. THOMPSON, Company Surgeon Committeeman.
J. R. CASAD, Claim Agent Committeeman.
M. KIRSCH, Secretary.
HARRY KLINE, Engineer Committeeman.
JOHN H. LEHMAN, Conductor Committeeman.
VAN HALL, Brakeman Committeeman.
S. J. PINKERTON, Roadmaster Committeeman.
M. VEST, Section Foreman Committeeman.

James Ewing, an operator at Versailles on the Delphos Division, died of blood poisoning resulting from an insect bite, September 11th. He was born in England and had no relatives in this country. He had, however, won many friends during several years service as operator at Lebanon Junction, on this division, from which place he was transferred in February. His death followed an apparently trivial cause with frightful rapidity and was accompanied with great pain, though everything possible was done for him at St. Elizabeth Hospital.

T. J. Reagan, timekeeper, has been appointed chief clerk to the Wellston, Delphos and Fort Wayne Divisions, in place of T. H. Corson, who has accepted a position with the P. M. R. R. as chief clerk at Saginaw, Michigan.

E. F. McCafferty, general foreman of the Southwestern at Seymour, Ind., has been appointed division foreman of the mechanical department, headquarters at East Dayton, to take the place of W. H. Keller, transferred.

On the night of August 20th, the freight and passenger station at Milledgeville, Ohio, on the Wellston Division was entirely destroyed by fire, which probably started in the coal bin. All records and thirteen shipments of freight were burned. The last train passed at 7 P. M. with netting on engine in good condition. At 7.30 the agent left the station, reporting no lights. The fire was discovered at 9.30.

A temporary station has been installed without interruption to traffic or inconvenience to patrons.

The Wellston Division has added three caboose crews in the last few days and business generally is picking up in all branches. Larger shipments of lake ore have been handled this season than for many years. The resumption of coal shipments from the Wellston districts is also responsible for increased tonnage. Grain shipments are heavy over the entire division and the sugar beet business along the Delphos and Ft. Wayne Divisions promises to exceed all previous years. New side tracks have been added to facilitate handling.

A night telegraph office has been opened up at Austin, O., to meet the increase in business.

Mr. T. H. Barker, storekeeper at East Dayton, O., made a trip to Baltimore, Md., to attend a meeting at the office of Mr. D. A. Williams, general storekeeper.

Two B. & O. S. W. engines of the 1300 class have been added to the temporary motive power list of the Wellston Division.

A yard engine has been put on at Wellston to handle the work jointly for the C. H. & D. and B. & O. S. W., the offices at this point having recently been consolidated. Wellston is now considered a part of the Ohio Division of the B. & O. S. W.

Mr. J. M. Rowland, formerly yard clerk at Wellston, has been transferred to Superintendent M. V. Hyne's office at Dayton as tonnage clerk.

O. E. Yancey of Indianapolis, Ind., has accepted the position of timekeeper in the office of M. V. Hynes, superintendent at Dayton, to fill the vacancy caused by promotion of T. J. Reagan to chief clerk.

Maurice Rosen has been transferred from the office of Division Engineer Mr. H. F. Passel to be stenographer in Superintendent M. V. Hynes' office. G. R. Pinkerton of Covington, O., will take his place.



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IT HAS been truthfully said, the railway is foremost in education, and America leads the world in railway advancement.

¶ The Baltimore & Ohio was the **First Railroad** in **America**, and therefore has a most interesting tale to relate of an educational character.

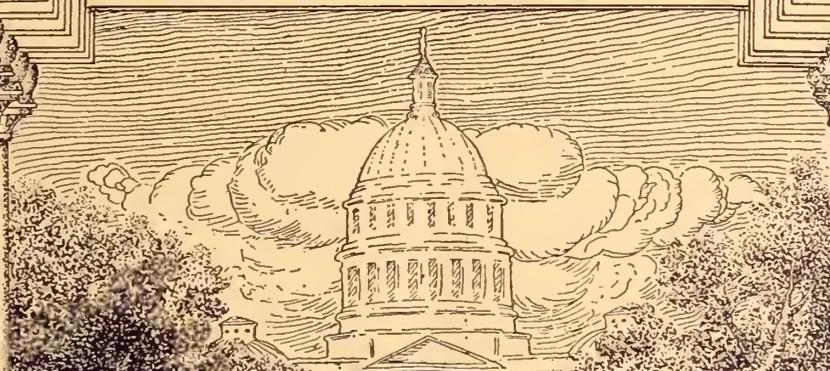
¶ The story, perhaps, may be old to some, but it is new to the generations who have taken up the books their fathers laid down.

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 2



SAFETY FIRST

NOVEMBER, 1912

TECHNICAL BOOKS For Railroad Men!

=MONEY-SAVING OFFERS=

OFFER 1

Running a Modern Locomotive—Prior.
A Valuable Aid to Locomotive Firemen

Gives all the knowledge needed to prepare for and pass the first and second year examinations. Arranged in question and answer style. Simplified and easy to understand. Practical instructions to apply in everyday work on the run.

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New Third Year Mechanical Examination for Engineers and Firemen
—Buell and Prior.

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This book consists of a course of eight lessons, which originally sold for \$5.00. While intended for the instruction of the novice, it is at the same time of great value to practical men, particularly new locomotive firemen. The titles of the different books, each complete in itself, are as follows:

- 1—The Locomotive, its Parts and their Operation.
- 2—Firemen's Duties.
- 3—The Automatic Air Brakes.
- 4—Combustion of Fuel.
- 5—Steam; How it Expands.
- 6—Care of the Locomotive Boiler.
- 7—Locomotive Adhesion.
- 8—Signals and Block Signaling.

There are besides, two folding charts. These show all parts of a locomotive; each part is numbered and in the first book these numbers are referred to throughout the lesson, which explains in detail all about a locomotive. Tells what course the steam takes on its way from the boiler to the atmosphere; how it is made to operate the valves, and why and what each part does. Many old-time engineers find in this clear and easy to understand description of the actual workings of locomotive things they did not themselves exactly understand. It is no exaggeration to say that this one book and the two very instructive charts are alone worth the price of the whole eight books.

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Construction, Management and Operation of All Parts of the New York Air Brake System. Gives easily understood descriptions of the different Pumps, including all sizes of the Duplex Air Pump; Duplex and Triplex Pump Governors; Accelerator Valve; Engineers Brake Valves; and all particulars in detail of the latest improved equipments and their valves, including the B-3, etc.

Examination Questions and Answers are given, together with plain instructions what to do in case of anything going wrong while on the trip. Illustrated with a large number of engravings and numerous instructive charts in several colors, showing the different pressures, etc.

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Walschaert Valve Gear Breakdowns and How to Adjust Them—Swingle.

Gives a plain and explicit explanation of the principles involved in the design of this wonderful valve mechanism, which is certainly destined in time to entirely supersede the Stevenson Link, as a means of steam distribution for locomotives. The construction and operation of this valve gear, which is rapidly being adopted by American railways is clearly explained, and placed before the student in plain language, accompanied by numerous half-tone engravings and diagrams illustrative of the action of the gear, and its adaptability to the various types of locomotives. The book also contains complete descriptions and illustrations and full instructions of the leading types of valves (piston and others) in use at the present time.

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This book is divided into three sections. The first describes in detail the first, second and third steps in railway construction, viz.: The reconnaissance, the preliminary survey, the location; the second goes into the detail of maintenance of the roadbed and track; and the third treats of bridges and buildings, concluding with a summary of what to do in case of wrecks. Particulars are given concerning the details of everything which must be done in the three steps in railway construction, illustrated by cuts, examples, etc. to which are added valuable tables, diagrams and descriptions of the six chord spiral, for simple and compound curves. Track Notes by Practical Trackmen—with examples, and easy rules. Bridges and buildings—includes a treatise on bridges, followed by questions and answers; bridge and trestle construction notes.

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How to Make Good as a Locomotive Engineer—Prior.

Tells what the duties of a Locomotive Fireman are—the requirements—what he must learn and what he must do before he can progress to Engineer—gives a fair working knowledge of a Locomotive—explains about the Draft Appliances—the various Devices—Fuel and Combustion—Making Steam—how the Engine works—the Air Brake—the obstacles likely to be met and how to overcome them. Tells what should be done and directs and explains how to do it. Gives the pith and point—there is not one unnecessary word nor one that cannot be understood—no technical terms—everything plain and simplified and to the point.

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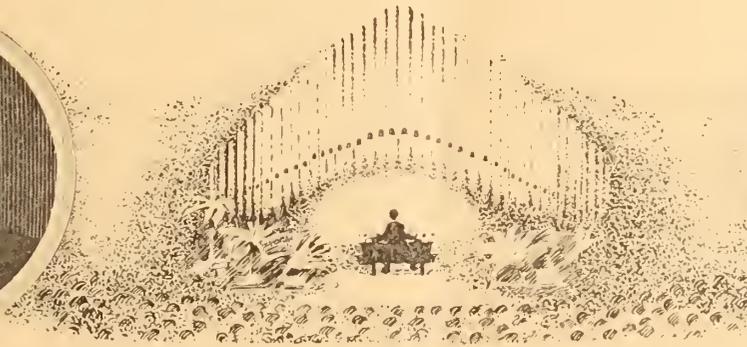
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The Republic, Chicago, Ill.**

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MD., NOVEMBER, 1912

Number 2



MR. MURRAY'S GIFT

Mr. Oscar G. Murray, Chairman of the Board of Directors of the Baltimore and Ohio Railroad, has given a pipe organ to the Riverside Young Men's Christian Association at Baltimore, Md. The organ is being constructed by the Mollar Organ Company, in Hagerstown, Md., and will have the very latest appliances. Since the time when the building was erected, the Association has hoped some day to purchase a pipe organ, but, on account of the cost it did not look as though it could be done for several years. It was decided, however, to see how much could be raised by popular subscription. Mr. Murray was approached and it was explained that the men were anxious to have something more dignified and suitable for their Sunday worship than a piano. He said,

"Go ahead and put it in." It was pointed out that the raising of necessary funds was slow work. He remarked,

"It will afford me pleasure to give it myself." So, next month, the Association will dedicate, with proper ceremony, the beautiful organ that will remain as a monument to Mr. Murray's generosity. Music is uplifting, but pipe organ music is closest to the human voice, and, in Christian work, often does as much good as a sermon. The organ will have a self-playing attachment, run by electricity, so that it is only necessary to pick out the piece you like best and hear it played perfectly.

Mr. Murray took pleasure in making the gift of this organ. He has always taken pleasure in helping along the men connected with the road. The writer well remembers how, a few years ago, when recommendation for increasing his salary came before Mr. Murray, he took the trouble to write that he had noticed the work of the young man in question (although he had never seen him) and took pleasure in showing his appreciation in that manner. He has forgotten the incident, but it has been a constant stimulus to the recipient. The organ will be a help, encouragement and inspiration to many Baltimore and Ohio employes, who join in thanking Mr. Murray for his gift.

A CHIEFTAIN OF THE RAIL

O. E. HENDERSON

Division Correspondent, Seymour, Indiana

THESE incidents from the early history of the old Ohio and Mississippi Railroad, now a part of our system, were told by an engineer who has been in the service of the Ohio & Mississippi and Baltimore & Ohio Southwestern railways continuously for the past fifty-nine years. Today we find him with a clear mind and a walk as spry as that of a man of forty. He is held in high esteem by the men he has worked with and by the company he has so faithfully served these many years.



PATRICK J. SHERON

Patrick J. Sheron, born in Ireland, in 1840, was brought to America by his parents in 1842. They went direct to Cincinnati. In 1853 Patrick became waterboy for one of the contractors then making grade for the old O. & M. When he was seventeen years old, he began helping to wood up engines at North Vernon, Ind., which was at that time a wood station. In 1863, he took a position as freight brakeman, resigning in 1867 to become freight fireman. He was made engineer in October, 1870, and was continuously in that service until last winter, when he was injured in a street car accident in Cincinnati. Mr. Sheron is a very interesting talker, and like the rest of his countrymen, enjoys relating pleasant stories, as well as many sad ones that are yet fresh in his mind.

In 1861 he was sent out with the wrecking crew to clear up the wreck of a train that went through a bridge—over a stream that has since been filled in—just west of Willow Valley. The engine and first coach passed over the bridge, but the remaining three coaches loaded with soldiers of an Illinois regiment plunged through, falling into the creek. Sixty-two soldiers were killed

and scores were seriously injured. The supposition was that some of the principal supports to the bridge had been removed, with the evident purpose of wrecking this train. Mr. Isaac Abgar, who recently died in Seymour was the engineer, his brother the fireman and William Huffman, who for many years ran an engine here, the brakeman.

In 1863 when General John Morgan made his famous raid through Southern Indiana, Mr. Sheron was a brakeman on the Home Guard train that was sent out of Seymour to protect the people of North Vernon against Morgan and his men. The train carrying these Home Guards consisted of box and stock cars, no coaches being available. When the train reached North Vernon a horseman came riding into town without hat or coat yelling, "*Morgan, Morgan is coming.*" Hurried preparations were made to receive him, all kinds of guns, rifles and shot guns being brought into use by the defenders of their homes. After some hours of anxious suspense, word came that Morgan and his army, four thousand strong, were nearing Osgood, eighteen miles away. The relief train was rushed to that point, but Morgan had come and gone, taking with him the operator. His men had burned two bridges on the old right of way between Osgood and Delaware. By the time these bridges were rebuilt—two days later, Morgan and his men were across the state line in Ohio.

In 1864 bridge No. 30-64 as it is now known, which spans Hogan Creek about three miles west of Cochran, was being rebuilt, and as all bridges at that time were overhead wooden structures it was necessary to be very careful in its construction to avoid accident. While this bridge was nearing completion, both spans up, but false work yet supporting it, a fatal accident happened there. The man whose duty it was to watch this bridge of a night left his post and went up in the neighboring hills to a dance. A terrific storm came up, raising the creek so high that the false work was swept from under the bridge. Shortly after, an eastbound freight came along and went down with the bridge. Engineer Silas Perry and his fireman were drowned. The head brakeman, more fortunate than his companions, was saved by a hog which he caught and clung to until it swam ashore. This hog was part of a shipment of stock which was on the head end of the train and went through the bridge with the engine.

In 1867 No. 2 had just passed over the first small bridge East of Dillsboro, when a cloudburst up in the hills sent a torrent of water rushing down this stream, taking the bridge out and landing it against two large sycamore trees just below. However, No. 2 was doomed, for only a short distance below, another bridge had gone. The engine turned over and Engineer Pat Began was killed. Mr. C. B. Cole, afterwards superintendent, with headquarters in Seymour, was the conductor. Mr. P. J. Reagan of Cincinnati, now retired, was the fireman on this unlucky train. He was washed over on an island and rescued the following morning by Mr. William Miller

who afterwards built the old stone mill at what is now known as the Big Canal. Mr. Miller mounted a horse which swam out and when Mr. Reagan had got on behind, struggled back to shore. Mr. Reagan says that this accident happened on pay day which was the 20th day of July, 1867, and that he had in his pocket his entire month's wages which was \$52.00, a good deal less than firemen are paid now.

For a number of years wooden brake shoes were used instead of iron and Mr. Sheron's duty, when he went to the wreck at Willow Valley in 1861, was to replace worn out or defective brake shoes. He says that if a brake was left set very long, these wooden shoes would get hot and burst and it took constant watching and changing of the brakes to prevent this.

Mr. Sheron was suspended ten days in 1888 for allowing his fireman to handle his engine at Mitchell, while he ate dinner, and the fireman tore up some cars making a running switch. Since then he has never been suspended for a day.

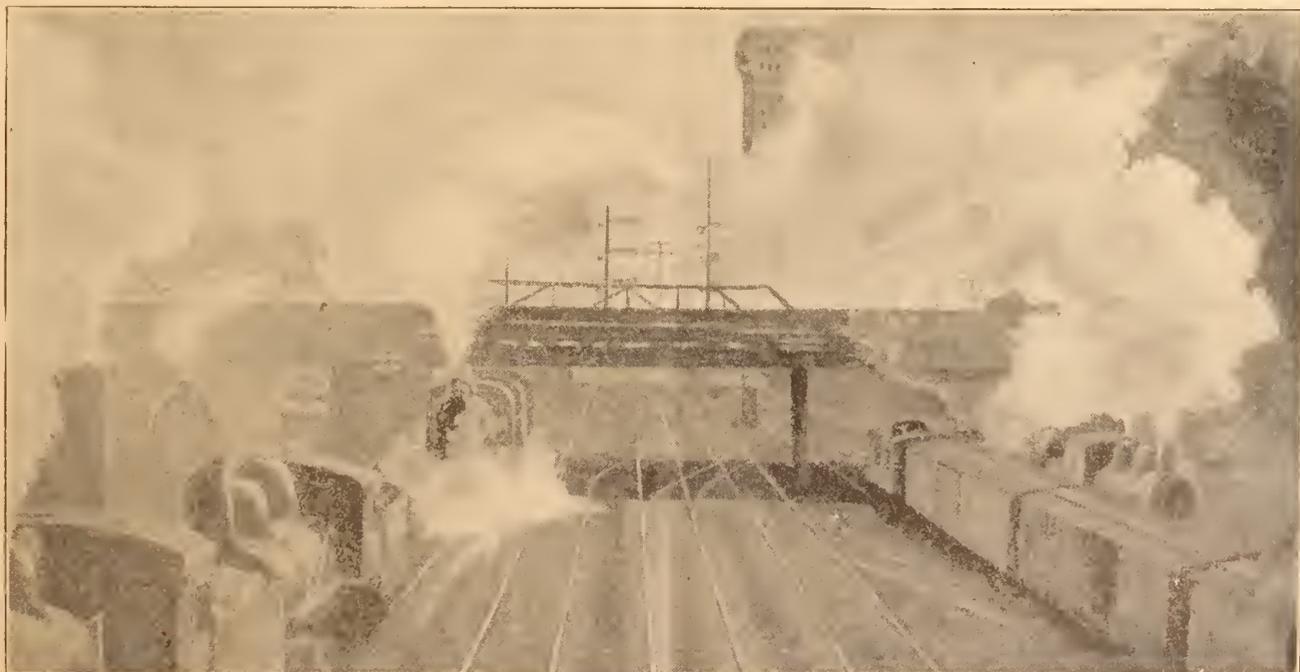
Mr. Sheron, of Seymour, Ind., Mr. Hugh L. Sullivan, of Washington, Ind., Mr. P. J. Reagan, of Cincinnati, O., Mr. Theodore Welcome, of Louisville, Ky., and Mr. Isaac Abgar, of Seymour, Ind., recently deceased, have received gold medals from the Brotherhood of Locomotive Engineers, having been continuously members of that order for forty years. These are coveted prizes of honor. All except Mr. Abgar are still living and all are veterans of the old Ohio and Mississippi Railway and saw it grow from a miniature railroad until today it stands

as part of one of the great trunk line systems of the United States.

It seems no more than just and proper to close with a brief comparison between the locomotive engineer and some of the great generals who were made heroes by one decisive battle. Pen pictures are constantly being drawn of great, brave men who faced death upon the field in the service of their nation. Too much praise cannot be given to these deeds of heroism. But let us stop and think. Battles are of short duration; a victory is won and another page is added to history, another leader is made a hero. He faced death for a short time. How many years has the veteran locomotive engineer stood at his throttle and faced possible death, with all the horrors that a wreck brings? Should we not class him among the greatest of our heroes? This man stands at the throttle of his engine and drives her through blinding storms with only a flickering headlight and vivid flashes of lightning to show him the way. And as his train rushes on, terrific peals of thunder seem to shake the very ground from under the rails. Sometimes, indeed, the rain washes away the roadbed. There is nothing mortal upon which he can absolutely depend. He can only stand there, watching in the face of impending danger, not knowing what moment he may find a bridge gone and be launched into the great unknown. Is not this man entitled to his page in history? The younger men in the service should hold him in high esteem, looking to him for counsel and following the example he has set. For surely he is a "Chieftain of the rail."

While president of the Lake Shore Railroad the late John Newell was so opposed to granting passes that he frequently refused to issue them to railroad officials, and when he did he limited such transportation to certain trains. On one occasion he prepared a parcel of exchange passes and sent them out as usual. Across the end of the

one he forwarded to President Caldwell were printed in red ink the words, "Not good on limited or fast trains." Without exasperating delay President Caldwell's annual pass for the Nickel Plate to President Newell arrived. Across the face, in the bold handwriting of President Caldwell, were the words, in red ink, "Not good on passenger trains."—*Argonaut*.



FROM AN ORIGINAL DRAWING BY CLARENCE SMITH

Chief Clerk to Assistant General Superintendent of Motive Power, Baltimore

LOYALTY

BY AN EMPLOYEE

AN ARTICLE written by one of our firemen appeared in Safety Bulletin No. 6, in connection with President Willard's talk at Riverside, Baltimore, Md., on the Safety question. The paragraph dealing with loyalty made a lasting impression and started a trend of thought that possibly might be of profit to all of us. I think the paragraph in question will bear repeating:

"Some time ago the management issued, in pamphlet form, an essay by a well known author entitled 'Courtesy as an Asset,' which was all very good and a point well taken. But it does not necessarily follow that a man who may be the personification of politeness is as loyal to the company as he should be. Now, on the other hand, a man cannot consistently be a loyal and faithful servant without also being polite and courteous, which goes to prove that loyalty is far more valuable as an asset, and it was just such a meeting as was held when Mr. Willard, through his earnest and sincere appeal directly to the men concerned, created a sentiment which will materialize in a concrete form when occasion requires. How much more that spirit of loyalty would expand were it possible for him to make such appeals more frequently, and thus give the thousands of Baltimore and Ohio employes the pleasure of meeting him personally, is beyond imagination."

Taking a broad view loyalty embodies all the essential qualities of a first class railroad man. You could not be discourteous and be loyal, you could not be careless or thoughtless and be loyal, you could not be wasteful, dishonest or insubordinate and be loyal. If you are not using all the tools given you to further the interests of the company for which you are working, you are not as loyal as you might be. Do any of us live up to our best? A few days ago I stood on a station platform as the gates were closed for a departing passenger train which had just commenced to move. A woman with several packages in her arms hurried up to the gate, breathless, crying, "Has the train for ——— gone?" The gateman, a splendid fellow whom I know well, merely waved his hand and said, "There she goes," with a smile. The woman almost collapsed. Would it not have been better for the gateman to tell her how sorry he was, adding that she could get another train at such a time, and could rest in the ladies' waiting room until that hour? He was not discourteous, but suppose it had been your mother? Would you not appreciate a little extra attention shown to her, possibly a little help with her bundles?

A passenger conductor was asked by an elderly gentleman a few days ago, if the next station was his. "No," was the answer—possibly not discourteous, but would it not have been just as easy to say, "No, sir, yours is the second station; we should reach there in twenty minutes?"

People not used to traveling are not informed; they do ask questions which appear unnecessary and, especially,

to a trainman whose entire life is passed in the noise and confusion of trains.

The polite conductor, ticket agent, gateman, brakeman, porter or other employe who comes in direct contact with the public will control the business. We had, on one of our divisions, a passenger train known by employes and public alike, not by its number, as is usual, but as "Taylor Spence's train."

Taylor Spence, the conductor, was always watchful, careful and courteous. As a result women and children were placed in his care, when it would have been more convenient to send them on a competing line or on a street car which runs between the same points. Is this not an asset?

Not long ago on a Western road running out of Chicago, on a night train, the conductor, after he collected his tickets, went through the chair car—an ordinary day coach—and asked each woman or elderly person if the chair was adjusted comfortably, or placed bundles so that they made foot rests, or at least were out of the way. He also explained how the seats were manipulated and then bade each one "Good Night." It was so unusual that the writer followed him through every car, and then remarked to the brakeman that that treatment was certainly out of the ordinary. The brakeman explained that the conductor always did that, and at many points along the line, where another road could be used equally well, passengers would wait for this man's train and, often, telephone the ticket agent to inquire on what night he was running. This conductor was a valuable asset to that road. It was a pleasure and comfort to travel with him. He was getting pleasure out of it himself and was loyal to the fullest possible extent. Would any one doubt that he was, also, a careful man in seeing that rules were rigidly observed?

There are, however, two sides to the question of loyalty as there are to most questions. If the officer is disloyal to his men we do not get the best results. This tends to take the heart out of the men, and when there is no heart or enthusiasm in the work little will result. As one of our passenger conductors stated, a few days ago, I thought most excellently—"It takes good officers to make good men, and good men to make good officers."

As has been said, an officer, to get good results, must be loyal to the men. When both men and officers are working together, each loyal to the other, they cannot help being loyal to the company.

Loyalty, as shown, is reciprocal. Whatever the officer gives the man usually will be reflected back. When you find an employe going to the officer in serious trouble, or uncertainty, for advice and help, you will find he is a wise leader and loyal to his men. Most men are capable of devotion to a worthy leader, but before this devotion is bestowed upon the officer he must have been tried out and not found wanting. He must feel genuine sympathy for his men and their wants. Men very quickly detect

the false note. The strong leader will stimulate originality in his men; will take time to listen to their story, and not act until he feels he has all the facts—for in most cases there are two sides to the question; then if his decision is against the man he will tell him frankly why. He must have had a reason for reaching his conclusion. He should be able to explain that reason clearly. Loyalty is reciprocal. If men feel that the officer is fair they will give back enthusiastic work in return. One of the most favorable estimates of an officer's work I ever heard was that a certain man took good care of the men under him, and watched out for their safety and comfort; as a result that division had a strong loyal team, that, during hard winter weather, or other unusual difficulties, pulled together and solved their own problems. A brakeman on this division was killed a few weeks ago; a high officer asked the superintendent to accompany him over the division on the day of the funeral. The superintendent had known the brakeman well, and asked permission to remain at home so that he might attend the funeral, and be of such comfort to the family as he could under the circumstances. The request was immediately granted and the superintendent stands higher in the estimation of the officer, for he realizes that this superintendent has the interest of his men at heart. You cannot expect great loyalty from the men and none from the officer. You get, in the long run, what you give. We should

strive to cultivate in ourselves, officers, and other employes, more loyalty, which includes unflinching courtesy, cheerfulness, obedience of rules, economy and all the things that go to make up a well rounded man.



THE REAL BOSS

THE BENEFITS OF TRAVEL: A MONOLOG

PATIENCE BEVIER

SCENE: A railway train. Stout female with three crumpled small boys and much luggage, enters crowded day coach at small junction. Settles boys and baggage in the only vacant seat in the car, and looks about her.

NOW, YOU set there and keep quiet while ma hunts herself a place. (*Advances slowly down the length of the car.*) Is this seat reserved, madam? Oh, it ain't? I thought maybe you had a husband in the smoker. What? Oh, I beg your pardon, I'm sure. No offense intended. It's no disgrace to be an old maid, anyway; while there's life there's hope. Well, since you're not holding this seat for anybody, I'll just set your grip down, if you don't mind. Oh, excuse me. Did I set it on your foot? Oh, it was your lunch box, was it? That's too bad. I hope there isn't any soft fruit in it. I don't mind sandwiches and cake being mashed a little; it don't change the quality of 'em so much. But fruit, especially soft fruit, never seems so nice after it's been set on. But I'm real glad it wasn't your foot. I know I'd hate to have a valise set on *my* foot. My feet are so awful tender! Wallie! Wallie! You set down an' let that winda be! Well, because I don't *want* you to have it open, that's why. This car smells awful painty, don't it? 'Spose it's a new one, or an old one fixed up? My, I hope I don't get sick with the smell. I'm just like a canary bird, about the smell of paint, I mean, not my size, of course, nor yet my appetite. The smell of paint always did make me sick. I got a sister married to a

man that's a painter, an' how on earth she ever stands the smell o' that man I don't know. It's not only his workin' clothes, all gobbled up an' smellin', and buckets of paint settin' here, there and everywhere in her wood shed and cellar and even on the back porch. The worst of it is, every time work gets slack with him, he amuses himself painting their house over again. He can get paint cheap, you see, bein' in the business that way. Poor Addie—that's my sister—gets so tired of his eternal paintin' that I reckon she wishes paint cost as much as diamonds so Henry—that's her husband—couldn't use it so free. Wallie! You set down! What you mean, makin' faces at that woman's baby an' scarin' it to death. Excuse him, madam. I'm ashamed to death of you, Wallie Tubbs! Let's see, what was I tellin'? Oh, yes, about Addie and Henry's paintin'. A year ago in the Spring, Addie got some new buff-colored parlor shades to match the outside of the house that Henry had painted buff with brown trimmin's, the Fall before. Poor Addie scrimped all winter to save up for them shades, and she was proud as a peacock of the grand effect from the street. She put the old green ones back in the dinin' room. Artie! Where you goin'? Well, lean way over and don't let it drip down on your clothes. Now, I wish you'd look at them three younguns of mine trailin' down the aisle for drinks. It's a mystery to me how their little stummicks hold so much. They been drinkin' all morning, too, on the other train we was on before we changed at the Junction, to say nothing of emptyin' the water cooler

at the Junction depot while we waited for this train to come along. Well, as I was sayin', Addie done her spring cleanin' and got strings all fixed on the porch for the vines to climb up, and then she bid Henry a lovin' farewell and went off for a month's visit to ma. That's where I'm goin' now. Well, poor Addie! While she was gone Henry had a dull spell and he ups and paints that house slate gray with white trimmin's, and not only spoiled the effect of the new buff shades, but tore down every last string that Addie had took such pains to fix in fancy designs for the vines. Yes, it was an awful blow for Addie, when she got home. She said she felt just like setting down on the horse block and crying, she was that upset. But she's the awful meek kind, and I bet she never said a word to Henry. Ralphie! You come here! My lands, was you tryin' to take a bath back there at that water cooler? You're wet as sop! Now you go back to your seat and set still and let your waist get dry. Nice lookin' boy you'll be to see Grandma if you keep driddlin' water all down your clothes that way! Awful bad cough that man's got, ain't he? I'll bet he's consumptive—looks it, anyway. My, I'm glad all my folks have good strong lungs. Wallie! Wallie! You get back in that seat and set still—no, you don't need another drink any more than I need twins, and land knows I don't need *them*, with seven of you already. No, you can't. Did you hear me, Wallie Tubbs! You're going to get the worst whippin' of your life when we get to Grandma's, if you don't mind me this minute. Shame on you, a great big boy fussin' like a baby! My, ain't boys the worst wigglin' things to travel with? I set out yesterday afternoon and I declare I'm plum wore out now. I thank Heaven I left the four oldest ones at home with their pa and his old maid sister to keep house. I reckon I'd be a corpse by now if I'd started out with the whole seven. They say travel is awful beneficial and educatin' an' all that. I've even heard it said that travel beats a college education for edifyin' a person. Maybe it does. But all I got to say is that it's dreadful wearin', especially if you do it with three boys and the oldest only eight. Artie! You quit that! No, you can't have anything to eat now. You go set down and keep still and let that lunch basket alone. Awful big graveyard we're passin', ain't it? Must be quite a town we're comin' to. I don't see why they ever put graveyards alongside a railroad track. O' course it does make more scenery for the folks on the trains to look at, but it must be real aggravatin' to the mourners to have a train go snortin' by, right in the midst o' the services at the grave. Did you see that tall monument—no, we've passed it now—a tall statue of an angel. That kind always looks sort of spookey to me. I like a good, plain substantial block, myself, tho' I know lots prefer the statue kind. Ralphie, it ain't time to eat yet. Well, you go back to your seat and let your waist get dry some more, there's a good boy. This *is* quite a town, ain't it? That must be the hotel over there. My, but I used to want to go to a hotel when I was a girl—not to *live*, but just to stop over night an' order my supper off a bill o' fare an' be a little smart. But there never was no call for me to go anywheres or need to be at a hotel, 'n I never was. No, Artie Tubbs, you can't have anything to eat.

My lands, can't you stop pesterin' me? You've most et up the lunch basket now an' we've got one more meal before we get to Grandma's. You run back an' set down like a good boy an' when the train stops twenty minutes for dinner, why then we'll *have* dinner, but not before. No, not even a cookie. No, not half a cookie. Artie Tubbs, are you goin' to mind me or ain't you? As I was saying, I always wanted to stop at a hotel. I *did* hope that when I was married we'd go to a hotel for a few days to spend a honeymoon, but we went to visit his folks instead, and if you'll believe it, here I am forty-one years old and never et a meal in a hotel in my life. Wallie! You let Artie set by the winda now; you've been there long enough. No, he can't fall out through the glass—you just move over and give him a chance to look out a spell. It does seem to me that boys squabble more'n girls. I got seven boys, as I told you, and it does seem to me that there's never been a minute since the second one came that there hasn't been two youngsters squabblin' in our house. And now with seven you can imagine there's a good chance for variety. Each one can spend most o' the time fightin' with his brothers, and not fight the same one more'n once in twenty-four hours. Still, all in all, I'm glad my seven's boys 'n not girls. Think of braidin' er curlin' seven heads of girls' hair every day, and *twice* a day when you had company, and was extra busy! No, thanks! When they get old enough to get married, too, I'll be saved a lot o' time and money. When a girl gets married her ma works night and day savin' and sewin' weddin' clothes, but when a boy gets married all *his* ma does is set around and discuss whether the girl's good enough for him. Artie, you pick up Ralph's cap. Artie, come here! Now you see here, Artie, 'f I see you fussin' with Ralphie any more till we get to your Grandma's, I'll turn you over right here and whip you. Ain't you ashamed to pick on your little brother? Now you go pick up his cap and let him set by the winda. No, you can't have no cookie now. Well, because they ain't many left and 't ain't dinner time anyway. Wallie! Wallie! Don't let me see no more of that, young man. My, just listen to that baby back there cry! Sounds kind a colicky to me. Mother don't look mor'n 'bout eighteen—I suppose it's her first. My, I used to nearly have a fit when my first baby had colic, but I got used to it in time. Oh, is this your station? My, I wish *I* was there now. I don't get to ma's till three this afternoon. Big crowd on the platform. I hope some of your folks 'll meet you. Well, good by. Now, Wallie, you come back here with ma, and see if you can behave yourself for awhile. Why my lands, that woman that was settin' here didn't get off no more than I did. She's goin' in the next car! Now wouldn't that beat you! I 'spose it must 'a' been the smell of paint in here that drove her out.

“The countries benefited by the overflow of the Nile are Europe, Asia, Australia and America, because they are not there to be drowned.”

“Example—A boy paid \$8.25 for a wagon and sold it for \$7.75. Did he gain or lose and how much?”

“Answer—He gained on the cents and lost on the dollars.—*From actual school examination papers.*”

A PULLMAN PORTER'S EXPERIENCE AS A SOLDIER IN THE PHILIPPINES

FORMER SERGEANT JOHN WISE

IN THE spring of 1899, I enlisted in the United States Army, and was assigned to Company G, 24th Infantry. We got to Manila in the rainy season of the year. You think the rains are bad here in the United States but we don't have any rains like that. In General Lawson's second advance, we had some rough times. We had to go to bed wet and get up wet, fighting all the time we were awake. We marched through rivers up to our arm pits and got sore feet from the hard mud. Doing post duty and patrolling at night I was often scared, but being a soldier and a sergeant I couldn't fall back. Once when I was on sick leave, word came from the front, where the insurrectos were raising Cain, that rations were all gone. Somebody had to carry that food. So the officer in charge called for volunteers. When the doctor excuses you from duty, nobody can make you work. Being the only sergeant in post, I spoke up and said:

"Captain, if you can get me seven men and the privilege of riding my own horse, I will go." I picked out seven men that were not so sick as the others and we made up our packs in a tearing hurry and started out in less than two hours after the message came. We got along very well until we neared Bong-Bong, when we happened to see a band of insurrectos.

"Well, boys," said I, "We are in for it now, so we may as well make the best of it."

I had two men for advance guard, two in the rear, and the other three and myself were with the pack train. The enemy saw us about the time we saw them. We kept on just as if we did not see them. They had two or three hundred to our seven, so they thought they had us cornered. Suddenly they started toward us with a rush, shooting and jumping. We were beside a ditch and I gave orders to the men to secure the pack horses and get into the ditch. You talk about shooting, we did some then. We chased those Filipines so hot they just turned and ran as if the devil was after them. We were no more than five miles from Bong-Bong, and our comrades there heard our shooting and started to meet us. By the time they got to the river, we were half way across and there was a happy meeting among us all. I forgot all about my sore feet.

On one of our trips we came to a river so swift that even the natives would not go in, and they were the same as fish in water. I took a long rope and tied one end around my chest, gave the other a half hitch round a tree, and waded in. Three times the current knocked me off my feet, the boys pulled me back and in I went again. Then we went back to camp. We made another start on horseback and muleback. My horse swam the first river; but when we got into the second one, suddenly the undercurrent swept my horse off his feet. As he fell, I jumped and caught hold of the saddle and girth. But while he was fighting to gain his feet and the current carrying us down the river, the girth broke and away I went.

I could not swim because I had a hundred rounds of ammunition in my belt, a heavy sack full of grub around my shoulders and my gun. It certainly was a bad predicament. Another sergeant, who was going home on a furlough, was knocked off his horse, carried down the river and drowned. He had a poncho over his shoulders and when he struck the water it was wrapped round his head. I suppose it cut his breath off. Anyhow, the last I saw of him, he passed me in the river. I tried to swim, throwing my gun away and my ration bag. I managed to get washed into shallow water, but I was so weak I could hardly stand. One of the boys, a big burly fellow, came running and caught me just in time to save me from getting washed out in mid-stream.

We made a search for the sergeant but could not find anything of him. There was a little village about a mile from the river so we went there and got some natives to hunt for the sergeant's body and for the mules we had lost. I told the presidente (he is the same as our mayor) that the commander would pay him well. I could talk a little Spanish and he understood. With sad hearts, we went on to the next river as it was getting late and we had to get to San Jose before dark. It was raining and the rivers were getting worse every hour.

But our trouble was not over. At the next river when my horse got in up to his knees, he turned around and came back. The mule that Givens was on and the one that he was leading followed. Bailey and the other two boys had got to the other side, by dint of good luck. I told them to go on to San Jose. There was nothing for Givens and me to do but go back to the village we had just left. The presidente sent a native to wait on us and make us a fire in the church. That night a band of insurrectos came to town. They were what we called bolo men. About twelve o'clock they entered and formed a circle around us in single file. They came in one door and looked at us and went out again. You talk of taking a man's nerve, it certainly took ours to see these fellows with their big sharp bolos, looking so ugly. It was a great relief when they were gone. The next day the priest entered and gave us some deer meat and plenty of tobacco and anything else we needed. About two o'clock two of the fellows that went to hunt for the mules and the sergeant came back with two mules and the mail, but they could not find any trace of the sergeant.

The next place we were sent to was Carranglan. We stayed there fourteen months and the natives were as friendly as they could be. Sometimes I would jump on my horse and ride for five or ten miles with no one along. When we left, the natives cried and did everything to get us back again. Afterward I made a visit there once to attend a festa. In San Jose, also the natives treated us like brothers, and when the people in Carranglan heard we were in San Jose, all those that could come where we were.

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR AUGUST

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Indianapolis...	\$11,078	\$30,025	\$13,485	.....
Illinois.....	10,177	9,066	17,075	.....
Shenandoah...	9,558	.....	.....	.....
Wellston.....	8,913	13,136	.....	.....
Connellsville..	.....	11,844	6,027	\$22,383
Toledo.....	.....	.....	6,338	.....
New Castle...	.....	.....	.....	52,183
Chicago.....	.....	.....	.....	28,785
Indiana.....	.....	.....	.....	13,505

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, AUGUST, 1912.

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 3,962.00	\$ 789.00	\$12,532.00	\$3,191.00
Baltimore....	4,595.00	992.00	8,108.00	3,385.00
Cumberland..	2,636.00	1,127.00	3,734.00	2,349.00
Shenandoah...	7,210.00	690.00	3,485.00	9,558.00
Monongah....	4,823.00	2,770.00	7,738.00	4,957.00
Wheeling.....	4,453.00	4,926.00	6,984.00	6,203.00
Ohio River...	7,159.00	1,240.00	4,666.00	2,921.00
Cleveland....	2,227.00	1,264.00	8,700.00	2,623.00
Newark.....	6,010.00	1,976.00	9,724.00	4,379.00
Connellsville..	11,844.00	6,027.00	22,383.00	5,661.00
Pittsburgh...	5,653.00	3,592.00	5,882.00	5,095.00
New Castle...	7,232.00	2,367.00	52,183.00	7,167.00
Chicago.....	2,957.00	1,647.00	28,785.00	3,862.00
Ohio.....	8,372.00	1,711.00	7,688.00	4,620.00
Indiana.....	6,299.00	2,618.00	13,505.00	5,876.00
Illinois.....	9,066.00	17,075.00	3,845.00	10,177.00
Toledo.....	5,575.00	6,338.00	7,540.00	6,618.00
Wellston.....	13,136.00	5,057.00	4,294.00	8,913.00
Indianapolis..	30,025.00	13,485.00	4,446.00	11,078.00
Average.....	\$ 4,655.00	\$ 2,123.00	\$ 7,501.00	\$ 4,229.00

Side Collision.—To emphasize the absolute necessity of living up to the rules: Freight train had derailed several cars. Passenger train ran into them. When it was ascertained that both tracks were blocked, engineer on freight decided to cut off and take engine to next station for water. Freight brakeman was sent out to flag but was not equipped with torpedoes or fusees as the rules require. He flagged passenger train on engineer's side but engineer failed to see him and he had no torpedo down; engine was using steam when collision occurred, having no warning whatever; flagman was not out proper distance; engineer on passenger train also was not maintaining sharp lookout. Engineer on freight that had cut off should have stopped passenger train or given warning, as there was no use of passenger train going to point of accident, both tracks being badly blocked and they could not get by until cleared. Engineer on passenger train killed; several persons injured; property damage \$7,500.00—all due to not seeing that lantern was equipped with fusees, flagman out proper distance, and passenger train warned.

Rear End.—We are putting forth especial efforts to reduce the number of accidents due to improper flagging. This, almost always, results in rear end collision. A few of the causes will be shown:

Two freight trains. Damage over \$1,700.00. Torpedo down and flagman out. Engineer must have dropped asleep. Flagman was on fireman's side and he should have seen flagman, had he been paying proper attention.

Two freight trains. Second train received "caution" signal, but as engineer did not see train ahead, he made schedule speed, although weather was foggy. First train running about fifteen miles per hour when struck, showing second train was not running at safe speed, after receiving "caution signal," especially considering the weather. Fireman badly hurt.

Second train noticed flagman and reduced speed to six miles an hour. He made no further attempt to stop, as he saw flagman run to caboose, which had started to pull out; first train, however, had not gone more than two car

lengths before he stopped again. Second train applied emergency but, on account of improper use of the air, was unable to stop.

As before stated, we are putting forth especial efforts to reduce the number of accidents chargeable to improper flagging. Each conductor should see that his men thoroughly understand the importance of being properly equipped, at all times, for flagging, and that they go back a sufficient distance in each case.

Let us see if it is not possible to go through one month without a single accident chargeable to improper flagging.

*THE BEGINNINGS OF EDISON

DYER AND MARTIN

AT THE time Edison was born, in 1847, telegraphy, upon which he was to leave so indelible an imprint, had barely struggled into acceptance by the public. Circuits had been strung between Washington and New York, under private enterprise, the Government having declined to buy the Morse system for \$100,000. Everything was crude and primitive. The poles were two hundred feet apart and could barely hold up a wash-line. The slim, bare, copper wire snapped on the least provocation, and the circuit was "down" for thirty-six days in the first six months.

The youth was, indeed, fortunate far beyond the ordinary in having a mother at once loving, well-informed, and ambitious, capable herself, from her experience as a teacher, of undertaking and giving him an education better than could be secured in the local schools of the day. Certain it is that under this simple regime studious habits were formed and a taste for literature developed that have lasted to this day. If ever there was a man who tore the heart out of books it is Edison, and what has once been read by him is never forgotten if useful or worthy of submission to the test of experiment.

In the cellar of the house he collected no fewer than two hundred bottles, gleaned in baskets from all parts of the town. These were arranged carefully on shelves and labelled "Poison," so that no one else would handle or disturb them. He had soon become familiar with all the chemicals obtainable at the local drug stores, and had tested to his satisfaction many of the statements encountered in his scientific reading.

Such pursuits as these consumed the scant pocket-money of the boy very rapidly. It was thus he turned newsboy, overcoming the reluctance of his parents, particularly that of his mother, by pointing out that he could by this means earn all he wanted for his experiments and get fresh reading in the shape of papers and magazines free of charge. Besides, his leisure hours in Detroit he would be able to spend at the public library. He applied (in 1859) for the privilege of selling newspapers on the trains of the Grand Trunk Railroad, between Port Huron and Detroit, and obtained the concession.

His train left Port Huron at 7 A.M., and made its southward trip to Detroit in about three hours. This gave a

stay in that city from 10 A. M. until the late afternoon, when the train left. The baggage-car was divided into three compartments—one for trunks and packages, one for the mail, and one for smoking. In those days no use was made of the smoking compartment, as there was no ventilation, and it was turned over to young Edison, who not only kept papers there and his stock of goods, but soon had it equipped with an extraordinary variety of apparatus. His earnings were also excellent—so good, in fact, that eight or ten dollars a day were often taken in, and one dollar went every day to his mother.

Nor did this amazing equipment stop at batteries and bottles. The same little space a few feet square was soon converted by this precocious youth into a newspaper office. The outbreak of the Civil War gave a great stimulus to the demand for all newspapers, noticing which he became ambitious to publish a local journal of his own, devoted to the news of that section of the Grand Trunk road. A small printing-press that had been used for hotel bills of fare was picked up in Detroit, and type was also bought, some of it being placed on the train so that composition could go on in spells of leisure. To one so mechanical in his tastes as Edison, it was easy to learn the rudiments of the printing art, and thus the Weekly Herald came into existence, of which he was compositor, pressman, editor, publisher, and newsdealer.

The train, running one day at thirty miles an hour over a piece of poorly laid track, was thrown suddenly out of the perpendicular with a violent lurch, and, before Edison could catch it, a stick of phosphorus was jarred from its shelf, fell to the floor, and burst into flame. The car took fire, and the boy, in dismay, was still trying to quench the blaze when the conductor, a quick-tempered Scotchman, who acted also as baggage-master, hastened to the scene with water and saved his car. On the arrival at Mount Clemens station, its next stop, Edison and his entire outfit, laboratory, printing-plant, and all, were promptly ejected by the enraged conductor, and the train then moved off, leaving him on the platform, tearful and indignant in the midst of his beloved but ruined possessions. It was lynch law of a kind; but in view of the responsibility, this action of the conductor lay well within his rights and duties.

It was through this incident that Edison acquired the deafness that has persisted all through his life, a severe

box on the ears from the scorched and angry conductor being the direct cause of the infirmity. Although this deafness would be regarded as a great affliction by most people, and has brought in its train other serious troubles, Mr. Edison has always regarded it philosophically, and said about it recently: "This deafness has been of great advantage to me in various ways. When in a telegraph office, I could only hear the instrument directly on the table at which I sat, and unlike the other operators, I was not bothered by the other instruments. Again, in experimenting on the telephone, I had to improve the transmitter so I could hear it. This made the telephone commercial, as the magneto telephone receiver of Bell was too weak to be used as a transmitter commercially."

Edison reached New York, and found shelter at night in the battery-room of the Gold Indicator Company, having meantime applied for a position as operator with the Western Union. He had to wait a few days, and during this time he seized the opportunity to study the indicators and the complicated general transmitter in the office.

"This instrument," he said, later, suddenly came to a stop with a crash. I went to the indicator, and, having studied it thoroughly, knew where the trouble ought to

be, and found it. Doctor Laws appeared on the scene, the most excited person I had seen. He demanded of the man the cause of the trouble, but the man was speechless. I ventured to say that I knew what the trouble was, and he said 'Fix it! Fix it! Be quick!' In about two hours things were working again. He then requested that I should call next day. On my arrival, he stated at once that he had decided to put me in charge of the whole plant, and that my salary would be \$300 per month!

"On Black Friday, we had a very exciting time with the indicators. The Gould and Fisk crowd had cornered gold, and had run the quotations up faster than the indicator could follow. New Street, as well as Broad Street, was jammed with excited people. I sat on the top of the Western Union telegraph booth to watch the surging, crazy, crowd. One man came to the booth, grabbed a pencil, and attempted to write a message to Boston. The first stroke went clear off the blank; he was so excited that he had the operator write the message for him. Amid great excitement Speyer, the banker, went crazy and it took five men to hold him; and everybody lost his head. The Western Union operator came to me and said: 'Shake, Edison, we are O. K. We haven't got a cent.' I felt very happy because we were poor. These occasions are very enjoyable to a poor man; but they occur rarely."

HANDLING LOSS AND DAMAGE

J. W. COON

Assistant to General Manager

AS A RESULT of the gradual increase in the amount paid out in loss and damage from year to year, the Loss and Damage Bureau was organized about July 1, under the direct supervision of the general manager, to specialize on this question, study the cause and apply the remedy necessary to bring about a material reduction. To do this we must have the cooperation of the employes in many branches of the service. For instance, a bill clerk bills a package to Corning, "Pa.," instead of "N. Y." By the time the error is straightened out, the consignee has had duplicate shipment made; when the second one is received it is refused and, often a claim results. A brakeman in the yard misjudges distance in switching or does not apply the brake in time, in moving over the hump—the freight is jarred so that a damage claim results. The conductor carries a shipment by the specified station, intending to bring it back next day—but next day he overlooks it. It gets behind freight in the crowded warehouse and a claim results. The trucker is told to put a shipment in car 21 but places it, instead, in car 11. In the extra handling damage results or the article is lost and a claim presented. Some one fails to remove a protruding nail or bolt from a car—a boat is loaded against it and by the time it reaches its destination, a hole has been worn in the bottom and the boat is refused. Tar or oil leaks out of a barrel—wall paper loaded on top of it is damaged and refused.

These are not new difficulties; the same exist, more or less, on all roads. The point is—What are we going to do to stop this drain? What *can* be done? Let me tell you

in as clear a manner and as briefly as possible. This is the day of specializing. Surgeons do nothing but operate. Oculists treat only the eye. Baby specialists attend only to infants' diseases and so on. In railroading it is the same; the road that creates a special department to analyze and deal with items of this character is the one that gets the best results in this field. For, if you turn such work over to an office that is already overloaded, it will not have the attention it should. So we have established a loss and damage bureau. Now to operate on a sick person the doctor must first know what part of his body is diseased. So, in loss and damage, the first move is to locate the source of the trouble.

DAMAGE: We receive report of every damage that occurs. These are tabulated, in the bureau, by stations, or between the point where the article was loaded in good condition and the point where it was found to be damaged. Thus we can, in a very short time, determine what crews are responsible for the greater portion of the damage, on any section of the road; also what yard is, apparently, handling goods in a rough manner, etc. We will then put a man on the ground to see if this is due to carelessness or to conditions that need some special remedy, such as failure at a certain station to pay proper attention to stowage. In one case we found that a bed had been loaded on top of mouse traps.

LOSS OF ENTIRE PACKAGES: Here is where we are going to make our decided stand. It should be impossible, under a correct operating system, for any package originally accepted for shipment at Station "A," destined to

Station "B," to disappear without some one being held accountable. And this is what we intend to work out. A bank has several receiving tellers who take your money on deposit. The check on your money is absolute and if it is lost the man who last handled it is held responsible. So it should and must be in handling freight. A receiving clerk checks 40 tubs of butter, for instance, at Station "A" and bills it out to Station "B;" only 38 tubs are received. All seals are intact and the car was checked at "B" immediately upon opening it, there being no opportunity for theft. The receiving clerk at "A" must show his delivery into car. The bureau will keep record, by stations and by men, of such disappearances and this record will be given the superintendent each month.

GENERAL: The bureau will handle all reports on this general basis. In *short, damage and robbery* reports, copy is sent at once to the station loading the freight so that the agent has immediate information as to discrepancies. For instance, a shipment is checked "damaged" at "B" from "A." "B" sends copy of the damage report to "A" who can take it up with trucker or other employe at fault while the matter is still fresh and correct the man for his own, the public's and the company's future good; for any system to be effective must permit of bringing an error to the attention of the man responsible and not making it a general matter. This is what our plan does. All unmarked or improperly marked packages are sent to Braddock, Pa. At that point every possible mark is obtained and the matter taken up with every one who might furnish a clue to the disposition. Let me illustrate. Before the establishment of our bureau, a very valuable shipment of household goods had been made from Akron, O., to a point off our line. On the way, the tag was torn off and after having been on hand several months the goods were finally sent to Braddock. A memorandum book was found, containing a young lady's name, with an address in Wisconsin. We wrote her and her father replied, with a most courteous letter, stating that his daughter had married and was

living in Russia, but was most anxious for personal reasons, to get the shipment. He added that claim had been paid by the foreign line but that the amount would be refunded.

All freight *short* is tabulated by commodity, destination and consignee. For instance, all sugar is brought together and if a shipment of sugar—unmarked—is sent to Braddock, all stations on the Baltimore and Ohio Railroad short a shipment of sugar are communicated with. The weight, marking, etc., is given and, in most cases, disposition is furnished promptly. Every ten days each agent advises the bureau as to all freight of which he is still short. The bureau does not wait for a claim to be presented, but immediately goes after the freight. The losses are charged to each station responsible, as stated, and placed between the limiting points so that we can determine where the majority of our disappearances occur.

Freight loaded in the wrong car is a matter we must also improve. We issued, last month, 25,000 free astray waybills; their preparation means unnecessary work. The freight is handled additional times, with increased danger of loss and damage. This is mostly due to the trucker loading in a wrong car, or to the billing not being sent promptly so that it is on hand by the time freight reaches destination.

From time to time the result of these tabulations will be given in this magazine. The amount paid out, last year, was in the neighborhood of \$900,000.00, while it should not be more than \$400,000.00. Will you not help, Mr. Conductor, Mr. Engineer, Mr. Agent, Mr. Clerk, Mr. Yardman, etc., to bring about a reduction of at least fifty per cent. Tell us your troubles. We are familiar with the labor conditions at many stations; at times these include inadequate or incompetent help. But tell us just what your trouble is and see if it is not possible for the bureau to aid you. Our officers are very much interested in bringing about the desired improvement and this can best be done with your assistance.

SAYS HE TO ME

T. J. REAGAN,

Chief Clerk, Dayton, Ohio

A TELEPHONE lineman was telling of the difficulties he had to meet in constructing a line through a certain rural district. The course laid out included the home of a farmer. After a long consultation, the old man and his wife decided to allow the wire to pass over the house, but with the restriction that no one was to use it after nine o'clock.

"That's our bedtime," they explained, "and we don't want to be bothered with city folks talking late at night." The lineman undertook to keep the city folks quiet.

On going over the tracks of a small railroad, I noticed that the section foreman had only a single helper.

"Has the company reduced your gang to one man?" I asked

"Yes," said he, "and they also instruct me to keep my forces *well scattered!*"

During my service as agent for a Southern railroad, I had a German section foreman who was always asking what he should do about this and that. Finally one day when I was very busy, he brought me a troublesome letter he had received from the roadmaster.

"Vat should I tell him?" he asked. Without stopping to consider good form, I blurted out:

"O tell him to go to H——!" He stared at me for a minute, as if considering the suggestion seriously. Then he shook his head.

"No! No!" he cried, "If I do dot, den he vill sure come to my section right away. I got all dot blace on my section a'retty."

EVERY EMPLOYEE THE RAILROAD'S ATTORNEY

HOWARD ELLIOTT

*General Manager's Office, San Pedro, Los Angeles
and Salt Lake Railroad.*

I AM NOT advocating the abolition of our legal department, nor am I advertising a correspondence course in law, nor do I contend that the average railroad man is qualified to represent himself or his company in court, with justice to either. What I do maintain is that every railroad man should assume the attitude of an "attorney for the defense" of his company and his business, and as such, should advance every argument he knows in favor of his cause, admitting nothing to the opposition that is not supported by evidence which would convince the most skeptical.

Every railroad needs attorneys skilled in the practice of law. They must not only be counsellors, but advocates as well. And in addition to the claims, damage suits, rights of way and other matters which have always claimed their attention, there has arisen in the last few years a new set of duties, growing out of the increased authority of state and national commissions. It has become necessary for some roads to appoint "Commerce Counsel" whose duties consist in handling that class of cases only.

But the regular attorneys form only a small part of the army of railroad employes, and in most instances the services of these men are not sought until matters have assumed concrete form—a claim has been filed, a suit brought, a deed to right-of-way withheld, a rate suspended or reduced. In other words, they are concerned more with the "cure" than the "prevention." Broadly speaking, they are not in the business of shaping public opinion.

Now before a claim has been filed, or a suit brought, or a rate reduced, there exists in somebody's mind an idea that a condition obtains which needs changing. Were a remedy then and there applied, the probabilities are that it would never get beyond the embryonic stage. And it is at this point that the average railroad man, as "counsellor" may do more valiant service by removing the cause of complaint, than can the salaried attorney as "advocate" in presenting the case at court. A defeat at the bar invariably leaves a "sting." To convince an irate shipper of the untenableness of his position without the necessity of suit, saves trouble for both the shipper and carrier, and leaves good feeling all around.

But the analogy between the average railroad employe and a lawyer may be more strikingly portrayed. It is the lawyer's attitude that should be emulated. A lawyer is not continually apologizing for his client. He advances his claims in the most favorable light, represents and answers unjust accusations, and admits nothing that would prejudice his case. Most railroad men will not agree this is the proper attitude for them to assume. There is a lamentable apathy on the part of most of them with respect to the momentous questions that confront our business. Some side altogether

with the opposition, and applaud the "thrusts" that they receive at the hands of their enemies. A disheartening few there are who really champion the cause of the railroads.

Assuming that all will agree that a business which furnishes a man his bread and butter is entitled to his support, I ask you to note the attitude which a lawyer assumes when he undertakes to defend his client. Does he say to the court: "I fully realize the justice of my opponent's case?" By no means. He leaves that to the opposition. Does he say, "Let us look at both sides of the case?" No, he leaves that to the judge and jury. Can we not let the "other fellow" be the judge and jury, and allow him to draw his own conclusions after hearing the evidence on both sides, for if we as railroad employes assume the part of judges, who will be the advocates, the attorneys for the defense? By this I do not mean that we should not be amenable to reason, but that believing that our cause is just we should be so active in presenting the points in support of our position that the arguments of our opponents will sink into insignificance. In other words, "look at the doughnut, and not at the hole," and you will be able to persuade others to do likewise.

When you hear it said that railroads as a whole are overcapitalized, tell your accuser that statistics show that railroads in this country are capitalized at far less than those of practically every other country on earth, and this in itself should be a pretty good barometer. But aside from this, the best railroad presidents that we have maintain that the roads as a whole are worth every cent for which they are capitalized and—strange as it may seem—we of the rank and file of railroad men are more willing to accept their statement than those of their accusers. Whether they are overcapitalized or not, however, there is no appreciable connection between capitalization and rates, as most rate-makers in this country neither know nor care what the capitalization is of the roads whose rates they make. Can you conceive of a man going to a general freight agent for a rate on sand from A. to B. and the general freight agent saying: "Let me see, the capitalization of our road is so much, and you must pay a certain per cent on that?" Rather would he say: "What can you afford to pay?" which is but another way of saying, "What will the traffic bear?" and regardless of what some theorists may say, this is the way such a transaction is negotiated in ninety-nine cases out of every 100, and one of our greatest railroad presidents has said that the best definition he knows of a reasonable rate is "what the traffic will bear," and not "all that the traffic will bear," which is quite different, as a moment's reflection will show.

And as for the connection between rates and cost of living, let me cite a circumstance that came under my own observation:

The citizens of X petitioned the railroad commission of that state for a sweeping reduction in freight rates. A school teacher voiced the sentiment of the townspeople when he said the rates were "outrageous." A meeting of the commission and the people of X was held at which the railroad general freight agent voluntarily offered a reduction of about 20 per cent which affected some 10,000 commodities, including the necessities of life. At the discussion the dominant note was a reduced cost of living for the ultimate consumer. It would have been senseless to base their request on any other grounds, as if the merchants admitted that the reduction would benefit them alone, they would have been answered with the argument that freight tariffs are laws, and laws are made to do "the greatest good to the greatest number," and it would be manifestly unfair to curtail the revenues of the carrier solely to fill the tills of a handful of merchants. The offer of the railroad was accepted, and the reductions were made. About three months later I made an investigation, at the general freight agent's request, to see just what the effect had been. The writer was an "ultimate consumer" himself, and had noticed no diminution in the grocery bill. Investigation showed that out of the 10,000 commodities affected by the reduction, the merchants had actually reduced the prices on two, namely, flour and sugar, when bought in 100-lb. quantities, in which sizes the ultimate consumer does not ordinarily deal. In answer to my inquiry as to why the "revision downward" had not been carried to the consumer, the replies were as follows:

"It has been but three months since the reductions went into effect. As we carry a six months' supply on our shelves, we could not reduce anyhow until the six months have elapsed.

"Another reason why we have not reduced is because as soon as the wholesalers learned that the railroad had reduced the freight, they immediately absorbed it in their prices to us.

"A further reason for failure to reduce is that even with a 20 per cent reduction per 100 pounds, it would amount to only a fraction of a cent, say on a can of corn or tomatoes, and we do not deal in fractions of a cent."

Thus was demonstrated most effectively what railroad men have many times said, and what any economist could easily figure out for himself, that a reduction in freight rates benefits no one but the seller, the ultimate consumer gets nothing, and the railroad holds the sack. Now if a reduction of 20 per cent does not help the ultimate consumer, an increase of that amount will not hurt him. This is what railroads contended in their plea for higher rates, and which the Interstate Commerce Commission refused to sanction.

If you want to see the average man act as does the bull before whom a crimson flag is waved, just present him with a bill for car detention. Now it was the writer's province (not pleasure) to travel for six years in the interests of the largest demurrage bureau in America. I gave the subject a great deal of study, and was enabled to become well posted on demurrage matters, as the subject has only arisen in a practical way since 1887. When I say that there is no charge

made by a railroad that is any more just and fair than a charge for car rental, and that the shipping and receiving public are unfair and insincere in resisting its payment, I believe I am speaking the absolute truth. This is not a matter of opinion, however, but of demonstration.

The history of demurrage in this country shows that since 1887, when the first demurrage bureau was organized, the public has resisted the enforcement of the rules in every conceivable manner, arguing first that the roads had no right to make such a charge, and later that \$1 a day was too much, forty-eight hours too short, and demurrage bureaus illegal combinations. After every one of these propositions had been overthrown in the courts, some ingenious shippers conceived the idea of reciprocal demurrage, to support which requires the admission that demurrage rules are just and proper. If it were not so serious, it would be amusing. I firmly believe that this attitude towards rate reductions and towards demurrage charges is typical of the public's position in all the anti-railway discussion and legislation. In most cases in the past, when discussing rate or demurrage matters, agents have been too prone to agree with shippers rather than run the risk of "rubbing the fur the wrong way" by attempting to persuade the shipper of the unreasonableness of his position. I submit that the principle is wrong, and that most of the bad laws which we have to work under are the result of this attitude, which has been mistaken by the public as a sign of weakness. You and I can and must combat the unjust attacks that are made upon our business. Fight error with truth, and theory with facts.

The tragedy of "Julius Caesar" furnishes a striking example of a rapid change of public sentiment. The appeal of Mark Anthony so completely changed the views of the populace that whereas a few hours before they had applauded the act of Brutus in assassinating the emperor, they now were ready to "burn and pillage" the homes of Brutus and his followers and to avenge the death of Caesar. When Antony commenced his speech he was careful not to offend the populace, so he qualified each accusation with, "But Brutus is an honorable man." Finally the first citizen answered "Honorable man" with that tinge of sarcasm which suggested a change of attitude. But the remarks of the second citizen, following in the wake of the first, indicate to me the dramatic climax of the play: "Methinks there is much reason in his sayings." From that time on the conversion of the populace was rapid.

We are fighting today for a cause that is as vital to the interests of our country as were the issues involved in Rome at that time. As railroad men, "attorneys for the defense," we shall probably not achieve the signal success that rewarded the efforts of Antony, nor do we wish to go to such extremes or to be animated with vengeance. But we should be thoroughly satisfied if we can bring the average man to the point where, like the second citizen, he will say: "Methinks there is much reason in his sayings." We can then be content with the thought that the inherent sense of fair play of the American people will ultimately effect a complete change.—*The Arrowhead*.



Every idea is an engine; its work is to draw a full train of thought. Let the reader couple on his own cars.
If the engine fails to pull them, send it back to the shops.

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SCRUB

Nothing to do with wash-tubs. Maybe you called it One-o'eat or some other zoological name, in your school days. It was simply everlasting baseball, where you took first base when you were put out, and worked your way round to the bat again. Half a second after the first stroke of the bell for recess, the boy that sat nearest the door was out of the schoolhouse and yelling at the top of his lungs— or a squeak over the top of 'em.

"Scrub first!" Like an echo came "See-ond!" The rest of the players trailed along and the game began without any umpire to delay things. How much action was crowded into those few minutes before the bell rang again. Great flies were knocked and home runs achieved. Every boy that really cared about it had his chance, sooner or later, to measure himself against the field. The game went on day after day, like a Chinese drama, and he that fell one day might rise to play again the next.

There was always hope, always opportunity. That was what appealed to us, the boys that couldn't make the big hits—or any hits at all very often. As long as we were willing to keep on playing nobody could say we were beaten. . . . Yes, the Giants were beaten and perhaps we may have the honor of being the only paper without an explanation of the sad fact. We tried to get Major Pangborn to write us a real baseball article but he was too busy figuring another kind of batting average. We'll keep after him. But we simply *had* to print something about the subject.

THE ONLY WAY

No circus procession stirred up the small boys of our town more than the first bicycle that rode through. We have never lost our admiration for that graceful high front wheel with its spiderweb of steel spokes. The man on the seat appeared more wonderful to us than any aviator does now. But the high wheel meant headers. In time the "safety" bicycle appeared. For awhile folks went on riding the other kind, but as the high wheel gradually disappeared, the very word "safety" in relation to bicycles dropped out of use. The low wheel is just as safe as it ever was, but the name isn't needed because nobody thinks of riding any other kind, and the makers are giving their attention to developing and emphasizing other features. It isn't likely that railroads will soon be able to get along without the use of the word "safety." But the day is coming when men will perform a far larger part of their duties the safest way without stopping to think or choose between that method and some other which has danger in it. It will be time to drop the word, as the bicyclist did, when the safe way is *the only way*. Already, however, the committees formed on the various divisions of the Baltimore and Ohio to help find and carry out ways of eliminating accidents are accomplishing other objects. Working together for a common purpose brings men closer in all ways. It makes the discharge of duty less mechanical, since there is in it the element of social and personal service. Habits of observation are formed that add much to the pleasure of daily living. Above all, a true "safety" man is bound to take a nobler, more unselfish view of his entire relation to his fellows.

WHO IS ELECTED?

All of us. We're elected to be the rulers of this country by being first the rulers of our own little corner of it. A new president or a new congress cannot make a new nation. That must come, as Lincoln said freedom was to come, by a new birth. We believe the nation is being so reborn. And we are sorry for the man who wants to stay old—who is afraid of youth, in his personal experience or in the nation's development. Age is the hardening that stops growth. We can't do more than hold it off for a time in the human body but it need never come to the spirit. And a nation of young-thinking, young-feeling men and women is a growing nation, with courage to undertake hard tasks—to carry forward the light from generation to generation. This is written before election, but on November fifth the campaign will be only begun, whatever side wins. If the victors have the right plan of government, we hope they will have strength to carry it out. If their theories were wrong, let us hope that responsibility will clear their vision. But neither defeat nor victory releases the individual man from the burden of citizenship. And it all comes back, in the end, to the kind of man he is, decided by his daily thinking and feeling and willing, by the books he reads, the friends he chooses. In making these choices, he holds daily elections, upon which, in the course of time the larger issues of the nation will depend.

NEEDLESS NOISE

The cook knocked down a lot of pans and cutlery in the kitchen, making a great racket. The man of the house called her in and asked,

"Break anything?"

"No sir," answered the cook, "not a dish."

"Not one!" cried the indignant master. "Do you mean to tell me you made all that noise for nothing?" The people of the world are beginning to ask how much of its noise is being made for nothing. The railroad man who has come in from a late run and needs his morning sleep could appreciate a little more silence in the streets. He will be glad when the use of the noiseless electric milk-carts becomes general. At least one large dairy company has adopted them, and, as the *Edison Monthly* remarks, they are more sanitary and they will not run away. The Baltimore City Medical Society has begun a campaign against unnecessary noises. A steamship line to Norfolk has discontinued the practice of blowing a whistle as the steamers leave the dock. The official argues that boats leave by a known schedule and whistling is unnecessary. This is the day of the alarm clock, and it is a question whether the factory whistle is needed. Boston and other cities have taken up the noise nuisance and are doing much to lessen it. In New York the best work of this kind has been done by Mrs. Isaac Rice. Probably the women of our railroad families could do more than anybody else to lessen the unnecessary use of the whistle. Sound has its place in the world. There is nothing more inspiring than the cheering of a great crowd, for example. And the shouting of the children at their play is a cheerful

thing. A brass band down the street makes the heart beat faster. But whenever we have control over sound that may annoy others or irritate the weak nerves of the sick, the memory of our own broken nights will help us to do the right thing. So we shall escape the world's anger against the clan of Macbeth.

"Macbeth has murdered sleep, the innocent sleep—
Sleep that knits up the ravelled sleeve of care."

THE HARVEST

Strong men like to tackle big tasks. Here's one better suited for the giants of old than for ordinary men—if it weren't for the fact that giants had to do every thing with their hands. Men of today lift impossible burdens with their brains, and the brains of the modern world, applied to transportation, offer the railroad as their answer. Perhaps the greatest single task the American railroad has ever attempted is the carrying of this year's harvest to a hungry world. If the grain were loaded into a single freight car, it would fill one a mile long and a thousand feet high. Loaded in the ordinary forty-ton cars, the harvest would require a continuous train long enough to go around the world and overlap all the way across the United States. The *New York Times* gives a few totals worth meditating on. The extra farm hands, without counting those who work all the year round, number eight hundred and sixty thousand—more than both armies at Gettysburg and Waterloo. Altogether more than four million hands are busy with the harvest, an army greater than North and South could muster in the field through four years of war. Over nine million horses and four million carts, harvesters, etc., make a procession that would reach round the earth. In money the crop is worth something like three and a half billions of dollars. The abundance of the harvest will not put down prices very much, for great as it is, the need is far greater. The United States is only beginning to wake up to the demands and the possibilities of farming.

COLOR

Who looks on more of the autumn than riders of the rail—passengers or train crew. Looking is not always seeing, but it may be, if there's a mind back of the eye. The passenger is freer, perhaps, to enjoy the landscape from his window, yet there are trainmen to whom every tree or stone fence on the run is like the face of an old friend, all its changes noted and interpreted.

"That's a grand place for a sunset," said a brakeman to us as we crossed a river. To such there is beauty in all seasons. Autumn has every delight of other times and the crown of color that is hers alone. While summer hesitates, the red leaves flag her a warning that winter is just around the curve. Little vines bring a look of life to the cold cheek of the rocky hillside. Here is a tree with all the leaves gone, save a cluster at the very tip that poise like a flight of yellow butterflies. Even the dead, fallen leaves hold the richness of a Persian carpet woven a thousand years ago.



THE HOME

THE TRAIN TO POPPYLAND*

The first train leaves at six P. M.
For the land where the poppy blows,
The mother dear is the engineer,
And the passenger laughs and erows.

The palace ear is the mother's arm,
And the whistle a low, sweet strain;
The passenger winks and nods and blinks,
And goes to sleep on the train.

At eight P. M. the next train starts
For the poppy land afar,
The summons clear falls on the ear,
All aboard for the sleeping ear!

But what is the fare to Poppyland?
I hope it is not too dear.
The fare is this—a hug and a kiss;
And it's paid to the engineer.

So I ask of Him who children took
On His knee in kindness great,
"Take charge, I pray, of the trains each day
That leave at six and eight.

"Keep watch on the passengers thus, I pray.
For to me they are very dear.
But keep special ward, O gracious Lord,
O'er the gentle engineer."

HER MONEY AND HERSELF

A HIGH-BORN IRISHWOMAN WHO LIVES TO SERVE HER PEOPLE.

From the New York Press

SELL ALL your goods and give to the poor, and come and follow Me."

Perhaps in all history since the lowly Nazarene gave this command to His disciples there has not been one person who has more literally followed this command than a sweet-faced Irishwoman who arrived in New York lately, the Honorable Albina Brodrick, sister of one of the most famous peers of the United Kingdom.

She literally has sold all her goods—her jewels, her ancient heirlooms, her houses, her lands—and laid them at the feet of the folk of Old Ireland, to whom she has further devoted her life. And now that there is no more of her own, and with her work but partly finished and her people crying for her to go on, she has come to this country to raise money.

"When I was twenty years old," she said, folding her hands primly in front of the big white nurse's apron she wore, "I decided that when I was free to do as I pleased

I would give up my life for Ireland. It has always seemed to me that the only service that counts is personal service, so that was the kind I wanted to give. It seemed little enough return for all that Ireland had done for my family for generations without any especially great return.

"The time never came for me to do anything until I was 40. Most people thought it was foolish for me to begin studying then, but I did. I knew I could do what I had planned to do for twenty years."

As for studying, the little woman must have done that, as she is now and has been for several years a medical and surgical nurse, a midwife, a sanitary inspector and the contractor for the hospital she founded and is building.

"I wanted to go to my people in Kerry," she explained. "It is so beautiful there and the people are so big-hearted and simple and honest and full of good qualities, but the district is so congested and so many are in need of some one to show them how to live.

"I sold most of my things, it is true, but not everything—it occurred to me to save a bit before undertaking

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the building of a hospital which I determined should be more than a hospital merely, but rather a center of industries and of what sometime might be an ideal social life. So I put away a bit for that, but it is not enough.

"I want to live with the people as one of them. They are not believers in kings and queens, my people, and they would scorn patronesses. They all have little bits of land of their very own, with little bits of houses on them, which, however, they do not know how to make the best of. I built myself a tiny cottage like the rest and live there—nearly always in the kitchen, where I write as my little maid works."

"And is it true that you live there on five shillings a day?"

"Most positively. You know we don't eat much meat in Ireland—but let me give you my usual daily menu: Breakfast—cocoa, porridge, bread and butter; dinner—potatoes, some vegetables, bread and butter and jam;

supper—soup (probably vegetable), a pudding, bread and butter and jam. It is surprising how satisfactory such a menu is.

"Shortly afterward, I bought the land where our hospital is now almost finished—fifteen and a half acres, nearly all bog. I was told it was foolish, but we have proven it was not since we now have most of it drained. With some more money which I hope to get here in America through lectures about Ireland, which I am astonished to learn is not well known as it really is, we will finish it.

"I can say I know no place in the world where such an institution is more needed or would be more appreciated. We are forty miles from any town, and the people do not know how to care for themselves.

"It has always been my theory that the most educated persons should go where help is most needed, so I am there as one of them."

THE USE OF GRAPE JUICE

Two women were shopping together.

"I must get some more jelly glasses," said one. "The grapes are ready to do up now, and I'll need another two dozen glasses."

"Glad you reminded me," said the other woman. "I've got every glass and jar in the house full, too." Whereupon she ordered two dozen *quart* jars.

"Good heavens!" cried the first woman. "You don't mean to say you put up grape jelly in quart jars!"

"Not at all," returned her friend. "I put up *juice*,

not jelly. I sweeten it very sparingly, and all winter I have the juice for anything I wish. Some of it I make into jelly, a few glasses at a time, as I need it. But most of it we drink. In the fall and spring we drink it iced, but in the very cold weather we use it hot, brought just to the boil, and it is more popular with most of our guests than hot chocolate. And grape juice sherbet is the most deliciously dainty dessert you can imagine. So I will not have any trouble at all in using up two dozen quarts of grape juice."—*P.*

A SUGGESTION FOR THE REFRIGERATOR

Much has been said and written on the care of the refrigerator, but here is a suggestion I have never seen in print. Left-overs of odorous vegetables can be kept in the refrigerator with perfect safety as to the cream and butter, if they are sealed in glass fruit jars. They do not need to be heated before sealing, nor is it neces-

sary to have the jars full—the idea is not to have the vegetable air tight, but to keep the odor in the jar—any vegetable will keep for twenty-four hours without being air tight. I have kept cauliflower, cabbage, turnips, etc. in this way and have found the air in the refrigerator absolutely untainted.—*I.*

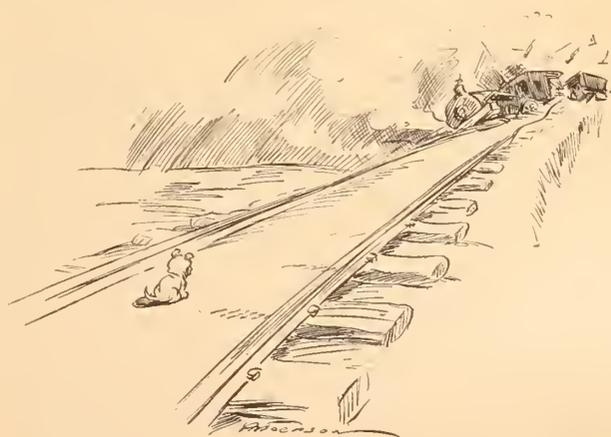
ON COOKING SWEET POTATOES

A few years ago an old Southern "Auntie" taught me how to cook sweet potatoes, after I had spoiled many a dish by not knowing just how they should be seasoned. Here is her recipe for candied sweet potatoes: Boil or steam the potatoes until tender. When they are cold, slice and cover with butter and plenty of sugar. Either bake till brown, or brown in an iron skillet. Use *no salt or pepper* when you use sugar.—*B.*

RIGHT SIDE UP WITH CARE

Henry was very proud of the new kittens, and went for them to show them to the visitors. His mother heard them coming along the hall, and, alarmed at the noise of the procession, called out, "Don't hurt the kittens, Henry."

"No, mother," came the reassuring answer, "I'm carrying them very carefully by the stems."—*Harper's Monthly*



"Shucks! I must have frightened him."—*Life.*



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. STIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

Mr. A. Hunter Boyd Jr.'s term as chairman of the General Safety Committee having expired, Mr. J. W. Coon has been appointed chairman to succeed Mr. Boyd. Mr. Boyd will continue a member of the committee.

NEW YORK DIVISION

Correspondent, W. B. Biggs, *Agent*, New York

DIVISIONAL SAFETY COMMITTEEMEN

W. CORNELL, Terminal Agent, Chairman.
W. B. BIGGS, Agent, Pier No. 22, N. R.
JOHN HICKEY, Foreman, Pier No. 22, N. R.
FRANK GARDELLA, Truckman, Pier No. 22, N. R.
E. SALISBURY, Agent, Pier No. 7, N. R.
EDWARD SHEEHY, Foreman, Pier No. 7, N. R.
LOUIS POLLY, Truckman, Pier No. 7, N. R.
E. W. EVANS, Agent, St. George.
TIMOTHY DINEEN, Foreman, St. George.
C. VAUGHN, Truckman, St. George.
J. E. GALBRAITH, Agent, 26th Street.
F. PANDILINO, Truckman, 26th Street.
M. E. DEGNAN, Foreman, 26th Street.
CAPTAIN C. H. KOHLER, Tug Despatcher, Marine Department.
A. W. MAUL, Lighterage Agent, Marine Department.
CAPTAIN T. L. MORRIS, Tug Captain, Marine Department.
HUGH HAGAN, Representing Tug Engineers, Marine Department.
F. WILCKENS, Representing Tug Oilers, Marine Department.
J. E. DAVIS, Representing Tug Deckhands, Marine Department.
E. KRUGE, Representing Tug Firemen, Marine Department.
HERMAN BURK, Representing Barge Captains, Marine Department.

Mr. Cornell has spent a late vacation up the State, where he met one of our former agents, Mr. Abbott, now a superintendent of a division on the Lehigh Valley. We were all glad to see him back at his desk, much improved in health.

It has just been reported that an old friend of the West-bound boys, M. B. Pilgrim, died after a lingering illness.

Pier 22 has been painted and looks spick and span as the Baltimore & Ohio always should.

On account of the increase of business on the East side of town, a new station has been opened at Pier 21, East River. Now let the line keep the boys over there busy.

The *New York World* printed the following story:

For sixteen years Edward Finegan has been captain of the Baltimore & Ohio Railroad barge Woodmont, and now, at ninety, he declines to be pensioned.

"Sure, Oi'll follow me seafaring until the final summons," says Finegan, now ill at the home of his daughter, Mrs. McDonald, at No. 321 Summit Avenue, Jersey City Heights.

Capt. Finegan's wife died in a hospital four years ago. Since then Finegan has lived alone aboard the barge. Not altogether alone, either, for a ferocious bulldog, a parrot whose language but echoes the high color and fluency of that of its master and an old fiddle have been his comrades.

Under the lamplight in his snug cabin on board the Woodmont the old man also makes clocks. One of these clocks he sold for \$37—and to a coal shoveller. Another of his home-made timepieces he gave to a bride. A clock on which he was working when he fell ill was intended for one of his grandchildren.

Finegan was born in County Leith, Ireland, on St. Patrick's Day, ninety years ago, of well-to-do parents. He ran away to sea at the age of fourteen, shipping as cabin boy on a Danish schooner at the port of Newry in County Down. He was aboard her after she was frozen up in the Baltic for three months. Later he voyaged around the world. On his return home he married Mary

Morgan, a schoolmate, one of the five daughters of a Carlingford shipowner, whose dowry was a full-rigged ship, the *Mary Evans*, and one thousand golden guineas. Through the carelessness of his mate he lost the ship. He acted as bo'sun on a cable ship with the British forces in the Red Sea. He was also bo'sun on the *City of Washington* of the old Inman line when the ship was requisitioned by the British Government to transport troops and stores from Portsmouth to Balaklava, Sebastopol and Inkerman.

When the Confederate Alabama was fitting out at Laird's shipyard at Birkenhead, near Liverpool, Finegan had charge of the riggers.

"O'i was offered the billet of gunner's mate, and Harry Redden, another rigger, was offered the billet of chief bo'sun's mate, but our old women wouldn't let us sign."

Here the parrot butted in with:

"Shut up, Finegan!"

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEEMEN

B. V. KELLY, Chairman.
R. H. TAXTER, Conductor Committeeman.
M. SCHAFFER, Conductor Committeeman.
JOHN GIBB, Conductor Committeeman.
CHAS. HENRY, Brakeman Committeeman.
P. CARROLL, Road Foreman of Engines Committeeman.
H. WOOD, Fireman Committeeman.
H. SMITH, Foreman Committeeman.
E. ALLEY, Supervisor Committeeman.
BRADFORD CRUM, Master Carpenter Committeeman.
W. L. DRYDEN, Signal Engineer Committeeman.
F. VAN NAME, Yardman Committeeman.
JOHN NICHOLS, Trainman Committeeman.
J. W. TURNER, Trainmaster Committeeman.
ALEX. CONLEY, Night Road Foreman of Engines.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia.

DIVISIONAL SAFETY COMMITTEEMEN

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Train Master, Vice-Chairman.
G. H. FENNIMORE, Shop Committeeman.
M. W. COPPER, Engine Committeeman.
WALTER LOUDER, Fireman Committeeman.
GRANT BILLINGS, Train Committeeman.
JAMES McMULLEN, Yard Committeeman, Wilmington.
W. H. ELLIS, Yard Committeeman, Philadelphia.
T. B. FRANKLIN, Terminal Agent, Philadelphia.
C. H. MORLOCK, Maintenance of Way Committeeman.
F. H. LAMB, Claim Department Committeeman.
DR. A. L. PORTER, Relief Department Committeeman.

On September 1st the new walk-way between Chestnut Street and Market Street, was put into use by the Baltimore & Ohio Railroad Company. This work was stopped for several months on account of some litigation regarding right of way. Its completion gives the long-wished-for access to Market Street. Through this walk-way and underground subway, passengers are enabled to use on Market Street seven surface lines and five subway-surface lines—twelve additional car lines in all. The new outlet is especially convenient for passengers desiring to go to the Reading Terminal Station, to the

Broad Street Station of the Pennsylvania Railroad or to the Market Street Ferry and Reading Ferry connecting with Atlantic City and all seashore points. Passengers for the latter can take the subway-surface car, change at 15th Street to the elevated-subway and reach either of these ferries in about fifteen minutes.

A very decided improvement is the electric lighting of the clock tower of Chestnut Street Passenger Station. "B. & O." signs have also been placed on the four sides of the tower, which are visible for a distance of several miles. These additions have called forth much favorable comment from the residents of Philadelphia and from the traveling public.

On October 1st a disastrous fire entirely destroyed our Export and Import Pier 80 at Philadelphia. This pier was also used for docking steamers from foreign ports and a great many immigrants were handled from this place. Arrangements have been made to care for this business at piers adjacent to Pier 80 until another permanent pier is procured or a new one built.

The appointment of J. E. Spurrier, superintendent of the Shenandoah Division, to a position on the general manager's staff, recalls the fact that Mr. Spurrier was train master on the Philadelphia Division for a number of years and has a great many friends here.

Mr. James F. Higgins, city freight agent at Wilmington, Del., retired voluntarily on September 1st, and has been placed on the pension list. Mr. Higgins was in the service 31 years continuously in the same position. In 1881 he entered the employ of the Wilmington & Western Railroad, which was afterwards acquired by the Baltimore & Ohio.

Mr. R. T. Pharo, for a number of years time-keeper in the superintendent's office, Philadelphia, voluntarily retired from the service on August 15th and has been placed on the pension list. Mr. Pharo entered the service twenty-five years ago.

W. T. R. Hoddinut, of the Chicago Terminal, who has been appointed assistant train master on this division, is not a stranger to us. He was formerly secretary to the general superintendent, main line system.

Mr. Howard H. Carver has been appointed acting city freight agent at Wilmington, Del., in place of Mr. James F. Higgins, who has been placed on the pension list. Mr. Carver has been in the service nearly twenty years, having been cashier at Wilmington for a number of years.

George D. Boggs, tallyman, Wilmington Freight Station, has been off duty for some weeks with an attack of rheumatism.

Miss Francis J. Fauver who has been ticket agent at Ogden, Pa., for several years has resigned to take up the occupation of trained nurse. Miss Fauver was a good agent; we hope she will be successful in her new field. Miss Carrier Weinert has been appointed ticket agent in Miss Fauver's place.

Mr. M. C. Dixon, agent at Hockessin, Del., is in Seattle, Wash., where his son resides. Mr. Dixon writes that he is enjoying his visit very much.

Mr. William S. Murphy, for a number of years cashier in the terminal agent's office, Philadelphia, Pa., who has been off sick for a number of months, has recovered and has been appointed local cashier at Pier 12, Philadelphia.

BALTIMORE DIVISION

Correspondent, LEWIS SAUERHAMMER, *Chief Clerk*, Baltimore

DIVISIONAL SAFETY COMMITTEEMEN

O. H. HOBBS, Chairman.
 E. C. POPE, Engine Committeeman, Baltimore.
 J. C. BRADSHAW, Fireman Committeeman, Baltimore.
 S. C. TANNER, Maintenance of Way Committeeman, Baltimore.
 W. T. WOLF, Yard Committeeman, Locust Point.
 WM. FURST, Yard Committeeman, Camden.
 GEORGE COPPER, Yard Committeeman, Curtis Bay.
 JOHN FLAHERTY, Yard Committeeman, Mt. Clare.
 GEO. ZEBERLEIN, Yard Committeeman, Bay View.
 WM. BOWERS, Yard Committeeman, Brunswick.
 C. W. ABERNATHY, Yard Committeeman, Washington.
 W. I. STEWART, Shop Committeeman, Brunswick.
 D. H. AMBROSE, Shop Committeeman, Riverside.
 G. F. BISSETT, Shop Committeeman, Brunswick.
 W. A. KEYS, Shop Committeeman, Washington.
 Z. M. BIDDISON, Train Committeeman, Baltimore.
 W. E. SHANNON, Agent Committeeman, Brunswick.
 D. M. FISHER, Agent Committeeman, Washington.
 W. T. MOORE, Agent Committeeman, Locust Point.
 A. M. KINSTENDORFF, Agent Committeeman, Camden.
 DR. J. A. ROBB, Relief Department Committeeman, Baltimore.
 T. E. STACY, Y. M. C. A. Committeeman, Baltimore.
 E. K. SMITH, Y. M. C. A. Committeeman, Brunswick.
 G. H. WINSLOW, Y. M. C. A. Committeeman, Washington.
 R. B. BANKS, Claim Department Committeeman, Baltimore.

B. B. Beck, general yard master at Brunswick, is enjoying a vacation.

E. C. Shipley has been made road foreman of engines, vice W. L. Robinson, promoted to be supervisor of fuel consumption.

C. A. Mewshaw has been promoted to the position of train master, vice R. J. McCarty, resigned.

W. Trapnell, general manager of the Hampshire Southern Railroad, formerly division engineer on this division, was a visitor at the superintendent's office, Baltimore, a few days ago.

W. A. McCleary, yard master at Washington, attended the Hagerstown Fair.

K. D. Fox, assistant rate clerk, and T. K. Lee, janitor, Washington Freight House, who were injured in an accident in Washington Yard on August 8th, have resumed duty.

F. S. White, night yard master at Washington, has resumed duty after enjoying his annual vacation.

C. E. Roache, M. of W. time clerk has resigned, and is succeeded by P. T. Coleman.

On October 17th, a reception was tendered to Fireman R. Cummins, who had just returned from an extended visit to the "ould sod," where he had been visiting his old home and friends. The committee arranged for a duckpin contest, as "Dick" was one of the star bowlers at Riverside. After the contest the crowd adjourned to the Association secretary's office, where refreshments were served and prizes awarded. The secretary is particularly proud of the "booby" prize which is the first one he ever won in a contest.

A little supper and spread is in course of preparation for members of the Harper's Ferry Excursion Committee and their friends.

J. T. Carr, claim clerk at Washington, is recovering from an operation for carbuncle on his arm.

W. N. Wilcox, formerly connected with the N. Y. N. H. & H. R. R., has accepted position in the cashier's department, Washington freight office.

As a result of the promotion of C. A. Mewshaw to train master, the dispatchers in "DO" moved up a peg, and H. LaMar becomes a regular dispatcher.

It has been noticed that the trips to Newark, of L. J. McWilliams, chief clerk to district engineer, M. of W., are becoming more frequent. What's the answer?

C. A. Thompson, signal supervisor, attended the Railway Signal Association Convention at Quebec, October 8th to 11th. After the convention, he enjoyed a visit to Montreal, Niagara Falls and New York.

W. D. Kurtz has been appointed cashier of the Blue Line Transfer Company at Washington.

Cashier W. Y. Stillwell and wife have returned to Washington after spending several days at Norfolk and Old Point Comfort.

C. H. Trumbo, shop clerk, has returned to duty, after a long illness.

D. M. Ambrose has been appointed machine foreman, succeeding F. Fillipino, who has been appointed general foreman at Keyser, W. Va.

W. H. Harrigan, spent a few days in New York during the "World's Series." "Bill" said it was "business," but we have our suspicions.

Machinist W. Link appeared at the shop a few days ago, smiling from ear to ear. "Bill, Junior" has arrived.

Machinist Albert Sawyer has returned to work after an illness of two months.

Mike Fleming, boiler maker, has ventured on the sea of matrimony for the second time. Congratulations and happiness, "Mike."

The boys at Riverside are glad to have among them again, Tool Dresser George Allen, who has returned to duty after an illness of seven weeks.

The company expressed its appreciation of the services rendered by J. H. Ankenbauer, watchman at Elevator "B", Locust Point, for his prompt action on discovering fire in the elevator, on July 26th, by presenting him with a gold watch and chain. Mr. Ankenbauer's alertness prevented a serious and destructive blaze. The presentation of the watch was made by General Manager Galloway, in the presence of many officers and employes.

On October 23rd, the general Safety committee attended the divisional Safety meeting, and after the meeting a trip was made around Baltimore Terminals. The committee also inspected Brunswick Terminals on October 24th. Having the general committee present gives the "Safety First" movement additional life, and encourages members to put forth their best efforts.

Conductor Moler has returned to duty after being laid up several months with rheumatism.

Flagman Lester Michael was killed in a freight train accident at Hagerstown, on October 25th. His many friends extend their sympathy to his family.

The annual oyster supper and bazaar held at Riverside Y. M. C. A. was the best that has ever been held there. The ladies had a very efficient committee who served the usual good things to a very large number of friends. The financial result was highly satisfactory. What could we do without the ladies?

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *General Foreman.*

DIVISIONAL SAFETY COMMITTEEMEN

Machine Shops.

H. G. OVERBY, Erecting Shop Committeeman.
 J. P. REINARDT, Blacksmith and Axle Shops, Power Plant and Shop Yards Committeeman.
 H. C. YEALDHALL, Boiler Shop Committeeman.
 R. W. CHESNEY, Brass Foundry Committeeman.
 V. L. FISHER, Iron Foundry Committeeman.
 G. F. KLINE, No. 1 Machine Shop Committeeman.
 J. O. PERIN, No. 2 Machine Shop Committeeman.
 H. E. HAESLOOP, Pipe, Tin and Tender Shops Committeeman.
 S. A. CARTER, Erecting and Boiler Shops Committeeman.
 J. W. BREWER, Chairman.

Car Department.

W. R. SHECKELLS, Cabinet Shop and Saw Mill Committeeman.
 CHESTER DAVIS, Freight Car Department Committeeman, Mt. Clare.
 J. T. BRENNAN, Freight Car Repairs, Middle Yard, Mt. Clare.
 GEO. F. STINER, B Yard Committeeman, Locust Point.
 JOS. ZIZWARCK, Camden Committeeman.
 C. P. LEHRER, Baileys Committeeman.
 J. D. BLINKE, Curtis Bay Committeeman.
 JOHN KALB, Bay View Committeeman.
 CHARLES WELSH, Mt. Clare Junction Committeeman.
 E. E. EVANS, Camden Committeeman.
 JOHN E. CARLTON, Paint Shop Committeeman.
 W. M. CLARDY, Locust Point Committeeman.
 WALTER PENN, Locust Point Committeeman.
 R. S. COLLISON, Passenger Erecting Shop Committeeman.
 H. A. BEAUMONT, Chairman.

A. B. Severn, of the drawing room, has become a benedict. Good luck, "Sev."

We extend our sympathy to Mr. E. E. Nusz, who recently lost his mother.

G. Fred Patten, of the general foreman's office, is entertaining a number of friends on his twenty-first birthday. Fred was born on Friday the 13th, but with all this he is a lucky boy.

The shop men at Mt. Clare say "The Safety Committeemen are doing things." This sounds good.

John Kelly is waiting patiently for a mashed toe to heal so that he may dance at his own wedding. Cheer up, John.

M. V. Paschal, formerly in charge of the tender shop, now has charge of freight car repair tracks.

Some of our apprentice boys are easily convinced that two can live cheaper than one. *Beware!* boys.

WASHINGTON TERMINAL

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

In the shops of the Washington Terminal Company is a young man who is a member of the Young Men's Christian Association, and very active in its work. Not long ago he was well known for his ungovernable temper. At one of the shop meetings the spirit of Christ came into his life. He united with the church and is altogether a different man, with no sign of the temper that was such a trial to him. He is proud to acknowledge the power that changed his life. He finds that the power of the Infinite applies to shopmen as well as men engaged in other lines of work.

Evening classes in mathematics, shorthand, mechanical drawing, were organized Monday evening, October 28th.

Arrangements have been made with the Public Library of the District of Columbia to have publications relating to the railroad and other technical books placed temporarily in the Association library for circulation among the members, on the same conditions as apply to our own books. We earnestly urge the members to take advantage of this privilege as well as to make liberal use of the other books.

Recreation games will be a feature of the gymnasium work, including indoor baseball, volley ball, basket ball for groups of men. Individual work on the various pieces of apparatus will also help in the physical development of men. Every railroad man ought to take systematic exercise.

Every Sunday afternoon the men meet for an informal half hour service.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHS.

DIVISIONAL SAFETY COMMITTEEMEN

C. D. BROOKE, Chairman.
 E. D. CALVERT, Maintenance of Way Committeeman.
 S. J. LICHLITER, Maintenance of Way Committeeman.
 DR. J. F. WARD, Relief Department Committeeman.

It is understood that Miss Amy Clements Spurrier, only daughter of John E. Spurrier, former superintendent of the Shenandoah division, now of the general manager's staff, will marry a prominent young business man of Winchester, Va., in the near future. Miss Spurrier's friends here offer their best wishes.

Conductor L. D. Barley and family have recently returned from Atlantic City, where they spent their vacation. This was Conductor Barley's first visit to this resort. He returns well pleased with his outing and expects to return next season.

Conductor W. H. Winkley and wife have been on a visit to their son Hunter, in New York. Young Mr. Winkley is connected with the U. S. Navy and was in the parade of Uncle Sam's ships in New York Harbor.

Baggage man William Manuel, is enjoying a short vacation visiting in the Eastern cities.

Brakeman C. R. Donovan of Harrisonburg, Va., who was recently married, and his bride are now in the Eastern cities spending their honeymoon.

We regret that Agent W. M. Chittum, of Timber Ridge, Va., who has not been in robust health for some time, has been compelled to go to a hospital for treatment. His friends hope that his recovery will be rapid.

East District Brakemen O. M. Scarlett and H. C. Frye, have been sent to the West District temporarily, to relieve men who are sick or on leave of absence.

Operator and clerk O. L. Marks, of East Lexington, is acting agent and operator at Timber Ridge, during the absence of Agent Chittum, due to sickness. Operator T. B. Farnsworth of Summit Point, takes the place of Mr. Marks at East Lexington, during his absence.

Assistant Division Engineer Richard Brooke of the Pittsburgh Division, was a visitor at the home of his brother, Superintendent G. D. Brooke, Sunday, October 20th.

The following note from a shipper, recently received by our car distributor, indicates the extreme shortage of cars:

"Today I instructed my administrator to put on my tombstone, *He died for want of cars.* St. Peter will settle with you some day for it."

H. R. Lewis, division freight agent and D. H. Street, traveling freight agent, spent several days in the Valley this month looking after the apple business.

Sydney Taylor, the veteran crossing watchman at Millwood crossing has been on the sick list for several weeks. We are glad to hear he is improving.

We regret to record the death of A. N. Conrad, a veteran pensioned locomotive engineer, which occurred at his home in Harrisonburg, Va., October 21st, after a lingering illness due to a complication of diseases. Mr. Conrad, who was seventy-one years of age, was widely and favorably known throughout the Shenandoah Valley, for his sterling qualities. He first entered the service as fireman in the 70's, was promoted to engineman in 1880 and was pensioned on account of failing health, March 24th, 1907. He was a member of the Presbyterian Church of Harrisonburg, where his funeral was held.

Crossing Watchman E. J. Athey, of Winchester, Va., spent his vacation visiting his son in Pennsylvania.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, Y. M. C. A. Secretary
Cumberland.

DIVISIONAL SAFETY COMMITTEEMEN

- H. C. McADAMS, Chairman, Cumberland, Md.
- C. M. GEARHART, Secretary, Cumberland, Md.
- W. L. RICHARDS, Conductor Committeeman, Brunswick, Md.
- J. F. BARNETT, Engine Committeeman, Cumberland, Md.
- J. S. CAGE, Conductor Committeeman, Martinsburg, W. Va.
- W. L. STEPHENS, Shop Committeeman, Martinsburg, W. Va.
- J. FOREBECK, Train Committeeman, Cumberland, Md.
- D. ZILER, Car Repair Committeeman, Cumberland, Md.
- J. V. YARNALL, Shop Committeeman, Cumberland, Md.
- T. A. MORAN, Shop Committeeman, Keyser, W. Va.
- J. W. RAVENSCHRAFT, Car Inspector Foreman, Committeeman, Keyser, W. Va.
- A. E. RICE, Train Committeeman, Keyser, W. Va.
- M. F. NAUGHTON, Conductor Committeeman, Keyser, W. Va.
- W. M. PERRY, Engine Committeeman, Cumberland, Md.
- J. E. GIBBONS, Fireman Committeeman, Rowlesburg, W. Va.
- E. C. McCARTY, Assistant Train Master, Newburg, W. Va.
- DR. J. A. DOERNER, Relief Department Committeeman, Cumberland, Md.
- W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland, Md.
- W. S. HARIG, Claim Department Committeeman, Cumberland, Md.
- F. A. TAYLOR, Master Carpenter, Cumberland, Md.
- D. CRONIN, General Supervisor, Cumberland, Md.

When asked by the correspondent for the Cumberland Division for some news to write up for the magazine, Master Mechanic Sisler replied: "Tell them that on locomotive and car performance the Cumberland Division leads the whole Baltimore and Ohio System." The writer looked doubtful, but said nothing, as any one who has seen or knows Mr. Sisler would know better than to contradict him. "I'll prove it to you," he said. Opening a case, he drew out the chart showing the performance of the locomotives and cars over the entire system for the month of August, 1912. "Look over that," he said, "And see if what I say isn't true."

Cumberland Y. M. C. A. was represented at the great Railroad Y. M. C. A. Conference in Chicago by the

following members: Benjamin Gulick, engineer; Robert Compton, conductor; Patrick Duffin, fireman; A. Y. Wilson, machinist; Ward Hauger, assistant secretary; W. C. Montignani, secretary.

Andy Wilson, machinist, and Paddy Duffin, fireman, both attended the great banquet in Chicago on the opening night of the Y. M. C. A. Convention. Andy and Paddy sat together.

"Pass the sugar," said Paddy to Andy. "Right," says Andy.

"Pass me the cream," says Andy to Paddy. Both helped themselves liberally to the cream and sugar. After vigorously stirring his cup a minute, Paddy turned to Andy and says:

"Andy, how's yer coffee?"

"Mine ain't coffee," says Andy, "I think it was meant for tea but it's too greasy for mine."

"Andy," says Pat. "If Montignani served us coffee like this at the Y, I'd lend a hand to lynch him."

"No, I can't go this," says Andy, as he shoved his cup away from him. Paddy looked distressed. He had taken another big mouthful but couldn't swallow it for a moment. When he did manage to get it down he turned to Conductor Compton, on his left, who was supping his with relish and remarked,

"Bob, how can you go that stuff?"

"Go it," said Bob, "that's the finest bullion I ever tasted."

"That's one on me," said Paddy, "serving soup in a cup." During the remainder of the supper, both ate salted peanuts to get rid of the taste.

Cumberland lost a worthy citizen, the Baltimore and Ohio a good engineer, and three young men a loving father in the death of Brother W. A. Grimm, engineer on the passenger service between Baltimore and Cumberland, who was badly injured in an accident. On October 8th, his spirit passed from time into eternity. Rev. M. L. Enders, pastor of the Lutheran church officiated at his funeral. The Brotherhood of Locomotive Engineers also took part at the cemetery. His remains were interred at Martinsburg, W. Va. Our deepest sympathy is extended to the bereaved sons, two of whom are Baltimore & Ohio employes; the other, a lad of fifteen, is still attending school.

The stork left a pretty eight-pound baby girl at the home of Jack Kemp, assistant secretary at the Association, on October 5th. Jack now wears the smile that won't come off.

The bowling season has started in earnest on the Y. M. C. A. alleys. Duck pins are all the go. Already some good scores have been made. For the prize this month, Andy Knight, fireman on the Connellsville Division leads, with a score of 133. Sam Richard is a close second with 132.

By the time this magazine reaches its readers the night school will be in full swing at the B. & O. Y. M. C. A. We hope to have as teacher, Mr. William Tinker, principal of the Allegany County High School. Arithmetic, writing, composition and history will be taught.

A speaker at the Railroad Y. M. C. A. Conference in Chicago made the following remark: "None of us

should desire to get more than we earn, or to get a position we cannot fill."

Mr. George McGee, the smiling machinist apprentice, has returned to work, after several months' leave of absence.

"I mustn't let them see me all at once." So thought Joe Riley, machinist in the shops as the boys were congratulating him on the fact that at last he had bought himself a new suit of overalls, and had had his hair cut. Some of the men who first saw him were asking who the new dude machinist was.

"What's the matter with C. W. Egan? He's All Right," shouted all the B. & O. delegates to the Railroad Y. M. C. A. Convention in Chicago, and he was all right. Mr. Egan made us feel proud of him and the great railroad corporation he represented. His illustrated address was a master-piece. The writer heard praises on all sides. What's the result? Every railroad in the country wants him to come and deliver his address and show his splendid collection of pictures to their employes. Mr. Egan was at his best in Chicago; he recognized the big opportunity in speaking to two thousand railroad men and he seized it. Heartiest congratulations, Mr. Egan.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS.

Cap Jacob S. Miller, shipping clerk at the local shop was married recently, Miss Granigan, of Vanclevessville, W. Va., being the bride. Mr. and Mrs. Miller are comfortably housed on East Liberty Street where they will be at home to all their friends. The shop associates of Jacob wish him a happy and prosperous future.

Porter Holliday is another benedict from the shop force. Mr. and Mrs. Holliday are occupying their new home on High Street. Until his marriage, Port was a popular member of the Bachelor's Club. The remaining members positively refuse to extend congratulations. The club has lost so many members lately by Hymen's route that it would seem good advice to all the boys who are matrimonially inclined to put in an application for membership.

Daniel Plotner, assistant foreman of the frog shop has just purchased a home on East Martin Street, near the shop.

Jacob Helferstay, of Cumberland, has been appointed general foreman of the motive power works at this station. Mr. Helferstay is a Martinsburg boy and served his time in the local shops when the motive power station was located here. He has been getting the "glad hand" from all his old friends in and about the shop and yards.

The railroad men of this city were saddened by the death of Engineer Walter Grimm, noted above. He was formerly a resident of Martinsburg, from which place he moved to Cumberland about twelve years ago. The friends who called at the hospital during the weeks of suffering were encouraged by the valiant fight he made, and were confident of a final recovery. Mr. Grimm, was a competent and trustworthy engineman, having risen in the ranks by close and constant application.

Thomas M. Emmart, the young brakeman who was injured at Shenandoah Junction, October 4th, died on the 16th. He would have been eighteen years old in

a few days if he had lived. He leaves two brothers and two sisters. His father is lamp man at Rawlings, Keyser and Piedmont.

MONONGAH DIVISION

Correspondent, F. J. PATTON, *Chief Clerk*, Grafton.

DIVISIONAL SAFETY COMMITTEEMEN

E. D. GRIFFIN, Train Master, Chairman, Grafton.

DR. C. A. SINSEL, Relief Department Committeeman, Grafton.

P. MADDEN, Engine Committeeman, Clarksburg.

W. C. NEWCOME, Conductor Committeeman, Grafton.

B. E. JEFFERIES, Conductor Committeeman, W. Va. & P., Weston.

H. E. KLOSS, Maintenance of Way Committeeman, Grafton.

WM. C. DECK, Shop Committeeman, Grafton.

J. A. MARTIN, Claim Department Committeeman, Grafton.

A. P. LAVELLE, Train Dispatcher Committeeman, Grafton.

F. A. GUMP, Conductor Committeeman, Fairmont.

J. J. LYNCH, Car Repairer Committeeman, Fairmont.

G. Fishback, car distributor, has moved his family from Fairmont to Grafton.

The headquarters of T. W. Reynolds, have been changed from Fairmont to Grafton. Mr. Reynolds has charge of the tennage inspection on the Monongah Division.

Mr. W. C. Hollister, reporting to the general superintendent of transportation, has been located permanently at Grafton.

James McClung, chief train dispatcher, has purchased the Moran property in West Grafton, and will move in soon.

C. M. Stubbins, who recently entered the service of the Ford Automobile Company at Detroit, has returned to his old position in the chief train dispatcher's office.

F. M. Hollis, shop clerk, has been spending a few days in Pittsburgh.

Master Mechanic H. M. Hutson Sundayed in Keyser, visiting old friends.

J. D. Anthony, assistant chief clerk in charge of agents, has moved his family from Monongah to Grafton.

W. M. Bond spent a few days with his parents in old Virginia.

C. D. Snyder, ticket agent at Grafton, has been granted a furlough. His place is being filled by R. W. Wickham, formerly ticket clerk, Wheeling.

Some changes have recently been made in the baggage force, Fairmont, Harry Six having been transferred to Wheeling, and C. P. Canty moved from Morgantown to Fairmont.

W. T. Hopke, master carpenter, has returned from an extended visit with friends in Washington and points South.

A. S. Cutler, who has been sick for the past two months, has returned to duty as agent at Belington.

Robert McWilliams, one of our pensioned engineers, recently met with a painful accident. In some manner Mr. McWilliams fell and broke his arm so that it was necessary to take him to a Baltimore Hospital for treatment.

Branch engineer A. E. Gilmore, who was recently married, has returned with his bride from an extended trip to Niagara Falls and other points of interest.

Gov. Wilson and Col. Bryan were carried over the Monongah Division, recently, making speeches at different points.

We were honored on October 25th, with a visit of the general safety committee which reached Grafton on train 55, and returned to Baltimore on train 12. It is hoped that on the next trip they will be able to go over the Monongah, as our local committee feel proud of the work that has been done in connection with safety, and will take pleasure in pointing out to the general committee the numerous changes that have been made to further that work.

Since the first number of the magazine came out, many favorable comments have been received from the men in all departments. The succeeding issues will be looked forward to with much pleasure.

W. C. Hess and wife, and L. A. Huffman and wife have just returned from Paw Paw, after enjoying a short visit and hunting trip. They report game very plentiful in that vicinity.

M. L. Zinn and wife have returned after a short visit to Mrs. Zinn's home at Orlando.

J. I. Frum has been called to Morgantown, account of the serious illness of his mother. We all hope for Mrs. Frum's speedy recovery.

Baily Hupp has just returned from a short visit to Philadelphia. Is it getting serious Baily?

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*, Glover Gap

DIVISIONAL SAFETY COMMITTEEMEN

H. B. GREEN, Superintendent, Chairman.
 JOHN COXON, Engineman Vice-Chairman.
 DR. C. E. PRATT, Relief Department Committeeman.
 M. C. SMITH, Claim Department Committeeman.
 H. E. FOWLER, Assistant Division Engineer Committeeman.
 R. W. BURNES, Yard Master Committeeman.
 V. B. GLASGOW, Conductor Committeeman.
 W. J. CARTER, Machine Shop Foreman Committeeman.
 C. M. CRISWELL, Agent Committeeman.
 DR. E. F. RAPHEL, Relief Department Committeeman.
 E. E. HOOVEN, Roundhouse Foreman Committeeman.
 J. J. RILEY, Yard Master Committeeman.
 W. A. MORRIS, Fireman Committeeman.
 A. G. YOUST, Operator Committeeman.
 C. L. HARSHBARGER, Engine Committeeman.
 G. ADLESBERGER, Car Shop Foreman Committee.
 J. C. MOORE, Traveling Fireman Committeeman.

John Cummins, engineman on trains 12-3, has a thirty-days' leave of absence to look after his political interests. U. G. Chaddock is manipulating the throttle during Mr. Cummins' absence.

Extra Passenger Engineman W. F. Thomas and extra Conductor C. T. Limerick handled President Willard and a party of Baltimore and Ohio directors over the Wheeling Division in three hours and four minutes, Friday, October 11th.

Shop Foreman P. Horan of Cameron has been transferred to a like position at Vincennes, Ind., which is a decided promotion. Our congratulations and best wishes follow Mr. Horan in his new field of duty. Mr. S. E. Crow, who was Mr. Horan's right-hand man, took the foremanship at Cameron and is succeeding in the discharge of his many duties.

Harry Zimmerman, telegrapher at Cameron and his son Ray, telegrapher at Shicks, have returned home after spending a month on the Pacific slope.

Telegraphers H. L. Kuhn of Underwood and R. B. Kennedy of Barrackville, recently joined the benedicts. Mr. Kennedy married Miss Catharine M. Robinson and they took an extended honeymoon tour, visiting Baltimore, Washington, Philadelphia, New York, Buffalo, Rochester, Niagara Falls and other points of interest too numerous to mention. Mr. Kuhn won the heart and hand of a Miss Swiger of Shinnston. They also took the usual Eastern honeymoon tour.

Conductor Edward Gatewood, trains 98-21, is in the shop for slight running repairs—rheumatics in the knees again.

Ozero C. Hull, the veteran chief clerk at the Wheeling freight station, is again on duty after six months' absence, due to a general breakdown. He appears to be considerably improved and will no doubt be good for a steady run from now on.

E. J. Hebrank, chief bill clerk, enjoyed his annual vacation on the South branch of the Potomac, and caught several large fish, some as long as six and eight inches.

S. W. Dempster, witnessed the Ohio State-Michigan football contest. Mr. Dempster is a former O. S. U. man and rooted hard for his team. T. L. O'Conner and E. J. Davis accompanied him.

"Ike," the janitor, who had not been feeling well for some time, is improving.

Michael Herson, trucker on Wheeling platform, has secured a six-months leave and will visit the auld country near the lakes of Killarney. He has not been home for six years and looks forward with great pleasure to this visit; but he promises to be back for his old job in the spring.

M. J. Burke, for many years delivery clerk at Wheeling is still on the sick list.

E. A. Neuman, bill clerk, who broke his arm some time ago reports that he will resume work November first.

R. A. ("Dick") Murphy, first trick train dispatcher, is the Irish comedian for the East End boys. His songs are of the latest and are well rendered in a finely modulated voice, seasoned with the Irish brogue.

Road Foreman of Engines J. S. Little has moved his family from Newark to Moundsville.

Richard Murphy, first trick dispatcher, is enjoying his vacation and has left for the lower end of the State where he expects to bag some big game.

Mr. Ainscough, formerly foreman of the Cleveland shops, has been appointed general foreman of the Benwood shops, vice Mr. Donallen transferred to a similar position at Martinsburg.

Miss Mary Duffey, daughter of W. J. Duffey, has gone to Florida, accompanied by Miss Myrtle Zimmerman.

Mrs. W. H. Johnson, wife of W. H. Johnson (Uncle Bill), has returned to her home at Shepardstown, Va., after a lengthy visit among her many friends at Wheeling, Benwood, McMechen, Pittsburgh and elsewhere. Mr. Johnson, a veteran engineman of the Wheeling Division, was recently retired.

G. M. Simms, one of the pension enginemen, died at Wheeling Hospital, Tuesday, October 15th. The funeral at Cameron, W. Va., was largely attended by his many railroad friends and other associates.

H. B. McCracken, telegrapher, and his wife, are taking a month's vacation, visiting relatives in Columbus and other parts of Ohio and West Virginia.

Mrs. G. Burgy, wife of the engineman, has returned home from Louisville, Ky., where she was visiting friends and relatives.

The Tribbit brothers, enginemen, who have been very ill with typhoid fever for the past three months, are able to be out but not strong enough for duty.

We mean to cast no reflection on past officers and employes when we say that the Wheeling Division has never been in better condition, from any standpoint. This is due, no doubt, to the friendly cooperation of the employes with one another and with their superior officers. In fact, a friendly spirit seems to abound among all alike. Our officials cannot be surpassed for attention to duty and courteous treatment of the employes. A more harmonious aggregation would be hard to find.

Enginemen are throwing their scrap paper in the firebox and conductors theirs in caboose stoves. Cabses, towers, shops, stations, platforms, yards, and in fact everything on the right of way seems to have a brighter and cleaner appearance.

Bad places reported in the track by enginemen seem to be a thing of the past. We used to have one side of our offices covered with the many slow orders issued on account of bad track. This has all been changed. The roadbed has been solidified and brought up to modern standards.

Keep off the pilot, is our war cry.

Conductors C. A. Deitz, R. F. Pell and William Lowe have recently been added to the passenger service. They look well in their new uniforms and are to be congratulated on their well-merited advancement.

P. Murtaugh, supervisor was laid up for two weeks. While adzing a tie he made a slip and sunk the edge of the adz into his leg, making a very ugly wound. His duties were efficiently looked after by Foreman G. E. Phillips (better known as "Baily").

The Wheeling Division boys are proud to learn of the promotion of Mr. W. H. Riley, who was formerly train master on Wheeling and Cumberland Divisions. Mr. Riley entered the service as brakeman on Wheeling Division about twenty years ago and has been steadily climbing the ladder—brakeman to conductor, conductor to assistant train master and train master. Now he has become assistant superintendent of the Cumberland Division.

Assistant Train Master C. H. Bonnesen is at present stationed at Grafton, posting and examining Cumberland Division men on the Grafton-Fairmont end of the Wheeling Division. A number of Cumberland Division crews have recently been assigned to Fairmont to Keyser runs. The night chief train dispatcher is acting as assistant train master while Mr. Bonnesen is attending to these duties. Mr. M. B. Rickey, train dispatcher, is filling Mr. Deegan's office during his absence, Mr. Rickey being relieved by R. A. Shields, the copier.

Mrs. Nan Wells, wife of Lee Wells, who died in Wheeling recently, had lived in that city with her husband since the shops were moved there, thirty-one years ago. Before that, Mr. Wells was an engineer in Cameron where he

met her. Two sons survive her, one by an earlier marriage. Mrs. Wells had acquired a host of friends, by whom she was esteemed for her genial qualities. Funeral services were held at the Fourth Street M. E. Church, of which Mrs. Wells was a member. The remains were conveyed in a special car attached to No. 12 to Cameron. The pallbearers were Enginemen John Coxen, John Garvey, John Lemon, John Cummins, John Gillingham and Homer Gaskell.

Mrs. P. D. Barlow, wife of the company's physician at Benwood, who had been visiting relatives in Baltimore, Md., for the last few weeks, fell and sustained a broken hip. Dr. Barlow went at once to Baltimore, to care for her.

A. C. Moon, carpenter in the yards at Benwood, spent two weeks' vacation with his parents near Gorman, W. Va.

C. K. Welch, storekeeper in the Benwood yards has returned from a business trip to Holloway.

H. Haggerty, supervisor, has returned to duty. He was very ill with pneumonia. The ever-active H. L. Nicholas, extra gang foreman looked after Mr. Haggerty's work during his absence.

BENWOOD JUNCTION

Cabinet Maker F. Baltz is on the sick list.

Car Repairman Isaac Byard has returned to duty after being off with an injured hand.

Car Repairman G. Miller and Miss Carroll were united in marriage October 10th at 8 P. M.

A. J. Nay, chief clerk, is spending a ten days' vacation in Besten.

Car Inspector G. Dean has been transferred to brakeman.

Mr. J. T. Donnelly and wife spent a week along the Lakes.

Mr. Adams, foreman at Hartzel, is on the sick list.

Mr. C. K. Welsh has returned to duty after two months of sickness.

Several of the boys attended the funeral of Mayor Schmit of Wheeling.

Mr. Ainscraft, of Cleveland, Ohio, has been appointed roundhouse foreman at Benwood shops.

John Connors, clerk in the store department, has returned from Cleveland.

Benwood shop presents a very good appearance since receiving a coat of whitewash.

L. J. Curren is the happy father of a twelve-pound boy.

HOLLOWAY, OHIO

Irvin Brewer, an apprentice of the shop, has been confined to his home for the past week, suffering with an acute attack of quinsy.

Mrs. William Foley, wife of Yard Conductor Foley, is visiting her daughter, Mrs. A. B. Hibbs, of Uhrichsville, Ohio, this week.

Fireman Coats is constructing a handsome new cement-block home on Main Street, near Thomas Walker's department store.

General Superintendent U. B. Williams and Superintendent H. B. Green of Wheeling, arrived in Holloway on their special train, October 11th, for a brief inspection of the plant.

Mr. E. E. Hooven, roundhouse foreman, who has been visiting his brother G. C. Hooven, of Newark, Ohio, has returned to his duties.

Foreman L. B. Russell and wife spent a day at the famous Canal Dover Fair.

Engineer Kennedy is confined to his home with a severe attack of quinsy.

Brakeman Hatkins, who had his leg injured recently, is able to be out again.

The wife of Yard Brakeman J. W. Bell is ill.

The machine shop, boiler room and round house have been white-washed inside and painted the standard color outside. The rest house, restaurant and other buildings having also been painted, present an up-to-date appearance.

Robert Cecil, engine inspector, has returned from a two months' leave of absence, during which he travelled through the Central West in search of health.

A. V. Macklin, pipefitter, who has been sick for several weeks, is visiting relatives in Pennsylvania.

C. K. Burson, the stenographer in the general foreman's office, has returned to duty, after a ten days' vacation visiting his father in Evelyn, W. Va.

L. L. Moore, the chief clerk, has been away on his vacation.

The Shop Base Ball team played the Flushing team on Flushing's grounds, Labor Day, the score being 9 to 0, in favor of Holloway. This game closed the season for the Holloway team.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, *Y. M. C. A. Secretary*
Parkersburg

DIVISIONAL SAFETY COMMITTEEMEN

C. E. BRYAN, Chairman.
S. M. CORE, Vice-Chairman.
R. L. COMPTON, JR., Shop Committeeman.
W. F. BEATTY, Train Committeeman.
S. M. CORE, Yard Committeeman.
S. T. ARCHER, Engine Committeeman.
W. M. HIGGINS, Maintenance of Way Committeeman.
W. E. KENNEDY, Claim Department Committeeman.
F. H. D. BISER, Relief Department Committeeman.
F. BECKWITH, Fireman Committeeman.
W. B. WINKLER, Agent Operator Committeeman.
J. H. OATEY, *Y. M. C. A. Committeeman.*

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Conneltsville.

DIVISIONAL SAFETY COMMITTEEMEN

O. L. EATON, Assistant Superintendent, Chairman.
A. P. WILLIAMS, Assistant Division Engineer.
W. E. BOYLAND, Conductor Committeeman.
E. C. LOUDEN, Yard Conductor Committeeman.
J. H. BITTNER, Engine Committeeman.
M. H. KOELLER, Relief Department Committeeman.
E. P. POOLE, Shop Committeeman.
F. BRYNE, Claim Department Committeeman.
H. M. HEINBAUGH, Fireman Committeeman.
E. L. LINT, Car Repairman Committeeman.
A. K. LONG, Track Foreman Committeeman.
J. W. RYAN, Dispatcher Committeeman.
H. W. FOWLER, S. & C. Branch Conductor Committeeman.
J. D. GRAHAM, S. & M. Junction Conductor Committeeman.

On August 9th, a joint passenger and freight agency was opened at Indian Creek, Pa. Mr. W. S. Rafferty,

who handled the agency at Sand Patch, Pa., for several years, was appointed agent. Indian Creek, Pa., is a junction point with the Indian Creek Valley Railroad.

Effective September 29, Mr. R. E. Warman was appointed ticket agent at Morgantown, W. Va., vice Mr. J. H. Whetzell, assigned to other duties.

Mr. J. Russell Anderson has been promoted to position of clerk in superintendent's office. Mr. Anderson was formerly clerk in the office of the division engineer.

Mr. R. W. Whipkey has been promoted to be clerk in the superintendent's office. He was formerly clerk in the train master's office and clerk and stenographer in the storekeeper's office.

Operator M. H. Lynch, son of Phillip Lynch of Meyersdale, Pa., died in the State Hospital at Mt. Alto, Pa., October 10th. He was formerly operator at Oriental, Pa. His remains were brought to Meyersdale for interment.

On October 10th, the second trick operator, H. Bartholomew was called to Philadelphia, Pa., on account of the death of his mother.

Born to Mr. and Mrs. F. W. Daberko, at Indian Creek, Pa., October 9th, a bouncing baby boy. Mr. Daberko is second trick operator at Indian Creek.

Dispatcher M. J. Kerrigan started on fifteen days' vacation October 1st. He is being relieved by Dispatcher Thomas A. Adams.

Copying Operator J. W. Thornton has started on his vacation, and expects to visit Baltimore, Philadelphia and New York.

Mr. B. F. Hanna, supervisor in charge of the F. M. & P. District, between Connellsville and Fairmont, W. Va., has been transferred to Rockwood, Pa., to fill the vacancy caused by the sickness of Supervisor J. A. Lipheart.

Effective October 15th, Thomas Courtney, night clerk to chief train dispatcher, was appointed to a like position in daylight, vice P. G. Waterhouse, assigned to other duties. Mr. Courtney was formerly employed in the roundhouse at Connellsville, in the capacity of engine dispatcher.

R. S. Morton succeeds Mr. Courtney as chief dispatcher's clerk at night. Mr. Morton has been filling the position of clerk to car foreman in the car department for the past two years.

The friends of Arnold Blasey are agreeably surprised to learn of his marriage to Miss Edna Scott, a popular young lady of Hazelwood, Pa. The "knot" was tied at Greensburg, Pa., October 17th, after which the couple left on an extended trip to Youngstown and other Ohio points. Arnold is employed as a brakeman in Conneltsville Yard. His many friends wish him a happy and prosperous future.

Brakeman Earl Thomas is spending a few weeks with his parents in Cleveland, Ohio.

Albert Rottler has been appointed to fill the position of clerk in the stores department at Conneltsville, made vacant by the promotion of R. W. Whipkey, effective October 16th.

G. A. Edwards has been appointed disbursement clerk in the stores department, vice W. C. Guthrie, resigned.

Effective October 16th, Levi Smith was appointed order and receiving clerk in the storekeeper's office, vice F. S. Martin, resigned.

W. Alt, formerly clerk in stores department, has been promoted to clerk to car foreman at this point, vice R. S. Morton, assigned to other duties.

G. O. Schecnover, son of Chief Clerk W. O. Schoonover, succeeds W. Alt, as clerk in the stores department.

Operator P. G. Waterhouse is performing the duties of Copying Operator in "VI" Office at Connellsville, in the absence of J. W. Thornton, who is taking a vacation.

Neilsen E. Miller has been appointed stenographer in the office of the division engineer, succeeding Mr. J. Russell Anderson, promoted.

Dispatcher W. R. Clasper, who has been off duty on account of sickness for the past week, is now able to be at his key. During his absence Dispatcher William Carroll had charge of the F. M. & P. Branch, first trick.

Master Carpenter W. S. Schenk has returned from a meeting of the Bridge & Buildings Association held in Baltimore, Md. He reports a very successful session.

Dispatcher J. W. Ryan is taking his annual vacation. "Dundie" expects to visit relatives in Circleville and Columbus, Ohio. Dispatcher C. H. Walters is filling in during his absence.

The new tunnel in course of construction at Sand Patch, Pa., is rapidly nearing completion; about seventy-five per cent of the concrete work has been finished. It is the desire of the contractors in charge of the work to turn it over to the company as a Christmas "gift." Track laying at Manila, the Eastern portal of the new tunnel, has been started and is progressing rapidly.

The new third track which is being laid between Rockwood, Pa., and Garrett, Pa., will probably be completed by the first of the new year. This line will relieve the situation around Rockwood considerably. There has been some congestion there at times, owing to the large amount of freight moving off the S. & C. Branch and the limited track facilities.

Work has been started in the construction of the Cheat Haven & Bruceton Railroad which will connect with the F. M. & P. Branch at Cheat Haven, Pa. This line is being constructed by the Kendall Lumber Company and parallels the Cheat River for about eight and a half miles. It will open extensive timber tracts in that territory.

Effective October 22nd, Mr. J. J. Smith, machinist in the roundhouse at Connellsville, Pa., left to accept a position of locomotive inspector at Mt. Clare shops. We are pleased to hear of Mr. Smith's promotion and wish him success in his new field of work.

The general foreman at the Connellsville roundhouse has left on a two weeks' vacation. He expects to visit several points of interest in Ohio. His position is being filled by Roundhouse Foreman A. R. King.

W. A. Reynolds, first trick operator at Casselman, Pa., is the proud father of an eleven-pound baby girl. The little stranger arrived October 22nd.

Since the early part of September, N. M. Harclerode, second trick operator at Philson, Pa., has been laid up at his home at Hyndman, Pa., with typhoid fever.

The first trick operator at Sand Patch, Pa., C. R. Darrah, is off duty, owing to the illness of his wife. It was found necessary to take her to Philadelphia for an operation.

The stork visited the home of P. P. Hauger, first trick operator at Rockwood, recently, and left a bouncing baby girl.

Mrs. H. B. Pigman, wife of Division Operator Pigman, is spending a few days with relatives in Chicago.

We are pleased to hear that B. E. Emerick, first trick operator at N A Tower, has become a benedict. Congratulations, Ben.

Mr. Thomas McIntyre, operator in "D" Office at Connellsville, has returned from Philadelphia and other Eastern points where he has been visiting friends during the past month.

H. Bartholomew, operator at Rockwood, Pa., was suddenly called to his home at Reading, Pa., owing to the death of his father.

Mr. R. R. Souser, operator at Rockwood, Pa., has returned from a visit to Boston and New York, where he attended the World Series Baseball games.

Dr. G. W. Smetz has been appointed Company Surgeon at Markleton, Pa., vice Dr. F. P. Righter, resigned.

The friendly relations existing between the telegraphers on the Connellsville Division is directly due to the installation of the telephone system on the main line and branches during the past year. It must not be inferred from this that the men are of a quarrelsome nature; but the saying of spiteful things on the telegraph circuit is equivalent to saying mean little things behind a person's back—both come from lack of personal contact, and under such circumstances things are very often said which otherwise would remain unsaid. On the telephone circuit, when the familiar "Hello" is heard in response to repeated rings, it is not unlike meeting face to face a person to whom we have resolved to say all sorts of harsh words, only to smile and shake his hand. It is a worthy innovation which can bring about such results, aside from its other manifold advantages.

While on his way to work as third trick operator at Philson Tower, Telegrapher J. Carlton Smith ran into a real live wildcat near the curve East of Philson, and considering discretion the better part of valor, struck out for the tower, making record time all the way. He had a gun in his pocket, but says he was perfectly willing to let the animal go if it would let him alone. He swears it was about nine feet long.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*, Pittsburgh

DIVISIONAL SAFETY COMMITTEEMEN

C. B. GORSUCH, Chairman.
 JOHN A. KEIL, Assistant Platform Foreman, Pittsburgh Freight House Committeeman.
 R. M. SHEATS, Train Master Committeeman, Northern District.
 R. BROOKE, Assistant Division Engineer Committeeman.
 R. M. DAVIS, Conductor Committeeman, Demmler Yard.
 M. H. LEHMER, Train Committeeman, Pittsburgh Yard.
 H. A. REIGHT, Conductor Committeeman, Allegheny Yard.
 C. W. C. DAY, Division Operator Committeeman.
 DR. A. C. ERNEST, Relief Department Committeeman, Glenwood.
 A. S. RICHARDSON, Engine Committeeman, Glenwood.
 J. A. MARTIN, Conductor Committeeman, Glenwood Yard.
 C. E. CORBETT, Train Committeeman, Willow Grove Yard.
 F. S. KEE, Conductor Committeeman, Glenwood.
 J. C. BARR, Conductor Committeeman, Thirty-sixth Street Yard.
 WILLIAM AMBROSE, Shop Committeeman, Glenwood Shop.
 J. P. HARRIS, Chief Clerk, Division Engineer, Secretary.
 F. BRYNE, Claim Department Committeeman.

Mr. C. B. Gorsuch, has been appointed superintendent of the Newark Division, vice Mr. M. H. Cahill, resigned to accept service with another company. Mr. Gorsuch, was formerly, chief clerk to the general superintendent at Pittsburgh. He was, later, made chief clerk to the general superintendent of transportation at Baltimore and followed Mr. Cahill as assistant superintendent on the Pittsburgh Division; he again follows him to the Newark Division as superintendent.

Mr. D. E. Henderson, chief clerk in the general freight office, visited New York City to meet relatives returning from abroad.

On November 12 and 13, the semi-annual meeting of the Railway Development Association will be held in the Hotel Sinton at Cincinnati. This association consists principally of industrial, agricultural and immigrant agents of the various railroads in the United States and Canada. Mr. H. O. Hartzell will represent this road, from the Pittsburgh District.

Mr. Wilmer Penrose, secretary to the industrial agent, is spending his vacation hunting in the mountains of Pennsylvania.

Mr. M. H. Cahill, former chairman of the Pittsburgh Division Safety Committee, was calling on friends at Pittsburgh recently.

Miss Adele Henry, one of our telephone operators, employed at Hazelwood Exchange, is figuring on leaving us in the near future, to become the wife of Mr. Dennis E. Snyder, employed as passenger brakeman, running between Pittsburgh and Wheeling. Miss Henry will be greatly missed here. We offer best wishes for her future.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark.

DIVISIONAL SAFETY COMMITTEEMEN

- W. T. EAGAN, Chairman.
- C. G. MILLER, Shop Committeeman, Newark, Ohio.
- J. H. WADE, Shop Committeeman, Zanesville, Ohio.
- H. M. EVANS, Engine Committeeman, Newark, Ohio.
- W. H. ARNOLD, Train Committeeman, Newark, Ohio.
- C. A. VARNER, Yard Committeeman, Newark, Ohio.
- BERT SMITH, Yard Committeeman, Zanesville, Ohio.
- C. C. O'HARA, Yard Committeeman, Columbus, Ohio.
- J. G. STRICKENBERG, Agent Committeeman, Belleville, Ohio.
- C. C. GRIMM, General Yard Master, Newark, Ohio.
- W. F. ROSS, Road Foreman of Engines Committeeman, Newark, Ohio.
- E. N. PHILLIPS, Maintenance of Way Committeeman, Newark, Ohio.
- A. R. CLAYTOR, Claim Department Committeeman, Newark, Ohio.
- DR. S. C. PRIEST, Relief Department Committeeman, Newark, Ohio.

President Willard and party passed over the Newark Division on October 11th. The party was received from the Norfolk & Western at Columbus and the run from Columbus to Benwood, one hundred and thirty-eight miles, was made in three hours and forty minutes, including a fifteen-minute stop at Newark. This train was handled from Newark to Benwood, one hundred and five miles, single track, in two hours and forty minutes, without making any stops. The train was in charge of Conductor John Doyle



ENGINEER GLENN
AND MRS. GLENN

and Engineer J. William Glenn to whom much credit is due for the efficient manner in which the time was so evenly maintained throughout the entire trip. This is the first train within the memory of any of the old employes of the Newark Division that has passed over the line Newark to Benwood without making a stop.

A prominent Ohio attorney-at-law writes the following letter to a Newark Division passenger conductor:

"In the hustle and bustle this morning at the depot I did not get an opportunity to extend to you the thanks of my family and several others who were attempting to take your train and get their baggage away. We all understood and fully appreciated that it was through your indulgence and kindness that we succeeded. If all the conductors and railroads treated the public as you do and always have, the railroad companies would have less trouble and would enjoy one of their greatest assets, viz., the good will of the communities through which they pass."



CONDUCTOR
JOHN DOYLE

The unit office system was put into service on the Newark Division, effective September 24th. Superintendent's, train master's, division engineer's, road foreman of engine's, chief train dispatcher's and division operator's forces are consolidated in one large office room, under the supervision of the division chief clerk. The installation of the system was directed by G. B. Clifton, supervisor of office forces. President Willard, Vice-Presidents Shriver and Thompson and General Manager Galloway took time, while passing through Newark, to look the new quarters over and were much pleased with the office arrangements as well as with the new depot improvements.

"It hardly seems possible that such a change could be made in an old building like this," is a common expression now heard in and around Newark passenger station. The old depot has been turned into an up-to-date passenger station, with all conveniences for the traveling public, including as fine a restaurant and lunch room as can be found at any railroad station anywhere. A new baggage and express room has been provided, platform lamps have been installed and everything necessary to complete a first class passenger station has been provided.

Engineer James Bradley, whose head struck a switch stand at Sonora, August 30th, while he was leaning from his engine in an effort to locate a hot bearing, was able to be removed from a hospital at Zanesville to his home in Newark. Mr. Bradley was unconscious for three weeks after the accident but we are glad to announce that he is now getting along well.

Engineer James M. Carson, a victim of hay fever, has been away on his regular annual vacation since July 6th. Now that his old friend Jack Frost has put in his appearance we presume he will be at his post of duty in a few days.

Fireman W. F. Clark, who had his knee painfully injured in jumping from his engine when it collided with a traction engine at Monroeville, June 28th, is able to be about on crutches and is getting along well.

Fireman L. E. Martin, who had his arm injured by a fall from his engine at Utica, May 27th, has been made caller, his injuries having incapacitated him for service as fireman.

John A. Ryan, who has served the company faithfully for forty-five years as an engineer on the Newark Division, is spending a few days attending the Union Veteran Legion convention now in session at Chattanooga, Tenn. Mr. Ryan is as healthy and happy as usual.

Engineer E. W. Shimel and wife will leave in a few days for Ogden, Utah, for the benefit of Mr. Shimel's health. We hope the trip will help him.

Con Wylie, pensioned conductor has gone to Chattanooga, Tenn., to attend the Union Veteran Legion at that point.

John R. Jenkins, hostler in Newark shops for the past twenty-one years is taking a much needed rest with relatives at Dyersville, Ohio.

Brakeman John Robinson, his wife and their son, Russell left for Salem, Ohio, for a few days rest with friends.

Brakeman A. N. Glennon is taking a leave of absence and spending few days with relatives at Norfolk, Va.

Machinist Harry B. Early of the upper machine shop, left, October 16th, for New York to visit his sister, Mrs. Wendel Moore. Harry also expected to take a look at the battleship squadron.

William B. Phelan, machinist of the erecting shop was operated on for appendicitis on October 19th. Late reports show him to be getting along well.

Piece Work Inspector Harry D. Geidenberger of the erecting shop is again on duty after a ten-day trip in the East. Harry watched the Giants and Red Sox play the first game of the World's Series, and also was a visitor at Mt. Clare shops.

Machinist Percy Wolan, of Mt. Clare shops visited his mother and brother in this city.

Stanley F. Stater, Newark member of the Advisory Board of the Relief Department attended a meeting of that board in Baltimore.

R. A. Burge has been transferred from this station to Benwood Junction as night round house foreman. He has been in service at this station for several years as fireman and hostler. His many friends wish him success in his new position.

Robert Mullinix, employed at this station as hostler dropped dead on October 17th. Mr. Mullinix has been in the service of this company for over forty years. He served for a time as locomotive engineer.

Lee Moore, machinist on the drop pit in the round house, has been receiving the congratulations of his friends on his marriage.

Machine Foreman, William G. Killworth of the lower machine shop, made a flying trip to the East. He visited New York and on the way home made a call at Mt. Clare shops.

Walter A. Kinney, clerk in the store room has been off duty for several days on account of the serious illness of his wife who is suffering with diphtheria. His friends are anxious to hear of her complete recovery.

Murrel Lake, clerk in the master mechanic's office left Sunday, October 20th, for St. Louis to spend his vacation.

Lee Stanford, labor distributor in the master mechanic's office is again on duty after spending his vacation in New York, Philadelphia, Washington and Reading.

Foreman G. H. Franklin, of the pattern shop, and Joseph H. Fuller, of the brass foundry, are again on duty after a two weeks' vacation. Accompanied by their wives, they visited many points of interest in Eastern Canada and report having had a very good time.

J. E. Burke, erecting shop foreman, is the proud possessor of a new hat won from Round House Drop Pit Foreman D. A. T. Westall, on the outcome of the World Series.

Tim Fitzpatrick, of the lower machine shop, is wearing a very pleasant smile, caused by the arrival and installation of a new hydraulic wheel press. Tim

is so much interested in the new machine that his friends, A. Cross and Joseph Reichert cannot persuade him to go after the foxy ground hog—in fact they can't get him even to talk of going.

A meeting of the safety committee was called for 2 P. M., October 22nd, at which hour the funeral of



DIVISIONAL SAFETY COMMITTEE, NEWARK, OHIO.

Reading from left to right, top row: W. H. ARNOLD, train committeeman; C. G. MILLER, shop committeeman, Newark; J. H. WADE, shop committeeman, Zanesville; DR. W. A. FUNK, assistant medical examiner; D. L. Host, train master, Columbus. Middle row: C. A. VARNER, yard committeeman, Newark; J. C. FORAN, secretary; W. T. EAGAN, chairman; A. R. CLAYTOR, claim dept. Front row: E. N. PHILLIPS, M. of W. committeeman; C. C. O'Hara, yard committeeman, Columbus; BERT SMITH, yard committeeman, Zanesville; C. C. GRIMM, general yard master, Newark; DR. S. C. PRIEST, Relief Dept.; J. G. STRICKENBURG, agent committeeman; W. S. ROSS, road foreman of engines committeeman; H. M. EVANS, engine committeeman.

Yard Brakeman Eli B. Coleman, accidentally killed in discharge of his duty in Newark Yard, October 19th, was also arranged for. The Safety Committee in respect to Mr. Coleman, adjourned and attended the funeral services at his home, and on reassembling adopted the following resolution:

"Whereas God, who is too wise to err and too good to do wrong, has seen fit to take from among us our oldest yard employe, we extend our sincere sympathy and profound regret to the members and friends of the bereaved family; therefore be it resolved that we take it as a lesson to be more than ever on the alert and direct others to do likewise."

Conductor W. A. Tomlinson is contemplating a trip to Florida this winter in the interest of Mrs. Tomlinson's health.

Engineers Able and Riley head the drawbar list for September, but both claim there will be other leaders when the October bulletin is posted.

The condition of Conductor Wharton is reported greatly improved and many of the trainmen on this division are calling at the Glendale Hospital while taking their layover at Benwood. Conductor Wharton expects to return to his home in Newark about the middle of November.

On October 18th while Conductor L. C. Scheffler of Cambridge tunnel work train was standing near the west switch to the eastward siding, Cambridge, and train 36 was passing, he noticed a sixteen-inch strip of wheel tread broken out of the southeast wheel of P. R. R. 26293, a Q. D. load for Grafton and promptly notified the operator to hold his train until the car was set off. The prompt action of Conductor Scheffler saved an accident as the wheel tread was broken within an inch of the flange and would have dropped inside of the rail at some point where the gauge of track was wide. As the wheel was running smoothly on a narrow strip of wheel tread remaining, the discovery of the broken wheel is entirely due to Mr. Scheffler's close observation.

On October 15th at 5:40 P. M., Engineer W. R. Bates was run over and instantly killed by engine 589 in Cambridge yard, while it was being handled by his fireman in setting off four cars from train 112. The deceased was 48 years of age and had been in railroad service 29 years, being continuously employed as locomotive engineer for 13 years. He had been yard engineer and foreman at Cambridge about six months. A wife and two daughters are left to mourn his loss.

Mr. M. H. Cahill, superintendent of the Newark Division, has resigned to accept a more responsible position with the Louisville & Nashville. The Safety work loses a most efficient worker. No engagement was too important, no work too pressing to take Mr. Cahill from the monthly divisional meetings. He had confidence in his Pittsburgh Division committee and they in him, and members were frequently asked to come to his office to talk over suggestions made by other employes. His host of friends on the Pittsburgh Division, his new friends on the Newark Division and the General Committee wish him every success in his new field.

As an example of the esteem in which he is held the following is taken from a letter from a traffic official:

"Mr. Cahill came to this division, as superintendent, the first of August, and I can say most heartily that, as a traffic official, I never ran up against an operating official with whom we could work more closely than with Mr. Cahill. He is broad gauged in every way and no one regrets more than I that he is to leave the service and, while I rejoice most heartily over Mr. Cahill's fine promotion, yet no one regrets more than I that we will lose his kind association and assistance. Am constantly in contact with the men in the train service and I find that he made many warm friends among them during the short time he was here."

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

DIVISIONAL SAFETY COMMITTEEMEN

- S. C. WOLFERSBERGER, Train Master, Chairman.
- T. J. RAFTERY, Car Foreman, Shop Committeeman, Painesville, Ohio.
- M. C. WOLDRIDGE, Conductor, Yard Committeeman, Painesville, Ohio.
- H. D. HORNER, Fireman, Engine Committeeman.
- M. J. GARRETT, Engineer, Engine Committeeman.
- J. B. TALBOTT, Brakeman, Train Committeeman.
- J. E. GRILL, Conductor, Train Committeeman.
- W. H. WATSON, Switch Tender, Yard Committeeman, New Castle, Junction.
- P. McCANN, Conductor, Yard Committeeman, Hasleton, Ohio.
- F. W. GREEN, Operator, Road Committeeman.
- G. H. HAMMER, Foreman, Shop Committeeman, New Castle, Pa.
- E. H. BARNHART, Assistant Division Engineer, Maintenance of Way Committeeman.
- GEO. J. MAISCH, Claim Agent, Claim Department Committeeman.
- DR. E. M. PARLETT, Medical Examiner, Relief Department Committeeman.

It is with much regret that we announce the death of Mr. Robert Krahenbihl, who dropped dead at New Castle Junction shops just before noon, October 28th, 1912. He had complained of not feeling very well, but came to work as usual. Mr. Krahenbihl was born July 28th, 1848, entered the service of the Pittsburgh & Western Railroad (now B. & O.) as tinsmith September 23rd, 1884, and served continuously with the P. & W. and B. & O. until the day of his death. He was a steady, conscientious worker, and will be missed by the officials and employes of the New Castle Division. He is survived by two sister, Mrs. W. A. Philpott of Pittsburgh, Pa., and Mrs. Cameron of Millvale, Pa., one daughter, Mrs. Elizabeth Eggers of Allegheny, Pa., and two grandchildren.

The B. & S. inspection party came through New Castle Junction, October 29th and rang in a fire alarm at the shops. The fire brigade was on the job, as usual, and had water going in one minute. The fire brigade at New Castle Junction "takes water" from none of them on the system.

Mr. Clyde DeArment, the Motive Power time clerk, quietly got married a few week ago, and then tried to slide as quietly out of town on a wedding trip to the East. The boys heard of it and sent him on his way rejoicing.

Some of the division office force are growing moustaches with the hope, we suppose, of improving their appearance. While we don't want to throw any "bricks", we think a close shave would help.

Captain Faller took a short vacation last week, the first in six years. He came back looking and feeling jollier than ever.

At the time Halley's comet was passing through the heavens and everybody was star-gazing to get a glimpse of it, a group of engineers were standing in Mahoningtown one night, discussing the matter. Suddenly one of them pointed to the horizon and exclaimed, "There it is." Engineer O. J. Halle replied.

"Get out; that is only Bob Armstrong going to Lorain."

E. R. Post, operator at Newton Falls, and his wife, are spending a short time visiting friends and relatives in Tempe, Ariz.

R. A. Hill, operator at Nova, took unto himself a bride and went out to the Pacific coast to see the sights.

Business got so heavy on the joint track between Niles Junction and Ravenna that it was necessary to install two additional block offices to shorten the blocks and move up the trains promptly.

Harry Hood, who was formerly janitor in the division office, left us some time ago to accept a position in Cleveland. He came back because he said he was longing for "the honor of working for the best railroad in the country and with the best bunch of men on that railroad."

James O'Leary, engineer on the work train at Ravenna, O., heard an unusual noise as train 94 was passing his train, on September 29th, and made it his business to examine the track. He found a defective rail and reported it at once. The general safety committee and the New Castle safety committee have extended their thanks to Mr. O'Leary for his prompt action in this matter.

C. O. Brown, night chief dispatcher, is away on his vacation. Accompanied by his wife and son Kenneth, he is making a tour of the West.

W. P. O'Connor, relief dispatcher, who is working in Mr. Brown's place at present, has a farm near Lowellville where he puts in his spare time. "Bill" says he has some hogs on his farm that will be "Q-1's" in a few months.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland;
C. H. LEE, *Operator*, Cleveland

DIVISIONAL SAFETY COMMITTEEMEN

W. T. LECHLIDER, Chairman, Cleveland, Ohio.
O. C. SPIETH, Assistant Division Engineer Committeeman Cleveland, Ohio.
DR. G. A. ALLISON, Relief Department Committeeman, Cleveland, Ohio.
E. H. CLINEDENST, Claim Department Committeeman, Cleveland, Ohio.
J. W. KOOPER, Shop Committeeman, Lorain, Ohio.
J. E. FULP, Shop Committeeman, Cleveland, Ohio.
G. W. RISTINE, Engine Committeeman, Canal Dover, Ohio.
E. G. LOWREY, Engine Committeeman, Cleveland, Ohio.
H. L. RILEY, Train Committeeman, Lorain, Ohio.
E. A. MEYERS, Train Committeeman, Cleveland, Ohio.
W. P. LANIUS, Yard Committeeman, Lorain, Ohio.
J. C. SHIELDS, Yard Committeeman, Canal Dover, Ohio.
J. W. GRIFFIN, Yard Committeeman, Massillon, Ohio.
G. M. BLAUMAN, Yard Committeeman, Cleveland, Ohio.
H. C. BATCHELDER, Yard Committeeman, Akron Junction, Ohio.
C. H. WALKER, Yard Committeeman, Canton, Ohio.
C. A. WITZEL, Agent Committeeman, Cleveland, Ohio.
J. M. HUTCHESON, Locomotive Fireman, Lorain, Ohio.
GEO. BUCKHOLD, Track Foreman, Cleveland, Ohio.
J. A. BRATTON, Telegraph Operator, Beach City, Ohio.

Mr. J. T. Johnson, superintendent of the Cleveland Division, has been promoted to the position of general agent at the same point. Every employe on the Cleveland Division wishes him success in his new position.

Mr. W. T. Lechluder, has been promoted from the position of assistant superintendent of the Cleveland Division to that of superintendent of the same Division. Since Mr. Lechluder has been here, the men have come to respect his judgment and feel his interest in them. In the Safety work he has been especially active and the committee looks forward to even more zeal and interest from now on. We all join in best wishes for his success.

W. P. Stewart, chief clerk to the superintendent, has returned from a brief visit with his family at Defiance, O.

E. M. Heaton, division operator, is still confined to his home with eye trouble, C. H. Lee being his substitute.

Miss Gertrude Metcalf, file clerk in the superintendent's office, has resumed her position after a month's vacation.

W. J. Sutherland has accepted a position as yard clerk at Akron. He is one of the college students who realize the need of learning some things not in the books.

The new depot at East Akron adds to the appearance of the property and increases the facilities for handling traffic.

H. E. Warburton, commercial freight agent, Akron, Ohio, better known as "Harry," is devoting considerable time to checking up cars and making sure that none are diverted and few delayed.

Train Dispatcher O'Leary has been spending a few days riding over the road and noting the doings or shortcomings of some of the boys who have not been as prompt at the switch as they might be. O'Leary is ever on the alert for sleepers.

We always wondered why they referred to Operator Keifer of Canal Dover as "The Duke of West Virginia" until we ran across him the other night off duty all togged up for a trip to the theatre.

Conductor Klienhaus, of Valley Local, has resumed duty after a week's sick leave caused by falling from the platform at Valley Junction while loading freight.

Yardmaster Terrant and Operator Baul of Lorain have returned from a short pleasure trip to Baltimore.

Operator C. W. Ferguson of Willow has accepted the position of assistant agent at Newburg, Ohio.

On this division ordinary empty cars are worth \$1,000,000. each and coal cars \$1,000,001; but none of the money is lying around, as everybody is on his toes and keeping the cars moving.

Assistant Superintendent W. T. Lechluder is seriously considering the selection of a cabinet from among the force of dispatchers, engineers, operators and conductors. the idea being to squeeze out any leaks and work for effective cooperation. It is planned to have weekly meetings.

Night Chief F. J. Hess had just left the building when he ran into a couple of his friends talking hunting. A few moments later along came Dispatcher "Jud" Griffith. In just fifteen minutes F.J.H. had 18 rabbits, 2 squirrels and no missed shots, while Jud was coming fast with 15 rabbits, 3 squirrels and one load that missed the biggest rabbit he had ever seen. They were just getting a bear

apiece when along came their car which broke up the session.

The boys on Cleveland Division are congratulating their friend C. R. Brooker, train dispatcher at Cleveland, who has just returned to duty after his wedding trip.

The boys at Lorain were glad to see engine 1008 returned to them with her front wheels restored. Her new name is 1708.

The boys are all loud in their praise of our new magazine. Many of the boys found notices of old friends on other divisions. To quote one of the conductors, "I'm going to write old Jim—— a letter. Its been ten years since I heard of him. We used to go to school together."

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEEMEN

- T. W. BARRETT, Chairman, Garrett, Ind.
 J. B. HERSH Yard Master Committeeman, Garrett, Ind.
 H. S. LEE, Yard Master Committeeman, South Chicago, Ill.
 C. SCHOMBERG, Shop Committeeman, Garrett, Ind.
 J. E. LLOYD, Assistant Division Engineer Committeeman, Garrett, Ind.
 D. PARRODY, Shop Committeeman, South Chicago, Ill.
 W. G. CAMERON, Conductor Committeeman, Garrett, Ind.
 T. E. WAYMAN, Agent Committeeman, Chicago, Ill.
 T. E. SPURRIER, Claim Agent Committeeman, Tiffin, Ohio.
 A. CREW, Claim Agent Committeeman, Chicago, Ill.
 C. A. STIERT, Shop Committeeman, Chicago Junction, Ohio.
 F. DORSEY, Medical Examiner Committeeman, Garrett, Ind.
 R. R. JENKINS, Secretary Y. M. C. A. Committeeman, Chicago Junction, Ohio.
 W. C. FRANCE, Agent Committeeman, Tiffin, Ohio.
 O. M. BAILEY, Engineer Committeeman, Garrett, Ind.
 D. G. THOMPSON, Fireman Committeeman, Garrett, Ind.
 A. D. GINGERY, Brakeman Committeeman, Garrett, Ind.
 J. S. BARND, Operator Committeeman, Galatea, Ohio.
 J. D. JACK, Claim Agent Committeeman, Garrett, Ind.
 J. W. HAMILTON, General Yard Master Committeeman, Chicago Junction, Ohio.

John S. Davis, station agent at Teegarden, died on October 6, after a few weeks' illness. He was fifty years old, and had practiced telegraphy since he was seventeen. He was an earnest believer in Christ and last winter, with his companion became a devoted member of the Church of the United Brethren in Christ. He was elected one of the trustees and the beautiful new church bears his name on the corner stone. He was noted for his kind acts of charity, no one in need being ever passed by. He bore his suffering with Christian fortitude, arranged his burial place, bade goodbye to his friends and fell asleep surrounded by the members of his family. The Brotherhood of telegraphers, of which he was a member, acted as pall bearers at his funeral. Interment was in Walkerton cemetery. Mr. Davis leaves a wife, two sons, Gurren F., of Chicago, and Burleigh W., of Teegarden, and one daughter, Mrs. Exie P. Davis-Hardy, of Garrett, Ind.

As the result of an accident at Chicago Junction on October 10th, Charles Franklin Reneman, engineer, was killed instantly, and Joseph Leland, fireman, died within a few hours. Brakeman H. H. Ashley, of Chicago Junction, had a shoulder blade broken.

Mr. Reneman was fifty-six years old. He was born in Grafton, W. Va., and came to Garrett in 1885, when he



C. F. RENEMAN

became a fireman. He won his promotion three years later. He was very fond of his home and spent much time in his beautiful garden. He had a wife and six children, four of whom are still living at home: Leslie, Ray, Estella and Pansy. The funeral was in charge of Garrett Division No. 153, B. of L. E. The Garrett Lodge of Masons, of which Mr. Reneman was a member, was also represented.

Mr. Leland was twenty-four years old, and was preparing for his examination, expecting soon to be promoted to engineer. His parents lived at Spiker near Wabash, where the funeral was held. The Eagles, of which he was a member, were represented; so also were the Brotherhoods of firemen and engineers.

Engineer Charles Lindoerfer, who is a member of the city council and chairman of the water and light committee of Garrett, is getting credit for working up sentiment in favor of the new "boulevard" lighting system in the business district.

Engineers L.F. Gunder, Scott Baker, J. J. Showers, J. F. Drinkwater, Elmer Medes, E. M. Alley and R. H. Bauer, who had been back on their passenger engines firing, have been again placed on the right side owing to increased business. The regular pool has been increased by five numbers. Boys, having again assumed the greater responsibilities, don't forget, *Safety first.*

When the new lift bridge now being constructed over the Calumet River at South Chicago is finished, it will be the longest single span lift bridge ever constructed. It is being built in the upright position and will remain in that position until fully completed, even to the placing of the ties and rails. The bridge will be put into service next year.

Double track has been completed and is now in service, Standley to East Defiance. This makes the East End all double, except about ten miles between East Defiance (M. D. tower) and Sherwood. On the West End, double track is in service, Cromwell to Milford Junction,



JOSEPH LELAND

with telegraph and block office in the new tower at Wawasee. The train order and block offices at Cromwell and Syracuse have been closed.

We are pleased to note that the interlocker plants at Hamler, Ohio, Milford Junction, La Paz Junction and Walkerton have been rebuilt and restored to service. This will greatly assist in the movement of through trains. Wellsboro, Alida and McCool plants have been rebuilt recently and others are under construction.

New bridges of steel and concrete have just been completed over Washington and River Streets, Tiffin. The Ferro Construction Company had the contract.

CHICAGO TERMINAL

DIVISIONAL SAFETY COMMITTEEMEN

J. L. NICHOLS, Chairman.
 G. P. PALMER, Division Engineer Committeeman.
 F. E. LAMPHERE, Engineer Construction Department Committeeman.
 ALEX. CRAW, Claim Agent Committeeman.
 DR. E. J. HUGHES, Medical Examiner Committeeman.
 J. F. RYAN, Captain of Police Committeeman.
 C. L. HEGLEY, Examiner and Recorder Committeeman.
 H. McDONALD, Supervisor Committeeman, Chicago District.
 W. HOGAN, Supervisor Committeeman, Calumet District.
 J. W. DACY, Train Master Committeeman.
 J. W. FOGG, Master Mechanic Committeeman, representing Chicago District.
 C. J. QUIMBY, General Foreman Committeeman.
 D. M. JULIAN, Car Foreman Committeeman.
 G. W. SELLWOOD, Car Foreman Committeeman.
 J. E. SHEA, Passenger Conductor Committeeman.
 JOHN ROGERS, Locomotive Engineer Committeeman.
 F. DOTZAUER, Locomotive Engineer Committeeman.
 JOHN GABIG, Engineer Committeeman.
 JOHN LOCKTON, Boiler Maker Committeeman.
 JAMES HAJEK, Car Inspector Committeeman, representing Calumet District.
 E. J. CAMPBELL, General Foreman Committeeman.
 MARTIN SCHAUB, Car Foreman Committeeman.
 CHAS. WEYDERT, Locomotive Engineer Committeeman.
 P. H. BILLITER, Locomotive Fireman Committeeman.
 H. SELBURG, Engine Foreman Committeeman.
 R. C. ATKINSON, Switchman Committeeman.
 WM. HUNT, Machinist on Floor Committeeman.
 DAVID REID, Machinist in Shop Committeeman.
 CARL HOFFMAN, Blacksmith Committeeman.
 FRANK KAPANKO, Car Inspector Committeeman.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN, Chillicothe, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

E. R. SCOVILLE, Chairman.
 J. R. NEFF, Train Master, Assistant Chairman.
 R. MALLEN, Road Foreman of Engines Committeeman.
 DR. P. S. LANSDALE, Relief Department Committeeman.
 G. W. PLUMLY, Division Operator Committeeman.
 H. M. HAYWARD, Division Engineer Committeeman.
 E. J. ALLEE, Signal Supervisor Committeeman.
 R. HEWITT, Engine Committeeman.
 N. B. MOORE, Conductor Committeeman.
 J. A. CARSON, Yard Foreman Committeeman.
 W. E. FOSTER, Fireman Committeeman.
 O. D. MONTE, Train Dispatcher Committeeman.
 F. C. SEKATZ, Shop Committeeman.
 W. R. MOORE, Agent Committeeman.
 G. F. OBERLANDER, Claim Department Committeeman.

The Main and Sugar Street crossing at Chillicothe is being rebuilt.

A new yard is now being constructed at Midland City, Ohio, with passenger and storage tracks.

J. A. Carson, yard foreman, B. A. Moore, brakeman, J. A. Strange, fireman, and L. C. Walker, brakeman, are on the sick list.

F. E. Batina is home with a broken knuckle.

Chief Timekeeper Charles Harker and family are visiting in Cincinnati.

Clerk James Caldwell has left on a Western trip.

Clerks C. A. Connors and R. E. Huffman have taken an Eastern trip.

The left eyes of L. J. Lilley and W. Moran have been injured lately by flying bits of metal.

Clerk James Sheehan is taking his vacation.

The number of brakemen has been increased. Harry Thatcher is a new man, A. E. Knaff has been transferred to this division from the Newark Division, and Ralph Hunter has returned to work.

The following trainmen who were furloughed in the spring have returned: F. Webb, C. J. Fleming, C. Cox and B. H. Smith.

Train Dispatcher W. Woodward has returned to his post, after a few days' leave of absence.

The following conductors who were reduced to brakemen during the slack period have been reinstated: F. S. Donaldson, E. C. Hopewell, B. F. Hunter, J. O'Brien, W. A. Sowards, H. E. Smiley, C. H. Tull and H. Wheeland.

Pipe-fitter Ellsworth Rowan of North Sugar Street, was injured by running a nail in his right foot.

A new passenger station has been completed at Lyndon, Ohio, and the agency transferred from a store building, which has served the purpose for many years. The public generally, are much pleased with the change. Agent O. E. Cook is in charge.

Clerk Clyde Baker is spending his vacation in Columbus Cincinnati and Dayton. Miss Freda Ludman is working in his place.

Agent Clarence J. Plumley and wife of Vigo are spending their vacation in Dayton, Milledgeville and Chillicothe, W. O. Knight is now acting as agent at Vigo.

Dispatcher E. E. Hott and wife are visiting in Columbus and Wilmington.

Clerk Alvin Rea is spending his vacation on the Great Lakes.

Insurance Inspector Hackett of Baltimore, made a test alarm of the fire fighting crew. Within 55 seconds after the alarm was turned in at the blacksmith shop, the crew was on the scene and had the hose out and water turned on.

James Shelton of Crete, W. Va., is a new fireman.

Roy F. Sauers has been transferred from braking to fring.

CINCINNATI TERMINAL

DIVISIONAL SAFETY COMMITTEEMEN

C. L. BREVOORT, Chairman, Superintendent Terminals, Cincinnati, Ohio.
 C. E. FISH, Agent Committeeman, B. & O. S. W., Cincinnati, Ohio.
 E. C. SKINNER, Agent Committeeman, C. H. & D., Cincinnati, Ohio.
 R. B. FITZPATRICK, General Yard Master Committeeman, C. H. & D., Elmwood Place, Ohio.
 JOHN SULLIVAN, Road Master Committeeman, C. H. & D., Hamilton, Ohio.
 DR. J. P. LAWLER, Medical Examiner Committeeman, Cincinnati, Ohio.
 JOHN CANNON, Yard Foreman Committeeman, B. & O. S. W., Storrs, Ohio.
 F. S. DECAMP, Claim Agent Committeeman, Cincinnati, Ohio.
 T. MAHONEY, Supervisor Committeeman, B. & O. S. W., Storrs, Ohio.
 HENRY ECKERLE, Chief Clerk to Superintendent Terminals Committeeman, C. H. & D., Cincinnati, Ohio.

S. O. MYGATT, Depot Master Committeeman, C. H. & D., Cincinnati, Ohio.
 R. E. MCKENNA, Yard Foreman Committeeman, C. H. & D., Elmwood Place, Ohio.
 H. HOWDEN, Yard Engineman Committeeman, C. H. & D., Ivorydale, Ohio.
 H. W. KIRBERT, Yard Engineman Committeeman, B. & O. S. W., Storrs, Ohio.
 WILLIAM MORAN, Shop Electrician Committeeman, C. H. & D., Ivorydale, Ohio.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEEMEN

J. C. HAGERTY, Superintendent.
 C. A. PLUMLY, Train Master Committeeman.
 J. J. GIVANS, Claim Agent Committeeman.
 G. R. GAVER, Medical Examiner Committeeman.
 C. E. HERTH, Assistant Division Engineer Committeeman.
 J. B. PURKHISER, Yard Master Committeeman.
 O. E. HENDERSON, Conductor Committeeman.
 J. D. FRAZER, Fireman Committeeman.
 E. MEYERS, Brakeman Committeeman.
 O. B. CONKEY, Agent Committeeman.
 I. N. CASSADY, Operator Committeeman.
 PETER HORAN, Shopman Committeeman.

The following are off duty on account of sickness: Conductors Oliver Jones, R. E. Nichols and Adam Myers; Brakemen Sherber and C. W. Randall.

Conductor D. N. Green and wife are on a visit to relatives in Missouri.

Conductor Carroll Bush and wife have left for a visit with his sister in Los Angeles, Cal. They expect to be gone several months.

Virgil Ellermann, night ticket agent, at Seymour, was married recently to Miss Emma Von Fauge, and they have left for a trip through the Western States.

Mr. Barney Barnum, an old B. & O. boy, now conductor, working out of Needles, California, and his wife, have returned to their Western home, after visiting here, for the past four months. Mr. Barnum underwent a very serious operation in Chicago, from the effects of which he has nearly recovered. Mr. and Mrs. Barnum have many warm friends here. Mrs. Barnum was formerly Miss Katie Quinn, of this city.

Engineer Harry McCabe and wife were called to Poplar Bluff, Mo., recently, by the illness of their daughter.

Mrs. P. Horan, wife of the round house foreman here, has returned from a visit to their old home in Wheeling, W. Va.

A number of railroad boys and their families recently attended a meeting and conference of the Nazarine Church in Chicago. Among those who attended from Seymour were, Engineer James Snow and wife, J. H. Darling and wife, Walter Darling, C. A. Walters and his son Albert.

Engineer G. B. Craig has moved his family to Louisville, Ky., where he has been assigned to a passenger run. Mr. Craig was road foreman of engines, on the Indiana Division for a number of years and leaves many warm personal friends.

Charles Leslie, who suffered a broken leg and other injuries, when a coal chute discharged a quantity of coal upon him, is slowly recovering. He is yet in the City Hospital.

Mrs. John Weideman, wife of Fireman Weideman, has returned from a visit with relatives in Memphis, Tenn., and other southern points.

Engineer H. P. Mathews has moved his family here from Louisville, Ky., having been assigned to a main line run.

Fireman H. C. Lewis has just returned from a visit with relatives at Attalla, Alabama.

Conductor Roy Balsley is about the happiest man in Seymour, having become the proud father of a daughter, October 18. Father and daughter are both doing well.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora.

DIVISIONAL SAFETY COMMITTEEMEN

F. B. MITCHELL, Chairman.
 E. A. HUNT, Shopman Committeeman.
 R. W. BROWN, Engine Committeeman.
 R. A. KERMODE, Train Committeeman.
 E. G. PICKETT, Yard Committeeman, Shops, Ind.
 R. SMITH, Yard Committeeman, Vincennes, Ind.
 J. J. RYAN, Yard Committeeman, Cone, Ill.
 W. T. BANKS, Yard Committeeman.
 T. T. LONG, Yard Committeeman, Springfield, Ill.
 JOHN MAHER, Maintenance of Way Committeeman.
 J. R. BRADFORD, Claim Department Committeeman.
 DR. W. D. STEVENSON, Relief Department Committeeman.
 R. C. MITCHELL, Division Agent Committeeman.
 G. H. SINGER, Agent Committeeman, East St. Louis.

SAFETY COMMITTEEMEN AT FREIGHT HOUSE, EAST ST. LOUIS, ILL.

CHAS. PURCELL, Chairman.
 V. D. EVANS, Secretary.
 B. WINTERGALEN, Committeeman.
 H. FISHER, Committeeman.
 THOS. FRAWLEY, Committeeman.
 FRANK FRAWLEY, Committeeman.
 P. MURPHY, Committeeman.
 B. ULHORN, Committeeman.
 H. ZURHORST, Committeeman.
 MR. KENNEDY, Committeeman.
 MR. WEHRMAN, Committeeman.
 MR. BRUEGGEM, Committeeman.
 W. J. CLARK, Committeeman.

TOLEDO DIVISION (C. H. & D.)

Correspondent, R. B. MANN, *Chief Clerk*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

J. J. CORCORAN, Chairman.
 C. A. GILL, Master Mechanic Committeeman.
 I. F. WHITE, Division Engineer Committeeman.
 C. E. REEL, Train Master Committeeman.
 M. P. HOBAN, Road Foreman of Engines Committeeman.
 M. S. KOPP, Assistant Train Master Committeeman.
 W. A. CARRUTHERS, Assistant Train Master Committeeman.
 J. SULLIVAN, Road Master Committeeman.
 E. LEDGER, Road Master Committeeman.
 WM. O'BRIEN, Road Master, Committeeman.
 F. S. THOMPSON, Relief Department Committeeman.
 J. R. CASAD, Claim Department Committeeman.
 O. B. GROVE, Agent Committeeman, Dayton, Secretary.
 WM. DAVIS, Engine Committeeman.
 L. SCHNELL, Conductor Committeeman.
 E. F. GORMAN, General Yard Master Committeeman.
 L. J. MOUNTS, Train Committeeman.
 J. H. LANKER, Fireman Committeeman.
 G. E. OWENS, Yard Conductor Committeeman, Rossford.
 WM. KNEISLEY, Train Committeeman, Dayton Yards.
 ARTHUR WEST, Train Committeeman, Hamilton Yard.
 M. E. MORAN, Shop Committeeman, Ivorydale.
 FRANK PROCTOR, Shop Committeeman, Dayton.
 J. N. HOLMES, Shop Committeeman, Lima.
 M. GLEASON, Shop Committeeman, Toledo.
 WM. SCHOOF, Dock Employe Committeeman, Rossford Dock.
 W. J. TAUBKENS, Section Foreman Committeeman, Botkins.
 H. E. KING, Section Foreman Committeeman, Cairo.

Thos. Gordy, assistant yard master at East Dayton, has fully recovered from a long siege of typhoid fever and is again at his post of duty.

Thos. Miller, the good-natured and efficient general yard master of the Dayton Yard, is a great lover of paw-paws. The boys have been bringing the fruit to him in bunches but so far have been unable to have him cry "enough!" Just ask him if he likes em.

Since Harvey Voris, assistant yard master at East Dayton, has become a benedict (for the second time). The old haunts which knew him so well have been forsaken.

Henry W. Smith, engineer in Dayton Yard, is in New York on a visit to friends and relatives.

Fireman C. W. Dooley of Dayton Yard, is on a trip to Denver and the Rockies. By the number of postals he is sending to friends in Dayton, he certainly must be seeing something above the ordinary, and enjoying himself also.

Ask Engineer John Glynn, why he did not get out of the way when he lay on his back under the engine, taking down an eccentric. He took one bolt out after another and when he came to the last one, simply kept on, and when it was out, the piece fell hitting him in the face, which made his 250 pounds take notice. John did not remember in time, the story of the man who sawed off a limb of a tree between himself and the trunk.

The family of W. H. Gibson, agent at Troy, have left for Florida where they will spend the winter.

Edward Rich, the new benedict at Hamilton Station, entertained the office force a short time ago at his new flat, and the feminine portion certainly had a great time. We can't answer for the boys, because they weren't allowed to be there. Edward was also the recipient of a very handsome library lamp.

Martin Phillabaum, the sharp-shooter of the Hamilton Freight office, and the secretary of the Hamilton Gun Club, renowned both in Indiana (Lyons station) and Ohio, had been absent on several occasions to go hunting. The last time he went for doves, but we haven't ever seen the feathers yet.

George Niedergall, timekeeper in the superintendent's office, Dayton, and his family are spending a vacation in New York, visiting relatives.

Charles Terhune and Rolla Williamson, clerks in Dayton freight office, are spending their vacation in Chattanooga and New Orleans.

William F. Glynn, clerk in Dayton office, who has been on the sick list, is getting along well and expects to report for duty within the next few days.

J. P. Donovan, depot master at Dayton freight house, who has gone to occupy the same position in Toledo freight house, was presented with a very handsome traveling bag and umbrella by the laborers on the platform. The boys all regret very much to see Mr. Donovan leave Dayton, but wish him all success in his new position.

Dispatchers on this division have been going over their respective districts. Chief Dispatcher Hoffman spent the second week in October going over the entire division, and Night Chief Dispatcher Crist, spent the third week in the same manner. Dispatcher Tharp, first trick, Second District, rode the local, Saturday,



3 Years to Pay

for the Sweet-Toned

MEISTER PIANO

\$175.00

30 DAYS' FREE TRIAL

WE PAY THE FREIGHT

You are not asked to deposit, or pay or advance a cent in any way until you write us and say that the MEISTER is entirely satisfactory and you wish to keep it. Then these are the terms of sale:

\$1 A WEEK OR \$5 A MONTH

No cash payment down. No interest on payments. No extras of any kind. Piano stool and scarf FREE.

Sold Direct from the Maker to You.

No dealer's profit for you to pay. Send now for our beautiful Free Catalog which shows eight styles of Meister Pianos.

Our resources exceed \$4,000,000. We sell more pianos direct to the home than any other concern in the world

Rothschild & Company

Dept 202A

Chicago, Ill.

and Dispatcher Augspurger, first trick, First District, is doing the same today.

Chief Dispatcher Hoffman, while on his travels over the division, stopped at Weston and purchased a barrel of sauer kraut, getting a great bargain. His family will at least be sure of having sauer kraut and pigs' knuckles during the cold winter months.

Operator S. L. Huffman, of Wyoming, will join the benedicts in the near future. We wish him well in this undertaking.

Leslie Hendricks, rodman in the M. of W. department, will leave for Colorado shortly, where he will spend the winter.

An extra gang of Bulgarians, which we had working at Rossford, left en masse, Saturday the 19th, for their native country, where they will join the army to fight for their country in the Balkan war.

The regular monthly meeting of the division safety committee, will be held at Toledo this month, for the convenience of and in the special interest of employes of the North End.

We have heard nothing but praise of the magazine since it made its appearance. It is certainly well gotten up and would be a credit to any institution. Volume 1, Number 1, was given a sincere welcome on this division. Here's to all future numbers, and may they be equally good.

Supervisor G. A. Rugman and wife have returned from a pleasant visit with relatives at Auburn Junction, Ind. George managed to return in time for the Safety meeting.

Time Clerk H. E. Frank and wife are spending a few days with relatives in Greenfield and Bainbridge.

R. L. Weaver, clerk at Chillicothe, visited friends in Detroit and Toledo.

J. M. Pickens, agent at Frankfort, is spending his vacation this year at Marion and Norfolk, Va.

H. J. Warnecke, agent at Gallia has returned to duty after a long siege of sickness.

W. E. Click is now handling the payrolls in the office of Division Foreman E. F. McCafferty, at East Dayton.

Jesse Stuckhardt, third trick operator at Chillicothe, has moved to that city from Milledgeville, and the only reason Jesse did not move before fall was the fact that his garden promised large returns. We hope that he was not disappointed.

J. L. Walker, operator at Chillicothe reports a large crop of "Red Haw's" in the vicinity of Rupels, this season.

B. & O.-C. H. & D. office forces at Wellston are now back on Broadway at the C. H. & D. station. B. & O. passenger trains are still using their passenger station while C. H. & D. trains use the Broadway station, as they did before the consolidation.

Luther Kirkendall is back on the job at Meadow Run Yard office. Glad to see you back, Luther.

Conductor C. F. Partlow, says things are too slow on the branch for him, so he said good bye to "Pappy" and fights the extra board now.

Brakeman John Martin was last seen near Aetna, looking for a minister, so the boys say. Guess that's why John was asking about rents and the high cost of living.

M. Kirsch, Jr., chief clerk M. of W. department, says the old town always looks good to him, even if he doesn't get to visit the "Old Capitol" so often.

P. J. Sweeney and wife were called to Sioux City, Ia., by the serious illness of their daughter.

Jesse Hubbard, operator at Carton, is enjoying his first vacation, and the boys are extending congratulations on his marriage to one of Austin's charming young ladies. They are now located in a cozy little home at Washington Court House.

Miss Nellie Mullineaux, the pretty daughter of the relief agent, is enjoying a visit in Columbus, Ohio.

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, ROY POWELL, *Superintendent's Office.*

DIVISIONAL SAFETY COMMITTEEMEN

Mechanical Department.

R. B. WHITE, Superintendent, Chairman.
W. G. ROSE, Master Mechanic Committeeman.
A. E. STORCH, Blacksmith Foreman Committeeman.

Maintenance of Way Department.

H. A. CASSILL, Engineer Maintenance of Way Committeeman.
F. WASHAM, Master Carpenter Committeeman.

Transportation Department.

H. F. REYNOLDS, General Yard Master Committeeman.
R. L. WILSON, Yard Brakeman and Foreman Committeeman.
D. J. CURRAN, Local Freight Agent Committeeman.
E. S. HANNAH, Freight House Foreman Committeeman.
H. REYNOLDS, Chief Bill and Traffic Clerk Committeeman.

THE RALSTON STEEL CAR COMPANY

*Designers
and
Builders*



*All Types Freight
Equipment and
Steel Underframes*

WORKS AND GENERAL OFFICES, COLUMBUS, OHIO

Engine Service.

- L. G. MILLER, Passenger Engineer Committeeman, Indianapolis Division.
- OLIN COMBS, Freight and Passenger Engine Committeeman, Springfield Division.
- B. MULLEN, Passenger Fireman Committeeman, Indianapolis Division.
- L. W. READING, Passenger Fireman Committeeman, Springfield Division.

Train Service.

- W. T. THOMPSON, Freight Conductor Committeeman, Springfield Division.
- B. TALBOTT, Passenger Conductor Committeeman, Indianapolis Division.
- H. L. CHRISTIE, Extra Freight Conductor Committeeman, Indianapolis Division.
- E. M. COLLA, Extra Freight Conductor Committeeman, Springfield Division.

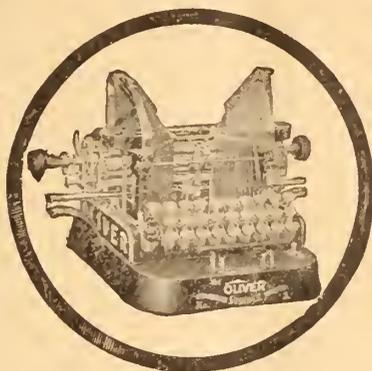
Claim Department.

- E. McQUIRE, Local Claim Agent Committeeman.
- DR. W. M. OSENBACH, Examining Surgeon Committeeman.
- GEO. FLIESHMAN, Special Agent Committeeman.

G. B. Boswell, agent at Metcalf, Ill., has just returned from a short vacation, during which he acted as representative of the local lodge F. & A. M. Agent D. E. Greene, who has just returned from an extended leave of absence in Texas, relieved Agent Boswell.

O. L. Akins, agent at Mt. Auburn, Ill., is away at present on a much-needed vacation of two weeks, and while away he will assist in closing up the estate of his brother-in-law, Conductor O. M. Lemen, of the Springfield Division, who died a few weeks ago. Agent Akins is being relieved by Extra Agent C. W. Legg.

The station of Griffin, on the Indianapolis Division will soon be only a memory, as the Railroad Commission has decided that the name shall be changed to Mauzy. This will be regretted by the older employes who have been running through Griffin for many years. This is the home of Major Griffin who is the present agent at this station, and whose ancestors settled at this point and gave the town its first name. The genial Major has been connected with the C. H. & D. for more years than he cares to remember, and is one of the best-known employes on this division, having filled all the positions from student operator to chief dispatcher. He was placed at Griffin a few years ago at his own request, in order that he might secure a much-needed rest and have more time to devote to the improving of the Rhode Island Red strain of chickens.



This "Mill" is Yours after you have Rented 13 Months

The Famous Model No. 3 Oliver

Visible Writer—fully equipped, just as perfect as though you paid cash—you get every perfection, every device which ever went out with this model—you get all the extras, metal case, base-board, tools; instruction book, etc.—guaranteed flawless.

This is the "mill" with the type bars that strike downward—the principle that has made Visible Writing practical.

One operator describes the No. 3 Oliver as the typewriter that is always "on the job."

When that "lightning fellow" down the line clicks you a message you want to be ready to take it down—you don't want your carriage to stick or your keys to get tangled and yourself balled up so you will have to ask him to "repeat." Get the typewriter that will surely do the work—the typewriter that will swallow a telegraph blank just as quick as you can feed it in—that will operate under any and all conditions—that you can depend upon!

The Real Genuine Standard "Mill"

The typewriter that will stand up under the hardest kind of usage—that never gets out of order and that will last you a lifetime.

A mill that thousands of railroad men endorse as the best for the job. You will never get so fast that you will crowd your Oliver.

You Be the Salesman

We will allow you full agent's commission, giving you this "Crackerjack Mill" at a net price—lower than the lowest wholesale price and you pay by the month just like rent, only every cent you pay applies on the special purchase price of \$56.00.

No Cash Until You See It—until you try it in your office, then you make your decision—no salesman to influence or hurry you—if you keep it you pay only one month's rent down.

Stop Paying in 13 Months—Then It's Yours

Surely this is the cheapest and the easiest and the safest way to buy a typewriter—no interest, no chattel mortgages, no collectors, no publicity, no delay. Positively the best typewriter value ever given—the best selling plan ever!

Our Offer is This:

We ship you an Oliver No. 3 complete with standard equipment on five days' trial, without any deposit. You may try it thoroughly before you decide to keep it.

If you find it satisfactory—the best machine any price can buy, send us \$4.00, then \$4.00 monthly until the \$56.00 is paid. That practically means 91 cents a week, or 13 cents a day, and you have absolutely the best "mill" that can

be had. Surely in the face of this offer there can be no use to pay more than our price, and it's folly to put up with an inferior grade or some worn-out, second-hand or so-called rebuilt machine at nearly the same price.

If you pay a little more than you had intended to pay for a second-hand "mill" it is only a matter of a few cents a day for a few more days.

If it is not satisfactory, perfect and complete, return it—transportation collect. You will be under no obligation.

If you want a "mill" now is the time to get it. You may never again have as good an opportunity.

Sell us your blind "Mill" and get a Visible. Just write the name and Model Number of your typewriter on a post card, and get our offer. It can't hurt.

There is no need to correspond unless you want something special. We realize the importance of time and have provided a trial order coupon, which plainly and clearly states the agreement between us.

All that is necessary is for you to sign it and return it to us. The "mill" will reach you in a few days.

After you receive it, it's entirely up to you and the typewriter—you are the sole judge and the typewriter the sole evidence. A pencil will do to sign.

We would suggest that you mail the coupon before you turn to the next page.

Typewriters Distributing Syndicate

166 B-13 North Michigan Boul.
CHICAGO

APPROVAL ORDER COUPON

Typewriters Distributing Syndicate,
166 B-13 North Michigan Boulevard, Chicago.
Gentlemen:

Please ship me a Model No. 3 Oliver, with standard equipment, for trial.

If the typewriter is entirely satisfactory I agree to send you \$4 within five days from the date I receive the machine, as the advance payment for one month's rent, and for each month that I retain the typewriter I will remit \$4 in advance.

It is understood that when I have paid you \$56 in this manner the typewriter will become my property, until that time the title remaining in you.

Name

Address

References

SPRINGFIELD, ILL. (C. H. & D.)

Miss Fannie Vidler and Mr. James C. Hammond, freight agent at Pana, were married August 15, at the home of the bride's parents. The honeymoon was spent in Chicago.

Nearly all old corn and about a third of the oats have been shipped from the vicinity of Virginia.

N. J. Neer, division passenger agent at Springfield, is feeling happy over the fact that the Springfield ticket office shows an increase in August over last year to the amount of \$1400.

B. F. Russell, operator at Pana, informs us that ticket sales for August, 1912, showed an increase of more than \$400 over August, 1911.

The high school building at Virginia, now being erected at a cost of \$40,000, to replace the one destroyed by fire last December, is nearly completed.

Miss Helen White, daughter of J. M. White, agent at Taylorville, is very ill. We hope to hear of her rapid recovery.

Mr. F. S. Peabody, president and general manager of the C. & I. M., and the party traveling in his private car, were taken from Taylorville to Edgewood by 128 and 124.

Conductor Charles Ireland, who was off duty for several weeks on account of illness, has returned to work. We are glad to welcome Charley back in good health.

Conductor Joseph Hettiger and wife are spending their vacation in Colorado.

C. U. Lenoord is again at his post in the baggage car on 127 and 128, after spending a few days' vacation with his wife in St. Louis.

Brakeman Leo T. Hettiger and wife are spending a few days' vacation in Chicago and South Bend. Leo is entitled to a vacation, having worked three years and six months without losing a trip. W. H. Ross takes his place during his absence.

Brakeman H. H. Lewis is again at his post on 121 and 122, after spending a few days in Iowa.

Traveling Auditor A. L. Corney was on this division a few days, checking some of the boys up.

Harry Smith, who has been off duty for several months on account of sickness, is at present in Bloomington, Ill., taking treatment. We are informed that he is improving slowly. His place as baggageman on 121 and 122 is being filled by E. W. Pettit.

John Greene and wife went to Southern Michigan, on a two weeks' vacation. Mother's home is a good place to go visiting.

Our cashier, C. R. Tate, is receiving many hearty congratulations over a new arrival at his home; it is a little girl.

Warehouse Foreman Green was injured by the slipping of a hay baler. We hope for speedy recovery.

With regret we learn that Vail Mix, a son of switchman J. M. Mix, passed away, the cause being diphtheria.

The farmer's elevator at Ashland, Ill., is paying seventy-four and seventy-five cents per bushel for old corn, the highest price paid in twenty years (with one exception). About fifty thousand bushels have been sold at these prices. This corn practically all goes to Cincinnati and Louisville. The territory surrounding Ashland is the greatest corn producing country in the State of Illinois and the 1912 crop will be away above the normal, as the yield per acre will be up to, if not above the average, and the acreage is a third above normal. A good corn crop makes good business.

W. H. Wilding and L. F. Ludlow, conductors on the Springfield Division, will start for Jackman, Me., Tuesday, for a hunting trip in the Main woods.

Employees on the Springfield Division will be interested to learn that Howard Long, engineer, has resigned from the service of the C. H. & D. to enable him to give his entire attention to his fine farm near Dunreith, Indiana. Mr. Long has been in the employ of this company since August 30th, 1901, as fireman and engineer. In the early part of the present year he was compelled to ask for leave of absence on account of poor health, and he found farm life so agreeable that he has decided to stay on the patch thereby causing the company to lose the service of one of the best engineers that ever pulled a throttle on the Springfield Division.

C. A. Hadley, brakeman on the Indianapolis Division is the proud father of a nine pound baby boy, who came recently to brighten his home.

The resignation of W. E. Gossert, car distributor, was received by Superintendent White, a few days ago and D. C. Houck, is now installed in this position. Mr. Gossert resigned to take up stage life again, he and Mrs. Gossert having been booked on the Griffith circuit in Southern Canada, for the coming season.

M. J. Ryan, who has been acting as road foreman of engines on the Indianapolis-Springfield Division, has decided that running an engine on a passenger train is more to his liking, and he has returned to his run on the Indianapolis Division. Mr. R. B. Brown, formerly assistant road foreman on the B. & O. S. W., comes to the C. H. & D. to relieve Mr. Ryan, and has taken hold of the position in a manner that indicates his fitness for the work.

The monthly Safety committee meeting will be held in Superintendent White's office in Indianapolis, on the 20th, and it is expected that a very interesting meeting will be held, judging from the many items that have been brought out by the various committees. The interest in this Safety movement is growing daily and is bound to bear good fruit in the near future; in fact a great many conditions have already been improved and the employees in general are giving their work more thought and are taking better care of themselves.

97.50
PER CARAT

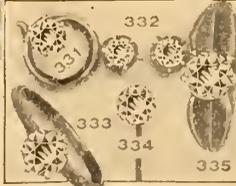
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*The Empire
of Sunshine
and Plenty*

Reached by THE BALTIMORE & OHIO RAILROAD
and THE ATCHISON, TOPEKA & SANTA FE RY.

THE IDEAL SPOT in all CALIFORNIA for a home is near CLOVIS, FRESNO COUNTY, CALIFORNIA. Our land lies two miles east of the town of Clovis, a live and growing business place and about twelve miles east of FRESNO, a city of 35,000 people, in the Clovis Citrus District. The soil is very fertile and deep, with abundance of water for irrigation. TEN ACRES of such land is enough for any family. On tracts of this size we are planting CALIMYRNA FIG ORCHARDS (genuine Smyrna fig), which after a few years of proper cultivation will yield you an income of \$2,000 to \$3,000 a year. These figures are based upon what is actually being done.

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We own and hold deed to the land we are selling and give deeds as soon as one-third of the purchase price has been made.

You are only required to pay one-third the purchase price in cash; we take the balance from the crops after the trees are in bearing.

The CALIMYRNA FIG is the most profitable and the surest crop raised in California.



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T. H. MacRae, Managing Editor of the Santa Fe Employees' Magazine, who has bought ten acres and is about to take hold of twenty more: "Since thoroughly investigating the land, the prospects and the people connected with the Carson Calimyrna Fig Orchards, it is a real pleasure to me to be able to unhesitatingly endorse all you claim. There is no better tract in the San Joaquin Valley than the one I went all over today. It undoubtedly can raise prolifically any of the crops suited to this territory. If I were you I should stop endeavoring to sell the land and devote all my energies toward getting people out here to see for themselves—then the land would sell itself."

We court the fullest
investigation

CARSON CALIMYRNA FIG ORCHARDS
812 HARTFORD BUILDING CHICAGO, ILLINOIS

Write us for full
information

**BLUE WHITE
GENUINE
DIAMONDS
MODERATE PRICES
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Get that Christmas Diamond for your wife or sweetheart now—at these startlingly low prices—and pay for it in easy little amounts from time to time. **Certified Guarantee with every Diamond**—guaranteeing its weight and quality. A safe way to buy and save money—no inconvenience—and have the Diamond now. Perfectly cut blue white Diamonds, gleaming, sparkling, scintillating—genuine high quality. Not a cent to pay until you have examined the Diamond. We send you free magnifying glass. Any diamond in our

Beautifully Illustrated Diamond and Watch Free Catalog will be sent for examination without obligation. This offer is open to every honest person—**OPEN TO ALL**. Note the wonderful values shown here—No. 40—1.2 kt.; No. 42—2.08 kt.; No. 43—1.4, 1.16 kt.; No. 46—3.8 kt.; No. 47—5.8 kt.; No. 48—3.8, 1.16 kt.; No. 49—5.8, 1.16 kt. Compare these prices with others. We import the rough Diamonds, cut them here, save 25 percent duty. Give the saving to you. Write today for our **BIG CATALOG** and **SPECIAL WORLD BEATING OFFER** of **One Carat Diamonds for only \$100**. All Diamonds, also watches, on easy terms—no money first. Send for Catalog today.

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M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Chief Dispatcher Committeeman.
H. F. PASSEL, Division Engineer Committeeman.
G. A. RUGMAN, Roadmaster Committeeman.
F. S. THOMPSON Company Surgeon Committeeman.
J. R. CASAD, Claim Agent Committeeman.
M. KIRSCH, Secretary.
HARRY KLINE, Engineer Committeeman.
JOHN H. LEHMAN, Conductor Committeeman.
VAN HALL, Brakeman Committeeman.
S. J. PINKERTON, Roadmaster Committeeman.
M. VEST, Section Foreman Committeeman.

A. A. Iams, who has been made train master and road foreman of engines, first took service with the C. H. & D. as telegraph operator, in 1890, and was promoted to dispatcher in 1900, and worked up to position of chief dispatcher, from which he was promoted to his present position.

J. J. Fitzmartin, dispatcher, has been promoted to be chief dispatcher, vice A. A. Iams promoted to the position of train master and road foreman of engines.

L. E. Weed, formerly train dispatcher on Indianapolis Division, has been appointed third trick dispatcher on Wellston and Delphos Divisions, to fill the vacancy caused by the promotion of J. J. Fitzmartin to the place of chief dispatcher.

Lee Fleming, formerly accountant in the office of Division Foreman, E. F. McCafferty, has been promoted to fill the vacancy caused by the resignation of J. W. Jack, as chief clerk.

VENTRILOQUISM

Almost anyone can learn it at home. Small cost. Send today 2-cent stamp for particulars and proof.
O. A. SMITH, Room R-33, 923 Bigelow St., PEORIA, ILL.

HUMOR

EMPLOYER (to applicant)—Do you know anything about an elevator? APPLICANT—Sure! I was brought up on one!—*New York Times*.

MOLLY (in the country): I say, Mr. Hoats, do you mind if I ask a question?

THE FARMER (milking cow): No, my dear, what is it?

MOLLY: What I want to know is this, when you've finished milking the cow, how do you turn it off?

—*The Sketch*.

Back in duelling days, a lame man challenged a joker to fight.

"I will lean against this milestone," said the lame man.

"And I'll lean against the next one," said the other. That settled it.

The crowd stood around in respectful silence.

"What's going on?" inquired a rude stranger from the ruffianly West.

"Hush," said the New Yorker. "Not so loud. There's a \$3,000,000 baby asleep in that house."

The rude stranger stared at the palatial home. Then he stared at the crowd.

After which he let out a yell that must have shaken Liberty on her down-the-bay pedestal.

Up came a big policeman.

"Who are you?" he demanded.

"Me?" cried the ruffian. "Why, I'm th' feller that woke up the \$3,000,000 baby!"

And, taking the policeman's arm he gayly strode away.
Cleveland Plain Dealer.

The famous lawyer and orator Daniel O'Connell secured the acquittal of a rough who was a leader in every neighborhood riot.

"Oh, counsellor," he cried in his gratitude, "I've no way to thank yer honor. But how I wish I cud sec ye knocked down in me own parish. Wuddent I bring the byes to yer rescue!"

In Upper Montclair certain of the severe old-time methods of domestic discipline apparently still survive. The other day, out there, two little girls were discussing their fathers and mothers on the front porch and some one inside overheard this dialogue:

Dorothy—My mother whips me sometimes.

Millicent—So does mine whip me.

Dorothy—But when my mother whips me it breaks her heart.

Millicent—I don't think it breaks my mother's heart when she whips me, but the other day it broke her hair brush.—*New York Mail*.

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Take your choice of these superb new style watches sent without a cent down—on approval (^{Payable at} \$2.50 a Month)



The Movement-- In connection with our sweeping fighting on trust methods we have selected our finest highest grade watch for a special offer direct to the people. **Material:** *The best that money can buy.* **Workmen:** *World renowned experts in their line.*

The Jewels: 19 finest grade selected genuine imported rubies and sapphires, absolutely flawless. (It is well understood in the railroad business that 19 jewels is the proper number for maximum efficiency.)

Factory Fitted and factory tested. Fitted right at the factory into the case made for that watch—and *re-timed* after fitting. No looseness or wearing of the parts. No rattle or jar.

Adjustment! *Adjusted to temperature, isochronism and positions.* The most rigid tests.

Since the \$1,000 Challenge

was made to the giant factories four years ago, why have they not answered? Why have not these factories produced a watch equal to the Burlington? And this challenge did not ask our competitors to produce a watch better than the Burlington. NO. If they should produce a watch equal to the Burlington we should be the losers. Our \$1,000 still lies in the bank for competitors to cover.

No Money Down

We ship the watch on approval, prepaid (your choice of ladies' or gentlemen's open face or hunting case). You risk absolutely nothing---you pay nothing---not one cent unless you want the great offer after seeing and thoroughly inspecting the watch.

Burlington Watch Co. 19th St. & Marshall Blvd. Dept. 2728 Chicago

Startling Watch Offer

READ! A Watch Offer Without Parallel!

Write for our free book on watches; a book that posts you on watches and watch values—explains reasons for our most remarkable rock-bottom-price offer DIRECT TO YOU on the highest grade Burlington.

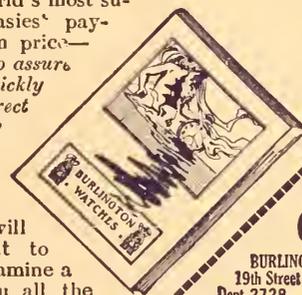
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\$2.50 a month for the world's most superb timepiece? The easiest payments at the rock-bottom price—the rock-bottom price. To assure us that everybody will quickly accept this introductory direct offer, we allow cash or easy payments, as preferred.

Now Write

for the free book. It will tell you what you ought to know before you even examine a watch. It will tell you all the inside facts about watch prices, and will explain the many superior points of the Burlington over the double-priced products. Just send your name and address today. **No letter necessary. Coupon will do.**



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UPRIGHTS AND
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Yes, Rock-Bottom Prices,
and on a Piano of the highest Quality.

\$150 TO \$250 SAVED

and on a piano of the high-est quality. Catalog **FREE**. **The WING** the only high quality piano sold direct at the wholesale price.

Never before has any piano manufacturer dared to make such an offer. The greatest piano offer ever made—rock bottom prices—no money down—easy payments—if you prefer not to pay cash—absolute free trial—a four weeks' free trial.

Let Us Quote You the most astounding prices ever offered on pianos of unexcelled quality. The very rock-bottom prices—prices that would mean ruin to local dealers. You will be amazed at the direct-from-the-factory prices on the well-known Wing Piano. We will positively save you from **\$150 to \$250** on the purchase of a piano of highest quality and recognized merit. We will convince the purchaser by shipping your choice of a piano on approval, all freight paid in advance, no money down—absolutely free trial—a four weeks' free trial. Remember; all freight charges prepaid, no matter whether you keep the piano or not.

Certainly with such an offer you will not decide upon a purchase until you have at least investigated the Wing offer. When it comes to something so important as the purchase of a piano you want all the information you can get from every possible source, before you buy. So even if you had practically made up your mind on the make of piano you want you will certainly get quotations from Wing & Son and look into our claim that we can give you a superior piano at a saving of \$150 to \$250.

Every Discount Goes Direct to You

The Wing Piano stands alone—the only one sold direct from a factory that builds and sells pianos exclusively to the private purchaser direct without a single middleman.

When you buy a Wing piano you pay no salesmen's, dealers', or middlemen's profits. You pay no commissions to music teachers and supposedly disinterested friends. We cut out all middlemen, and you put the discounts in your own pocket. Remember, we guarantee the Wing for 40 years.

If you write at once, you may have the Wing equipped with our wonderful Instrumental Accompaniment, without extra charge—giving effect of guitar, harp, zither, banjo and mandolin.

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The New York World says, "A book of educational interest everyone should own." Would you like to know all about pianos, how they are made, how to judge the fine points of quality and price in buying a piano? Then send the coupon for the piano book which we are sending out free for the present. This book tells about material, manufacture, assembling, patented devices and what they do, all about soundboard, action, case, in fact, every detail connected with the production of a fine, high-grade piano. You will be astonished at the amount of information about piano quality and piano prices and how to avoid the deceptions of the piano salesman.

This is a magnificent 156-page book, a complete encyclopedia on the piano; the most complete and costly book ever published on the piano business, posts you on the making of a piano from start to finish and how to judge the fine points of a piano. We will send you this book free and prepaid, provided you write of once. With this piano book we will send free our beautiful catalog, showing new art styles and full explanation of our Rock-Bottom Prices on the Wing Piano. Just drop postal or letter, or mail coupon without any letter. Write now.

So many of the new style Wing Pianos are getting into the homes where the people buy for all cash that dealers are trying to tell it around that Wing & Son REFUSE to sell on time. This is not true. We sell for cash OR on very, very easy payments, just as you choose after your four weeks' FREE trial. And many of our wealthy men are buying Wing Pianos right now on our easiest monthly payment plan. (Terms stated in personal letter which is sent with the free Pianobook.) See coupon for free book

The Wing Piano here illustrated is shown in one of our most popular cases. We offer the greatest variety of styles and (we think) the most beautiful cases in the world. We have just added a number of the finest, most beautiful, up-to-date styles and new designs, plain, colonial, mission and other designs, as well as more elaborate patterns.

The Wing Piano is for those who want such a high-grade piano without paying some distant jobber and some local dealer huge profits, and without allowing a fat commission to some music teacher. Thousands of music teachers expect commissions varying from \$25 to \$100.

The improved new style Wing Piano in particular, quoted at the rock-bottom price in our new catalog, has a magnificent tone quality—well, you must hear it! And we have a splendid line of newly designed, up-to-date, beautiful mahogany, French walnut, oak and other up-to-date cases. In fact, we offer the greatest variety of styles of any manufacturer in the world.

Thousands praise the Wing Piano to the highest degree; but there are, of course, dealers who make \$100 and \$200, or much more, on every sale of a piano; and music teachers (whom you would least suspect) secretly accepting commissions from the dealer. These people naturally "knock."

But here is our answer: "A Wing is sent out on approval, returnable at our expense. When our piano must do its talking all alone while glib-talking salesmen stand around 'boosting' some other make—even then the Wing Piano nearly always stays in the home while the dealer's piano is returned."

The Wing Piano is nearly always chosen when once tried on approval. When the piano is in the house, the dealer's talk cannot get around the fact that we actually do sell a piano—a piano of magnificent tone quality—of the finest appearance and direct to you at our regular wholesale price.

Beware of firms who imitate us by advertising that they sell direct and who are only retail dealers in disguise. We are positively the only firm that builds and sells pianos exclusively to the private purchaser direct.

No other firm combines high quality with wholesale prices and other firms claiming to do so are merely trying to trade on our reputation, by copying our form while afraid to actually give our liberal offer.

The Wing is the only piano sold direct from factory which shows your friends you paid the price for quality.

Special Terms to Railroad Men. Names and addresses and praises from railroad men who own Wing Pianos sent on application.

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To Wing & Son

Wing Building,
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NEW YORK, N. Y.

Gentlemen:—Without any obligations to purchase or pay for anything, please send me free and prepaid, "The Book of Complete Information About Pianos," the complete encyclopedia of the piano. Also send full particulars of your Rock-Bottom offer on the Wing Piano and catalog of latest art styles.

Name.....

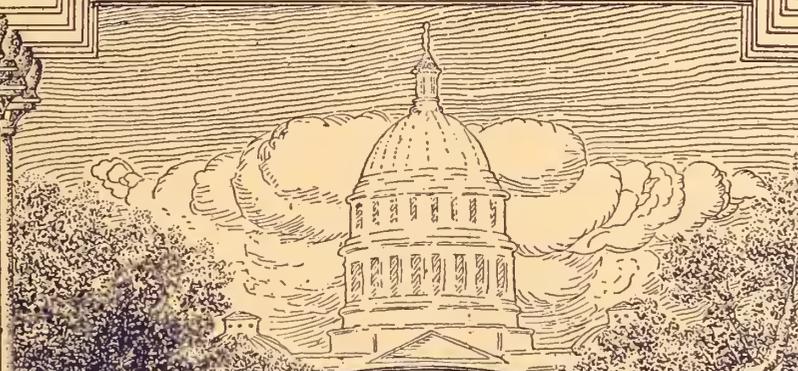
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 3



THE CONDUCTOR'S CHRISTMAS DINNER

SAFETY FIRST

DECEMBER, 1912

California Pacific Country

The Empire
of Sunshine
and Plenty

Reached by THE BALTIMORE & OHIO RAILROAD
and THE ATCHISON, TOPEKA & SANTA FE RY.

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C. H. Jenson, Traveling Freight Agent, Chicago Great Western Rd., Red Wing, Minn., writes: "I found the Clovis lands O. K. and as represented by you. I have gone into this matter thoroughly, not only with Mr. McKelvy and other prominent business men in the territory but have visited with the farmers and have seen the results. The soil of the fig lands is of the highest quality for fruit raising, and I feel certain the proposition will be a big success for all concerned."

Dr. L. R. Wilson, Surgeon for the Santa Fe Railway at Fresno, Cal.: "Some time ago I went over the property with Mr. McKelvy. There is no better soil in California than on this ranch if properly handled and no better man in the state to handle it properly than T. B. McKelvy."

T. H. MacRae, Managing Editor of the Santa Fe Employees' Magazine, who has bought ten acres and is about to take hold of twenty more: "Since thoroughly investigating the land, the prospects and the people connected with the Carson Calimyrna Fig Orchards, it is a real pleasure to me to be able to unhesitatingly endorse all you claim. There is no better tract in the San Joaquin Valley than the one I went all over today. It undoubtedly can raise prolifically any of the crops suited to this territory. If I were you I should stop endeavoring to sell the land and devote all my energies toward getting people out here to see for themselves—then the land would sell itself."

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, DECEMBER, 1912

Number 3

BREAKING THE WORLD'S COAL-LOADING RECORD

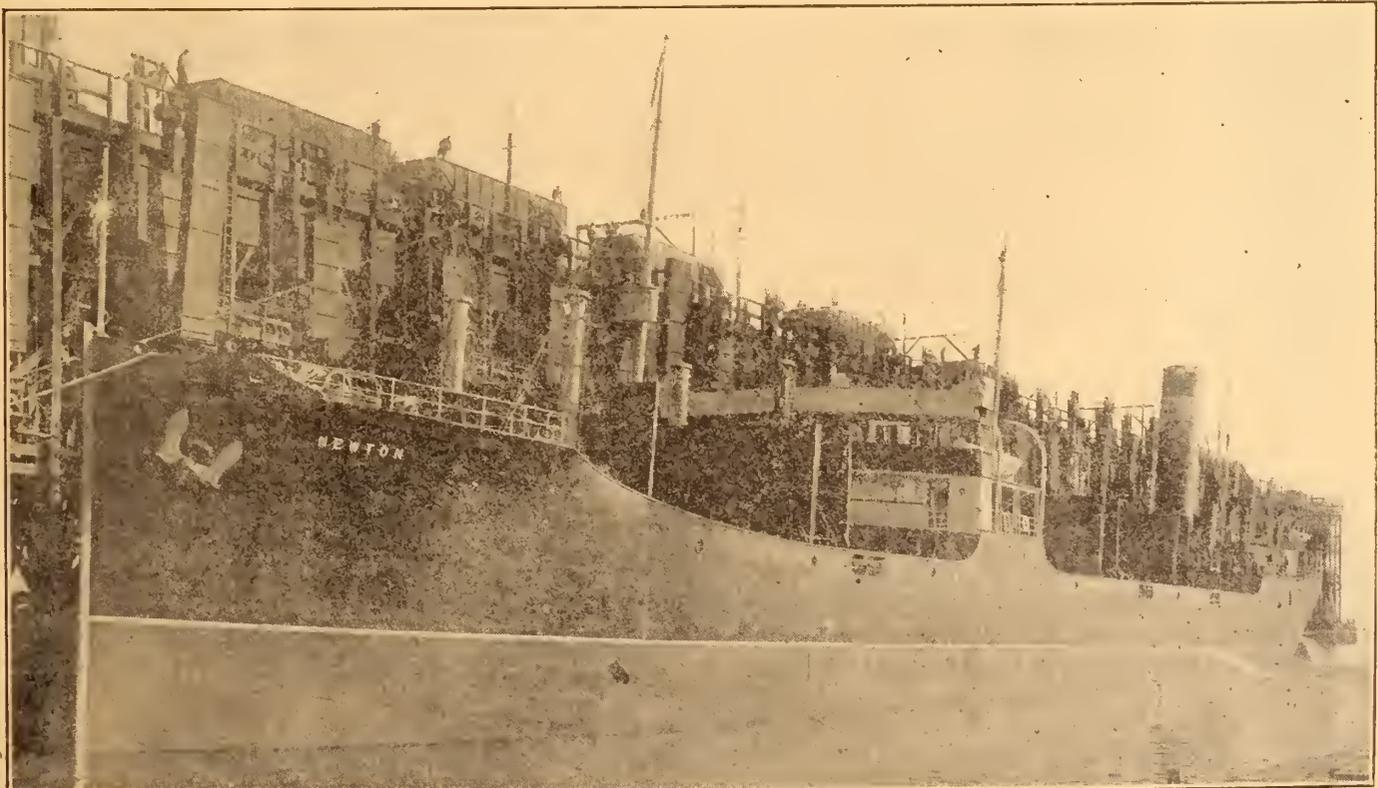
THE Baltimore and Ohio Railroad has, for the third time within the past year, broken the world's record for loading a cargo of coal from the cars into a vessel, at their Curtis Bay (Baltimore) pier. These records have all been made with the Steamer "Newton," owned by the Federal Coal and Coke Company, which vessel made its maiden trip a year ago this month. At that time four hours and fifty-five minutes were consumed in loading 7,574 tons—a new world's record. On October 11th of this year that record was lowered by forty-five minutes, and during the past month for the third time the record was broken—7,473 tons being loaded in three hours and forty-five minutes. That is an achievement to be proud of, for one of the most essential things to figure in handling coal by water, on vessels of this character, is time; it costs about \$800 per day to operate such a boat.

It will be interesting to the employes, especially on the mountainous and interior divisions, to know something of the labor expended in producing the coal they see so much of, what becomes of it, the manner of handling, etc.

A cargo of 7,500 tons takes 250 men four days to get out of the earth and place on the hoppers. It takes 150 cars, loaded 50 tons each, to carry the cargo to tidewater. All of this coal is of special quality and goes to Boston to furnish the gas used by the city and suburbs. The whole cargo lasts the city only about four days. This will give an idea of the amount of coal needed to supply a large city.

The coal is loaded over our Curtis Bay pier as shown in the photograph. The pier is 800 feet long and has 25 pockets on each side to carry coal from the cars to the vessel by gravity.

The Federal Coal and Coke Company, to keep the City of Boston supplied and avoid the danger of running out of fuel at any time, purchased 400 steel hopper cars to be used in express service between the mine and the pier. They also have five modern all-steel vessels specially built to handle the coal cheaply and quickly. These vessels cost over a half million dollars each and have the very latest improvements and make the run up the



STEAMER "NEWTON" AT THE CURTIS BAY PIER



COAL AND RAILROAD OFFICIALS ABOARD THE "NEWTON" ON HER MAIDEN VOYAGE

coast to Boston in 60 hours. As shown, the expenses of one of these boats is about \$800 per day, or over \$33 per hour; a very slight delay is, therefore, a serious matter. The importance of this is not always appreciated by em-

ployes on the road. When cars of coal are switched off for one reason or another, possibly this coal is necessary to complete some cargo and its non-receipt is delaying the vessel.

THE RAILROAD REPORTER

T. M. CAHILL
Chillicothe, Ohio

THE prime requirements for obtaining railroad news—or news of any kind—are alertness and foresight, courtesy, honesty and truthfulness. Railroad officials are regarded by outsiders generally with the awe due an Indian rajah and they are accused of being as close-mouthed as the proverbial clam. This is not the case. It has been my pleasure to meet many officials of this and other roads, most of them for the sole purpose of obtaining information; and it is my experience that all of them were ever ready to give out the desired information, or else courteously and logically to explain why it should not be given out.

There is a belief among certain people who are prone to be sceptical, or to belittle the affairs of a great industry, that railroad officials are inclined to exercise a rigid censorship on news and hand it out in forms favorable to their respective companies. This idea is very erroneous. Railroad officials are the frankest set of men imaginable. They are always ready to take their time in setting forth news of their roads in the fullest and plainest manner. Publicity means everything to the railroad and if anything unfavorable creeps into its workings, news of this will not be handed out in distorted form, but will be given in full, when that is possible.

Generally speaking, there is only one way to get railroad news worth while, and that is through an official source. Of course, a friendly and newsy subordinate may often offer a good "tip," but this hint should always be followed into an official field. To publish the crude

and vague information as it usually comes from the subordinate may work injustice to the company and eventually to your informant. If an employe is wise he will simply tell the reporter that a certain official may be able to give him news, leaving the man in authority to tell the story completely and accurately. I once heard of a reporter who, in a period of difficulty, daily published the rumored reports of the resignation of every officer from the train master to the caller. Finally one official suggested that he publish this:

"It is rumored that the windows in the railroad company's office are to be washed." But the brook of official information on any subject of more importance had dried up for him, and through his own fault.

The first step toward getting railroad news is winning the confidence of the men who have it to give. The successful railroad reporter makes friends with the railroad men. He laughs with them in their joys, grieves with them in their sorrows, gives ear to their thoughts and takes good-naturedly their chaff. Some railroad men may be met every day and no more news can be obtained from them than from the traditional Sphinx, but others when they know a reporter, will give him legitimate news with an alacrity, reliability and judgment that makes one wonder why they are not in the same business.

Although important news must always be traced to an official source one should not underestimate the value of the information from any employe. It is always best

to show that you appreciate aid by respectfully accepting trivial information for 364 days out of the year, and on the 365th you may get a tip that will lead to at least a good story or possibly a "beat." Don't "josh" a railroad man. Always be frank with him. He is by force of habit the most out-spoken man in the world, and if properly and honestly approached, will always meet one half-way. But you cannot beguile him into telling you any thing that he does not want to.

Never exaggerate a wreck or any other fatality. It is a bad enough source of embarrassment to a railroad even when minimized. A prominent B. & O. official once stated his mind very plainly on this practice. Always remember that while there may be fifteen *said* to be dead in the caller's office, there may be only five *actual* deaths in the report on the chief dispatcher's desk. Above all never betray a confidence no matter if you be "beaten" on a story by holding it.

TWO BRAKEMEN

ONE SAVES A WOMAN FROM INJURY

ON October 25th, J. M. Friel, brakeman, was riding on a foot-board of engine 2332 running light out of Demmler, on the Pittsburgh Division. As the engine approached the Riverton Road crossing where there are four tracks, Friel noticed that two other trains, a freight and a passenger were also bound for the crossing in opposite directions. Three young women were near the tracks; one of them crossed part way and started to walk along the ties, with her back to the freight train.

Friel saw that the young woman was giving attention to the passenger train, so that she did not realize her danger from the freight. His engine was going about six miles an hour. He dropped to the ground, and running ahead of the freight train, seized the young woman and drew her from the track just before it passed. As the two swung off the first track, they almost fell upon the path of the engine from which the brakeman had come; with another quick effort Friel regained his equilibrium and avoided the second danger.

Miss Agnes Walsh, a stenographer of the Firth-Sterling Steel Company, was the person rescued. So quickly did it all happen that she remembers nothing, except finding herself held fast between two roaring engines. The

employers of Miss Walsh have presented Mr. Friel with a check for a hundred dollars as a testimonial of their



BRAKEMAN J. M. FRIEL

appreciation. They have also joined the safety movement by instructing all their employes to avoid walking on railroad tracks in the future.

THE OTHER RESTORES AN INJURED MAN

We often hear men remark that it is a waste of time to attend First Aid lectures, and it is, at times, difficult to get the employes to take even sufficient interest to attend. A few days ago an incident occurred that illustrates the great value of these lectures. A gang of workmen were digging a retaining wall between Huntingdon Avenue and Waverly, on the Philadelphia Division. One of the workmen slipped and fell on the third rail. Every one became confused. One man grabbed up a wet plank and tried to pry the man off the rail; plank and man were thrown several feet. A brakeman, on the Eastbound Extra, which had stopped, came running down the track to see what the trouble was, and immediately asked for a jumper. One of the men gave him his jumper, and seeing that it was dry, the brakeman put it under the man's body and pulled him off the rail.

The others present had taken it for granted that the man was dead, but that brakeman took nothing for granted. He laid the subject on a level place, folded the jumper and placed it under the shoulders, pried the mouth open with his keys, and got somebody to hold the tongue out while the brakeman worked the arms down to the chest and then as far back as he could pull them, in a slow regular movement. In a few minutes the man began to breathe faintly and inside of ten minutes he was able to stand. The brakeman declared that he could not have handled this any better than the other men had it not been for his attending the First Aid lectures last summer. It would be a pleasure to give due credit to the brakeman for this splendid exposition, but, like a great many railroad men he is too modest and asks that his name be withheld. Is it not worth while to take interest in the First Aid, which is very closely related to the Safety work?

HANDLING TRAINS OF DIFFERENT LENGTHS

W. M. HAVER

Assistant Train Master, Newark Division

MR. CAVINS favored us with an article on Train Handling in the October number, which I have read with interest. I take this opportunity to thank him for submitting valuable recommendations.

In starting trains, a great many engineers neglect to place the reverse lever in full gear, either ahead or back according to the direction in which the engine is to be moved. In order to start a train smoothly, the reverse lever should be in full gear at all times, regardless of tonnage or length of train, reverse lever being moved toward center of quadrant as the speed of the train increases. In starting a train on a descending grade, care should be exercised in giving the engine steam; if the engine starts promptly, throttle should be closed and independent brake used to check the movement.

The handling of freight trains is a business proposition with the company and the engineers who are doing this successfully are the most appreciated. We find that most of our engineers profit by their mistakes and are proud of a good record and the principle trouble with us at present seems to arise from the wide variation in length and tonnage of trains handled on the different districts. On one district where 75 to 110 car trains are handled daily with two engines and short sidings, requiring frequent "saw

bys" and causing delay, the number of draw bars pulled out or damaged compares favorably with the other districts where 30 loads make an average tonnage train, handled by the same engineers running in "pool" covering all districts. It is assumed from this that not enough care is exercised in handling the short trains and that when engineers realize the importance of giving equal consideration to all trains regardless of their length, better results will be accomplished. A careful check of damaged draft rigging is kept and when the trouble is found to be due to "rough handling" it is charged against the engineer responsible, while doubtful cases are investigated to see what conditions should be corrected to prevent recurrences. This especially applies to the makeup of trains and location of weak equipment, air hose failures, etc.

There are great possibilities ahead of the BALTIMORE AND OHIO EMPLOYEES MAGAZINE and the initial number shows what may be expected if the proper amount of interest is taken in continuing its entertaining, instructive and educational features which will soon create a loyal cooperation and make every one of us proud of the fact that we are affiliated with the *Greatest System* in the country.

By getting our families interested, our chances for success are increased.

UNDERWOOD, OF THE ERIE*

E. H. HUNGERFORD

In Travel Magazine

THEY call him "F. D." all the way up the main line of the old road—and he perhaps knows and calls more of his employes by their first names than any other railroad president. He is a good fellow—in the best sense of that many times misused word. He has his yacht and his private car and more real cronies, perhaps, than any other man in the Wall Street district. But F. D. Underwood is a man of business for all—a man of business through and through—or else there would be no Erie railroad and no presidential job for him to hold.

Mr. Underwood was not easily bothered by the difficulties of his position. He had been handling the operating end of the Baltimore & Ohio for a number of years, and any man who could handle the B. & O. in the old days and make a success of it could not be badly scared at Erie. Neither could he be scared at the situation that surrounded the property. Briefly stated that situation was as follows: Erie was not a great passenger road then, but it was and is a magnificent freight system, tapping a productive territory and capable of extraordinary development along this most lucrative line. But such development could be had only by insuring a decently even and direct roadbed between important points and modern equipment of engines and cars.

* The above article will be of special interest to the men of our system, for Mr. Underwood was vice-president and general manager of the Baltimore and Ohio for several years, and was known personally to more employes than any other officer, with the possible exception of Mr. Thomas Fitzgerald.

How these essentials were obtained is a story that is not told around the Erie offices; but it is sometimes whispered outside of them. It is said that Underwood found the directors of Erie giving faithful attention to the details of running the road—in fact "faithful" is hardly the word. The painting of a freight shed, the building of a new set of station steps, were all matters that came to the august attention of the board. Here was economy with a vengeance. Four meetings of this kind and then Underwood drew a sheet of writing paper toward him. While the directors debated as to the shingling of a section-house "F. D." scribbled with a pen. When they were done he rose in his chair.

"Gentlemen," said he, "you have brought me here at a large salary to serve you as president. As I understand it you desire to use my experience as a railroad man, to the end that I may make this property a profitable one. And yet we are using our valuable time and valuable brains in discussing questions that can be solved by any man in our employ who is drawing two dollars a day. . . . I have in my pocket certain recommendations made by engineers to whom you pay large salaries which call for the expenditure of at least \$10,000,000 in improvements to this system. I can heartily approve of these recommendations. . . . I have also on this table my written resignation as president of the Erie railroad. It is my intention to retire for five minutes in order that you may

have opportunity to act either upon these recommendations or my resignation."

In three minutes a committee of directors was escorting their president back to the board room and he had his \$10,000,000. How he has used that money has been a marvel to the operating men of the East. The Erie has been completely rebuilt. Even as this is being written the double-tracking of the main line to Chicago is just being completed—cut-off after cut-off has been constructed for the economical and easy handling of its steadily increasing tides of freight.

But the ability to plan improvements wisely is by no means the greatest strength of F. D. Underwood. Perhaps his ability to understand men is the biggest factor that has gone toward winning success for him. It was Underwood who planned the first of the employes' magazines—today a recognized factor in the efficiency methods of the biggest of the lines; it is Underwood who is constantly studying better means of bringing himself into closer touch with the 40,000 employes of the railroad that he heads—which brings to mind an anecdote typical of the man:

It seems that "F. D." had issued an order that any car in a train that had a "flat wheel" should be side-tracked, no matter where it was found or what its mission. The damage that a single "flat wheel" can do a stretch of tracks can easily be reckoned into the hundreds of dollars.

A little time thereafter the president of the Erie was hurrying toward New York to attend a mighty important



F. D. UNDERWOOD

President B. T. Yoakum of the Frisco, like most Southern men, is a good story-teller and enjoys a good yarn. One cold day some railway officers, while making an inspection of a large yard, stepped for a moment inside a switchman's shanty to get warm. Among them was a general superintendent, who was known to have a mania for "scientific management" and the reduction of expenses. As they were leaving the switchman asked the traveling yardmaster, whom he knew:

"Now can ye be tellin' me who thot mon is?"

"That's the general superintendent," the yardmaster replied.

"What do you think of thot? He's a foine lookin' mon, and ye never would believe the tales ye are after hearin' about him."

"What have you heard about him Mike?" was the curious question.

"Why, they say that he was at the funeral of Mr. Mitchell's wife and when the six pallbearers come out he

meeting of his board. He was due at Jersey City in the early morning, but when he awoke he was still three or four hundred miles from the North River, and his car was not in motion. He dressed hurriedly and went out into the yard—the car had been side-tracked. He demanded who had taken upon himself the authority to cut out the president's car from a through train and delay its occupants. A little wrinkled-faced Irishman came forward. He was a "galvanizer," one of those patient, faithful souls who go along the cars at stopping points both day and night tapping on the wheels with their long hammers on the chance of finding a defective wheel.

"I did it, sor," said the galvanizer.

Underwood almost exploded. But the galvanizer only led him back to his little shanty—pointed silently to the bulletin order about side-tracking defective cars until they could be furnished with new wheels. Underwood was silent. It was his turn for silence. Suddenly he put out his stout arm on the car inspector's shoulders, marched him about and right up the nearby main street of the town. He never took his hand off the galvanizer's

shoulder until they were within the chief jeweler's shop of that main street. Then he reached out, bought the handsomest gold watch in the case and handed it as a gift to the astounded car repairer.

"You keep right on—minding orders," said F. D. Underwood.

And of such men are good railroads ever made.

raised his hand and said: 'Hold on a minute, boys, I think yez can get along without two of thim.'"—*New York Evening Sun*.

"I'm feeling well to-day, my mind is at ease and my business is good."

"Why are you going around telling people that?"

"Well, we always put up a holler when things go wrong. Why shouldn't we occasionally admit that things are going right?"—*Louisville Courier-Journal*.

A large, husky negro and a small Frenchman were sawing a piece of timber for the Boston subway with a heavy crosscut saw, each in turn pulling it back and forth. A pugilistic Irishman stopped to watch the operation. After a few moments he strolled up to the negro and dealt him a blow, saying:

"Give the saw to the little fellow if he wants it."—*Harp-er's Magazine*.

HELPS IN FIRING

CHARLIE REDMOND

Fireman, Ohio Division.

DID it ever occur to you, Mr. Fireman, how much coal you use on a trip and how much of that brings no added power? Every year the price is going up. Do you see why you are refused more money when you throw away from one to two dollars every trip, by wasting coal? The firemen receive from eighty to a hundred dollars per month. Now where else can you get that amount of money unless you work for years learning a trade?

When you start out on your run you get your engine ready. The first thing most firemen do is to build a fire, and some of them seem to think that means having the fire box full of burning coal and the engine popping off twenty-five or thirty minutes before leaving time. This is wrong, for you do not need more than 150 pounds of steam (if the engine carries 200), to go from the round house to your train. Then you can spread your fire and the engine will be hot by leaving time, with about six inches of good fire, which is enough for any engine.

Sometimes you get an engine that does not steam very well. Don't get upset and overload the fire box, but keep a steady fire and the same kind of temper, and you will do much better. Tell the engineer to report what you think is wrong and I will guarantee that the company will remedy it, if it is possible, for they do not want an engine that will not steam.

When you get an engine that steams well, it isn't necessary to pop her all the time. Ten or twenty pounds from the popping point is enough, unless you are on a hard pull. If you are going along smoothly and the engine is about to pop off do not put in a fire; wait till the

steam goes back five or ten pounds. Then you can fire again. When you start to put in a fire and find that the engine is hot, say to yourself, "I'll just wait about half a minute." At that rate, allowing two fires per mile, you save a minute. In a hundred miles, this amounts to an hour and forty minutes. Think how far you can go in that time. Don't you see how much easier the work will be for you and how much coal you will save?

When you are about to approach the top of a hill and you know the engineer is going to shut off steam, put enough coal in the fire box to take you to that point, and no more. You do not need steam to run down hill! You can fix your fire when you get to the bottom. When you clean your deck (How many firemen can say they do this?), do not sweep coal out of the gang-way for you may hit some one along the track. It is also a waste, for the man that does it is throwing away about half a bushel of coal every trip, which, in a month amounts to almost a ton, with no results.

When you get on your engine and do not find a good tank of coal, do not blame the man who loads the tanks, nor the company. The man must give you what he has in the bins and the company pays for good coal, and ought to get it. Be cheerful and do the best you can and I will venture to say you will have plenty of steam and feel much better than if you got all worked up over nothing. I think there is not a man that will say I am wrong in anything I have put down here. If all firemen will try to save for the company, the company will gladly do what is right by them.

EASY TO DIE—EASY TO LIVE

Engineer Martindale of the Pennsylvania Railroad lay imprisoned under a red-hot iron foot board and enveloped in scalding steam one cold November night not long ago. There had been a wreck in which passengers were saved from injury, but where engineer and fireman had been fatally hurt. Engineer Martindale suffered great bodily pain that led to merciful unconsciousness. Finally there came a moment of recognition, when faintly speaking to those close at hand he asked whether any passengers had been harmed. Upon being told that none were either injured or dead, he closed his eyes for his last sleep, saying only, "That makes it easy to die."

Engineer Martindale must have been a brave man, for real character reveals itself in hours of crisis, peril and death. Duty bravely done, thoughtfulness for others rather than self and splendid self-forgetfulness were qualities that, in that final moment, made it possible for this heroic engineer to answer the great summons, finding it "Easy to die."

But to many men the difficulty is in finding it easy to live, for even in well ordered lives there are apt to come

times when death would be welcome. In such hours the great question is not how can it be made easy to die, but how can it be made easy to live. The only sure antidote for such pessimism and discouragement is to lose oneself in service for others. When once a man learns the great lesson Christ taught, to live for others, to sacrifice self upon the altar of the common good and to endure loss and affliction with dignity and patience, he learns also that all is well with the brave and the true who have caught His spirit. When their hour comes they can say "It is easy to die," but more than that they can say all along the way, "It is easy to live."—*Railroad Association Magazine.*

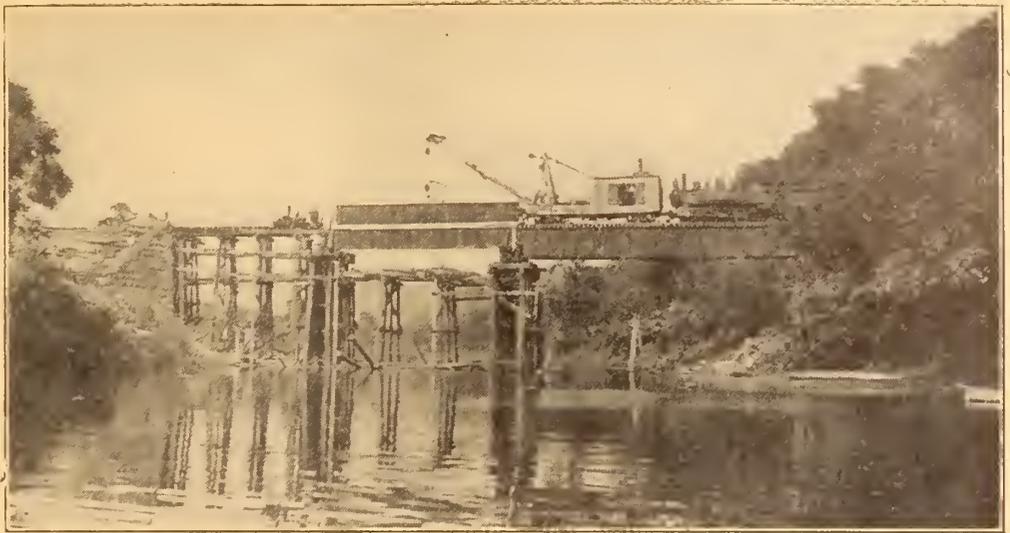
Before taking chances stop and think what the result might be. You would not think of sending your wife and children on a train over a road where you thought their employes were careless. No! If you were going to send them for a trip you would look for that road where safety was the dominant factor, and its watch-word SAFETY FIRST.—*J. H. Morgan, B. & B. Foreman, in Illinois Central Magazine.*

REBUILDING A BRIDGE IN THREE DAYS

H. M. CHURCH

*District Engineer Maintenance of
Way, Wheeling, W. Va.*

THE shifting of the Fish Creek channel at Woodland, West Virginia, under the heavy rainfall, made it necessary to replace the truss bridge at that point. A temporary structure was erected on the old alignment, consisting of a pile trestle on each shore, with a seventy-five-foot deck plate girder



SETTING THE GIRDERS



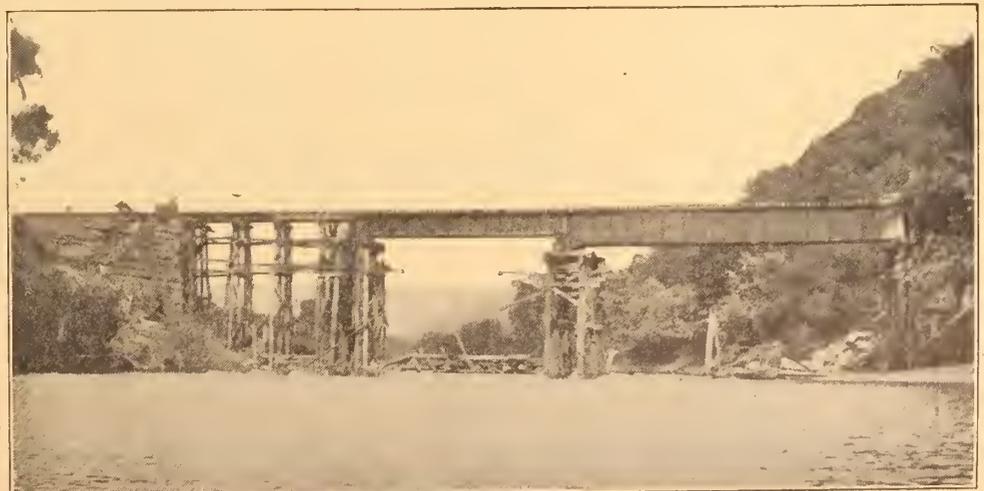
LANDING THE FIFTY-FOUR-FOOT GIRDER



PLACING BRICK BRACING

over the middle of the stream. The whole length of the bridge is a hundred and seventy-two feet. A pile driver worked from each end till only a seventy-seven-foot gap was left. Pier bents were driven in and the long girder was placed.

The final operation was specially interesting because the seventy-seven-foot girder had to be landed from one end. It was first placed by the wreck crane, along the track on the west bank. Then it was gradually pushed out over the opening till the bridge crane, mounted on a car run out from the other shore, could get hold of the end. So the gap was closed in three days and traffic was resumed.



Where do you place safety in relative importance among the ends
to be sought in the operation of a road?

Above everything else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR OCTOBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Wellston.....	\$46,777	\$16,958	.....	.....
Illinois.....	8,260	.....	\$33,318	.....
Ohio.....	7,328	10,432	.....	.....
Shenandoah...	6,739	.....	.....	.....
Ohio River...	.....	9,690	.....	.....
Indiana.....	.....	9,354	.....	.....
Wellston.....	.....	.....	11,300	.....
Toledo.....	.....	.....	4,486	.....
Indianapolis...	.....	.....	3,509	.....
Philadelphia...	.....	.....	.....	\$50,483
Cleveland.....	.....	.....	.....	34,602
New Castle...	.....	.....	.....	22,967
Ohio River...	.....	.....	.....	16,420

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, OCTOBER, 1912.

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	3,015.00	\$ 1031.00	\$50,483.00	\$3,823.00
Baltimore....	4,042.00	1,210.00	8,390.00	3,171.00
Cumberland..	3,046.00	1,416.00	2,650.00	2,524.00
Shenandoah...	7,721.00	719.00	2,523.00	6,739.00
Monongah....	7,990.00	2,151.00	4,569.00	4,135.00
Wheeling.....	4,468.00	1,766.00	5,541.00	3,487.00
Ohio River...	9,690.00	3,036.00	16,420.00	5,638.00
Cleveland....	2,099.00	2,095.00	34,602.00	3,370.00
Newark.....	3,151.00	1,407.00	10,022.00	2,778.00
Connellsville..	8,287.00	2,839.00	12,423.00	6,008.00
Pittsburgh...	4,914.00	2,798.00	14,420.00	4,797.00
New Castle...	5,186.00	1,725.00	22,967.00	4,409.00
Chicago.....	3,109.00	1,533.00	7,538.00	3,287.00
Ohio.....	10,432.00	2,985.00	14,579.00	7,328.00
Indiana.....	9,354.00	3,011.00	9,040.00	5,923.00
Illinois.....	6,004.00	33,318.00	7,364.00	8,260.00
Toledo.....	7,593.00	4,486.00	6,579.00	6,008.00
Wellston.....	16,958.00	11,300.00	12,475.00	46,777.00
Indianapolis..	6,686.00	3,509.00	6,733.00	5,974.00
Average.....	\$ 4,400.00	\$ 2,127.00	\$ 7,521.00	\$ 3,934.00

EMPLOYEES BREAKING UP DANGEROUS PRACTICES

The following is quoted from an article in the *Mediator*, entitled "Getting the Safety Habit." This is one man's observation in the Frisco System Yard, a month or two after the Safety work had been inaugurated:

"I saw a switch foreman stop his engine until he walked down ten car lengths and met one of his helpers whom he had seen standing in the middle of the track, step on the brake beam of a flat car, grab the brake staff, and swing up on the car while it was in motion, and told him that he could not work with him if he continued to catch cars in that manner.

"I saw a brakeman leave the front end of his engine at Pratt City and run ahead of the engine in the middle of the track. The engineer stopped his engine and train immediately, and I heard him say to the man, 'Don't you ever do that trick again. I have never hurt a man in twenty-three years and I don't care to do so now in the face of the efforts we are all making to help the Safety Committee along.'

"With twenty-five years of yard service, I have seen many new things spring up, but I can say I never saw anything equal the Safety Committee's work. Every man on the terminal seems to have it in mind, and old switchmen, who have never given these dangers a thought are putting forth every effort to avoid accident. I am

local chairman of the terminal, with eight members, but I have noticed almost every man in the company's employ doing something in the direction of safety, and men who until now had known nothing of safety have begun to labor wherever work could be found."

This is the right character of Safety work. Issuance of more rules will never bring about the results desired. Every employe should take just such action as was taken in this one yard. Such corrective features are going on in many of our yards today, but not enough. When you see improper practices, correct them then and there. Do not report the man. A plain talking to, showing him the danger and telling him what we are trying to accomplish will, in most cases, bring about proper results. If a man will not profit by your talk, or some friends' talk, then tell your officer to see if he cannot get him to break up the dangerous habit, and if he will not, then stop a practice that may lead to injury, to himself or fellow workmen, by seeing that he is given a position where he can do no harm.

We quote still further from the experience on the Frisco. It is so like our own. We have actually figured, in nine or ten months' deaths, that ninety per cent are due to failure of the human element.

"Over ninety per cent of all accidents occurring on the rail, it is estimated, come within the avoidable class. Broadly speaking, every preventable accident, on and about a railroad, is a result of one of three causes, or a combination of the three, namely:

"Defective or improper condition of track, roadway structures, equipment, machinery, tools or appliances.

"Improper method of work or operation.

"Failure of employes to use necessary care and diligence.

"The solution of the vital problem—prevention of accidents—rests entirely upon the efforts of the employes. Earnest and harmonious co-operation is essential. And the concerted, systematic Safety movement, drawing constant inspiration from every department of railroad-ing, each making daily and tangible headway against the dangers of death and injuries, is giving all the employes of the railroads a big and common interest, knitting them more closely together, and making them a more compact and useful industrial unit than they have ever been before."

The company has given the causes of the principal train accidents. It issues bulletins immediately upon advice of death to an employe. It gives results of observation tests. It holds various divisional Safety meetings, etc., carrying out as many of the suggestions of the

divisional Safety committeemen as possible. The company can do very little more.

Inasmuch as it is found that such a large proportion of the accidents are chargeable to the human element, is it asking the employes too much to take a personal and enthusiastic interest in breaking up such practices? How many of us can say, at the close of the day's work, that we have not seen a single unnecessary dangerous move made by any one? Why should it not be that way? The winter is coming on, with increased danger from ice and snow; hats are pulled down over ears so that the sound of an approaching engine or train is not clearly heard. Let us form the "alert" habit. Let us watch, especially, the newer men. Talk the Safety problem over in your lodge rooms or other points of congregation and exert, as requested, a personal enthusiastic interest.

GENERAL SAFETY COMMITTEE.

SAFETY LESSONS FROM THE NORTHWESTERN

Two or three months ago the General Safety Committee had the pleasure of spending about a week with Mr. Ralph C. Richards, Chairman of the Chicago and Northwestern Safety Committee. Mr. Richards is the father of the Safety movement on American railroads. Three points, especially, appealed to the General Committee and all our committees and employes will be interested.

1. They made an especial point of cleanliness. Their yards are clear of all obstructions, such as pipes sticking up, boards, etc., to trip the men switching at night. In yards, such as Clinton and Sioux City, Iowa, we did not find a single obstruction; paths were provided alongside the track and used. The company cleans the yards but the men help to keep them clean.

2. During the entire week we were on the Northwestern we did not see a yard engine or train start without the bell being rung.

3. In some of the divisional Safety committee meetings, two men were asked each month to prepare and read

papers on some Safety subject, each paper to consume only about ten minutes. Two new men were selected each month, so that before their time on the committee expired, each member had read a paper. It was surprising how much thought had been given to some of the papers. For example, the subject might be: Where do we most often fail in Safety work? What more can be done?



RALPH C. RICHARDS

Has the company done its share; and have the men done theirs? If not, why not? What have you noted in the past month that was bad practice or against the rules, and what did you do? One could select hundreds of such subjects. This tends to make the men think and trains the eye to see. At times we become so familiar with an operation that while we know it is contrary to the rules we do not see the violation, and part of the Safety work is to train the men to see. For example, the order not to ride pilots had been in force about a month. At a certain divisional point we had just been talking about it and about the difficulty in having it observed. Trainmaster and other local officers walked up the yard on inspection and an engine approached

with three men riding the pilot. The trainmaster never even saw it.

Copies of the papers are sent in to the general committee. This same plan is recommended to all our divisional committees, and, occasionally, they could be printed in the magazine for the benefit of other employes.

The Northwestern has made a most encouraging record. How? By breaking up bad practices. Likewise, if we expect to go very far in the Safety work it must be by breaking up bad habits wherever we see them, being very careful ourselves and continually warning others. Eternal vigilance is the price we must pay for Safety and it is worth while.

GENERAL SAFETY COMMITTEE.

A DOCTOR OF THE OLD SCHOOL

Dr. William A. Garman of Berlin, Pa., who died recently, the day after his son John was buried, was a physician of the old school, whose "whole thought was to pull his patient through, the pay for his services being an after consideration." His eighty-three years had been full of kindly services. As a friend said, he was "a father to the whole community." He and his son were local surgeons of the Baltimore and Ohio Railroad. The following paragraphs relating to the elder Dr. Garman are quoted from the *Berlin Record*.

"He grieved deeply over the death of his son and, while he made very little outward demonstration, yet one could see that he was heartbroken over his loss. In addition to the affection existing between father and son the Drs. Garman had been business associates for over thirty-five years and their lives were closely knit together in other ways, the son relying on the older man's wisdom and counsel, and the father resting on the vigor and strength of his young associate in their large practice.

"Over half a century ago he went to Southampton Mills, near Glencoe, where he was physician to the small army of men engaged in building the Cumberland & Connellsville Railroad, now the Pittsburgh Division of the Baltimore & Ohio. From his humane devotion to the men he contracted smallpox.

"He came to Berlin in 1857, and continued ministering to the sick among the railroad laborers. There were no regularly laid out roads in those days, and Dr. Garman made his trips on horseback, following the bridle-paths over the mountains and through the forests to the homes of his patients. The older folks of this community can recall the look of him, tall and of a splendid physique, mounted upon his favorite saddle-horse "Tom," a beautiful blooded bay. Residents of the country for many miles around could tell, even as they lay in bed of nights, when Dr. Garman, astride of "Tom," passed their homes; for the animal seemed to have but one gait, and that a graceful lope, covering more miles in a day than any other horse in the whole section. On the road, Dr. Garman carried his large hat in his right hand and rode with as much grace as if he were a part of the blooded animal which he bestrode. A ride of a dozen or more miles at night down over the mountains and through the

unbroken forests to the Maryland line, or across the Alleghenies toward Bedford or beyond the old Pittsburgh pike into Shade, was no uncommon thing, and many were the strange experiences encountered by him in those days. And now, after more than a half century, hundreds of persons rise up to bless him for his ministrations.

"In the early years of his practice money was scarce in these parts and very many of the inhabitants of the surrounding country were in poor circumstances, but this did not deter him in his work. Whenever he received a call to go where there was sickness and distress, he never failed, be it in daylight or the dead of night, in the hot summer or the chilly blasts of midwinter. Old "Tom" was brought out of the stable, the saddlebags thrown across his back and with the doctor in the saddle would take to the country, in sunshine or storm, going on missions of mercy to the sick and distressed. Not only did the good man administer the necessary medical aid, but oftentimes when the families were in destitute circumstances, he secured the necessary food and clothing.

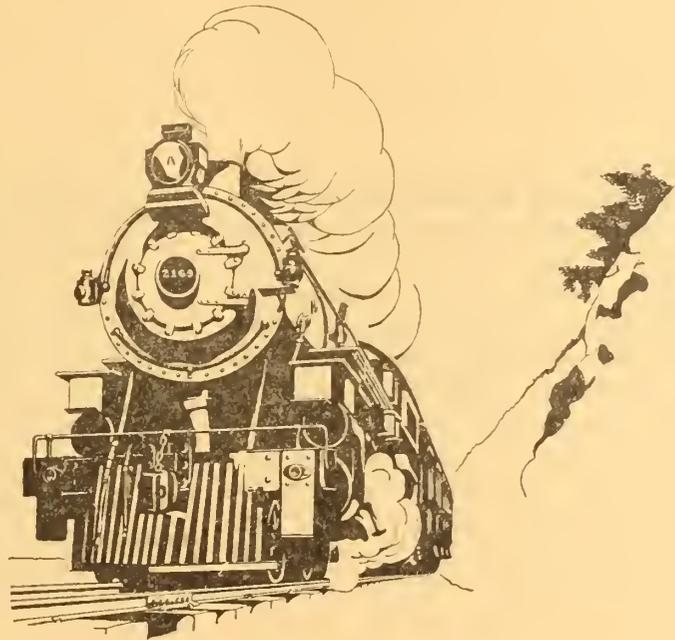
"In case the hand of death could not be stayed, he tried to comfort the sorrowing ones. He was not only the family physician, but the family friend. The call of the poor was answered as quickly as was that of the more well-to-do, and it was not unusual for him to share with the less fortunate the money received from those able to pay. He was a whole-souled friend of all humanity and his passing away brings sorrow to many, many homes."

Dr. Garman was fond of telling stories of his boyhood days. There were plenty of bears in the woods then, and one day young William and a comrade started to hunt with two very competent-looking hounds and a questionable yellow dog. When they found their bear, the hounds lost interest, but the little cur didn't act as yellow as he looked. He tackled the bear and held him at bay while the small boys trembled in their shoes—or more likely in their bare feet. The yellow dog finally drew the bear away so that the boys could run home without waiting to see the end of it. The story doesn't say what happened to the real hero, but we firmly believe that the yellow dog came out ahead.

When the first telegraph line was built through Western Pennsylvania, Professor Morse passed through the settle-

ment and young Garman had the privilege of driving him from Stoyestown to Ligonier. So he was one of the first boys to hear the wonderful story of the telegraph. But the keen eye of the great inventor could see other things beside magnets. He noticed that the boy's hands were getting red with the cold. So he gave young William

a silver half-dollar to buy a pair of gloves. It was the first money he had ever earned, and he decided not to spend it. On the way home his hands got still colder, for he kept the one that wasn't busy with the reins out of his pocket looking at the new coin; and that half-dollar remained one of his treasures to the day of his death.



THE IRON HORSE

E. B. RITTENHOUSE
Agent at Childs, Md.

ILLUSTRATION BY GEORGE H. RUHLING
Maintenance of Way Department, Baltimore

Behold a steed with thews of iron,
A heart and brain of fire;
His voice a thousand trumpets shames;
His sinews never tire.

Of body dark, gigantic, vast,
His way no arm can bar;
Resistless as the battle gods,
His flight is like a star.

His path, twin bands of virgin steel,
That stretch from East to West;
O'er beams the invaded forest gave,
Now fixed in nature's breast.

He speeds where storm or avalanche
Have torn the mountain side;
Or through the peaceful valley, where
The evening shadows hide.

Here husbandman the furrow turns,
Or reaps the golden grain
That ripens with the kiss of sun,
Or bows beneath the rain.

There troutlets, undiscovered, leap,
In babbling, wayside brooks;
And briar and honey-suckle bloom,
In unsuspected nooks.

Here pygmy hands and hearts of flame
Have pierced the mountain-base;
There rock and steel are intertwined,
To bridge the chasm's space.

For men have planned, have delved and wrought,
Have struggled night and day
To blaze a trail from coast to coast,
And build his great high-way.

IN THE TRACK OF THE EMPIRE STATE

Three drummers on Broadway were telling stories of railroad accidents, and two of the men had told of several narrow escapes they had had. The third was silent for a moment, and then he took his turn.

"While up the State yesterday," he said, "I jumped from the Empire State Express while it was flying along at sixty odd miles an hour." Then he stopped and watched the effect of his statement. "You jumped from the Empire State Express?" inquired the other two.

"Yes, sir," replied the other. And then he added: "I was on the track when I made the jump."—*Boston Transcript*.

An Irishman just landed got work on the New York Central as flagman at Tarrytown. His first day on the job he waved the red danger signal before the Empire State Express. The brakes screeched down, the train stopped, and the crew ran up. "What's the matter? Why did you stop this train?" the conductor demanded.

"Well——" began the flagman.

"Don't you know it's a state prison offense to stop a train without cause?" the conductor explained. "Why, we're twenty minutes late now."

"That's just it," was the answer. "Where have you been the last twenty minutes?"—*Newark Star*.

OUR MAGAZINE

You have had an opportunity of reading the first issues of our magazine. What do you think of it? What part interests you most? What shall we pay most attention to in future? What features would you like to see added or dropped? This is *our* magazine. Take a personal interest in it. Write something for it. You may say "writing isn't my business." Make it your business. The very effort to express your thoughts effectively will do you good. Write in your own way, but write.

Every division has something that will interest the majority of our readers—some old employe has had an interesting career or a young one has performed an unusual service. We all might be helped by reading examples of the quiet unselfishness of women. For instance, the wives, sisters or daughters of several employes at Brunswick have banded themselves together and taken complete charge of the hospital in the railroad Y. M. C. A. building. When an employe is injured so badly that he cannot be taken home the women are telephoned to and no matter what the hour of the day or night, no matter how bad the weather, they respond at once without pay. The beds are always made and it is only necessary to get towels, hot water, etc., in shape by the time the employe reaches the hospital. If it is a case of a week or month before the employe is able to leave the hospital they nurse him back to health. If it is a hobo, with leg off, they give him the same tender care. Are such items not of great interest to all of us and do they not deserve space in our magazine? These noble women have their household duties to care for, but in time of trouble or affliction their housework is dropped and their time given to relieving some one's suffering. Something of this kind is to be found on each division.

Some employe has a pretty home he is purchasing through the Relief Department. Send us a picture of it. Tell how it was planned for and built and furnished. Let the women and the children do their part in sending us material. What interests you employes and furnishes the story at home, in the caboose, the engine house or the rest room will, possibly, interest others in our circle of seventy-five thousand employes and their families—altogether about a quarter of a million men, women and children.

When you hear a good story get in the habit of suggesting that it be sent to our magazine. Write us, in your own way, of your vacation and of other pleasures. We are interested in you. If you prefer that your name be not used your wish will be respected. When you purchase a watch or other articles advertised in the magazine tell the merchant where you saw the advertisement. We have been most gratified in hearing several employes say, "Until I noticed it in the magazine, I did not know Mr. Blank had been promoted, that Mr. Blank was sick, etc." Help make the pages headed "Among Ourselves" alive and vitally interesting. Without your help we cannot succeed. With it we cannot possibly fail to have one of the most interesting and helpful railroad magazines published. Address your letters to the BALTIMORE AND OHIO EMPLOYES MAGAZINE, Baltimore, Md.

GREETINGS FROM OUR FRIENDS

A FEW GOOD WORDS CHOSEN FROM MANY LETTERS

From a Prominent Supply Man, formerly connected with this road:

"I have read the first number with a great deal of interest, and have been impressed with what I term a revival of the B. & O. spirit. What is the B. & O. spirit? Ask any of the older men. I can remember when the B. & O. was in reality a great big family, and I believe your magazine will accomplish much in this way; not only in bring the men closer together, but in bringing the men and officials into closer touch and to a better understanding. Last summer, during the Mechanical Convention at Atlantic City, some one suggested a meeting of all B. & O. employes and ex-employes who might be in attendance there. About eighty answered the call and among those responding were men who had not been in the B. & O. service for twenty-five years. That's the B. & O. spirit. It was determined then and there to organize a B. & O. Club to meet every year, its object being to promote friendly social relations between persons who are now or have been heretofore employed by the Baltimore & Ohio Railroad, and who attend the meetings of the American Railway Master Mechanics or Master Car Builders Associations."

From an Assistant to the President of an important Eastern Railroad:

"In every respect the best appearing and best edited magazine of the character I have yet seen and I would like to become a regular subscriber."

From the Santa Fe Employes' Magazine:

"We welcome to our table this new exponent of non-factionalism and the brotherhood of man, published in the interests of the men on a road which has for president a man who not so many years ago swung a brakeman's lantern. Mr. Willard is a splendid example of the self-made railroad official, and his association with the men of the glove and overall makes him realize the human interest side of railroading, and it is in the spirit prompted by this realization that he has put out a publication of good fellowship and fraternity.

"We wish for the B. & O. EMPLOYES MAGAZINE a sturdy growth and for its editor the success which he deserves."

From the C. H. & D.:

"The employes in all departments have expressed themselves in many ways to the effect that the magazine is a long-felt want properly filled."

A Wheeling Division Operator:

"Nothing but words of praise was heard from the members of the safety committee. The magazine is just what we have been looking for but did not know it. I feel that it will bring a closer union among the several departments."

From Macmillan and Company:

"A most attractive specimen of what can be done for railroad people's interests."

From our Publicity Representative:

"I believe it will serve a useful purpose in bringing the officials and employes together under the happy environment of a big family, united in the bond of fellowship and affording the means for an exchange of views."

From John Hair, of the General Safety Committee:

"On my travel over the line from New York west, in fact the whole system, I have not seen one copy of the first B. & O. Employes' Magazine, that was issued in

October, mutilated or thrown aside, and this proves conclusively that the magazine is appreciated by the employes. Many of them tell me they take it home for their wives and children to read."

From Division Superintendent Scoville, Chillicothe:

"I read it from page to page and I am delighted with it. I want to congratulate you upon the appearance and excellence of the magazine. I know that every employe will be interested in it. It cannot help being beneficial to the company as well as to the employes."

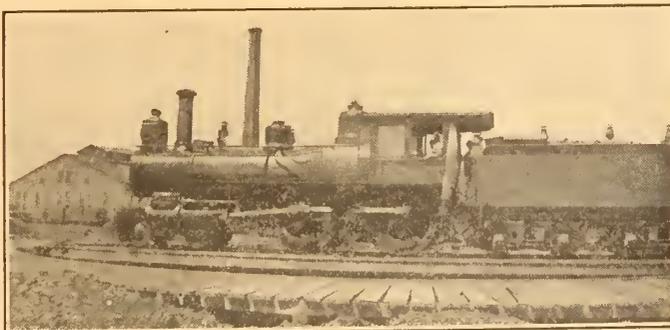


THE OLD PASSENGER ENGINE AND THE NEW

ABOUT twenty-five or thirty years ago the engine shown in the smaller illustration was the prize locomotive in passenger service on the Soo Line, and Mr. Willard, president of our company, was the engineer. This engine hauled the fast through train and was generally admired for its great size and graceful lines. Comparison with one of our 2100 class engines, weighing with tender over 400,000 pounds, shows the great improvement made in the last quarter of a century. The larger engine is an example of the type now used on all our through heavy trains. Passenger trains have increased in size and weight, making it necessary to furnish more powerful locomotives to haul them. This required the rebuilding of most of the bridges to carry the heavier weight, and also brought about improved track conditions.

In those earlier days, in the Northwest, engines were assigned to individual engineers. Each man felt that the engine belonged to him and took the same care of it that

he would of his own home, his lawn, or any other personal property. If an engineer fell ill, or was prevented, for any reason, from making his accustomed run, one of his constant worries was that the new man might abuse his engine. He often sent word, cautioning the substitute to be very careful with her; for if she were treated right she would make the run easily, but if abused, she would shirk.



A curious relic of railroad operation some fifty years ago in Tennessee and Georgia is exhibited in the following extract from the rules then in force:

As a general rule, when trains meet between stations the train nearest the turnout will run back. Any dispute as to which train has to retire is to be determined at once by the conductors without any interference on the part of the enginemen. This rule is required to be varied in favor of heaviest loaded engine or the worst grades. If they meet near the center, in case of backing, a man must be placed on the lookout, so that any danger to the rear-most part of the train may be seen and the engineman at

once receive notice. The backing must be done cautiously.—*Express Gazette*.

Chicago is to some extent eliminating the smoke nuisance. Her average locomotive now emits smoke the density of which is only 14.92 per cent, while the percentage three years ago was 23.3. These percentages are based on the supposition that zero would represent no smoke at all, while 100 per cent would mean dense black smoke all the time; the present condition therefore shows a decided improvement.—*Outlook*.



Nineteen hundred and twelve years ago was born the Founder of the greatest safety movement in human history. Only in lands where He is honored do men unite to guard the souls and bodies of their brothers.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor.*
HERBERT D. STITT, *Staff Artist.*

GEORGE B. LUCKEY, *Staff Photographer.*
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ADVERTISING RATES.

\$30.00 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column 16 ems or 2 $\frac{3}{4}$ inches. Advertising pages are measured on a three-column basis, \$28.60 per column of 143 lines.

The only discount allowed is for a full page, which, on the basis of 20 cents a line for 429 lines, would be \$85.80, the price asked being \$80.00. These rates are very low for the bona fide circulation and will probably be increased later.

An extra charge is made for preferred position, such as the cover; rates for which will be supplied on request.

TURKEYS AND SAFETY RAILS

The turkey on our Christmas cover weighed twenty-three pounds. It certainly was a good armful, but none too big for a railroad employe. Safety rules do not apply to turkeys at this season. The man in the picture that is just getting his hand on the bird is J. M. Chapman, freight conductor, Baltimore Division. He has been in the service forty-six years. His engineer, W. Molesworth, who is standing on the ground admiring the

bird, has been with this road for twenty-nine years. Special attention is called to the railing on the caboose. The old railing was so low that two or three men each year fell over it when the train gave a lurch, and serious injuries resulted from the chain in the opening breaking or becoming unhooked. Upon the recommendation of one of the safety committees, the railing was raised as shown in the picture and the opening closed; so we think the danger of falling through or over the railing has been obviated. Such improvements as these do more to make Christmas merry than all the turkeys in the world.

THE GIFT OF A MAN

Our Illinois correspondent refers with a great deal of satisfaction to the fact that his division has furnished of late a number of well-trained men to other parts of the system. This will always be true of any live division. It is the way of the growing world. Parents train their children, who leave home to become fathers and mothers in their turn. Every enterprise, in doing its own work, develops men for leadership in other fields. There is thus an element of unselfishness—of service outside its own interests, in the most matter-of-fact organization. This is one of the keenest incentives to an executive who thinks deeply on his relation to the world's work. Of course he must consider first the immediate adaptation of his men to the labor at hand. But he knows that some of them may be called at any time to larger responsibilities. How they meet these will depend in part on what they have learned from him. Many an obscure manager has seen a subordinate rise to power which he can never hope to attain; yet he can trace in his pupil's larger policies the working of those first principles of honesty, thoroughness and consideration of others which he helped to instil. And this consciousness brings deeper satisfaction than a noisy fame.

TALK

We may register steam pressure, we may keep count of the number of times the wheel goes round; but until Detective Burns' dictagraph comes into general use we

can hardly hope to figure out the number of words used in a single day. The telephone companies report that over fourteen billion conversations buzzed over the wires in the United States. Europeans didn't say half as much—over the telephone. Anyhow those foreign folks do part of their talking with their eyebrows.

The telephone does sift words. You can hardly take down the receiver without having some notion of what you are about to say. It might help a little if we had to pay a nickel for the privilege of ordinary speech. It is a privilege, as an hour of enforced silence will prove to anybody. If taking thought about our conversation should make it heavy and self-conscious, that would spoil the delight of comradeship. It need not do that. If talk were more of an art it would be gayer, keener, less weighted down with dull commonplaces and useless repetitions. We have often listened to conversations in which practically every remark had to be repeated because the speaker was not interested enough to say the words clearly and the listener did not give attention.

There! We've left that receiver down while we strayed off a bit. That is one of the worst faults of the telephone-talker. The man at the other end of the wire is like a fellow in a dentist chair—at your mercy. You are bound to treat him as gently as possible. Don't try to tell him everything in one conversation, and likewise *don't* go off without telling him anything. You may want to get some information over the telephone yourself some day. As the average man uses it, the talking wire is a great comfort—and a great nuisance. The nuisance would be lessened if we saved some of the hard words heaped on Central or Switchboard for our own chastening. It might be a wholesome thing if a man could call himself up and hear himself as others hear him.

AIR

As the cold weather comes on a great many persons that haven't learned the difference between cold air and a cold in the head will begin shutting down their bed-room windows at night. It is not likely that this will happen in many railroad homes, for the railroad man knows by experience that the breathing of fresh air, no matter how cold, is the best preventive of colds.

"Why do my children have colds so much of the time, when I always keep them warm?" a mother asked. Her nursery windows, always tight closed, showed the reason plainly enough. It is natural perhaps to fear that winter air will hurt a delicate little child, but experience proves the contrary. Clothing should, of course, be warm enough, but the more fresh air the child *breathes*, both at night and in its rides or daytime naps, the better able it will be to throw off disease germs. And the child or grown person that has once learned to sleep with open window and to play or work in rooms that are aired from time to time will demand fresh air as surely as he demands food. Air is life. Don't starve the lungs. It may be endured for a time, but in the end the whole body and the very soul will suffer. When you go into a bunk house or any room where the air is foul, get a window open as soon as it can be done without making a draft on somebody's neck. Open office windows at the noon hour.

POETS OF CHRISTMAS

Better than anything we could write about Christmas are these little songs by two poets who lived all the year in the true spirit of that day. One was an invalid, ruling from her narrow room a wide realm of affection. The other was a man so eager to give his best without even the reward of praise that in his lifetime he would not allow his name to be used with his poems or music. Their hearts were the hearts of little children. They could write of the coming of Christ authentically, for they had experienced it. Their very words are the words of those who have seen what they describe. And their home is with the angels of whom they sang. Their names are not found in any earthly list of great writers; they are written in the book

"On which the eyes of God not rarely look."

A LITTLE CHILD ONCE FOUND A BED

GOVER KETTLEWELL

A little child once found a bed
Where sheep and cows had oft been fed,
And shepherds saw and went away
To tell of Jesus, born that day.
Rejoice! Rejoice! Awake the morn,
And praise the day when Christ was born.

Although a King, no people came
To hail his birth with glad acclaim;
But angels came to earth, to say
That it was Jesus, born that day.
Rejoice! Rejoice! Awake the morn,
And praise the day when Christ was born.

And year by year, o'er all the earth,
The children laud the Saviour's birth,
And sing a joyful Christmas lay
To Jesus who was born that day.
Rejoice! Rejoice! Awake the morn,
And praise the day when Christ was born.

CHRISTMAS

ANNA M. HUBBARD

Away on a slope of the Bethlehem hills,
All out in the shadows so gray,
While shepherds of Judah were watching their flocks
And waiting the dawn of the day,

They saw, coming down from the heavenly height,
Across the bright fields of the skies,
An angel all clothed in the splendor of light,
That filled them with fear and surprise.

No wonder they trembled and felt sore afraid,
So strange was the beautiful sight;
The glory that shone round the angel had wrapt
The hillside in heaven's own light.

But "Fear not," the angel exultingly said,
"For tidings of great joy I bring,
To you, in the city of David, this day,
Is born your Redeemer and King."

And so in great haste the good shepherds then went,
And found where a young mother kept
Her watch o'er a manger, that strange cradle bed,
Where safely her dear baby slept.

How glad was the angel, as down through the skies
He hastened, the tidings to bring;
How glad were the shepherds, out on the hillside,
To hear of the birth of their King.

I think that the angels remember that song,
That first over Bethlehem broke,
And surely the shepherds can never forget
The gladness its echoes awoke.

And "Glory to God in the highest" tonight
Is ringing o'er heaven's bright plain,
And, back from the earth, deck'd with holiday green,
Is echoed the joyous refrain.



THE HOME

THE OLD BOYS

MRS. HENRY B. JONES,
Washington, Ind.

Where are the boys, the jolly old boys,
The boys that I used to know—
The boys who worked for the O. & M.
Full twenty-five years ago?

Many are still alive and well;
I hear of them every day.
They are working now for the B. & O.,
In the service growing gray.

Oh, the B. & O. is the best old road
The country has today.
It is well-equipped, its "boys" are men,
And generous is their pay.

A road where all the employes
Are working band in hand
To make their trains and yards and shops
The safest in the land.

If you want to go North, if you want to go South,
If you want to go East or West,
Be sure you go by the B. & O.
You will find it far the best.

A BALTIMORE AND OHIO GRANDMOTHER

Mrs. Henry B. Jones, who wrote the poem here printed, was christened "Mother" long ago; today "Grandmother" is more appropriate. In 1888 her second son, who was not seventeen years old, went to work as water and messenger boy at the Washington, Indiana, shop grounds. At that time, they had only been graded for the buildings. That boy is a man and has never left the company's employ. Her son-in-law, Henry Alberty, also secured a position as fireman in 1888. He is now a trusted passenger engineer. In 1896 her youngest son entered the

shops. He is still making good there. She has three grandsons in the work. They are Harry Alberty, Jessie Alberty and Benny Hook. The first-named is a tinner, the second a machinist, the third a plumber.

Mrs. Jones is nearing the seventy mark. She has been correspondent for the *Locomotive Firemen's Journal* since 1884, and from 1885 to 1890 edited the Ladies' Department of the *Brakeman's Journal*. Her father was superintendent of a road in England for over twenty-five years. In 1870 she came to America.

A LITTLE TALK ABOUT GIFTS FOR CHILDREN

PATIENCE BEVIER

A YEAR or so ago there was held, in New York, a great exhibit to which tens of thousands of interested persons, from all classes of society, flocked daily and nightly for more than a month. It was called the Child Welfare Exhibit. It was interesting to watch groups of richly clad men and matrons, from the city's luxurious homes, pressing about the exhibition booths which lined the great Armory, side by side with weary-looking tenement mothers carrying babies in their tired arms, with

yet other babies clinging to their shabby skirts. It was an exhibit to which all sorts and classes of parents came in the same spirit—to learn what to do for the little ones; for, after all, whether they are rich or poor, or just "middleling," all children are very much alike in their fundamental needs and desires. The small boy born on Fifth Avenue and the little lad living on the Bowery, really ought to have the same things—simple, wholesome food, long sleep hours, fresh air, play, and loving care. And

they both desire essentially the same things, namely *something to do that really interests them*. Too often, alas, the child of wealth has so many pleasant experiences, such a surfeit of toys and amusements, that he becomes bored, and is really more to be pitied than the child of poverty who has little to play with and no one to study his inclinations or guide his play.

Play is the real business of childhood. And so let us see to it that the tools of play, that is, the games and toys we give our children, are chosen with great seriousness, with as much care as men and women choose their tools, their engines and typewriters and vacuum cleaners and food-choppers. If the child is to make a success of his play, he must have good tools to begin with. That does not necessarily mean expensive toys

but doesn't stimulate the childish mind for long. Sometimes the gift is a sharp and shining knife, which is presented with the earnest advice, "Now don't cut yourself, or your clothes, or the furniture, or the porch railing, or *anything*," which reminds one of the three-year-old, who, after hearing the story of George Washington and his naughty assault upon the cherry tree, asked in bewilderment, "Den what was de *use* of de hatchet, if he mustn't chop anyfing?"

Children want, nay, *need*, toys that they can *do something* with—blocks that can be used indefinitely to build houses and towers and bridges, horses that can be unharnessed, dishes of the right size, tools that will really do work, paints, blackboards, modeling clay that never hardens and can be used again and again by the child



TRYING THE CHRISTMAS SLEDS

From a Photograph by GEORGE B. LUCKER

and games. It merely means *the right sort for his purpose*, and that purpose is to engage his active little mind, and his equally restless little body.

Of course, for little girls, the dolly will always be the most satisfactory toy, for the very reason that it engages both her interest and her bodily activity. She becomes a little mother, her whole attention is absorbed in that dramatic role. In caring for her saw-dust child, she bustles about prodigiously, dresses and undresses it, takes it for an airing, scolds it, spansks it, relents and rocks it to sleep, and all the while is having, herself, the most normal and healthful use of all her muscles. The doll becomes an absorbing occupation for mind and body.

Little boys are not always so fortunate in the play tools which a busy and preoccupied Santa Claus tucks into their stockings. Sometimes the little lad receives a horn or a drum, which makes a glorious din and hubbub,

of artistic temperament, skates, hockey-sticks, balls, toy soldiers, washing and cooking sets.

Your child doesn't need a *lot* of Christmas presents to make him happy. Indeed, too many things at one time confuse a child. It is better to give one or two things which will stimulate his thought, and inspire his imagination and inventiveness. Such toys not only amuse, but really develop the child.

Baby may be three weeks old, or eleven months and twenty-nine days old when his first Christmas rolls around, but in either case Christmas is going to make mighty little difference to him. All he asks of life is a chance to grow. So, on Christmas day, don't bother him at his business of growing. Don't give him even "little tastes" of the Christmas goodies, and run the risk of upsetting him; there are years enough ahead for him

to make himself miserable at a yearly gastronomic debauch by way of celebrating our Lord's birth; so spare his infant stomach.

And spare his delicate nerves. The baby brain is developing more rapidly during that first year or two of the child's life than at any later period; the baby nerves are more delicately adjusted, more easily upset, than we often realize. Let us not make Christmas a day of nervousness and horror to the baby. Let us not hold him too persistently before the glittering tree, force his new toys too emphatically upon him, nor amuse him too strenuously.

I saw a gaily painted celluloid rattle placed in the hand of an eight-months-old baby girl. The bright color attracted her, and by way of expressing her appreciation, she crowed, kicked, waved her little arms—and dropped

the rattle like a hot cake. Adoring relatives caught it up and placed it again in her chubby little pink hand. Again she moved it, again it rattled, again she dropped it, frightened nearly out of her baby wits by the sharp rattle of shot within the celluloid. That toy was pressed upon that baby by well meaning but misguided grown-ups, until the poor little girlie was hysterical with fright and rage.

A healthy, normal baby does not need any thing to amuse it at all, beyond its own fingers, toes and possibly a kitchen spoon. If you do give toys to a baby, give something that is *fit for the mouth*, for that is exactly where he will put it. Don't give tiny toys that could be swallowed, painted toys that give off their color at the first friendly touch of the wet little tongue, or woolly toys that will yield their wool easily.

CAN A CHILD BE A HERO?

TWO ANSWERS SUPPLIED BY THE RAILROAD

From the Ladies World

CAN a child be a hero? There are many—amateur psychologists, the most of them—who will answer no. To back their argument they will adduce much logic that is plausible without being altogether convincing. Fear, they will assert, is the true mother of bravery. And hence their deduction that a child cannot be a hero. A child, say they, acts on impulse without appreciation of possible consequences, and so his apparently heroic act is far from being heroic.

And yet—to the honor and glory of young America—one need but glance at the annual roster of heroes to realize how fallacious is so sweeping a verdict. Without number are the courageous exploits of young boys and girls who, though they are fully aware of perils and are not without fear, have undergone protracted danger and suffering in the commission of acts that might well have deterred the vaunted heroes of history.

Not for reward, either material or in the praise of the world, do the little courageous figures achieve their place among the heroes. From every part of the country constantly come reports of lives and property saved by intrepid youngsters in knickerbockers and pinafores. And in almost every case they face pain and danger with unflinching spirit, not in ignorance or disregard of consequences, but in disregard of self.

It was certainly unconscious heroism which enabled twelve-year-old Millie Tarver, of Benton, Arkansas, to accomplish a feat that few men would even have attempted. And thereby she saved the lives of scores of passengers on the Hot Springs & Western trains, homeward bound for the Christmas holidays.

Millie was walking along the track with her father, Milton Tarver, early one morning, when they came to a high trestle bridge which had been burning during the night. The father immediately grasped the situation. But he lost his head. Leaving the child at the bridge, he rushed back toward the nearest station to give warning. He had forgotten that two trains were due within the half hour, and that in this time he could accomplish nothing.

Millie Tarver stood at the bridge end and gradually the truth dawned upon her. She realized that the trains were almost due and that rounding the curve on the opposite side, one close behind the other, they would surely dash out on the weakened bridge and crash through to the bottom of the gully hundreds of feet below.

She must signal them! But how? The burning bridge was between her and the curve. She said afterwards that she was terribly afraid, but that something just seemed to make her go. At any rate the child stepped out on the open trestle and began to pick her way across.

The understructure of the bridge was blazing; at points the ties were smouldering. Acrid, blinding smoke wreathed about her head and almost strangled her—she could scarcely see a yard in advance. And still she kept on, running where she could, balancing along painfully where it was necessary. At times she trod on glowing embers, but the agony she endured only served to spur her onward. And finally she won the other side.

Although she was exhausted and suffering, she fought off collapse until after she had waved her shawl to the first engineer. It was not a red shawl; but the supercaution of the engine-driver is almost an instinct. He managed to stop at the edge of the trestle, then sent back to flag the other train which was following.

Millie Tarver was sent home a heroine, though a very ill one. But she got the Big Desire of her heart. She had always yearned for a Christmas tree, and her parents were poor. That's all they would allow her to take from Superintendent H. E. Martin, of the road. Needless to say, it was a tree worthy the deed, and the harvest it bore spelled the gratitude of the road and of the saved passengers.

To fight one's way through a raging blizzard calls for a superlative grade of endurance. To do so voluntarily requires a quantity of courage, long sustained, which could scarcely be said to lack a realization of possible consequences. It is a thing few men would undertake, no matter what the incentive. And yet that is what

Charlie Hudson, a fourteen-year-old boy of Elba, Nebraska, did to avert a disastrous wreck to a fast express on the Union Pacific Railway.

The boy had been sent out on the prairie by his father to drive in cattle just as the storm was beginning. Then, having rounded up the animals and started for home, he crossed the railroad and discovered a place where the rails were broken. He knew that the train would be coming along in the course of a couple of hours and that it must be warned before it passed the station, three miles away. By this time the storm had gained such violence that he could scarcely see objects a hundred feet away. Here was a quandary for the lad. He was not far from home, but the time necessary to reach there and summon aid would make it impossible to warn the train in time. There was nothing to do but face into the storm himself. The lad well knew the penalty he might have to pay. Often he had seen frozen cattle dug out of drifts after a blizzard; and he knew what usually happened to belated wayfarers who lost their way in such storms.

But he did not waste time in weighing dangers. As quickly as he could he drove the cattle into a gully, where they would be partly sheltered, then groped his way back to the railroad. Save for the track he would never have reached his destination. He could not see a yard ahead;

the wind at times swept him about until he lost all sense of direction. But still he stuck to the track and stumbled on. At times he fell, plunging into drifts and then digging his way out. He was not dressed for such a storm and the biting snow powder drove through his clothes and bit his body until the deadly numbness of freezing almost overpowered him. His nose and ears were bitten, but he rubbed them at intervals with handfuls of the snow and fought on. His progress was pitifully slow. When he finally staggered into the station, there was the train just on the point of pulling out on its way to destruction.

The trainmen saw him collapse and fall. To the fact that they paused to succor the boy they owe their own safety. Before he became unconscious Charlie Hudson gasped out his warning. When they had revived the lad they would have made much of him; but his chief concern now was about the cattle he had abandoned. Nor would he rest until they took him aboard the train, which crept slowly down to the broken rail. Once there, willing hands gathered the cattle and took them and the boy home while the rail was being fixed.

As one scans the records of child courage one is as much amazed by the lack of physical fear displayed by the little heroes, as by the modesty which makes them impatiently deprecate their achievements.

THE CAMERA'S EYE AND THE EYE OF THE ARTIST

THE photographer and the dentist were long regarded with about equal admiration and dread. Nobody questioned the skill with which they handled their delicately adjusted instruments of torture. The mere thought of them reduced a strong man to helplessness, but there was no escape. The chief advantage of having your picture taken, over having your tooth hammered down or pried loose, was that the former was more or less confined to certain seasons—soon after birth, when curls came, when they went, at graduation, at marriage, with children, with grandchildren, at golden wedding, if any.

There have always been good photographers, but the majority of them were content, in time past, to jam the sitter's head against the iron rest, focus and fire away, letting the camera and the sun do their thinking for them. A few years ago a man here and there began to study the artistic possibilities of the camera. They did not pose their subjects in stiff attitudes before impossible backgrounds. They sought for natural and characteristic phases of life. They tried to do what

the artist's brush and canvas does—bring out the vital elements in the subject, subduing others. They tried to make the camera tell the truth as it will not always do

by itself in spite of the common notion. At first people did not understand what these pioneers were trying to do. But they kept at it, and the world began to see the point. The introduction of cheap hand-cameras made almost everybody familiar with the process.

Clarence White made the picture of Mrs. Daly, shown here, some years ago before he had won international fame as an artist, and before he could get, as he does now for a single print, as much as the commercial photographer receives for many dozen "photos beautifully mounted and finished in the finest style." It is a pleasure to use the picture, not only because Mrs. Daly is the wife of our correspondent, chief clerk to the superintendent at Newark, Ohio, but also for the sake of the picture itself. Painters have told us



Photograph by CLARENCE WHITE

MRS. THOMAS DALY
Newark, Ohio

that it has the quality of a true work of art. It goes without saying that a railroad man's wife would make a good subject. Like her husband she knows how to carry out instructions, artistic as well as commercial.



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. SHIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

GENERAL OFFICE, BALTIMORE

Effective December 1, R. N. Begien has been appointed assistant general superintendent with headquarters at Baltimore.

On the same date John G. Walber became assistant to the third vice-president, in charge of the employment, discipline and wage bureaus, and such other duties as may be assigned.

The Baltimore and Ohio Central Baseball Team won the championship in the Commercial League this season, going through the entire year without losing, except two games to the A. H. Colmary Co., which were later given to the B. & O. on account of the fact that the Colmary Co. played ineligible players. The Central Building team was composed of the following players: *Catchers*—Jones of the auditing department and Heintz of the car service department; *pitchers*—Balsley of the transportation department, Verecker of the auditing department and Wentzel of the engineering department; *shortstop*—Strieb of the claim department; *first base*—Dixon of the auditing department; *second base*—Jubb of the statistical department; *third base*—Orem of the claim accounting bureau and Miller of the motive power department; *outfielders*—Nieman of the transportation department, Guerke of the car service department, Whitney of the claim department and White of the operating department. Nearly every department was represented on the team. Strieb led the way in batting, having an average of 444 for the season, with Guerke and Verecker close seconds with 423 each. Verecker pitched fine ball, never allowing more than five hits to be made in any one game. On Decoration Day the team went to

Piedmont, West Virginia, and was handled roughly, losing the morning game 8 to 1 and the afternoon game 21 to 1. After the close of the league season the men played Mount Clare two games at Union League Park, also the Baltimore Yannigans two games at Oriole Park, the feature of these two games being the pitching of Clancy and Verecker. Below is standing of the clubs:

	WON	LOST
Baltimore & Ohio C. C.....	13	0
Baltimore Bargain House.....	10	3
A. H. Colmary Co.....	8	5
Henry Sonneborn.....	5	8
Daniel Miller Co.....	3	10

The sixth season of the Baltimore & Ohio Duckpin League has been in full swing since October 4th, 1912, when games were commenced on the North Avenue Casino Alleys. Every Friday evening finds the B. & O. boys out in full force, toppling over the timbers, some succeeding in great shape and others not being so fortunate. From the way things look now the race this season for top honors promises to be close, several exciting games having already been rolled. The officers of the league this season are J. B. Pryor, president; R. D. Guerke, vice-president and J. F. Waters, secretary-treasurer. The departments represented, with the captain of each, are as follows: *engineering*, E. Southerington; *accounting*, W. O. Trigg; *claim accounting*, G. E. Sweitzer; *car service*, R. D. Guerke; *Mt. Royals*, Harry Rogers; *disbursements*, J. A. Zimmerman; *general freight*, E. Gover; *freight claim*, M. A. Digges; *passenger receipts*, W. T. Jenkins; *freight tariff*, J. B. O'Toole.

Four sets of games have already been rolled, the claim accounting team having won all of its games; but several

teams are giving the claim accounting boys a close run. The high average men so far are: Ray, passenger receipts, 105.5; W. Guerke, car service, 102.2; R. Guerke, car service, 102.1; Sparrow, accounting, 102; Brannock, claim accounting, 101.9.

The marriage of Miss Marie Philomena Ganzhorn, daughter of Michael P. Ganzhorn, of Irvington, to Eugene F. Jendrek, of Baltimore, took place recently at St. Joseph's Monastery. Mr. Jendrek is connected with the general auditor's office and is well known in Baltimore as an athlete. He is a prominent member of Mount Washington Athletic Club and the Maryland Swimming Club. After the ceremony Mr. and Mrs. Jendrek left for an extended tour of the West. They will reside at 4219 Euclid avenue, Irvington.

Eugene W. Otto, assistant photographer, has just returned from his wedding trip which included Jacksonville and St. Augustine. His wife was Grace B. Merklin of Baltimore, whose father is one of the older employes of the road, being still in service at Camden Station.

Albert Goudy, employed in the office of auditor of coal and coke receipts, died suddenly of heart failure, while at work in the building, late in October. He was born at Ilchester, Howard County, fifty-eight years ago, and entered the service of the Baltimore and Ohio at Locust Point in 1889 and had been employed for the past 10 years in the office in which he died. He is survived by a sister, Mrs. George Kolb, 5 North Monroe street, with whom he lived, and by two brothers, Edward and Charles Goudy.

We note with regret the absence of J. C. Jenkins, elevator dispatcher, who has resigned to accept a position in the Munsey Building.

Mr. Leonard A. Feustle and Miss Gertrude E. Lester were married on November 30th. Mr. Feustle holds down the "over desk" in the Loss and Damage Bureau. We wish him and his charming bride much happiness.

FREIGHT TARIFF DEPARTMENT

W. B. Hanson has resumed his regular duties after attending a conference at Pittsburgh, Pa.

L. B. Burford, general agent on the Erie R. R., at Baltimore, recently visited the tariff department.

J. F. Bain is again making full time after serving as juror in the Baltimore city court.

Our sympathy is extended to Mr. G. E. Marshall, who recently lost his father.

NEW YORK DIVISION

Correspondent, W. B. Biggs, Agent, New York

DIVISIONAL SAFETY COMMITTEEMEN

W. CORNELL, Terminal Agent, Chairman.
 W. B. BIGGS, Agent, Pier No. 22, N. R.
 JOHN HICKEY, Foreman, Pier No. 22, N. R.
 FRANK GARDELLA, Truckman, Pier No. 22, N. R.
 E. SALISBURY, Agent, Pier No. 7, N. R.
 EDWARD SHEEHY, Foreman, Pier No. 7, N. R.
 LOUIS POLLY, Truckman, Pier No. 7, N. R.
 E. W. EVANS, Agent, St. George.
 TIMOTHY DINEEN, Foreman, St. George.
 C. VAUGHN, Truckman, St. George.
 J. J. BOYER, Acting Agent, 26th Street.
 F. PANDILINO, Truckman, 26th Street.
 M. E. DEGNAN, Foreman, 26th Street.
 CAPTAIN C. H. KOHLER, Tug Despatcher, Marine Department.

A. W. MAUL, Lighterage Agent, Marine Department.
 CAPTAIN T. L. MORRIS, Tug Captain, Marine Department.
 HUGH HAGAN, Representing Tug Engineers, Marine Department.
 F. WILCKENS, Representing Tug Oilers, Marine Department.
 J. E. DAVIS, Representing Tug Deckhands, Marine Department.
 J. BLY, Representing Tug Firemen, Marine Department.
 HERMAN BURK, Representing Barge Captains Marine Department.

Our agent at Pier 7 we understand believes in "Safety First," but we should just like to remind him that the winter is coming on. If he is not careful he is liable to feel the cool waters of the North River about him. A narrow escape from going overboard in the attempt to "clear the slip" has been reported.

Mr. Evans the St. George Lighterage Agent, attended the safety meeting, with his usual cheering words.

It is with pleasure that we hear of Casey at Pier 7 having become a property owner. Surely from a financial point of view it is better to be two than one.

Arthur Bayer is on the sick list.

Messrs. Gorman and Toomey from Pier 22 North River are right on the job at the new Pier 21 East River. The increase of business is gratifying. Remember this new station when you have inquiries for an East Side delivery.

Lally the yardman is kept on the move these days of reconstruction at the 26th Street Station.

It is reported that W. McLaughlin has received a setback in his pugilistic ambition, having struck something harder than was good for the development of his fist.

One of our boys is thinking of going to Alberta, Canada. We are inclined to believe that the decision to go on so long a journey wasn't all his own. Speak up Blakeman.

The boys are glad to hear that Frank Lawrence is making good in the insurance business in Detroit.

We were glad to see among us again for a few days the traveling auditors. They don't come often.

Col. Fred Hebig the very pleasing tug despatcher is now at St. George, where he can handle business to better advantage. Fred has been fighting for this change.

Wm. J. McCourt, assistant chief clerk, B. & O. lighterage department, has been appointed general traffic manager for the Murray Transportation Company. Frank J. Haggerty, timekeeper, will take the place left vacant.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, Chief Clerk, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEEMEN

B. F. KELLY, Trainmaster, Chairman.
 J. W. TURNER, Acting Assistant Trainmaster Committeeman.
 R. H. TAXTER, Conductor Committeeman.
 M. SCHAFER, Conductor Committeeman.
 JOHN GIBB, Conductor Committeeman.
 CHAS. HENRI, Brakeman Committeeman.
 P. CARROLL, Road Foreman of Engines Committeeman.
 HARRY WOOD, Shop Foreman Committeeman.
 HARRY SMITH, Shop Foreman Committeeman.
 E. ALLEY, Supervisor Committeeman.
 BRADFORD CRUM, Master Carpenter Committeeman.
 W. L. DRYDEN, Signal Supervisor Committeeman.
 F. VAN NAME, Yardman Committeeman.
 JOHN NICHOLS, Conductor Committeeman.
 A. CONLEY, Night R. F. E. Committeeman.

Staten Island is situated at the Southern point of New York State, and is part of Greater New York. It is from

six to seven miles in width and about fourteen miles long. It lies between the shores of Long Island and the State of New Jersey, being surrounded by New York Bay and the Kill Von Kull. A ferry connects its Southern point with New Jersey and it is also connected with the same State by the Arthur Kill Draw Bridge. At the time of building this bridge it was one of the longest in existence. The shores of Staten Island are well adapted to shipping and many piers and manufacturing plants are in operation there, especially on the East. It has two lines of railroad, one running from its Western end to South Beach, and the other from St. George to Tottenville, which is opposite Perth Amboy, N. J., and connected with the above-mentioned ferry. Trolley lines will also take one to almost any point on the island, which is fast becoming one of the chief residential sections of New York City. St. George is the ferry terminus for the Municipal Ferry between New York and the island, and is also a large center for domestic and foreign freight. Staten Island is well known as one of the beauty spots of New York State. It is the first land one will see when arriving from foreign ports and its beauty from the deck of steamers as they enter the harbor has often been highly praised. The population is fast reaching the 100,000 mark.

MECHANICAL DEPARTMENT

Harry E. Smith, foreman carpenter, with his wife, returned recently from a hunting trip in Pennsylvania.

Geo. Leavitt, carpenter, who has been ill, is improving rapidly, and is now enjoying a trip through the East.

W. O. Journeay, carpenter, who has been in the employ of the company for 47 years, is still able to be at his work daily.

T. Minnick, painter, is confined at his home with serious illness.

James Dunn, boilermaker, who was off duty on account of a serious accident, has resumed his work.

Reinhard Groeling, chief clerk, and his wife, have recently returned from their honeymoon trip through New York State and Canada.

D. Bedell, storekeeper, returned this week from a pleasant hunting trip with friends in the Northern part of the state.

Harry Woods, clerk in the freight car repair department, during a recent trip to Baltimore and Mt. Clare, inspected the shops of the B. & O.

Work has been started on the erection of the new shops at Clifton. It is hoped to have them ready before the extreme cold weather sets in.

The new coal pocket at St. George has been completed and put in operation. The previous one was destroyed by fire.

TRANSPORTATION DEPARTMENT

The aviation meets at Oakwood Heights are drawing large crowds.

A. Larkin, engineer, and his family, recently returned from a trip through the South.

For the past two months Engineer Warren Becker has been seriously ill. It is hoped he will soon be able to resume his duties.

Harry Woods, hostler, is back at work after a honeymoon trip through Pennsylvania. Everybody is wishing "Harry" the best of luck.

H. Kowsky, the "Fighting Fireman" better known as "Young Mitchell" won a decisive victory over "Kid Black."

J. Mulcahey, fireman, who was injured recently by falling from the tank of an engine, is back at work.

E. Heidler, fireman, is back on the job after a six-weeks trip to the Coast. Ernest is always ready to tell the boys what he saw and how wonderful it all was.

John Klinger, agent at Annadale, and his wife, have just returned after a two-weeks vacation in Pennsylvania.

All the boys are shaking hands with Frank Dougherty, who recently returned from his wedding trip.

John Weaver, engineer, has the heartfelt sympathy of all the men. Mr. Weaver recently buried his wife, after a lingering illness.

The recent appointments of J. H. Clark as superintendent, B. F. Kelly as train master, J. W. Turner as despatcher, J. O'Connor as master mechanic and F. Van-Name as station master are well liked by all. Each man is making good in his own position.

The annual masquerade ball of the Staten Island Rapid Transit Railway Clerk's Association, on Thanksgiving Eve, was well attended and every one had a good time. Over \$20 in prizes was distributed. The committee in charge were J. B. Sharp, chairman; W. D. Denyse, vice chairman; Harry Lamb, secretary; J. J. Sweeney, treasurer; A. Levy and F. Rohrig, sergeants-at-arms; John McNulty and Charles Dunn, floor managers, S. Haggerty, chairman of floor committee and E. W. Evans, chairman of reception committee.

MAINTENANCE OF WAY

The new overhead bridge, which will eliminate the grade crossing at Amboy Road, Huguenot, is nearing completion. It is expected that trains will run over it by Christmas.

Work is progressing rapidly on the new steel transfer bridge at St. George.

Engineer Maintenance of Way Redgrave is very proud of the work on the new warehouse at 26th Street. The excavation is completed and the foundation work is now going on. Four pile drivers are at work putting in 3300 piles. The concrete work will be started soon. When finished the building will be eight stories high, 352 feet long and 67 feet wide.

FREIGHT DEPARTMENT

George R. Wallace, chief claim clerk at St. George has been transferred to the position of agent at Tottenville. He is succeeded by his assistant John Doody.

L. Tafuri, who for a number of years has been foreman on the Coal Docks, is seriously ill at his home. All wish Louie a speedy recovery.

A number of the boys have either seen or heard from former superintendent Cassidy and former trainmaster Syze. Both of these men are now out of the B. & O. While here they were well liked, being always ready to help the men in any way.

The deep sympathy of all the employes is extended to Doctor DeRevere, Association Doctor, on account of the loss of his mother, who died recently at the age of 84 years.

Henry Koecher, employed in the coal pier department at St. George, was recently entered in one of the running events of an athletic meet at the Staten Island Fair Grounds. By the time he reached the third corner of the track he was traveling at such speed that he was unable to make the turn and to avoid falling was obliged to jump the fence. Some people have it that he saw one of his opponents gaining on him and employed this means of being disqualified. This is not so. At the last annual outing of the B. & O. Clerks Henry easily out-distanced such fast men as Koenig, J. Sweeney, C. Dunham, J. Dolan, M. Cox and Tim Dinneen. This should serve to eliminate any suspicion that Koecher was afraid of being beaten at the Fair Grounds.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia.

DIVISIONAL SAFETY COMMITTEEMEN

J. T. OLHAUSEN, Superintendent, Chairman.
 H. K. HARTMAN, Train Master, Vice-Chairman.
 G. H. FENNIMORE, Shop Committeeman.
 M. W. COPPER, Engine Committeeman.
 WALTER LOUDER, Fireman Committeeman.
 GRANT BILLINGS, Train Committeeman.
 JAMES McMULLEN, Yard Committeeman, Wilmington.
 W. H. ELLIS, Yard Committeeman, Philadelphia.
 T. B. FRANKLIN, Terminal Agent, Philadelphia.
 V. P. DRUGAN, Maintenance of Way Committeeman.
 F. H. LAMB, Claim Department Committeeman.
 DR. A. L. PORTER, Relief Department Committeeman.

V. F. Drugan has been appointed assistant division engineer on the Philadelphia Division, vice C. H. Morlock, transferred. Mr. Drugan was formerly employed on the Philadelphia Division as assistant on engineer corps but now comes from the Chicago Division where he has been assistant supervisor for some time past. We are glad to see him back.

Announcement is made of the marriage of Charles Martin Machin to Miss Helen Elizabeth Tyler, at Philadelphia, October 14th, 1912. Mr. Machin came to this division several years ago from Ohio, and is now filling the position of file clerk in the superintendent's office. Congratulations.

Miss Sophie Elizabeth Freeh, chief telephone operator in the superintendent's office, has just returned from a short visit to her home in Indianapolis, Indiana.

In looking over the recently combined force in the superintendent's office, it is interesting to note that out of the seventeen employes, twelve are stenographers.

The sympathy of all are extended to James J. Gill, index clerk, in the superintendent's office, whose father died Thursday, October 14th, very suddenly from blood poisoning which resulted from the dropping of a casting on his foot.

James S. Doyle, for a long time assistant foreman of passenger car repairers at Chestnut street, met with an accident on October 13th, which later caused his death. While he was handling a pair of car wheels, his arm was caught in some way and crushed. An operation was necessary and after the anaesthetic was given him, he never recovered consciousness. Mr. Doyle was a favorite with every one; all deplore his untimely taking away. He was a member of the veteran employes Association

for some years. He leaves a widow and several children.

William J. Carr, who has been employed in the superintendent's office for several months as foreign index clerk, has been appointed clerk in charge of handling import and export freight at our new pier, No. 28 South Delaware Avenue. F. W. Miller, recently employed as yard clerk at East Side, takes the position made vacant by Mr. Carr's promotion.

H. E. Stark, agent at Cowenton, Md., has been off on a short visit to his home at Lititz, Pa.

M. C. Dixon, agent at Hockessin, Del., has just returned from a trip to Seattle and San Francisco. He has been absent for several months. Mr. Dixon has a son in business in Seattle.

H. K. Hartman, train master, was off several days, on a gunning trip. The ducks were plentiful.

J. T. Mortland, ticket agent at Chester, Pa., who has been suffering from typhoid fever for a month, has recovered and resumed his work. During his absence C. H. Miller, operator at Race Street, was acting ticket agent.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER, *Chief Clerk*, Baltimore

DIVISIONAL SAFETY COMMITTEEMEN

O. H. HOBBS, Chairman.
 E. C. POPE, Engine Committeeman, Baltimore.
 J. C. BRADSHAW, Fireman Committeeman, Baltimore.
 S. C. TANNER, Maintenance of Way Committeeman, Baltimore.
 W. T. WOLF, Yard Committeeman, Locust Point.
 WM. FURST, Yard Committeeman, Camden.
 GEORGE COPPER, Yard Committeeman, Curtis Bay.
 JOHN FLAHERTY, Yard Committeeman, Mt. Clare.
 GEO. ZEBERLEIN, Yard Committeeman, Bay View.
 WM. BOWERS, Yard Committeeman, Brunswick.
 O. D. BOYLE, Yard Committeeman, Washington.
 W. I. STEWART, Shop Committeeman, Brunswick.
 D. H. AMBROSE, Shop Committeeman, Riverside.
 G. F. BISSETT, Shop Committeeman, Brunswick.
 W. A. KEYS, Shop Committeeman, Washington.
 Z. M. BIDDISON, Train Committeeman, Baltimore.
 W. E. SHANNON, Agent Committeeman, Brunswick.
 D. M. FISHER, Agent Committeeman, Washington.
 W. T. MOORE, Agent Committeeman, Locust Point.
 A. M. KINSTENDORFF, Agent Committeeman, Camden.
 DR. E. H. MATHERS, Relief Department Committeeman, Washington.
 T. E. STACY, Y. M. C. A. Committeeman, Baltimore.
 E. K. SMITH, Y. M. C. A. Committeeman, Brunswick.
 G. H. WINSLOW, Y. M. C. A. Committeeman, Washington.
 R. B. BANKS, Claim Department Committeeman, Baltimore.

The Bowling Team from Riverside, composed of Engineer Miller, Firemen Nelson, Gosnell and Johnson, and Brakeman Francis will shortly make a trip to Brunswick, Martinsburg and Cumberland. They expect to clean up everything.

Leon Gray, passenger brakeman, was married on November 14th, and is spending his honeymoon in the West.

Station Master Magee has returned to duty, after an illness of several weeks.

J. J. Parsons, janitor at Camden Station, returned to duty December 1st, after an illness of eight months, due to heart trouble. Glad to see you on the job again, "J. J."

The "hobo" joke—"Report two empties going west, Bo"—isn't a joke when applied to car movement on this division. Everybody is after the movement of loads as well as empties, with the result that our average car mileage is going up. We can do things, if all interested work towards the same end.

Joseph Brady, general foreman at Riverside, has been promoted to the position of master mechanic at Cumberland.

John Cauffman, boiler fireman, has returned to duty after an illness of three months.

We can't say yet just when it will happen, but Dispatcher Gaynor is considering a trip West or to the North via Niagara. Assistant Yard Master Welsh makes a social call about five times a week.

This month was "shoe month" at Mt. Clare Junction; Scherer, Gaynor, Hopkins and Nichols—all tan, too.

H. B. Martin, after working for three months without a break, has laid off for two nights, for feed, water and rest.

Yard Master W. M. Kavanagh is taking a couple of days off and the job is being held down by his assistant "Jimmie" Welsh.

Every one has become accustomed to the Junction in its new location, and things are going smoothly. To paraphrase:

For men may come and men may go,

But the Junction (even if you move it) goes on forever.

Those of the married yard force are planning for the entertainment of the two-to-four-year-old "Boss" at home on Christmas. Daddie will probably work, but the kid will celebrate the day.

J. W. Welsh, carpenter, and Wade Duvall, car repairman at New York Avenue, Washington, who were off for ten days with slight injuries have returned to duty.

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *General Foreman.*

DIVISIONAL SAFETY COMMITTEEMEN

Machine Shops.

- H. G. OVERBY, Erecting Shop Committeeman.
- J. P. REINARDT, Blacksmith and Axle Shops, Power Plant and Shop Yards Committeeman.
- H. C. YEALDHALL, Boiler Shop Committeeman.
- R. W. CHESNEY, Brass Foundry Committeeman.
- V. L. FISHER, Iron Foundry Committeeman.
- G. F. KLINE, No. 1 Machine Shop Committeeman.
- J. O. PERIN, No. 2 Machine Shop Committeeman.
- H. E. HAESLOOP, Pipe, Tin and Tender Shops Committeeman.
- S. A. CARTER, Erecting and Boiler Shops Committeeman.
- J. W. BREWER, Chairman.

Car Department.

- W. R. SHECKELLS, Cabinet Shop and Saw Mill Committeeman.
- CHESTER DAVIS, Freight Car Department Committeeman, Mt. Clare.
- J. T. BRENNAN, Freight Car Repairs, Middle Yard, Mt. Clare.
- GEO. F. STINER, B Yard Committeeman, Locust Point.
- JOS. ZIZWARCK, Camden Committeeman.
- C. P. LEHRER, Baileys Committeeman.
- J. D. BLINKE, Curtis Bay Committeeman.
- JOHN KALB, Bay View Committeeman.
- CHARLES WELSH, Mt. Clare Junction Committeeman.
- E. E. EVANS, Camden Committeeman.
- JOHN E. CARLTON, Paint Shop Committeeman.
- W. M. CLARDY, Locust Point Committeeman.
- WALTER PENN, Locust Point Committeeman.
- R. S. COLLISON, Passenger Erecting Shop Committeeman.
- H. A. BEAUMONT, Chairman.

John R. Geist of the passenger car shop, was married on November 27th. All the boys wish John well.

Chesterfield Davis, safety committeeman for the repair track is, we believe, one of the youngest and we know he is one of the proudest grandpas on the system.

William Kern, foreman at the upholstering shop, has returned to duty, after being off for several days on account of illness.

Percy Carlton, machinist at Mt. Clare, who was recently married, has purchased a home for himself and his bride on North Gilmor street.

G. F. Patten, formerly of the general foreman's office, has been promoted to position of stenographer to Mr. Tatum. G. L. Hennick, formerly file clerk, in the same office, has been appointed to succeed Mr. Patten, and J. W. Jeffries, formerly messenger in the same office, has been promoted to the position of file clerk. Everybody is happy.

Mr. Stickels, assistant foreman at Curtis Bay, and his family, were the guests of F. E. Lewis of Brooklyn, Md., on Sunday November 17th. On the Monday following Mr. Stickels was taken sick. Everybody wishes him a speedy recovery.

R. S. Collison, safety committeeman at the passenger car shop, on a Sunday not long ago visited the large town of Frederick and being lost for a time in its many streets, missed his train.

H. B. Poet, shop clerk of the freight track has returned to duty after an exciting race for rabbits. The tales of the mighty hunter are worth listening to. But the rabbits?

The stork paid a visit to the home of L. F. Lenhardt, car inspector, and left a fine girl. Accept our congratulations Lewis and keep that smile on your face.

WASHINGTON TERMINAL

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

W. R. Pitt, who for several years has been chief clerk to Master Mechanic Harris, recently resigned to accept a position as inspector of accounts, with G. H. Pryor, auditor of disbursements, at Baltimore. The best wishes of his many friends in Washington go with him. A. C. Kidwell, clerk in Mr. Harris' office, has been promoted to the position made vacant by Mr. Pitt's resignation.

William Rea, clerk in the auditor's office, recently returned from an extended vacation trip through the South.

Our friend Fred W. Watson joined the benedicts last week and, after his wedding trip through the South, will be ready to receive congratulations. May there be many happy prosperous years before him.

The Terminal R. R. Y. M. C. A. will have an indoor baseball team in the District League.

J. B. Ryon, the expert checker player submits the following original checker problem

Black 2, 4, 11, 13, 17, 20, 25, 27. King 29.

White 8, 10, 18, 19, 24, 26. King 1.

White to move and win.

A moving picture entertainment for ladies and gentlemen was given in the Y. M. C. A. rooms, Friday evening, December 6th.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS.

DIVISIONAL SAFETY COMMITTEEMEN

G. D. BROOKE, Chairman.

E. D. CALVERT, Maintenance of Way Committeeman.

S. J. LICHLITER, Maintenance of Way Committeeman.

DR. J. F. WARD, Relief Department Committeeman.

Fall cleaning is finished. Stations and grounds have been put in good shape, a little paint used here and there, tracks cleaned—all of which makes a marked improvement in the looks of the property. The most notable improvement is at Winchester, where the passenger station grounds have been enlarged, tracks raised and grounds graded and leveled; also additional brick platform is being put down.

The superintendent's office force is happy in the brightening up of its quarters with a coat of paint.

W. R. Smith, train dispatcher at Winchester, Va., lost an unusually bright and interesting little daughter on November 10th, by death. The funeral was held the following Tuesday. The floral offerings were many and beautiful, indicating the esteem in which Mr. Smith and his family are held.

The citizens of Staunton, Va., are making large preparations to entertain President-elect Wilson, some time in December. It is understood that the railroads entering Staunton will operate excursion trains and a record-breaking crowd is expected. Staunton is Gov. Wilson's birthplace.

M. D. Lindamood, agent and operator at Cave, Va., is spending his vacation with friends in Pittsburgh, Pa. E. E. Baker of Strasburg Junction takes the place of Mr. Lindamood during his absence and J. M. Kibler is in Mr. Baker's place at Strasburg Junction.

Superintendent G. D. Brooke recently returned from a few days' vacation at his old home in Pittsylvania County, Va.

We regret to learn that the health of Mrs. Spurrier, wife of J. E. Spurrier of the general manager's staff, is not robust. Mr. Spurrier will move his family to Baltimore shortly. Their many friends regret their departure.

J. E. Murnan of the superintendent's office made a flying trip to Baltimore and Washington recently. Some one has suggested that he takes great interest in the management of a certain hospital in Washington.

Agent A. S. Allen, of Charlestown, W. Va., has just returned from a very pleasant and successful hunting trip in North Carolina. He thinks the Eastern part of North Carolina has a bright future, but old Jefferson County, W. Va., is still ahead.

The passenger freight stations at Charlestown have been painted, the yard cleaned up and the freight house enlarged to accommodate the increasing business, all of which adds very much to the appearance and comfort of the buildings.

Conductor J. A. Bowers has been absent for several days, attending the funeral of a relative in Brunswick, Md. Conductor F. G. Donovan relieved him on his run during his absence.

R. R. Marks, warehouseman at Lexington, met with a painful accident several days ago, caused by a binding

machine falling on his foot. It is hoped his recovery will be rapid. His brother, E. S. Marks, takes his place during his absence on account of the injury.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, Y. M. C. A. Secretary.
Cumberland.

DIVISIONAL SAFETY COMMITTEEMEN

H. C. McADAMS, Chairman, Cumberland, Md.

C. M. GEARHART, Secretary, Cumberland, Md.

W. L. RICHARDS, Conductor Committeeman, Brunswick, Md.

J. F. BARNETT, Engine Committeeman, Cumberland, Md.

J. S. CAGE, Conductor Committeeman, Martinsburg, W. Va.

W. L. STEPHENS, Shop Committeeman, Martinsburg, W. Va.

J. FOREBECK, Train Committeeman, Cumberland, Md.

D. ZILER, Car Repair Committeeman, Cumberland, Md.

J. V. YARNALL, Shop Committeeman, Cumberland, Md.

T. A. MORAN, Shop Committeeman, Keyser, W. Va.

J. W. RAVENSCRAFT, Car Inspector Foreman, Committeeman, Keyser, W. Va.

A. E. RICE, Train Committeeman, Keyser, W. Va.

M. F. NAUGHTON, Conductor Committeeman, Keyser, W. Va.

W. M. PERRY, Engine Committeeman, Cumberland, Md.

J. E. GIBBONS, Fireman Committeeman, Rowlesburg, W. Va.

E. C. McCARTY, Assistant Train Master, Newburg, W. Va.

DR. J. A. DOERNER, Relief Department Committeeman, Cumberland, Md.

W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland, Md.

W. S. HARRIG, Claim Department Committeeman, Cumberland, Md.

F. A. TAYLOR, Master Carpenter, Cumberland, Md.

D. CRONIN, General Supervisor, Cumberland, Md.

The employes of the Cumberland Division, from superintendent down to the most humble employe, desire through the pages of our magazine to wish all the other employes of the Baltimore & Ohio Railroad Company, all best wishes for a bright and happy Christmas, and a prosperous New Year.

J. W. Ravenscroft was, for thirty-four years, car inspector at the bottom of Seventeen-Mile Grade on the West end of the Cumberland Division. This man has the distinction of never having been reprimanded, never having let a car go by that caused delay or occasioned personal injury. Mr. Ravenscroft is now foreman of car inspectors and safety committeeman at Keyser.

Mr. Lehy, our genial storekeeper, of the B. & O. shops, along with his able co-workers has had his hands more than full, during the extensive alterations, and the building of the new round house to keep track of material, etc. It was a real pleasure to see the spirit in which Mr. Lehy and his workers handled the business under extreme difficulty. Mr. Lehy is possessed of a spirit akin to that of Mrs. Wiggs of the Cabbage Patch, who under all circumstances, and in the face of all difficulties and afflictions, kept smiling, and remarked to every one around her that "Things might have been worse." Mr. Lehy's slogan is: "We ought to be glad that we are living, and thankful to the Lord that He has given us health to enable us to work at all."

Santa Claus wishes to remind all the employes of the Cumberland Division that he will be at the Y. M. C. A. on December 26th, and he cordially invites all the children of the Baltimore & Ohio Employes to be present and participate. Below is what the *Daily News* of Cumberland had to say about the Children's Treat last year.

"Long ere the doors were thrown open to the expectant throng of kiddies and their parents, hundreds had assembled outside. It was Christmas Day and the tots knew it. A massive Christmas tree, reaching to the ceiling, had been lavishly decorated and illuminated with colored electric lights, while the big hall itself was decorated suitably with Christmas emblems. Toys of every description were strewn around; there seemed no end of them and as fast as the little ones came in line to the front of the big tree where Santa Claus Montignani and his cohorts were hard at work, they were given their choice of toys and in no case was a child turned away. The tots came alone, they came in couples, in threes and fours and in some cases a family was represented by as many as six, but it made no difference. All received one or two toys, also a ticket of admission to a moving picture show together with a package of candies, nuts and fruit. As many as 1600 children were thus pleasingly entertained."

It would have done the members of the entire Brotherhood of all the safety committees good to hear Trainmaster McAdams' opening address on the occasion of his promotion to the chairmanship of the safety committee of our division. He showed how self-sacrifice and willingness to help others would bring to any one who practised them that real joy which comes alone through service.

H. T. Beck, assistant to chief clerk of the master mechanic's office, is rejoicing over the arrival of a little daughter in his home. We wish mother, father and daughter long life and happiness.

James Smith returned from Scotland a few weeks ago. Among other places, he visited the Royal Scottish Museum, Edinburgh, where he saw an interesting railway exhibit.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS.

G. C. Scanlan, chief clerk, is back in the harness again after a leave of absence of five months. The boys were glad to welcome Cleve back, and express the wish that he may long hold down the job.

Mr. John S. Cage, local yard committeeman, is spending several weeks in New York City, seeing the sights. Johnny, as he is known by all the older railroad men, is the product of the old "link and pin" days, and can tell many a good yarn about the happenings on the line in by-gone days.

During trips made over the line recently, it was noticed that several gangs of section men failed to clear all running tracks while a train was passing. Should this magazine fall into the hands of any of these men we hope they will realize that this is not helping the Safety First movement, and that it is needlessly endangering their lives as well as setting a bad example to fellow-workmen, and creating an unfavorable impression on the minds of the traveling public. Join us, boys, and help boost the Safety First Movement. It is for you.

Recently it was the privilege of the correspondent to enjoy a tour of inspection over the West end of the Division, with the general committee. After leaving Martinsburg, going West, it becomes apparent to the lover of beautiful scenery, that the phrase, "Along the

Picturesque B. & O." is not by any means a misnomer. As the train swings round the curves, climbs the hills, drops down through the vales and follows the glistening rail along the famed Potomac, the panorama is certainly beautiful and well worth the trip, to those who admire an ever changing scene. The improvements made within the last few years, on the 78 miles of road between Martinsburg and Cumberland are nothing short of marvelous and bid fair to repay the anticipations of those who planned and carried to success these great changes. As the train leaves Piedmont and begins breasting the famous seventeen-mile grade, the scene becomes more rugged and still more beautiful. The towering mountains covered with every shade of coloring known to the artist, the deep gorges, steep and abrupt declines, present a scene of such sublimity that the traveler is almost overwhelmed with its grandeur. Over the plateaus, through Deer Park, Mt. Lake Park and Oakland, with their big hotels, summer homes and beautiful grounds, another picture is thrown on vision's screen that cannot be put in words. On down the grade to M. & K. Junction we go, then begin climbing up out of the valley, with the famous Cheat River gliding between mine-dotted mountains; then through the long tunnel, and the final swing down into Grafton's new and handsome station, the end of the picturesque Cumberland Division. Such a trip would challenge the admiration of the most critical artist.

The grim reaper has claimed three railroad men from this city since the last issue, two of them having reached the four-score mark.

Roy Shepherd, fireman, aged 26 years, died of typhoid fever after an illness of several weeks. He was a popular young man. A number of firemen from Altamont Lodge, B. of L. F., of Cumberland, came here to pay a last tribute to their deceased brother and accompanied the remains to Hancock, Md., where interment was made in the Methodist Cemetery.

Walter F. Shores, retired fireman and an ex-Confederate soldier, died Sunday, November 17, aged 81 years. Mr. Shores entered the employ of the B. & O. at Piedmont, W. Va., in 1872. He removed to this city in 1876 where he has lived ever since. He was a fireman in the local yards for twenty-eight years, and was retired from the service about thirteen years ago. His long and active service, strict attention to duty and genial disposition made him a host of friends. He was buried from his late home on November 20, interment being in Green Hill Cemetery.

Robert Cornelius Ziler, one of the oldest retired engineers, died October 23, at his home, 548 N. Queen Street, in this city, after an illness of five weeks, at the advanced age of 81 years. This well-known engineer entered the employ of the company in the early 50's, and served as a fireman until the beginning of the Civil War, when he entered the Union army. He took part in a number of battles and was finally captured and taken to Libby Prison. At the close of the war he returned to this city and reentered the service of the railroad as a fireman. He earned promotion rapidly and for years ran the old "Camel" engine 213. The older railroad men remember his only close call, when a tire burst on 213 and she went

down the bank near Paxton's Cut, just West of North Mountain. His only injury was a badly sprained ankle. Uncle Bobby, as he was known to the boys, was one of the best of the older engineers, noted for his strict sense of duty, close application and never lagging interest in his work, and he was highly esteemed by the management. He was of a retiring disposition and very reluctantly spoke of his adventures and experiences as an engineer. He was a member of the local council, Royal Arcanum, and of the Brotherhood of Locomotive Engineers. He was buried Friday, October 26, from St. Joseph's Catholic Church, interment in Norbourn Cemetery.

MONONGAH DIVISION

Correspondent, F. J. PATTON, *Chief Clerk*, Grafton.

DIVISIONAL SAFETY COMMITTEEMEN

E. D. GRIFFIN, Train Master, Chairman, Grafton.
 DR. C. A. SINSEL, Relief Department Committeeman, Grafton.
 P. MADDEN, Engine Committeeman, Clarksburg.
 W. C. NEWCOME, Conductor Committeeman, Grafton.
 B. E. JEFFERIES, Conductor Committeeman, W. Va. & P., Weston.
 H. E. KLOSS, Maintenance of Way Committeeman, Grafton.
 WM. C. DECK, Shop Committeeman, Grafton.
 J. A. MARTIN, Claim Department Committeeman, Grafton.
 A. P. LAVELLE, Train Dispatcher Committeeman, Grafton.
 F. A. GUMP, Conductor Committeeman, Fairmont.
 J. J. LYNCH, Car Repairer Committeeman, Fairmont.

V. N. Dawson, clerk, has just returned to work from a two-weeks vacation, having visited Chicago, Kansas City, St. Louis, Cincinnati and many points in Oklahoma, Texas and Missouri.

J. A. Simons and A. E. Elder, resumed duty on the 31st of October, after taking a short vacation to Cincinnati.

J. A. Malone, machinist, has returned home from Cincinnati, where he went to meet his wife who has been visiting relatives in Tulsa, Okla. Mrs. Malone came back with her husband.

W. L. Hudnall, machinist, resumed duty today after a week's visit at Glenville and other points in the country.

Charlie G. Milan, fireman, has taken unto himself a wife. Congratulations are in order.

Harry F. Clark, car foreman, is now enjoying a short stay at his home in Parkersburg.

Mrs. J. M. Williams, wife of the engineer, is ill at her home on Center Street.

George J. Blake, fireman, is now in the hospital at Clarksburg, undergoing an operation for appendicitis.

D. B. Curtis, fireman, who has been ill for some time is slowly improving.

The Haleville band, which is made up principally of B. & O. employes, has shown much enthusiasm in regard to the political question at Weston.

Many employes heard Billy Sunday speak at the Camden Opera House on the 31st of October. This was considered a holiday as nearly all the shop employes were off.

Capt. M. M. Patton, of Parkersburg, one of our veteran passenger conductors, visited his son Floyd at Grafton.

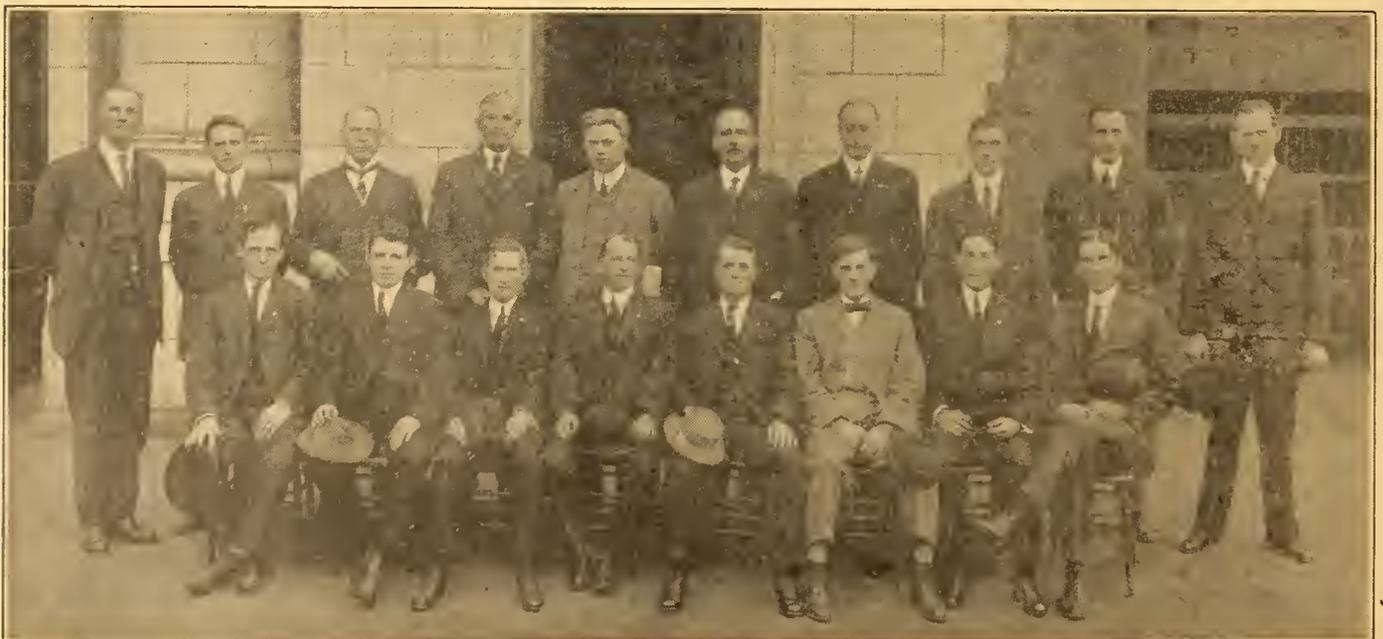
J. F. Fordyce, train dispatcher, is undergoing an operation for an affliction of his throat.

E. D. Griffin, train dispatcher, is working on the fall time table in which a number of important changes are to be made.

Engineer Fransworth made a record run on 98 on election day. "Daddy" got home in time to vote.

James McClung, chief train dispatcher at Grafton, has moved into his new house on Maple Avenue.

The accompanying picture was taken at Grafton on October 22nd, when our regular monthly safety committee meeting was held and at which time we were favored with the presence of Messrs. Coon, Egan and Hair of the general safety committee. Along with the general committee and the local committee are shown our superintendent and division engineer. Those composing the picture are as follows: First row, sitting, beginning at the left: B. E. Jeffries, W. C. Deck, Chairman E. D. Griffin, J. O. Martin, P. Madden, J. J. Lynch, F. A. Gump, Division Engineer W. McBond. Back row, standing, from the left: W. C. Newcome, General Safety Committeemen J. W. Coon (Chairman), C. W. Egan, John Hair, Superintendent J. F. Keegan, Dr. C. A. Sinsel, A. P. Lavelle, F. J. Patton, H. E. Kloss, J. Foy.



F. J. Patton, chief clerk to the division superintendent, his wife and little son, Floyd, Jr., are spending their vacation at Laurens, S. C., and other Southern and Eastern points.

R. K. Nuzum, file clerk in the superintendent's office, is spending a few weeks in Florida.

On October 21st, Mrs. O. K. McCuean held a birthday party in honor of her husband. It was attended by many of the employes and all present reported a very enjoyable time. The B. & O. employes gave Mr. McCuean a very fine gold ring.

Grant Helms, engineer; R. D. Kelly, train dispatcher; W. A. Mitchell, conductor; W. C. Newcomb of the safety committee were off duty a week or two around election getting votes for most as many parties. It wasn't their fault that everybody wasn't elected.

Conductor M. E. Brown has resumed duty, after being off for some time looking after the saw mill which is located on his farm.

George Crofton of the Branch, has returned to work after a visit to St. Paul, Minn.

Conductor Harry Maxwell of Grafton Yard, has come back from his farm near Knottsville, where he spent the summer.

The Ladies' Auxiliary to the train men held a social and Hallowe'en Party in their Lodge Room October 31st, which was enjoyed by all who were present. After the entertainment, punch and cake was served.

Assistant Yard Master Clarence Grayson is spending his vacation in Florida, for the benefit of his health.

Yard conductor F. A. Hedrick is spending a few days at home and hunting.

James A. Preston, platform foreman, is out again after being confined to his home for some time on account of sickness.

R. P. Graves, car inspector, of Clarksburg, was recently married. Congratulations.

W. P. Burton, of Clarksburg, is wearing a broad smile these days because of the appearance of a new grandson, this being the first.

H. F. Hansford, formerly cashier's clerk in the freight office at Clarksburg, has gone to Richwood to become cashier under agent Thomas.

L. D. Mozena, agent at Clarksburg, spent a few days with his parents at Bellaire, Ohio, recently.

Engineman P. D. Marsh is able to be out, having largely recovered from injuries received by jumping from the cab of his engine when it was derailed at Clarksburg.

Engineman George Ramsburg is on duty again on Nos. 7 and 8 of W. Va. & P. after laying off a few days because of an injury caused by stepping on a rock which turned his ankle. Engineman Lawson ran the turn while Mr. Ramsburg was incapacitated.

Company Surgeon E. C. Bennett, of Richwood, has returned from a gunning trip in the mountains of Greenbrier County.

While riding in the baggage car on a local train on the Monongah Division a representative of one of the departments was very much interested in a certificate of

death tied to the handle of a basket in which was a corpse. The paper read:

"This is to certify that this party died of no contagious disease. He was murdered!

Signed———Coroner."

Charlie Bishop, conductor on the Sutton Branch, and Mrs. Bishop, spent several days as guests of Mrs. Bishop's parents, Dr. and Mrs. Huff, at Parsons, W. Va.

Lee Switzer, first trick operator at M. D. tower, Clarksburg, is out again after a severe spell of sickness.

W. R. Forinash has returned from a two weeks' vacation with relatives in Braxton County.

Safety Clause: Look out boys, winter is coming, the brake wheels and running boards will be frosty and sleeted; watch your footing, look well at switch points and Hayes derails to see they are clear and fit up well. Don't get in a hurry.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*, Glover Gap

DIVISIONAL SAFETY COMMITTEEMEN

H. B. GREEN, Superintendent, Chairman.
 JOHN COXON, Engineman Vice-Chairman.
 DR. C. E. PRATT, Relief Department Committeeman.
 M. C. SMITH, Claim Department Committeeman.
 H. E. FOWLER, Assistant Division Engineer Committeeman.
 R. W. BURNES, Yard Master Committeeman.
 V. B. GLASGOW, Conductor Committeeman.
 W. J. CARTER, Machine Shop Foreman Committeeman.
 C. M. CRISWELL, Agent Committeeman.
 DR. E. F. RAPHEL, Relief Department Committeeman.
 E. E. HOOVEN, Roundhouse Foreman Committeeman.
 J. J. RILEY, Yard Master Committeeman.
 W. A. MORRIS, Fireman Committeeman.
 A. G. YOUST, Operator Committeeman.
 C. L. HARSHBARGER, Engine Committeeman.
 G. ADLESBERGER, Car Shop Foreman Committee.
 J. C. MOORE, Traveling Fireman Committeeman.

There was a full attendance of the division safety committee at Wheeling Nov. 20th. The general safety committee and the division officials also met with us. The general safety committee gave us valuable information and instructions, while some of our local committee, being from Missouri showed them a point or two.

Underwood, W. Va., was visited by a disastrous fire, November 2nd. The fire, which was discovered by Operator Boo Tennant, third trick man, started in Spadoro's store, Lynch building, and spread rapidly to the Rhodes house, Underwood Hotel, Ross residence and Baltimore & Ohio Tower, causing a loss of several thousand dollars, partly covered by insurance. The flames threatened to extend to near-by property, but our efficient supervisor, P. Murtaugh arrived on train No. 8 and took charge. With the assistance of many employes he chained the oil house which stood near the tower and in close proximity to other residences and hauled it with No. 8's engine outside the fire zone thereby preventing further loss. Foremen Eckman, Hennen and Baker with their forces, were early on the scene and gave material assistance as did Operators Hagerty, Kuhn and Tennant and Agent Stidger. Practically everything of value was taken from the tower to a place of safety. Even the

waste basket escaped. Which goes to show that the company has an army of loyal and efficient workers.

The operators are now located in the passenger station, pending the erection of a new tower which is well under way at this time. The new tower will be larger and more modern, being equipped with a twenty-lever machine.

The East End work train has been annulled, causing the following changes in train crews: Conductor Harry Fletcher to Terminal Mine run, C. F. Malone to Underwood Mine run, V. B. Glasgow to Fairmont, Cameron pick up, Jim Boyd to pool service.

Conductor "Blossom" H. A. Showalter of the Fairmont-Benwood local has gone to Johns Hopkins Hospital for treatment.

The stork recently made a call on Mr. and Mrs. U. G. Chaddock and left them a girl.

P. Lough has been appointed agent at Glover Gap, vice J. T. Little, resigned to go into other business at Glendale.

T. F. Corcoran, division operator, has taken a leave of absence and gone South for the benefit of his health. M. B. Rickey of the dispatchers' office will look after the operators during Mr. Corcoran's absence.

H. L. Stiles, an old timer at Mannington, was forced to take his wife to the mountains on account of poor health. He is now with the W. Va. & P. R. R. Co., his place being temporarily filled by Operator Ebenezer Little until regularly bulletined.

M. C. Smith, division claim agent at Wheeling, took his wife and son Clyde to Washington, D. C. on train 4, Saturday, Nov. 16th, enroute to Mrs. Smith's home at Brooke, Va., on account of the failing health of both Mrs. Smith and her son, who will remain there for an indefinite period.

Mrs. A. G. Youst of Glover Gap, is visiting her sick brother at Bellaire, Ohio.

Conductor H. W. Hovatter has returned to duty after an absence of a year. The boys are all glad to see him back at his old post.

W. H. Johnson, material distributor in the store keeper's office, Benwood, has returned to duty after a brief visit with friends at Ravenswood, W. Va.

David Pierce, signal repairman of the Baltimore Division has been promoted to be signal supervisor of Wheeling Division, vice M. Fortney assigned to other duties.

W. J. Gilligan, chief clerk in the train master's office has returned to duty after an extended visit with relatives in Connecticut.

George Malby has been transferred from the General Offices at Wheeling to the chief clerkship at Martin's Ferry.

W. C. Lampton, formerly relief agent of Wheeling Division has been transferred to the rate clerkship at Martin's Ferry.

"Pinkie" Oldfield, clerk at Martin's Ferry office, is on leave of absence with friends in Philadelphia.

J. B. Daugherty has been appointed master mechanic at Benwood, vice T. F. Dreyfus, who left the service to engage in other business in the South.

Firemen H. Clark, W. A. Morris, E. Seabright and E. A. Kent have been taken from passenger service and put on freight runs preparatory to promotion to enginemen.

Col. John Cummins, was born in Baden, Germany, on June 23rd, 1851. His parents came to this country in 1853, when he was only two years old, and took up their residence in Marshall County, West Virginia. He obtained his education in the county schools. At the age of 17 he went to work as a section hand on the Baltimore and Ohio, and after about a year secured a position as brakeman. After serving three months in this capacity he was promoted to the position of conductor in the Wheeling yards.



COL. JOHN CUMMINS

After serving as fireman and freight engineer he was given a regular passenger run and has continued in the service in that capacity ever since. Col. Cummins has been a faithful and trusted employe of this road, in continuous service for about forty-two years on the fourth division, between Wheeling and Grafton, West Virginia. He was recently given a new run from Wheeling to Belington, West Virginia. He has handled all types of engines, from the old camel-back to the very latest type, and during his thirty-nine years in the passenger service he has never had an accident in which a passenger was hurt, although he has been in several and has met with slight injuries to himself. By reason of his long and faithful service he was chosen by the B. & O. officials to run the first train over the new viaduct and into the new station at Wheeling, W. Va.

Col. Cummins has resided in Wheeling since he became an engineer and has taken an active interest in political and civic affairs. He served seven years as a member of the First Branch of City Council, was one of the original members of the Board of the State Industrial Home for Girls located at Salem, West Virginia, and served twelve years on that board. The present high standing and efficiency of this institution is largely due to his untiring efforts. He is also a director of the West Virginia Humane Society.

Col. Cummins has been a lifelong Republican, and has given freely of his time and efforts to further the interests of that party. He is a member of Governor Glasscock's staff, with the rank of colonel.

He married at an early age and has a wife and three sons, all of whom are living. He is a member of the Brotherhood of Locomotive Engineers, A. O. U. W. and B. P. O. E.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A. Secretary
Parkersburg

DIVISIONAL SAFETY COMMITTEEMEN

C. E. BRYAN, Chairman.
S. M. CORE, Vice-Chairman.
R. L. COMPTON, JR., Shop Committeeman.
A. MACE, Train Committeeman.
S. M. CORE, Yard Committeeman.
S. T. ARCHER, Engine Committeeman.
W. M. HIGGINS, Maintenance of Way Committeeman.
W. E. KENNEDY, Claim Department Committeeman.
F. H. D. BISER, Relief Department Committeeman.
F. BECKWITH, Fireman Committeeman.
W. B. WINKLER, Agent Operator Committeeman.
J. H. OATEY, Y. M. C. A. Committeeman.

J. S. Ruth, operator at Mason City, is taking a furlough of six months.

W. E. Kennedy, claim agent, recently lost his father who died in Baltimore.

E. Bostic of Millwood has returned to duty after a siege of illness.

O. E. Gray, agent at Williamstown, took a vacation in Kentucky, his old home state.

J. W. Burke has returned from Colorado Springs where he spent some time recuperating.

H. R. Vance, train baggageman, had a month's outing in the West and Southwest.

J. H. Jordan, material clerk, has taken unto himself a wife. May there be no "Jordan's stormy waters" for them.

A great many railroad men from this division, especially engineers and conductors, were interested in the great gathering of Shriners in this city.

Eight firemen passed very satisfactory examinations and were promoted to engineers.

J. W. Jones, ticket agent, has recently returned from the East where he made a combined business and pleasure trip.

Fireman E. Toms hunted big game, this autumn in the interior of the state.

Switch Tender Day, was off duty for a time on account of the death of his father.

The annual safety meeting of this division was held in Parkersburg, Thursday evening, November 21st, in the Lyon Tabernacle, a building which has been constructed specially for union evangelistic meetings of all the churches of the city. Through the kindness of the evangelist, Dr. Milford H. Lyon, arrangements were made to have the safety meeting precede the regular services. The railroad employes, with their wives, attended in a body. They assembled, four hundred strong, at the corner of 13th and Market Streets, and marched to the Tabernacle, carrying two banners, one bearing the words "B. & O. Employes" and the other "Safety First—of Life and of Morals." About four thousand people were in attendance at the meeting.

When the B. & O. delegation arrived, the great audience gave them an ovation. J. H. Oatey, of the local safety committee, appeared as temporary chairman and led in the singing of a song that is especially loved by

the railroad men, entitled "Help Somebody Today." C. E. Bryan, superintendent of the Ohio River Division, was chairman of the evening. Mr. Bryan complimented the men of the division for the commendable way in which they had taken hold of the safety movement. He said that it was very appropriate for them to hold their meeting in the Tabernacle, for the close relationship between the physical and moral life was made very plain in safety work. Mr. Bryan gave some interesting statistics, showing the effect of one year's work on the Ohio River Division. During 1911, seven employes were killed and sixty-nine injured. In 1912, not an employe has been killed and forty-four were injured, which showed a decrease altogether of forty per cent in all accidents. Mr. Bryan said he considered this a very satisfactory showing for the time the movement had been in effect. He added that the safety plan had been formulated and put into operation after careful study on the part of the officials; but in the last analysis it was only because of the loyalty of the individual employes who had executed the thought and purposes of the movement, that such great success had attended the first year's work. Mr. Bryan then introduced J. W. Coon, of Baltimore, chairman of the general safety committee, whose address was received with great interest and enthusiasm by the large audience. Mr. Coon stated, among other things, that the B. & O. was the second of all the big railroad systems to establish the safety movement, which had since been adopted by eighty-five per cent of the railroads of the country. He outlined all the company was doing in issuing bulletins of warning and in analyzing train accidents. He also pointed out the difficulty of keeping in close touch with the 75,000 employes spread over 6,000 miles. The various safety committees had therefore suggested the issuing of a magazine, and with Mr. Willard's help, this was now being sent out free to all employes. In this way, all were kept fully informed on safety matters, as well as on items of general railroad news. He stated that \$50,000 was spent on the safety movement last year, but that, notwithstanding this expense for precautionary movements, accidents were still occurring that could be prevented if the men would be careful in observing all the rules of the company. He cited a variety of accidents which could have been prevented had the company rules been observed, or had the men been careful.

The company was doing its share, but careful analysis showed that over ninety per cent of the deaths of railroad employes was due to failure of the human element; therefore, to get results the men should join hands, as only one life out of ten could be saved by the company's action in moving buildings or poles and such work, while nine deaths out of ten were due to causes they themselves, by being more careful and vigilant, must remove.

"We want more weddings and fewer funerals among our employes" was the speaker's terse summing up of the matter. He added that as a rule Christian men make safer railroad employes.

Following Mr. Coon, Mr. C. W. Egan, of the company, spoke, addressing specially the wives of the railroad men, and referring to the close relationship that exists between the home and the railroad. Mrs. Grace Powell sang, in

a most beautiful way, the great railway song "Life's Railway to Heaven." The boys appreciated the solo immensely and evidenced the fact by hearty applause. This concluded the annual safety meeting, which will be very hard to surpass, either in interest or in enthusiasm.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Connellsville.

DIVISIONAL SAFETY COMMITTEEMEN

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 W. E. BOYLAND, Conductor Committeeman.
 E. C. LOUDEN, Yard Conductor Committeeman.
 W. F. HETRICK, Engine Committeeman.
 M. H. KOEHLER, Relief Department Committeeman.
 E. P. POOLE, Shop Committeeman.
 F. BRYNE, Claim Department Committeeman.
 H. M. HEINBAUGH, Fireman Committeeman.
 E. L. LINT, Car Repairman Committeeman.
 A. K. LONG, Track Foreman Committeeman.
 J. W. RYAN, Dispatcher Committeeman.
 H. W. FOWLER, S. & C. Branch Conductor Committeeman.
 J. D. GRAHAM, S. & M. Junction Conductor Committeeman.

Dispatcher C. H. Walters and Operator B. C. Bowers have returned from a hunting trip in the mountains near Rockwood, Pa. Thirteen rabbits were the result of their prowess. Information has been received from a reliable source that ten of these rabbits were blind.

Engineer G. H. Zufail, of Rockwood, also spends his vacation with a gun in the woods.

R. W. Furtney, quick record clerk in the office of the car distributor at Connellsville, Pa., has returned from a visit to his cousin, Miss Irene Brant, Garrett, Pa.

Dispatcher J. W. Ryan has returned from his vacation spent in Circleville, Ohio, where he was attending the "pumpkin show."

Operator Gill, of Johnstown, Pa., is off duty on account of sickness. During his absence his position is being filled by Operator Otto.

The hunting season has been taken advantage of by a number of our Connellsville Division men, among whom the following have hiked to the mountains for a few days' sport: Master Mechanic T. E. Miller, S. R. Orndorff and B. W. Cole, car inspectors at Connellsville.

L. B. Otto, machinist, has been promoted to assistant day roundhouse foreman, vice M. E. Mullen, who has been granted a furlough.

J. E. Kesterman, formerly machinist at Connellsville, has been promoted to the position of motive power foreman at Johnstown, Pa., vice E. J. McSweeney, promoted to assistant night roundhouse foreman at Connellsville.

Ticket Agent C. F. Sellers will be located permanently at Connellsville, relieving H. S. Douglass, who has gone to Washington State.

Conductor R. R. Coleman was off duty lately on account of the serious illness of his youthful daughter, Louise. Conductor Coleman works on the S. & C. branch.

S. & C. engineer C. I. Metzler, of the Boswell branch, was a patient at the Memorial Hospital in Johnstown for several weeks where he underwent a surgical operation.

A new penstolk has been installed at Jerome Junction on the Somerset & Cambria branch.

Freight traffic on the Somerset & Cambria branch has fallen off somewhat owing to a scarcity of coal cars. Demand for Somerset County coal is perhaps unprecedented in the history of the branch. Mines are being operated only about three days a week, but orders for fuel with adequate railroad facilities are sufficient to operate the workings day and night. No County in the State, perhaps, has so promising a coal outlook.

Election day was welcomed by the telegraphers of the Connellsville Division, as it not only afforded them an opportunity to cast a vote for their presidential choice, but also to earn a few extra dollars to apply on Christmas presents. Men were in great demand in this territory and all who desired work had little difficulty in securing it, copying returns for the various clubs and newspapers.

The recent cold snaps have been playing havoc with the telegraph lines, the early frosts biting the wires with the ease of sharpened pliers. It is to be hoped, however, that the wires—like humans—will soon become accustomed to the atmospheric changes and settle down to the cold weather that is in store.

S. M. DeHuff and C. B. Furtney, wire chiefs at Connellsville, were pleasure seekers in Pittsburgh recently.

W. C. Michaels has been appointed station lineman at Connellsville, and has been rendering very satisfactory service in his new position.

E. T. Brown of Baltimore, Md., has been appointed resident engineer in charge of track work in course of construction in connection with the new double track tunnel at Sand Patch, Pa. A large force of men have been put to work at this point and it is expected the work will be completed by the time the tunnel is ready for service.

G. E. Ayers and Miss Bessie Fishburn were united in marriage at Cumberland, Md., November 15th. Mr. Ayers is a brakeman working at Adams, Pa.

Norman F. Miller is receiving the congratulations of his friends on the arrival of a baby boy. Mr. Miller is employed as a fireman at Adams, Pa.

Brakeman W. S. Bittinger has returned to duty after an absence of three weeks, during which time he was undergoing throat treatment in a Cumberland hospital.

Brakeman O. Shaffer and W. Bradigan have returned from a trip to New York and other Eastern cities, including the National Capital.

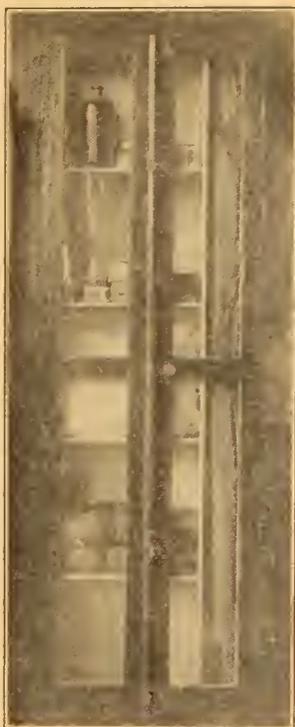
Ray Shaw, clerk to the ticket agent at Connellsville, spent his vacation in Cumberland.

A new world's record in tunnel construction was made at Sand Patch, when the contractors arched and completed 1,165 feet during the month of October. It is now expected that the new tunnel will be completed by December 10th.

Engineer C. E. Miller of Rockwood, Pa., and Miss Mabel Hay of that vicinity were married at Cumberland, Md., on November 20th.

We are pleased to hear of an improvement in the condition of E. B. Brown, warehouseman at Confluence, Pa., who has been off duty for several weeks on account of sickness.

The stork visited the home of Yard Master J. L. Hausman at Adams, Pa., November 19th, and left a baby boy. Congratulations, Jim.



The accompanying picture represents a first aid cabinet in use at Connellsville, containing bandages, remedies, etc., for use in case of accident. Each article has its place and is kept clean and ready for immediate use.

Mr. J. A. Hummel, agent at Opekiska, W. Va., has just returned from a hunting trip in the Eastern part of Pennsylvania. He reports a very delightful trip but the game was not very plentiful. This, however, may have been due to the fact that the dog was hunting out of its accustomed territory. Mr. Hummel says he has the best dog for hunting rabbits in West Virginia, but it is apparently not much "weight" in Pennsylvania.

Agent K. B. Porter of Fairchance, Pa., has been hunting in the mountains near that point. He did most of his hunting at night, and brought home a coon and a wild turkey.

Otto Keefe, boiler inspector at Connellsville, has been made assistant boilermaker foreman in the shops.

Boilermakers F. A. Slider and J. J. Comisky have been promoted to positions of shop boiler inspectors.

SAND PATCH

E. S. Kepner is on second trick at Philson, temporarily.

W. F. Emerick bid in first trick at NA.

J. Carlton Smith, finding second trick, at Philson, not to his liking since his encounter with the wild cat, is working extra, at present, in Garrett. Smithy says he thinks Garrett would agree with him as a regular thing.

Nick Emerick, bid in second at FO, which brings him closer home. We only lately learned that Nick has taken unto himself a wife, and we extend our best wishes.

Improvements have been made along the line, fine stone being spread along the platforms and around the towers.

The Sand Patch "headless man" turned out to be a myth, but "Shorty" Raupach, the third trick man at FO says the "foley ghost" is still on the job, and he is getting used to it now. Says he comes up the track, with a slow measured tread, walks up the steps, even stopping sometimes to wipe his feet, and gives three raps on the door and when "Shorty" opens the door, there is nothing there.

An audience of nearly six hundred attended an open meeting of the "Safety First" movement in the auditorium of the Hazelwood branch of the Carnegie library. A highly interesting program of addresses, music and illustrated views was given.

C. B. Gorsuch, superintendent of the Pittsburgh Division, was chairman, and Dr. R. D. Skyes, medical examiner, delivered the address of welcome. Among the speakers were J. Walter Coon, assistant to general man-

ager; A. Hunter Boyd, assistant general counsel; John Hair, of the motive power department, all of Baltimore; P. T. Ellery, passenger conductor; G. W. C. Day, division operator, and T. F. Donahue, supervisor. Musical selections were rendered by J. F. Miller, Miss Irene Daily, Mrs. Benjamin Atcherly, E. M. Hicks, and the B. & O. quartet. C. W. Egan, general claim agent, gave the address, illustrated with stereopticon views.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*, Pittsburgh

DIVISIONAL SAFETY COMMITTEEMEN

C. B. GORSUCH, Chairman.

JOHN A. KEIL, Assistant Platform Foreman, Pittsburgh Freight House Committeeman.

R. M. SHEATS, Train Master Committeeman, Northern District.

R. BROOKE, Assistant Division Engineer Committeeman.

R. M. DAVIS, Conductor Committeeman, Demmler Yard.

M. H. LEHMER, Train Committeeman, Pittsburgh Yard.

H. A. REIGHT, Conductor Committeeman, Allegheny Yard.

C. W. C. DAY, Division Operator Committeeman.

DR. A. C. ERNEST, Relief Department Committeeman, Glenwood.

A. S. RICHARDSON, Engine Committeeman, Glenwood.

J. A. MARTIN, Conductor Committeeman, Glenwood Yard.

C. E. CORBETT, Train Committeeman, Willow Grove Yard.

F. S. KEE, Conductor Committeeman, Glenwood.

J. C. BARR, Conductor Committeeman, Thirty-sixth Street Yard.

WILLIAM AMBROSE, Shop Committeeman, Glenwood Shop.

J. P. HARRIS, Chief Clerk, Division Engineer, Secretary.

F. BRYNE, Claim Department Committeeman.

An open meeting of the safety committee was held in the auditorium of the Hazelwood Branch of the Carnegie Library, Tuesday evening November 19th. Interest in the movement was indicated by the large audience which greeted the speakers. C. B. Gorsuch, superintendent, acted as chairman of the meeting, and Dr. R. D. Sykes, medical examiner, made the address of welcome. This was followed by some very interesting talks by J. Walter Coon, John Hair and A. Hunter Boyd, Jr., all of the general safety committee. These were followed by five minute talks by G. W. C. Day, division operator, T. F. Donohue, supervisor, P. F. Ellery, and others. Mrs. C. B. Gorsuch, rendered a piano solo, in an exceptionally pleasing manner. J. Frank Miller, secretary to the superintendent, gave some very fine violin solos. A solo by Miss Irene Daly, accompanied by Mrs. W. S. Hurley and one by Mrs. Atcherly, accompanied by Mrs. Gorsuch, were rendered in a truly artistic style. E. M. Hicks rendered a baritone solo in a very pleasing manner. A quartet consisting of Messrs. Vietch, Strombaugh, Eustice and Darr, rendered several selections in their usual good style. Last but not least, was the address with stereopticon views delivered by C. W. Egan. We are quite sure that on the next visit of these speakers, Carnegie Library will not be large enough to accommodate the crowd.

F. Milton Jones, chief clerk of the Pittsburgh Division, was married recently to Miss Vera Macbeth, a popular young lady of Uniontown, Pa.

Francis Guild Hoskins, assistant division engineer, was recently married to Miss Edith Rose Corter of Monongahela, Pa. Mrs. Hoskins is prominently identified with the musical interests of Monongahela and Pittsburgh. Mr. and Mrs. Hoskins will reside at Foxburg.

C. W. Blotzer, of the car distributor's office, was very quietly married on November 19th, to Miss Helen Hannon

of Munhall, Pa. Mr. and Mrs. Blotzer made a short tour through Northern Pennsylvania and are now residing at West Homestead, Pa.

O. C. and E. J. Riley, of the M. of W. office, spent Thanksgiving Day in the wilds of West Virginia, hunting—we know not what. They were accompanied by W. A. Gardner, of the same office, as gun bearer.

W. H. Folks, of the car distributor's office, has found it necessary to go to California for his health.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark.

DIVISIONAL SAFETY COMMITTEEMEN

W. T. EAGAN, Chairman.

C. G. MILLER, Shop Committeeman, Newark, Ohio.

J. H. WADE, Shop Committeeman, Zanesville, Ohio.

H. M. EVANS, Engine Committeeman, Newark, Ohio.

W. H. ARNOLD, Train Committeeman, Newark, Ohio.

C. A. VARNER, Yard Committeeman, Newark, Ohio.

BERT SMITH, Yard Committeeman, Zanesville, Ohio.

C. C. O'HARA, Yard Committeeman, Columbus, Ohio.

J. G. STRICKENBERG, Agent Committeeman, Belleville, Ohio.

C. C. GRIMM, General Yard Master, Newark, Ohio.

W. F. ROSS, Road Foreman of Engines Committeeman, Newark, Ohio.

E. N. PHILLIPS, Maintenance of Way Committeeman, Newark, Ohio.

A. R. CLAYTOR, Claim Department Committeeman, Newark, Ohio.

DR. S. C. PRIEST, Relief Department Committeeman, Newark, Ohio.

G. F. Eberly has been appointed assistant division engineer of the Newark Division, vice Mr. E. N. Phillips, resigned. Mr. Eberly was formerly on the Construction Corps at Sand Patch Tunnel.

The following are members of the first aid to the injured at Zanesville Shops:—locomotive department—Roe M. Smith; upholstery shop—John O'Brien; tin shop—W. W. Hutchins; machine shop—C. A. Fluke, W. W. Wells, W. N. Dillon, C. J. Whittlinger; blacksmith shop—W. T. Meyers, E. A. Meyers, H. Terry; pipe shop—J. H. Wade, E. T. Krause; brake beam shop—E. M. C. Grandstaff, J. S. Black; paint shop—L. R. Moore, W. A. Parrshall, George Rausch; coach shop—C. P. Bonifield, W. A. Combs, H. P. Long, L. Riston, Jr.; freight shop—J. H. Riley, Z. T. Denny, D. P. Luby, G. G. Williamson; saw shop—J. F. Greenbank, Earl Goshen; stores department—Fred Fitzgerald, C. E. Brennen, Floyd Grandstaff.

J. S. Black, foreman of brake beam shop and his family, spent a Sunday with relatives at Cambridge, Ohio.

W. L. O'Neill of the pipe shop has returned to work after a few days absence on account of sickness in the family.

It is understood that Mr. W. T. Meyers, blacksmith foreman, will be wearing a new hat in a few days, the result of an election bet. Mr. John P. Quinn, freight car foreman is the loser.

Mr. and Mrs. F. E. Matthews' home was visited by the stork on October 28th. He left a little girl. Mr. Matthews has charge of the wheel-boring machine of the machine shop.

Mr. and Mrs. J. H. Wade are happy over the new arrival, a daughter.

J. R. Conlan of the office force who has been off with typhoid fever for the past three months is again able to be around.

W. V. Fell of the office force spent Sunday at home in Beverly, Ohio.

E. E. Davis, car builder in the freight department, appears to be the champion hunter from the shops. He secured thirty-one rabbits on the 15th. Who can beat this?

F. S. Pearse of the office force spent Sunday with friends at Fairmont, W. Va.

Great interest in the new Zanesville Railroad Y. M. C. A. was manifested lately, at the well-attended mass meeting held in Memorial Hall. The meeting was addressed by H. O. Williams, international secretary, and the men of the B. & O. shops marched to the hall headed by Bauer's band. During the day about \$450 was contributed and the money will be used to buy equipment for the new quarters, where the Elks now are. The Y. M. C. A. expects to get into the new home early in the spring.

Charles Sprouse, boilermaker's helper, was off duty for a few days early in November. Late reports verify the rumor that Mr. Sprouse is now a married man.

Fred L. Howarth, machinist in the roundhouse was married to Miss Mary Ritzer and they are now living on South Third Street.

James E. Burke, foreman in the erecting shop, spent a few days at the Mt. Clare shops.

Henry M. Sherrard, machinist in the lower machine shop, was at Sandusky, Ohio, for a few days. Henry went there for the purpose of fishing, but became so interested digging large potatoes on his father-in-law's farm that he forgot to go after the fish.

Machinist Willison Glenn and Thomas J. Gallahan, piece work demonstrator, are on duty after absence on account of illness.

W. P. Stricklin, carpenters' foreman, and George Bean, of the machinery repair gang, have been hunting quail and rabbits. George could hardly wait for the season to open.

Tinner Robert L. Shawhan and Engineer Harry M. Evans, spent a few days hunting near McConnellsville, Ohio.

Louis J. Howarth, general roundhouse foreman at Newark, is on duty again after a vacation of a couple of weeks.

Operator W. D. Danford, bid in second trick at N. & W. crossing, Columbus, Operator Creighton having resigned. Operator Stoll, second trick at Leonard Avenue, bid in first trick, made vacant by Operator Lowmsmeyer's resignation. W. E. Norris, second at Central City, bid in first trick at Outville. Second tricks at Central City and Leonard Avenue, are now advertised, which gives vacancies to be filled by two extra operators, B. F. Moos and D. Letherman.

Operator Danford has taken his family South for the winter on account of Mrs. Danford's poor health.

Operator Tyhurst, first at Pataskala, is taking a vacation, Operator Rockfield relieving him.

Summit Station reports the first snow. Why shouldn't they? Look at the name.

SANDUSKY, OHIO

W. A. Reel, round house foreman, with his family, have returned from a pleasant vacation with friends in Newark, Ohio.

P. F. Walsh, operator, with his wife, has gone to Grovertown, Ind., to help celebrate his father's 82nd birthday. During Mr. Walsh's absence, R. Glidden will manipulate the key.

Percy Bell, chief clerk for Division Freight Agent C. T. Wight at Fostoria, and his family, have been visiting Mr. and Mrs. A. J. Bell.

R. L. Johnson is now brakeman on the night local, with conductor McCann.

State Boiler Inspector Freitchie has been calling on the various roads in Sandusky.

There has been an epidemic of car robberies around the various railroads.

The boys in the local freight office have organized a bowling team and played their first game with the Lake Shore clerks, but were defeated.

Even though the excursion season is ended, Sandusky is enjoying a heavy traffic, stone, sand and grain moving freely.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

DIVISIONAL SAFETY COMMITTEEMEN

- S. C. WOLFERSBERGER, Train Master, Chairman.
 T. J. RAFTERY, Car Foreman, Shop Committeeman, Painesville, Ohio.
 M. C. WOLDRIDGE, Conductor, Yard Committeeman, Painesville, Ohio.
 H. D. HORNER, Fireman, Engine Committeeman.
 M. J. GARRETT, Engineer, Engine Committeeman.
 J. B. TALBOTT, Brakeman, Train Committeeman.
 J. E. GRILL, Conductor, Train Committeeman.
 W. H. WATSON, Switch Tender, Yard Committeeman, New Castle Junction.
 P. McCANN, Conductor, Yard Committeeman, Hasleton, Ohio.
 F. W. GREEN, Operator, Road Committeeman.
 G. H. HAMMER, Foreman, Shop Committeeman, New Castle, Pa.
 E. H. BARNHART, Assistant Division Engineer, Maintenance of Way Committeeman.
 GEO. J. MAISCH, Claim Agent, Claim Department Committeeman.
 DR. E. M. PARLETT, Medical Examiner, Relief Department Committeeman.

The old P. & W. men will be sorry to hear of the sudden death of Mr. H. C. Boughton, general agent of the Chesapeake & Ohio Railway. He was in Toledo on business, when he was seized by an attack of apoplexy and died before medical attention could be given. In 1890 and 1891, Mr. Boughton was general superintendent of the Pittsburgh & Western, at New Castle Junction, and is well remembered by Dispatcher E. A. Goehring, Car Distributor S. S. Mehard and other of the old timers.

Emergency cases were being distributed on the Lake Branch a short time ago, and when one was handed to a certain track foreman he exclaimed, "If the company is going to furnish dinner buckets, why the dickens don't they furnish one big enough."

A bunch of the boys called on Clyde DeArment, our newly married motive power timekeeper, and presented him with a cut glass water set and cream and sugar set.

Mrs. DeArment proved herself a number one cook, to the satisfaction of all concerned, and we expect Clyde to lose that hungry look in a short time.

John Neely, our assistant file clerk, who spent part of his vacation in Cuba, came back minus his mustache. He made up for the loss by bringing an alligator with him.

Lieutenant of Police F. R. Castor, has just returned from a hunting trip in Wisconsin. He claims to have shot the largest deer in the woods, but said deer escaped.

"Auggie" Bernhardt, road foreman's clerk, went to Painesville on a little hunting trip. Auggie got one rabbit, which he ran to death.

Car Tracer, A. F. Kelsey and his brother, Frank, who is clerk to the division engineer, took a trip to Florida.

Dr. E. M. Parlette, the medical examiner at New Castle Junction, is the proud father of a nine and one-half pound son. Mrs. Parlette is the daughter of Dr. S. R. Barr, superintendent of the Relief Department.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland;
 C. H. LEE, *Operator*, Cleveland

DIVISIONAL SAFETY COMMITTEEMEN

- W. T. LECHLIDER, Chairman, Cleveland, Ohio.
 E. H. CLINEDINST, Vice-Chairman.
 O. C. SPIETH, Assistant Division Engineer Committeeman Cleveland, Ohio.
 DR. G. A. ALLISON, Relief Department Committeeman, Cleveland, Ohio.
 E. H. CLINEDENST, Claim Department Committeeman, Cleveland, Ohio.
 J. W. KOOFER, Shop Committeeman, Lorain, Ohio.
 J. E. FULP, Shop Committeeman, Cleveland, Ohio.
 G. W. RISTINE, Engine Committeeman, Canal Dover, Ohio.
 E. G. LOWREY, Engine Committeeman, Cleveland, Ohio.
 E. A. MEYERS, Train Committeeman, Cleveland, Ohio.
 W. P. LANIUS, Yard Committeeman, Lorain, Ohio.
 J. C. SHIELDS, Yard Committeeman, Canal Dover, Ohio.
 J. W. GRIFFIN, Yard Committeeman, Massillon, Ohio.
 G. M. BLAUMAN, Yard Committeeman, Cleveland, Ohio.
 H. C. BATCHELDER, Yard Committeeman, Akron Junction, Ohio.
 C. H. WALKER, Yard Committeeman, Canton, Ohio.
 C. A. WITZEL, Agent Committeeman, Cleveland, Ohio.
 J. M. HUTCHESON, Locomotive Fireman, Lorain, Ohio.
 GEO. BUCKHOLD, Track Foreman, Cleveland, Ohio.
 J. A. BRATTON, Telegraph Operator, Beach City, Ohio.

Engineer Steiner, who was taken seriously ill at Hollo-way is reported much better.

Agent Harpley of Beach City has returned from a three-months' vacation spent with relatives in Oregon. Mr. J. R. Davis goes from Beach City to the position of extra agent.

Among the changes in the telegraph department are those of Operator Fitch to the Belt Line and Operator Betts from the Belt Line to Willow.

Rapid progress is being made in the remodeling of East Akron Depot. The improved facilities will greatly help in the handling of freight. Under the new arrangements, the capacity of the freight house will be nearly doubled.

The heavy movement still keeps everybody on the alert taking proper care of increased business.

Frank Rauer has recently been promoted to the place of yard conductor. Evidently this has caused him to

look around for somebody to help him spend the extra pay. The lady's name has not been announced but Mr. Rauer's good taste may be safely relied on.

Captain E. P. Doney has returned to duty after an attack of illness. Lieutenant F. P. Roberts acted in Mr. Doney's place and Patrolman F. N. Mayberry in place of Mr. Roberts.

Yard Clerk Jackman has gone to Belt Line Junction as operator, in place of C. N. Baker, transferred.

The new grade between Columbia and Massillon has been completed by Division Engineer Batchelder and his forces, and turned over to the transportation department for service.

Among the promotions in the superintendent's office are those of P. J. Pahler, to be secretary to General Agent J. T. Johnson; Stenographer Manville to be secretary to Superintendent W. T. Lechluder and A. C. Lindrose from the stores department to the timekeeper's department.

F. L. Skelley has been appointed baggagemaster at Canton, Ohio, vice B. J. Rohrey resigned to accept service with another company.

H. H. Smith has been appointed extra agent and operator, Cleveland Division, and during his absence Joe Zermack has been acting as clerk at Boston Mill.

O. F. Davidson, extra agent, is relieving O. F. Davidson while the former is taking his vacation.

F. J. Hess of Cleveland, night chief dispatcher, returned from his vacation spent with relatives in the Southern part of the State.

Conductor Bean is running trains 11 and 18 during the illness of Conductor Edwards.

Brakeman "Red" Owens has been promoted from brakeman on trains 6 and 13, to the position of baggagemaster on trains 4 and 7.

S. W. Bunk, extra foreman, has returned as section foreman at Elyria, under Supervisor Drennan.

The resignation of R. G. Rockwood as record clerk in the office of Agent C. E. Pierce, at Lorain, has been accepted and C. M. Clifford appointed to this desk.

L. Fuller has been appointed second engineer Cleveland passenger, in place of E. J. Berry, resigned.

Stationmaster C. A. Webster has appointed E. J. Johnson to the vacancy in Cleveland station baggage room, caused by the resignation of Mr. Terry.

A. J. Smith, dispatching clerk, has been spending some time on the road to familiarize himself with the territory to which he is dispatching cars. We are glad to see such interest displayed.

Earl Clements, yard clerk, has resigned from the service to accept a position with the National Tube Company. F. R. Pfeiffer succeeds Clements at the Hump Yard.

Conductor C. C. Smith is off for a couple of weeks visiting relatives.

Engineer J. Steiner had to leave his run at Holloway and return home on account of illness. He was threatened with appendicitis and on arrival at Lorain was rushed to his home in an ambulance. His condition is somewhat improved.

Operator E. N. Holcombe is the proud father of a fine baby girl.

The lake coal trade will close about the 10th or 15th of December and it is with regret that we realize it. A number of good fellows in the yard will have to find temporary employment at other points until the season reopens in the spring.

Chief Clerk Wayne Murphy was off a week on account of sickness, but is back on the job with renewed vigor.

The B. & O. restaurant, formerly operated by the J. I. English Company, has been turned over to J. H. Murphy together with all the other English rest houses. We hope to see its old managers, Messrs. Fetterly and Scott, retained, for they have at all times tried in every way to make the men comfortable.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEEMEN

- T. W. BARRETT, Chairman, Garrett, Ind.
 J. B. HERSH Yard Master Committeeman, Garrett, Ind.
 H. S. LEE, Yard Master Committeeman, South Chicago, Ill.
 C. SCHOMBERG, Shop Committeeman, Garrett, Ind.
 J. E. LLOYD, Assistant Division Engineer Committeeman, Garrett, Ind.
 D. PARRODY, Shop Committeeman, South Chicago, Ill.
 W. G. CAMERON, Conductor Committeeman, Garrett, Ind.
 T. E. WAYMAN, Agent Committeeman, Chicago, Ill.
 T. E. SPURRIER, Claim Agent Committeeman, Tiffin, Ohio.
 A. CREW, Claim Agent Committeeman, Chicago, Ill.
 C. A. STIERT, Shop Committeeman, Chicago Junction, Ohio.
 F. DORSEY, Medical Examiner Committeeman, Garrett, Ind.
 R. R. JENKINS, Secretary Y. M. C. A. Committeeman, Chicago Junction, Ohio.
 W. C. FRANCE, Agent Committeeman, Tiffin, Ohio.
 O. M. BAILEY, Engineer Committeeman, Garrett, Ind.
 D. G. THOMPSON, Fireman Committeeman, Garrett, Ind.
 A. D. GINGERY, Brakeman Committeeman, Garrett, Ind.
 J. S. BARNB, Operator Committeeman, Galatea, Ohio.
 J. D. JACK, Claim Agent Committeeman, Garrett, Ind.
 J. W. HAMILTON, General Yard Master Committeeman, Chicago Junction, Ohio.

The home of Engineer D. P. Hanes and wife, shown herewith, has been made attractive by being well cared for. Dan is the engineer that had the misfortune to lose one of his eyes last spring. A piece of brass blew into it while he was filling a grease cup on his engine. The pin was hot and after grease and plug had been applied, there was an explosion that shattered the brass reducer.



HOME OF D. P. HANES, ENGINEER, GARRETT, IND.

Owing to increased business on the Chicago Division the following firemen have been promoted to the right side: C. F. Worcester, L. E. Nicholson, C. R. Brunson, C. E. Sell, J. L. Harrigar, O. A. Hoffman, H. W. Worman, W. F. Zink and J. L. Trubey. They are a good looking bunch and will, we believe, make good.

Engineer Frank M. Kirchner will be Garrett's next postmaster. Mr. Kirchner has been a locomotive engineer on Chicago Division over thirty years, residing in Garrett all the time. Incidentally, he has always taken an active interest in politics and has just finished his second term as county chairman. Mr. Kirchner's appointment could not fail to meet with general approval.

Engineer F. D. Moore and his wife will spend the winter in California for the benefit of their health and incidentally will visit their daughter and family who live near Los Angeles.

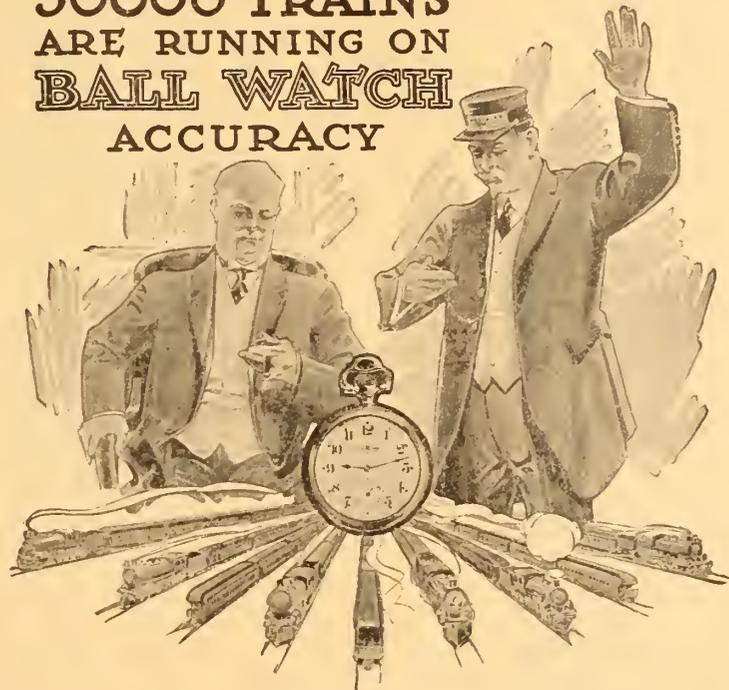
Engineer L. G. Cole and wife celebrated their twentieth wedding anniversary, on November 22nd, assisted by a number of their neighbors and friends who presented them with several pieces of china. An interesting musical program was rendered by the M. E. Sunday-school orchestra assisted by Thuron and Pauline Cole, who are accomplished musicians.

H. E. (Bert) Shultz, who holds the key on first trick at East End, spent his vacation in Texas, visiting his wife and family who are located there for the benefit of Mrs. Shultz's health.

E. T. Brown, who has been located on West Chicago Division, in charge of construction work for the last year or so, has gone to Sand Patch in the same capacity. While here Mr. Brown made many friends who regret to see him leave.

V. P. Drugan who was located at Defiance, Ohio, for some time, assisting Supervisor Miller, is now assistant division engineer of Philadelphia Division. We are glad to note his advancement. C. S. Fullerton of Division

50000 TRAINS ARE RUNNING ON BALL WATCH ACCURACY



BALL'S System Railroad Time Inspection Service safeguards the movements of trains on 150,000 miles of American railroads. This same Time Inspection Service has established the standards to which all watches carried by railroadmen conform.

You put yourself under the protection of Railroad Time Inspection Service when you buy a Ball Watch. You may know little or nothing about watches, but you do know that a watch that is "The Railroad Standard," a watch designed by the men who have brought railroad time inspection service to its present high standard of safety, is a watch that you can depend upon for a lifetime of faithful service.

*In every city and town some reliable jeweler sells Ball Watches.
If you don't know who he is in your town, write us.*

THE WEBB C. BALL WATCH CO.

CHICAGO

CLEVELAND
SAN FRANCISCO

WINNIPEG

Engineer Tordello's force at Garrett, takes Mr. Drugan's place at Defiance.



JOHN S. DAVIS

Operator D. W. Koons, Sherwood, Ohio, has been promoted to the agency at Teegarden, Ind., vice J. S. Davis, deceased, whose portrait is here given. Some account of the late Mr. Davis was printed in the November issue.

Mr. J. C. Beauchamp who has had charge of signal construction on Chicago Division for some time, has been transferred to Cumberland Division.

Progress is being made in the constructing of an interlocking plant at

Auburn Junction to provide for the crossings with the Vandalia—L. S. & M. S. and T. & C. I.

After thirty-five years of continuous activity in the railroad restaurant business in Garrett, O. M. Shrock has made arrangements to retire. The dining room in the

Please mention this magazine.

local station will soon be turned over to John Murphy. Mr. Shrock has also given up the place at Grafton, West Virginia, which he had conducted several years. He and his family will probably spend this winter in the West.

In his long experience Mr. Shrock has catered to many thousands of railroad men and tourists. His busiest time was during the World's Fair at Chicago in 1893.

J. R. Skilling, who was recently placed on the pension list, has been employed by this road since 1876. His work has been done chiefly in the maintenance of way department, where he has served as carpenter, foreman of bridges and buildings, inspector of ties and timber, etc. With more time on his hands he has



J. R. SKILLING

turned to the compiling of local history.

The safety badge here shown is painted on a piece of sheet iron. The background is black with the design in blue and gold. A similar badge is placed on the other end of the shop. We are indebted for the photograph to Master Mechanic J. H. Bowden. He has expressed his intention of placing similar badges on buildings at Chicago Junction and South Chicago.



SAFETY BADGE ON CAR SHOP AT GARRETT, IND.

MRS. BACON—I understand one can learn different languages from the phonograph?

MRS. EGBERT—Well, since our neighbor got his I know my husband has used language I never heard him use before.—*Yonkers Statesman.*

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*, Chicago

DIVISIONAL SAFETY COMMITTEEMEN

J. L. NICHOLS, Chairman.
 G. P. PALMER, Division Engineer Committeeman.
 F. E. LAMPHERE, Engineer Construction Department Committeeman.
 ALEX. CRAW, Claim Agent Committeeman.
 DR. E. J. HUGHES, Medical Examiner Committeeman.
 J. F. RYAN, Captain of Police Committeeman.
 C. L. HEGLEY, Examiner and Recorder Committeeman.
 H. McDONALD, Supervisor Committeeman, Chicago District.
 W. HOGAN, Supervisor Committeeman, Calumet District.
 J. W. DACY, Train Master Committeeman.
 J. W. FOGG, Master Mechanic Committeeman, representing Chicago District.
 C. J. QUIMBY, General Foreman Committeeman.
 D. M. JULIAN, Car Foreman Committeeman.
 G. W. SELLWOOD, Car Foreman Committeeman.
 J. E. SHEA, Passenger Conductor Committeeman.
 JOHN ROGERS, Locomotive Engineer Committeeman.
 F. DOTZAUER, Locomotive Engineer Committeeman.
 JOHN GABIG, Engineer Committeeman.
 JOHN LOCKTON, Boiler Maker Committeeman.
 JAMES HAJEK, Car Inspector Committeeman, representing Calumet District.
 E. J. CAMPBELL, General Foreman Committeeman.
 MARTIN SCHAUB, Car Foreman Committeeman.
 CHAS. WEYDERT, Locomotive Engineer Committeeman.
 P. H. BILLITER, Locomotive Fireman Committeeman.
 H. SELBURG, Engine Foreman Committeeman.
 R. C. ATKINSON, Switchman Committeeman.
 WM. HUNT, Machinist on Floor Committeeman.
 DAVID REID, Machinist in Shop Committeeman.
 CARL HOFFMAN, Blacksmith Committeeman.
 FRANK KAPANKO, Car Inspector Committeeman.

Herman Selburg, conductor, while in the act of getting off engine No. 934, on November 24th, was struck by engine No. 1971 on the adjacent track. He fell between the tanks of the two engines and was seriously injured.

Everett Stone, engineer, had his shoulder sprained, on November 17th, while getting off his engine, which was standing on the turn-table.

Thomas Cuddigan, flagman, is still on the sick list.

F. N. Hickok, agent at Hammond, Ind., is a hustler. Business at that point has increased over 50 per cent.

J. E. Markey, agent at Blue Island, is having the time of his life trying to get good yard clerks.

Dave O'Leary, timekeeper, is still taking care of your time. Get your slips in on time boys.

You will have to take your hat off to Geo. W. Selwood, general car foreman at Empire Slip, as the condition of trains leaving B. & O. station is equal to, if not better than, that of any other passenger trains running out of Chicago.

D. J. Sloan, general yard master is taking his family to Miami, Fla., to spend the winter.

Dr. J. H. Mayer, assistant medical examiner of the Terminal, has gone to Springfield, Ill., to relieve Dr. Ashley who is on leave of absence.

F. B. Carr, a veteran of the link and pin, who had been laid up for some time by getting his hand caught while using a pin lifter, is again on the pay roll. He says he won't do so any more.

George Hesslaw, stenographer for J. L. Nichols, superintendent of the Chicago Terminal, has been made chief clerk to the road foreman of engines. Mr. Hesslaw was succeeded by H. Potts.

OHIO DIVISION

Correspondent,

CLIFFORD R. DUNCAN, Chillicothe, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

E. R. SCOVILLE, Chairman.

J. R. NEFF, Train Master, Assistant Chairman.

R. MALLEN, Road Foreman of Engines Committeeman.

DR. P. S. LANSDALE, Relief Department Committeeman.

G. W. PLUMLY, Division Operator Committeeman.

H. M. HAYWARD, Division Engineer Committeeman.

E. J. ALLEE, Signal Supervisor Committeeman.

R. HEWITT, Engine Committeeman.

N. B. MOORE, Conductor Committeeman.

J. A. CARSON, Yard Foreman Committeeman.

W. E. FOSTER, Fireman Committeeman.

O. D. MONTE, Train Dispatcher Committeeman.

F. C. SEKATZ, Shop Committeeman.

W. R. MOORE, Agent Committeeman.

G. F. OBERLANDER, Claim Department Committeeman.

Superintendent Scoville presided as chairman over the regular monthly staff and safety meetings in his office, November 20th. In the evening, Mr. Scoville also acted as chairman at the second monthly fuel meeting. Short talks were given at the latter meeting by Supervisor of Transportation Edgar and Supervisor Lemly on the subject of fuel economy, especially in connection with the use of the brick arch. The brick arch as a fuel saver was discussed pro and con by the engineers, firemen and officials. This is only the second meeting that has been held on this division, both being in a large coach conveniently placed. The interest that has been aroused makes a larger room necessary, and it will be provided.

William Ruhlman, engineer of the Portsmouth District, was elected in November to the State Legislature.

John Uhrig, train dispatcher in the Chillicothe office, who has been in the service several years, suffered a stroke of paralysis a short time ago, and at present is in a serious condition. His many friends hope for his speedy recovery.

J. Willard Kirschenlager has severed his connection as timekeeper with the master mechanic's office, to accept a similar position in the N. & W. offices at Bluefield. Willard was well liked by his fellow-workers and will be missed. He is a lad more than six feet tall and has an excellent baritone voice.

A. L. Johnson, car distributor, spent his vacation in Huntington, W. Va.

Everybody on the Ohio Division was anxious to receive the November issue of the magazine, which is growing in



A Story About a Crooked Path—

and how it applies to typewriters

You've heard the story of how a hundred thousand people a day are losing time and energy following a narrow, crooked, city street, which years ago was started by a blind calf wandering through a meadow.

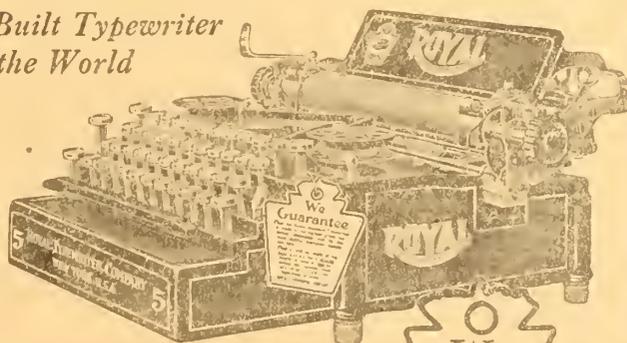
There is a similar story about typewriters. When the first machines were built, they had a square, upright frame, to which the mechanism was attached. Today countless people are subjected to inconvenience because nearly all typewriters are built along the lines of the "beaten path" marked out by the maker of the first machine, thirty-five years ago—with one exception, the ROYAL.

*The Best Built Typewriter
in the World*

\$75.

(In Canada, \$95)

Everything included—
No Extras



The inventor of the Royal worked in a straight line. First he designed a mechanism unquestionably superior; then made a frame to fit. This explains why in lines of construction the Royal differs fundamentally from other standard typewriters—how all superfluous structure and parts are eliminated and repair expense cut to practically nothing.

It explains the wonderful simplicity of the Royal in its mechanical operations, with its consequent ease of writing and never-wear-out durability. It explains why we are able to attach to every Royal a guarantee the like of which no other manufacturer in the world ever dared to make. READ IT!

Write for the "Royal Book"

This remarkable book shows samples of the beautiful work of this machine and shows why in important tests (in the U. S. Postal Service for instance) the Royal has established a new standard of typewriter service and value.

Demonstration freely given—in your own office without obligation. Don't under any circumstances, buy any typewriter until you investigate the Royal. Write New York office.

Royal Typewriter Co., Room 44, Royal Typewriter Building, New York

Branch offices and agencies in all principal cities of the world

popularity here. We only hope it will continue to be as good. The picture of the beautiful baby as "The Real Boss" has created a great deal of comment. And the question is what's her name?

R. N. Martin, chief clerk to Master Mechanic Reeves, was called to Washington, Ind., last week on account of the death of his father. Mr. Martin has the sympathy of his many friends on the Southwestern.

Third Vice-President Thompson, accompanied by other officials of the B. & O. and B. & O. S. W.-C. H. & D. passed over the Ohio Division from Cincinnati to Parkersburg, November 22nd. We only wish he could visit us oftener and give us more of his time.

Please mention this magazine.



Dispatcher A. C. Athey is spending his vacation in Chicago.

Clyde Baker has returned from a visit in Xenia.

N. & W. Clerks Val Hamm, Harry McElroy and Homer S. Kay attended the State-Oberlin foot ball game in Columbus.

CINCINNATI TERMINAL

DIVISIONAL SAFETY COMMITTEEMEN

- C. L. BREVOORT, Chairman, Superintendent Terminals, Cincinnati, Ohio.
 C. E. FISH, Agent Committeeman, B. & O. S. W., Cincinnati, Ohio.
 E. C. SKINNER, Agent Committeeman, C. H. & D., Cincinnati, Ohio.
 R. B. FITZPATRICK, General Yard Master Committeeman, C. H. & D., Elmwood Place, Ohio.
 JOHN SULLIVAN, Road Master Committeeman, C. H. & D., Hamilton, Ohio.
 DR. J. P. LAWLER, Medical Examiner Committeeman, Cincinnati, Ohio.
 JOHN GANNON, Yard Foreman Committeeman, B. & O. S. W., Storrs, Ohio.
 F. S. DE CAMP, Claim Agent Committeeman, Cincinnati, Ohio.
 T. MAHONEY, Supervisor Committeeman, B. & O. S. W., Storrs, Ohio.
 HENRY ECKERLE, Chief Clerk to Superintendent Terminals Committeeman, C. H. & D., Cincinnati, Ohio.
 S. O. MYGATT, Depot Master Committeeman, C. H. & D., Cincinnati, Ohio.
 R. E. MCKENNA, Yard Foreman Committeeman, C. H. & D., Elmwood Place, Ohio.
 H. HOWDEN, Yard Engineman Committeeman, C. H. & D., Ivorydale, Ohio.
 H. W. KIRBERT, Yard Engineman Committeeman, B. & O. S. W., Storrs, Ohio.
 WILLIAM MORAN, Shop Electrician Committeeman, C. H. & D., Ivorydale, Ohio.
 J. M. SHAY, General Car Foreman, C. H. & D. and B. & O. S. W.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEEMEN

- J. C. HAGERTY, Superintendent.
 C. A. PLUMLY, Train Master Committeeman.
 J. J. GIVANS, Claim Agent Committeeman.
 G. R. GAVER, Medical Examiner Committeeman.
 C. E. HERTH, Assistant Division Engineer Committeeman.
 J. B. PURKHISER, Yard Master Committeeman.
 O. E. HENDERSON, Conductor Committeeman.
 J. D. FRAZER, Fireman Committeeman.
 E. MEYERS, Brakeman Committeeman.
 O. B. CONKEY, Agent Committeeman.
 M. A. MCCARTHY, Division Operator Committeeman.
 PETER HORAN, Shopman Committeeman.

Operator F. G. Creach one of the old B. & O. boys who has been working for the "Frisco" in Texas for the past year, has returned to the B. & O. and has been working first trick at Michell for W. H. Gallagher, who has been attending the races in Louisville.

Operator D. M. Green, second trick at Lovett, has taken a six months' leave of absence.

W. R. Hunt, operator at New Albany, after a six months' leave of absence, has returned to duty. He purchased a farm in Colorado. Perhaps Mr. Hunt contemplates farming later on.

Operator H. J. Yates, third trick man at Charlestown, has been off duty on account of the death of his grandfather. Operator H. W. Gaither of Blocher relieved him.

Telegraph service has again been installed at Vallonia, O. D. Schooley filling the position of agent and operator.

Passenger conductor M. C. Whitcomb, of the Cincinnati and St. Louis through runs, is visiting friends in Lafayette.

Engineers John Buhner and M. C. Black went hunting recently down west of Seymour. When they returned they failed to get off on the platform as usual. They got off No. 8 when it made the stop for the P. H. crossing and sneaked off home like two truant boys and no more was seen of them that evening. So far nobody has heard any tales of slaughter from either of them. Is it modesty or just plain bad luck?

General Foreman Horn, of Seymour, was recently presented with a picture of an I. & C. engine, taken in 1867 by Engineer Mel Boone. It is very interesting to compare this with the engines now in service.

Engineer John Ormsby and his wife, are visiting in New York City.

The stork made its appearance in our city on November 17, and left a fine girl with Engineer Oscar Lewis.

Brakeman Charles Marley was not slighted either.

Engineers John Darling and Elmer Day have just completed and moved into their new modern homes on North Ewing Street.

Engineer Walter Darling, recently purchased the home of Road Foreman of Engines S. A. Rogers, on 4th Street, Mr. Rogers having purchased the Hodapp property of North Ewing.

Fireman Riley who fell off the tank of his engine at Shoals, last June, is not improving as rapidly as his friends had hoped for and it will be several months before he will be able to take his run.

A great improvement is being made by placing a hedge fence around the lot between the station and roundhouse here. Since the superintendent's office has been moved here many improvements have been made which add greatly to the beauty of the grounds. Our superintendent Mr. Hagerty intends that the railroad property shall be in keeping with our city, which we all feel is the cleanest and most beautiful little city on the B. & O.

The first impression of a stranger upon entering the local freight office at Louisville, Ky., would be that he was at an unclaimed freight sale. For tables, chairs, desks and office fixtures of all descriptions have been piled in the center of the office. The fact is that Mr. Lewellyn and his squad of able saw and hammer artists of the Indiana Division came to Louisville for the express purpose of knocking. But it has been proved that "every knock is a boost" and the result is that E. M. Gordon's office in which he has handled the B. & O. S. W. business for nearly forty years, will be changed into a large, bright and airy place of business where "convenience" will be the password, and where every clerk will have room to give his or her work the best attention. Here's hoping for the early arrival of the Knights of the Bucket and Brush.

ILLINOIS DIVISION

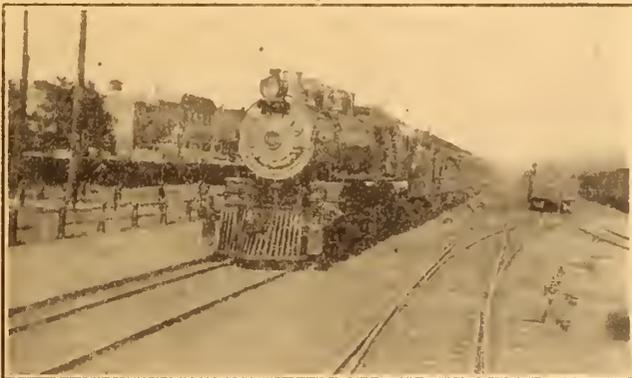
Correspondent, F. A. CONLEY, *Chief Clerk*, Flora.

DIVISIONAL SAFETY COMMITTEEMEN

F. B. MITCHELL, Chairman.
 E. A. HUNT, Shopman Committeeman.
 FRED. SCHWAB, Engine Committeeman.
 R. A. KERMODE, Train Committeeman.
 C. McLEMORE, Yard Committeeman, Shops, Ind.
 R. SMITH, Yard Committeeman, Vincennes, Ind.
 J. J. RYAN, Yard Committeeman, Cone, Ill.
 W. T. BANKS, Yard Committeeman.
 T. T. LONG, Yard Committeeman, Springfield, Ill.
 JOHN MAHER, Maintenance of Way Committeeman.
 J. R. BRADFORD, Claim Department Committeeman.
 DR. W. D. STEVENSON, Relief Department Committeeman.
 R. C. MITCHELL, Division Agent Committeeman.
 G. H. SINGER, Agent Committeeman, East St. Louis.
 C. E. HENDRICKS, Trainman, Springfield Dist., Flora, Ill.
 J. J. CAREY, Master Mechanic, Shop Committeeman.

SAFETY COMMITTEEMEN AT FREIGHT HOUSE,
EAST ST. LOUIS, ILL.

CHAS. PURCELL, Chairman.
 V. D. EVANS, Secretary.
 B. WINTERGALEN, Committeeman.
 THOS. FRAWLEY, Committeeman.
 FRANK FRAWLEY, Committeeman.
 B. ULHORN, Committeeman.
 H. ZURHORST, Committeeman.
 MR. KENNEDY, Committeeman.
 MR. WEHRMAN, Committeeman.
 MR. BRUEGGEM, Committeeman.
 W. J. CLARK, Committeeman.
 W. O'NEIL, Committeeman.
 EDW. EVANS, Committeeman.
 J. DRESSSELL, Committeeman.
 H. Y. SCHAFFER, Committeeman.



No. 1, IN FLORA YARDS

Effective October 1st, one of our engineers, Mr. R. W. Brown, was appointed road foreman of engines of the Indianapolis Division of the C. H. & D., reporting to Superintendent R. B. White, with headquarters at Indianapolis. Mr. Brown is a young man of sterling reputation and character, a first-class engineer, one who has always taken a great deal of interest in the welfare of our Division, and we wish to congratulate the Indianapolis Division on their success in securing his services, although we regret to lose him. This is the third man that has been taken from us in the past few months, our engineer R. H. Wallace having been appointed supervisor of locomotive operation of the C. H. & D., and our former road foreman of engines, J. S. Lemly, having gone to a similar position on the Southwestern. This speaks rather well for the ability and merit of our local men.

R. W. Brown, formerly engineer on Illinois Division, and now road foreman of engines of the C. H. & D., with headquarters at Indianapolis, has moved his family to Indianapolis, where he will make his future home.



3 Years to Pay

for the Sweet-Toned

MEISTER PIANO

\$175.00

30 DAYS' FREE TRIAL

WE PAY THE FREIGHT

You are not asked to deposit, or pay or advance a cent in any way until you write us and say that the MEISTER is entirely satisfactory and you wish to keep it. Then these are the terms of sale:

\$1 A WEEK OR \$5 A MONTH

No cash payment down. No interest on payments. No extras of any kind. Piano stool and scarf FREE.

Sold Direct from the Maker to You.

No dealer's profit for you to pay.

Send now for our beautiful Free Catalog which shows eight styles of Meister Pianos.

Our resources exceed \$4,000,000. We sell more pianos direct to the home than any other concern in the world

Rothschild & Company

Dept 202A

Chicago, Ill.

Charles H. Cannon, formerly chief clerk to the agent at Washington, has been promoted to the agency at Bridgeport, Ill. Mr. Cannon was one of the most popular employes ever connected with the Washington agency.

Leslie Allbright and Miss Laura Wright, daughter of George Wright, were married on October 21st, and have gone to housekeeping on McCormick Avenue. Mr. Allbright is employed in the machine shop.

Ralph Martin, chief clerk to the master mechanic at Chillicothe, Ohio, visited home folks a couple of days in October. Mr. Martin was formerly employed in the office of the master mechanic at Washington.

Charles Day has again taken his old position as foreman of the drop-pit in the roundhouse, after a brief sojourn in the Northwest.

Major William Penn Gould, a retired U. S. army officer and an old resident of Vincennes, who gave \$50,000 to the Y. M. C. A. building in Vincennes, died October 20th, aged 83 years. Major Gould was in the early days a conductor on the old O. & M. R. R., and is said to have run the first chartered train on the O. & M. between Vincennes and Cincinnati.

The following taken from the Crop Reporter issued October 23rd, by the Department of Agriculture, on the condition of the Indiana corn crop, would indicate increased revenues on that product;

"The bumper corn crop is rated 89 per cent as against 80 per cent last year and a ten year average of 85 per cent."

The following notice which it is said was recently posted in the Olwein, Ia., shops of the C. G. W. R. R., is evidence that the safety movement is growing:

"Unless you are willing to be careful and avoid injury to yourself and fellow workmen, do not ask for employment. We do not want careless men in our employ."



HOME OF J. W. LYHAN,
PASSENGER ENGINEER, WASHINGTON, IND.

Joseph Hoopengartner, the veteran Western Union lineman, is again back in the harness after a protracted battle with old man rheumatism.

On August 10th, while checking up the yard, Herman Faris, employed in the agent's office at Washington,

Ind., found a switch point in the cross-over from main to passing track wide open. This had been caused by an air hose which had been jerked from a car derailed by a passing train that morning. A train following had mashed the hose down, leaving the point open. Faris promptly notified the agent's office, train 89 which was due was notified at Montgomery and the point was placed in good order.

It will be of interest to the many friends of a former employe of the company to know that A. B. McCoy, formerly chief to the master mechanics at Lorain, Ohio, and Washington, Ind., is meeting with considerable success in the real estate and insurance business in Washington. Mack does not forget his railroad friends and showers a good supply of the finest quality blotters on the office.

A. E. McMillan, day enginehouse foreman, at Washington, Ind., who served formerly in the same capacity at Benwood shops, in West Virginia, has recently moved his family and household effects to Washington where he will be located until he hears the call of promotion which our good road sends out to the deserving.

The contractors, O'Donnell, Barrows, Cochrane Co., of Washington, Ind., are now completing the erection of two sanitary toilet rooms at the large Washington shops, one of them being located near the roundhouse, the other near the freight car department. They are made of brick with cement floors and will be steam heated and electrically lighted.

Phillip W. Bussee, a sterling young man, from Vincennes, Ind., the old division headquarters of the Southwestern, has been made assistant motive power time-keeper in the office of Master Mechanic Carey at Washington. The Bussee family are popular and successful in the railroad world and those who have worked on the Baltimore & Ohio have all made their mark.

Mr. E. A. Hunt, the well known safety inspector for the Southwestern, with headquarters at Washington, has had his jurisdiction extended to include the C. H. & D. Mr. Hunt arose from the ranks of shopmen, being messenger, apprentice and machinist.

General Car Foreman W. W. Calder, of Washington, has been obliged to remain at home for a week or so on account of sickness. Mr. Calder will be remembered all over the railroad as he was formerly in responsible positions at Parkersburg, Fairmont, Cumberland, Allegheny, South Chicago and Garrett, Ind., before being promoted to the important position he now holds where he is still making good.

Washington, Ind., has for some time been fighting two bad contagious diseases, diphtheria and the whooping cough, and it was thought for a time that it would be necessary to close the moving picture houses and the schools. After a hard battle, the health authorities were able to get the epidemics under control.

S. M. Porter, the hustling general foreman, at Vincennes, Ind., has been so unfortunate as to be quarantined at his home for over a week on account of a prevalence of diphtheria in the Old Post town. Unfortunately Mr. Porter's bright little girl of thirteen years, succumbed to the ravages of the disease. While Mr. Porter was off duty, Mr. R. L. Gibbs, a Washington shop employe,

looked after the business of the company and did it very efficiently.

Frank Teed, passenger car foreman, of Washington, Ind., with his wife, spent a day or so recently with relatives in Cincinnati, Ohio, and Ludlow, Ky., where he was formerly employed. They do say around Washington that Frank is a great passenger car man. He was educated by the Pullman Company at Ludlow and other points.

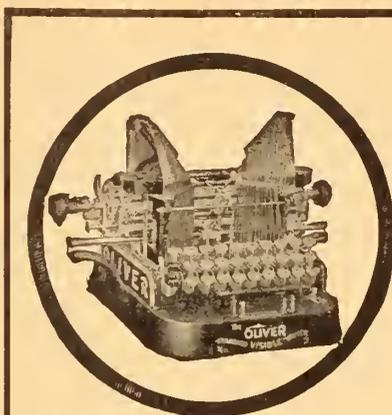
William Graf, road foreman of engines, recently of the Ohio Division, now having headquarters at Flora, Illinois Division, was considerably worried the other day, when he had word from Chillicothe that the new \$4000 home that was just about completed had been entirely destroyed by fire. Imagine the improvement in his feelings upon receiving more authentic information that the damage was not more than \$100. The fire was caused by the explosion of a gasoline machine the painters were using.

A good thing for the locomotive engineers and firemen is the rest room that has been fixed up by General Foreman Keller, at Flora, Ill. It is hardly necessary to say that it is greatly appreciated. The rest room was made by taking condemned box cars, having them set off trucks on suitable foundations, and adding enough carpenter work to put them in presentable condition. They are just like rooms at home, being electrically lighted and having hot and cold water in wash basins and bath tub. Shower baths will be provided later on. In the summer time, electric fans will be installed and every possible thing done for the comfort of the men.

It is suggested by a good number of the locomotive engineers on the Illinois Division that a Y. M. C. A. be established at the only logical point on the division, Flora, Ill. The citizens of the town have intimated a desire to assist in the enterprise and it surely would be a good thing for both the town and the railroad men. Push it along!

Freight Car Foreman C. E. Neifer, who recently was transferred to Washington shops from the C. H. & D. at Lima, Ohio, visited his parents at Toledo, Ohio, a few days ago. Mr. Neifer, while comparatively young in years, is rather long in experience in freight car work and he is making good with a vengeance.

The report from St. Louis is that the passenger agent for this company, George Sheer, is always on the job and



This "Mill" is Yours after you have Rented 13 Months

The Famous Model No. 3 Oliver

Visible Writer—fully equipped, just as perfect as though you paid cash—you get every perfection, every device which ever went out with this model—you get all the extras, metal case, base-board, tools; instruction book, etc.—guaranteed flawless.

This is the "mill" with the type bars that strike downward—the principle that has made Visible Writing practical.

One operator describes the No. 3 Oliver as the typewriter that is always "on the job."

When that "lightning fellow" down the line clicks you a message you want to be ready to take it down—you don't want your carriage to stick or your keys to get tangled and yourself balled up so you will have to ask him to "repeat." Get the typewriter that will surely do the work—the typewriter that will swallow a telegraph blank just as quick as you can feed it in—that will operate under any and all conditions—that you can depend upon!

The Real Genuine Standard "Mill"

The typewriter that will stand up under the hardest kind of usage—that never gets out of order and that will last you a lifetime.

A mill that thousands of railroad men endorse as the best for the job. You will never get so fast that you will crowd your Oliver.

You Be the Salesman

We will allow you full agent's commission, giving you this "Crackerjack Mill" at a net price—lower than the lowest wholesale price and you pay by the month just like rent, only every cent you pay applies on the special purchase price of \$56.00.

No Cash Until You See It—until you try it in your office, then you make your decision—no salesman to influence or hurry you—if you keep it you pay only one month's rent down.

Stop Paying in 13 Months—Then It's Yours

Surely this is the cheapest and the easiest and the safest way to buy a typewriter—no interest, no chattel mortgages, no collectors, no publicity, no delay. Positively the best typewriter value ever given—the best selling plan ever!

Our Offer is This:

We ship you an Oliver No. 3 complete with standard equipment on five days' trial, without any deposit. You may try it thoroughly before you decide to keep it.

If you find it satisfactory—the best machine any price can buy, send us \$4.00, then \$4.00 monthly until the \$56.00 is paid. That practically means 91 cents a week, or 13 cents a day, and you have absolutely the best "mill" that can

be had. Surely in the face of this offer there can be no use to pay more than our price, and it's folly to put up with an inferior grade or some worn-out, second-hand or so-called rebuilt machine at nearly the same price.

If you pay a little more than you had intended to pay for a second-hand "mill" it is only a matter of a few cents a day for a few more days.

If it is not satisfactory, perfect and complete, return it—transportation collect. You will be under no obligation.

If you want a "mill" now is the time to get it. You may never again have as good an opportunity.

There is no need to correspond unless you want something special. We realize the importance of time and have provided a trial order coupon, which plainly and clearly states the agreement between us. It is for you to sign it and return it to us. The "mill" will reach you in a few days.

After you receive it, it's entirely up to you and the typewriter—you are the sole judge and the typewriter the sole evidence. A pencil will do to sign.

We would suggest that you mail the coupon before you turn to the next page.

Typewriters Distributing Syndicate

166 B-13 North Michigan Boul.
CHICAGO

APPROVAL ORDER COUPON

Typewriters Distributing Syndicate,

166 B-13 North Michigan Boulevard, Chicago.
Gentlemen:

Please ship me a Model No. 3 Oliver, with standard equipment, for trial.

If the typewriter is entirely satisfactory I agree to send you \$4 within five days from the date I receive the machine, as the advance payment for one month's rent, and for each month that I retain the typewriter I will remit \$4 in advance.

It is understood that when I have paid you \$56 in this manner the typewriter will become my property, until that time the title remaining in you.

Name

Address

References

hustling for business and if you don't believe this, just look over the through passenger trains out of St. Louis. Sheer is for the good old B. & O. first, last and all the time.

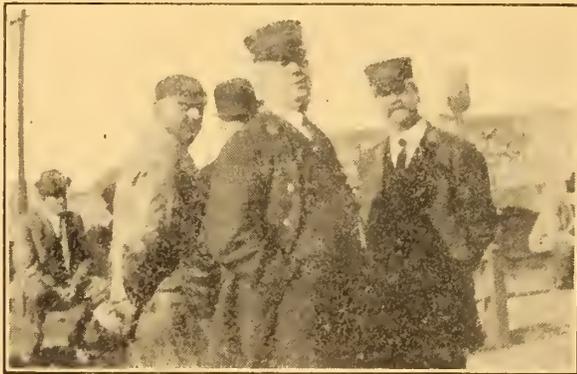
Paint Shop Foreman J. J. McNamara, formerly of Mount Clare shops, now at Washington, Ind., has perfected a new front end paint for locomotives that is proving a howling success and catching the eye of railroad men in this section. It is being applied to all passenger and switching locomotives on the Illinois and Indiana Divisions, being cheaper than other paint and giving better results. It also enhances the appearance of the engines.

Please mention this magazine.

It is of a light steel color and is not affected by the weather. The formula and instructions for using may be had upon application.

Safety Committeeman R. A. Kermode has a way of his own of breaking up the practice of boys jumping on and off his train at local stations along the line. He makes it a point, whenever he sees them in time, to catch one of the offenders and force the captive to tell him the names of the other boys. He then goes to the parents of these children and calls their attention to the inevitable result if this is permitted to continue. He tells us that since adopting this plan, he is having little further trouble. Kermode can at all times be counted upon to do the right thing in the interest of safety.

The accompanying snap shot, taken on the platform at Flora, Ill., shows J. E. Halk and D. P. Shaner, passen-



BYRON ROBINSON, J. E. HALK, D. P. SHANER

ger conductors, and Byron Robinson, passenger engineer. Halk and Robinson are on train No. 2 and Shaner on train No. 1. This was snapped by one of our dispatchers, G. S. Smith.

Effective November 4th, the C. B. & Q. will operate all of their freight trains from the coal fields in Southern Illinois from Shattuc to East St. Louis, a distance of 54 miles by our line. This will make the West End of the Illinois Division a pretty busy piece of track. We, however, are glad to welcome our C. B. & Q. friends to our fold and feel that the results to be obtained by such an arrangement will be mutually beneficial. At the present time, Illinois Division conductors and engineers are being used to pilot these trains over our rails, but it is the intention for the C. B. & Q. men to learn our road so as to be in a position to operate without the pilots.

President E. W. Armstrong of the T. P. & W., Peoria, Ill., arrived here in his special car on train number 124, Wednesday night, for a few days' visit with his friend and army comrade George H. Wisheart.

Have any of you boys had an experience like this? A few day since, a young man came up to the ticket window. After bidding him good morning the agent asked him if he could do anything for him. He said, "Yes, I want to pay this railroad what I owe it. I beat my way from Edgewood to Iola one time. Here is the fare and also twenty-five cents to be delivered to the Illinois Central Railway for a ride I stole there."

The money was turned over to the proper officials. Upon inquiry it was learned that the man had lately joined the church and wanted to clear his conscience in this practical fashion.

Here is another. One morning a woman bought a ticket and asked for three checks. When the agent called for her baggage she showed him a pup, a go-cart and a two-burner gasoline stove.

R. S. Bishop, a pumper of Iola and Altamont tanks, is on the sick list.

TOLEDO DIVISION (C. H. & D.)

Correspondent, R. B. MANN, *Chief Clerk*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

- J. J. CORCORAN, Chairman.
- C. A. GILL, Master Mechanic Committeeman.
- I. F. WHITE, Division Engineer Committeeman.
- C. E. REEL, Train Master Committeeman.
- M. P. HOBAN, Road Foreman of Engines Committeeman.
- M. S. KOPP, Assistant Train Master Committeeman.
- W. A. CARRUTHERS, Assistant Train Master Committeeman.
- J. SULLIVAN, Road Master Committeeman.
- E. LEDGER, Road Master Committeeman.
- WM. O'BRIEN, Road Master, Committeeman.
- F. S. THOMPSON, Relief Department Committeeman.
- J. R. CASAD, Claim Department Committeeman.
- O. B. GROVE, Agent Committeeman, Dayton, Secretary.
- WM. DAVIS, Engine Committeeman.
- L. SCHNELL, Conductor Committeeman.
- E. F. GORMAN, General Yard Master Committeeman.
- L. J. MOUNTS, Train Committeeman.
- J. H. LANKER, Fireman Committeeman.
- G. E. OWENS, Yard Conductor Committeeman, Rossford.
- WM. KNEISLEY, Train Committeeman, Dayton Yards.
- ARTHUR WEST, Train Committeeman, Hamilton Yard.
- M. E. MORAN, Shop Committeeman, Ivorydale.
- FRANK PROCTOR, Shop Committeeman, Dayton.
- J. N. HOLMES, Shop Committeeman, Lima.
- M. GLEASON, Shop Committeeman, Toledo.
- WM. SCHOOF, Dock Emloyee Committeeman, Rossford Dock.
- W. J. TAUBKENS, Section Foreman Committeeman, Botkins.
- H. E. KING, Section Foreman Committeeman, Cairo.

Conductor M. J. Malony has received a letter of commendation from the superintendent for assisting in replacing a broken rail, while he was off duty.

D. P. Hayes, general yard master at Hamilton, took a few days off not long ago. It later developed that he was a real "Pinkerton." He donned all the paraphernalia of a detective and started out to look for a horse that strayed from the stock pen. The animal was recovered.

L. G. Sherman, chief clerk to the division freight agent, at Dayton, makes a trip to Hamilton every Sunday.

97.50
PER CARAT

GENUINE
Perfect Cut **DIAMONDS**
Direct from the Importer

331 332
333 334
335

Benefit by this BASCH Plan: Tell us to send you any Diamond set in your choice of the thousands of solid gold mountings shown in our big Diamond Book at our expense, without payment of any money in advance; without obligation to buy. You can own and wear Diamonds, pure and brilliant—give them for Christmas—at our Importer's price, \$66 to \$97.50 per Carat! This astonishing low price is made possible by enormous sales, Direct Importing and elimination of all losses and expenses. The BASCH plan protects you with the —a legal contract to buy back any Diamond for 90% in cash, any time within two years; allows full purchase price on exchanges, any time! Quality, value and Carat weight legally certified. Backed by our reputation for unequalled values for 34 long years; and by our entire capital.

BASCH Money Back Guarantee —a legal contract to buy back any Diamond for 90% in cash, any time within two years; allows full purchase price on exchanges, any time! Quality, value and Carat weight legally certified. Backed by our reputation for unequalled values for 34 long years; and by our entire capital.

Write Now For The New BASCH Diamond Book—Free! 104 pages, illustrations from \$1,000,000 stock of Diamonds, Platinum, Gold and Silver Jewelry, Watches, Silverware, etc. Explains BASCH Plan and Money Back Guarantees; contains interesting and important information absolutely necessary to intelligently buy a Diamond. Complete, authoritative. Now ready to mail to you free on receipt of your name.

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BASCH DIAMOND BOOK FREE

Please mention this magazine.

The WING Piano

PLAYER PIANOS
UPRIGHTS AND
GRANDS



One of Our 38 Styles

The WING Piano

FOR 44 YEARS
A STANDARD
PIANO



Rock-Bottom!

Yes, Rock-Bottom Prices,
and on a Piano of the highest Quality.

The Wing Piano here illustrated is shown in one of our most popular cases. We offer the greatest variety of styles and (we think) the most beautiful cases in the world. We have just added a number of the finest, most beautiful, up-to-date styles and new designs, plain, colonial, mission and other designs, as well as more elaborate patterns.

The Wing Piano is for those who want such a high-grade piano without paying some distant jobber and some local dealer huge profits, and without allowing a fat commission to some music teacher. Thousands of music teachers expect commissions varying from \$25 to \$100.

The improved new style Wing Piano in particular, quoted at the rock-bottom price in our new catalog, has a magnificent tone quality—well, you must hear it! And we have a splendid line of newly designed, up-to-date, beautiful mahogany, French walnut, oak and other up-to-date cases. In fact, we offer the greatest variety of styles of any manufacturer in the world.

Thousands praise the Wing Piano to the highest degree; but there are, of course, dealers who make \$100 and \$200, or much more, on every sale of a piano; and music teachers (whom you would least suspect) secretly accepting commissions from the dealer. These people naturally "knock."

But here is our answer: "A Wing is sent out on approval returnable at our expense. When our piano must do its talking all alone while glib-talking salesmen stand around 'boosting' some other make—even then the Wing Piano nearly always stays in the home while the dealer's piano is returned."

The Wing Piano is nearly always chosen when once tried on approval. When the piano is in the house, the dealer's talk cannot get around the fact that we actually do sell a piano—a piano of magnificent tone quality—of the finest appearance and direct to you at our regular wholesale price.

Beware of firms who imitate us by advertising that they sell direct and who are only retail dealers in disguise. We are positively the only firm that builds and sells pianos exclusively to the private purchaser direct.

No other firm combines high quality with wholesale prices and other firms claiming to do so are merely trying to trade on our reputation, by copying our form while afraid to actually give our liberal offer.

The Wing is the only piano sold direct from factory which shows your friends you paid the price for quality.

Special Terms to Railroad Men. Names and addresses and praises from railroad men who own Wing Pianos sent on application.

WING & SON, - Est. 1868
Wing Bldg., 9th Ave. and 13th St.
Dept. 2729 NEW YORK, N. Y.

So many of the new style Wing Pianos are getting into the homes where the people buy for all cash that dealers are trying to tell it around that Wing & Son REFUSE to sell on time. This is not true. We sell for cash OR on very, very easy payments, just as you choose after your four weeks' FREE trial. And many of our wealthy men are buying Wing Pianos right now on our easiest monthly payment plan. (Terms stated in personal letter which is sent with the free piano book.) See coupon for free book

\$150 TO \$250 SAVED

and on a piano of the high-est quality. Catalog FREE. **The WING** the only high quality piano sold direct at the wholesale price.

Never before has any piano manufacturer dared to make such an offer. The greatest piano offer ever made—rock bottom prices—no money down—easy payments if you prefer not to pay cash—absolutely free trial—a four weeks' free trial.

Let Us Quote You

on pianos of unexcelled quality. The very rock-bottom prices—prices that would mean ruin to local dealers. You will be amazed at the direct-from-the-factory prices on the well-known Wing Piano. We will positively save you from \$150 to \$250 on the purchase of a piano of highest quality and recognized merit. We will convince the purchaser by shipping your choice of a piano on approval, all freight paid in advance, no money down—absolutely free trial—a four weeks' free trial. Remember; all freight charges prepaid, no matter whether you keep the piano or not.

Certainly with such an offer you will not decide upon a purchase until you have at least investigated the Wing offer. When it comes to something so important as the purchase of a piano you want all the information you can get from every possible source, before you buy. So even if you had practically made up your mind on the make of piano you want you will certainly get quotations from Wing & Son and look into our claim that we can give you a superior piano at a saving of \$150 to \$250.

Every Discount Goes Direct to You

The Wing Piano stands alone—the only one sold direct from a factory that builds and sells pianos exclusively to the private purchaser direct without a single middleman.

When you buy a Wing piano you pay no salesman's, dealers', or middlemen's profits. You pay no commissions to music teachers and supposedly disinterested friends. We cut out all middlemen, and you put the discounts in your own pocket. Remember, we guarantee the Wing for 40 years.

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There seems to be an attraction at the C. H. & D. freight office.

F. A. Murphy, former storekeeper at Indianapolis, has been appointed storekeeper at Ivorydale, vice W. H. Hoffmeister, transferred to the B. & O.

W. E. Steen has been appointed chief clerk to the storekeeper at Ivorydale, to succeed William Fricke, resigned.

C. H. McCrary of Washington, Ind., has been appointed clerk in the storekeeper's office, Ivorydale, to succeed A. Huffer, resigned.



LEE FLETCHER, DISPATCHER, AT HOME

J. H. McDonald has been appointed clerk to the storekeeper at Ivorydale, to succeed W. M. Morris, resigned.

John Fahey, pipe, tin and air brake foreman at Ivorydale shops, has been elected to the village council at Glendale, Ohio.

On Thanksgiving Eve, Machinist Mike Carr of Ivorydale, married Miss Helen Armstrong of Ludlow, Ky.

W. C. Emerson, for several years clerk at Wapakoneta, has been promoted to the agency at Anna.

Division Engineer White, Supervisor William O'Brien, and General Foreman Thomas, inspected the water system at Tontogany, and built a new intake.

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O. A. SMITH, Room R-83, 328 Bigelow St., PEORIA, ILL.

Conductor "Micky" Shea, in charge of the W. U. Motor Car and his repair men, are boarding with Operator Jack Christy at Tontogany. "Micky" says he has never had such a time since he left the "ould sod."

John Reed, the veteran engineer on the Bowling Green Branch, resumed work after a month's vacation.

The telegraph wire on the Bowling Green Branch was cut into the B. & O. depot at North Baltimore last week. This completes the consolidation of the stations there.

Mr. Corcoran, superintendent, ordered that the water in both creeks at Tontogany pump house be analyzed. If it tests O. K. without too much salt water from the abandoned oil fields, it will put a quietus on Supervisor Bill O'Brien's Big River pipe dream.

A. McNamara and J. F. Sheeran, timekeepers in the superintendent's office, broke the monotony of the daily routine by spending Sunday, November 10, in St. Louis.

Harry Baker, tonnage clerk, is a good deal of a foot-ball player, according to the Dayton papers (not to speak of what he says). Mr. Baker is the star left half-back of the fast Shamrock Club.

Ben Spreng, file clerk in the superintendent's office, has returned to the office after being confined to his home with a severe case of tonsillitis and quinsy.

Engineer A. W. Kopp, of Cincinnati, is the proud father of a fine baby boy.

Best wishes for a Merry Christmas and a Happy New Year.

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, ROY POWELL, *Superintendent's Office.*

DIVISIONAL SAFETY COMMITTEEMEN

Mechanical Department.

- R. B. WHITE, Superintendent, Chairman.
- W. G. ROSE, Master Mechanic Committeeman.
- A. E. STORCH, Blacksmith Foreman Committeeman.

Maintenance of Way Department.

- H. A. CASSILL, Engineer Maintenance of Way Committeeman.
- F. WASHAM, Master Carpenter Committeeman.

Transportation Department.

- H. F. REYNOLDS, General Yard Master Committeeman.
- R. L. WILSON, Yard Brakeman and Foreman Committeeman.
- D. J. CURRAN, Local Freight Agent Committeeman.
- E. S. HANNAH, Freight House Foreman Committeeman.
- H. REYNOLDS, Chief Bill and Traffic Clerk Committeeman.

Engine Service.

- L. G. MILLER, Passenger Engineer Committeeman, Indianapolis Division.
- OLIN COMBS, Freight and Passenger Engine Committeeman, Springfield Division.
- B. MULLEN, Passenger Fireman Committeeman, Indianapolis Division.
- L. W. READING, Passenger Fireman Committeeman, Springfield Division.

Train Service.

- W. T. THOMPSON, Freight Conductor Committeeman, Springfield Division.
- B. TALBOTT, Passenger Conductor Committeeman, Indianapolis Division.
- H. L. CHRISTIE, Extra Freight Conductor Committeeman, Indianapolis Division.
- E. M. COLLA, Extra Freight Conductor Committeeman, Springfield Division.

Claim Department.

- E. MCGUIRE, Local Claim Agent Committeeman.
- DR. WM. OSENBACH, Examining Surgeon Committeeman.
- GEO. FLESHMAN, Special Agent Committeeman.

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New Third Year Mechanical Examination for Engineers and Firemen

—Buell and Prior.

Indispensable to firemen preparing to take the promotion examination for engineer. Every question is answered and the answer explained. Covers everything: Locomotive Running, Locomotive Machinery, Mallet Articulated Compounds, Walschaert and also Baker-Pilliod Valve Gear, Superheaters, Electric Headlights, Westinghouse Air Brake, including latest E. T. Equipment, Train Handling, Oil Burner Locomotives, etc., etc. The section on Breakdowns is right up to date, treating of how to handle accidents to modern locomotives of today. There is an alphabetical cross-reference index to every subject so any kind of breakdown or other trouble may be instantly found. This part alone is to Engineers worth many times the cost of the book. Thousands have been sold. All praise its merits.

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OFFER 3

“Easy Steps to Locomotive Engineering”—Prior.

(Eight complete books bound all in one volume)

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- 1—The Locomotive, its Parts and their Operation.
- 2—Firemen's Duties.
- 3—The Automatic Air Brakes.
- 4—Combustion of Fuel.
- 5—Steam; How it Expands.
- 6—Care of the Locomotive Boiler.
- 7—Locomotive Adhesion.
- 8—Signals and Block Signaling.

There are besides, two folding charts. These show all parts of a locomotive; each part is numbered and in the first book these numbers are referred to throughout the lesson, which explains in detail all about a locomotive. Tells what course the steam takes on its way from the boiler to the atmosphere; how it is made to operate the valves, and why and what each part does. Many old-time engineers find in this clear and easy to understand description of the actual workings of locomotive things they did not themselves exactly understand. It is no exaggeration to say that this one book and the two very instructive charts are alone worth the price of the whole eight books.

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styles of Pumps, Brake Valves, and the invention of the Triple Valve and why these improvements were demanded, together with a clear account of their construction and operation is given in the form of questions asked and answered. Every detail of the Latest Modern Brake Equipment, including the Westinghouse No. 6 E. T. and the L. and L. N. types, are set forth in the same way, making it easy of comprehension and understanding. The same is also true of the latest New York improvements in equipment including the very latest types. In itself this book is a Thorough Course of Lessons for Self-Instruction arranged in easy progressive form; hence it should prove of untold value to those desiring to fit themselves for promotion or wishing to add to their store of knowledge concerning this important subject in the operation of trains.

361 pages, 9 folding charts of which four are in colors; full limp leather, round corners, red edges—postpaid **\$2.00**

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Complete with Standard Code of Rules and Examination Questions and Answers for Trainmen.

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Examination Questions and Answers are given, together with plain instructions what to do in case of anything going wrong while on the trip. Illustrated with a large number of engravings and numerous instructive charts in several colors, showing the different pressures, etc.

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INDIANAPOLIS DIVISION (C. H. & D.)—Concluded

Mr. E. P. Olson, who for the past two years has been with the C. H. & D. as secretary to Division Superintendent White, at Indianapolis, has resigned to accept a position with a manufacturing concern at Mishawaka, Ind., and has been succeeded by Miss Patricia O'Brien, formerly with W. G. Rose, master mechanic, Moorefield shops.

W. E. Gossert, who so ably filled the position of car distributor in the superintendent's office at Indianapolis for a long period and who resigned recently to take up a stage career on the Griffith Circuit in Southern Canada, has unexpectedly returned. He reports that the entire circuit was composed of moving picture houses without any stage room, while his act required a large stage.

J. F. Carter, who has been in the service of the C. H. & D. for the past thirty years and who is now located at Newman, Ill., as agent, has been granted a sixty-day leave of absence on account of poor health. He will make an extended trip to the Pacific Coast. A. P. McCown of Hume, Ill., is relieving Agent Carter.

Miss Dorothy Hoffmark, stenographer in the division engineer's office at Indianapolis, was severely injured a few days ago in a street car accident and her place is being filled by Mrs. Omega Hartley.

Mont Joslin, the efficient chief clerk in the general yardmaster's office at Indianapolis, has decided the old question, Can two live as cheaply as one? in the affirmative, by taking a better half from the city of Pendleton, Ind., where he was married recently to Miss Lena Lackey.

George Fleischman, special agent on this division, who was seriously injured by a motor cycle in Indianapolis, in the latter part of September, is recovering slowly and expects to be back in his old position shortly. His place was filled by E. R. Cole of Cincinnati.

On account of the heavy work caused by the increased activity of the various plants at Montezuma, Ind., it was found necessary to put on additional yard service at this point, including a night engine and crew. Montezuma ships a large amount of brick, tile and gravel.

J. C. Skillman, baggageman on the Indianapolis Division, one of our oldest employes has returned to work after being off for several months on account of sickness.

Engineer W. H. Sharkey, who was seriously scalded in an accident on the Indianapolis Division several weeks ago, has returned to work on his passenger run out of Indianapolis. Bill was very badly hurt and it was feared that he would lose the sight of one if not both of his eyes but he has completely recovered.

J. W. Pryor, conductor on the Ohio River Branch has been granted a sixty-day leave of absence on account of poor health and his position is being filled by Conductor F. H. Kistler, from the Springfield Division.

H. C. Tutt, conductor on the Springfield Division is also away on an extended leave of absence, made necessary by the strenuous work of the Springfield locals.

A new 50,000 gallon water tank has been placed in service at Montezuma, Ind., to take the place of an old tank that had been in use for 24 years. Work has also been started on a tank of similar size at Camargo, Ill. This, with the one constructed at Newman last summer, makes three new tanks for the Springfield Division, thereby breaking all records for one year on this division.

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Chief Clerk*, Dayton, Ohio.

DIVISIONAL SAFETY COMMITTEEMEN

M. V. HYNES, Superintendent, Chairman.
 A. A. IAMS, Trainmaster, Committeeman.
 H. F. PASSEL, Division Engineer Committeeman.
 G. A. RUGMAN, Roadmaster Committeeman.
 F. S. THOMPSON Company Surgeon Committeeman.
 J. R. CASAD, Claim Agent Committeeman.
 M. KIRSCH, Secretary.
 HARRY KLINE, Engineer Committeeman.
 JOHN H. LEHMAN, Conductor Committeeman.
 VAN HALL, Brakeman Committeeman.
 S. J. PINKERTON, Roadmaster Committeeman.
 M. VEST, Section Foreman Committeeman.

Engineer George F. Wagner was around calling an "off" on account of being injured at Wellston, Ohio. Of course George never has anything to say, but in the course of the conversation he asked if we ever saw B. & O. engine 101. We told him No, but added that we were aware of the fact that the engine was loaned the Wellston and came from the Illinois Division. "Illinois Division!" he exclaimed. "Well, I thought so—and she brought all the 'noise' with her too."

James M. Fearon, dispatcher, has returned to "Q" after his annual tour.

Dispatcher L. E. Weed was called to Indianapolis, Ind., on account of the death of his niece, Mrs. Hugh D. Roberts, who resided in that city for a number of years.

A. J. Passmore and H. A. Noble, have been added to Jamestown, making "JA" a continuous telegraph office.

L. V. Pond has been appointed agent at Gilboa, Ohio, vice W. B. Scott, resigned.

W. E. Mullineaux has been appointed general yard master at Wellston, Ohio.

C. A. Dudley reported the hunting season good near Rocky Hill, and had to ship all the game by freight.

Meade Wisheart, clerk at Chillicothe, spent a few days in the Queen City.

Mrs. C. M. Hoopert, wife of the first trick operator at "RO" enjoyed a visit with friends in Cincinnati.

Mrs. O. E. Yancey, wife of the timekeeper, visited her home in Indianapolis, Ind., she was accompanied by her charming little daughter.

T. G. Hoban and his wife were on hand to see the "Jumpers" before Latonia closed for the season.

J. F. Phares, roundhouse foreman at East Dayton, has returned from a short trip to Detroit, Mich.

Mrs. C. A. Dudley is visiting in Chillicothe.

Mrs. M. Sifford was called to Chillicothe on account of the illness of relatives.

Mrs. C. W. Benner, wife of the agent at Xenia, is visiting her home at St. Johns, Ohio.

Jason Redfern and his mother were called to Cincinnati on account of the illness of a near relative who was operated on at the Bethesda Hospital.

Johnny Bonner, operator at "DY" says that Maurice Rosen and George Pinkerton should visit Cincinnati more often and in daylight.

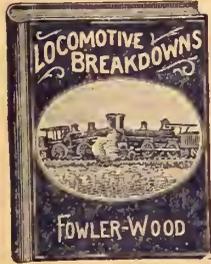
J. A. Becker, agent at Osgood, Ohio, took a ride down the Wellston Division to visit his friend A. V. Perin, recently checked in as agent at Richmondale.

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LOCOMOTIVE CATECHISM

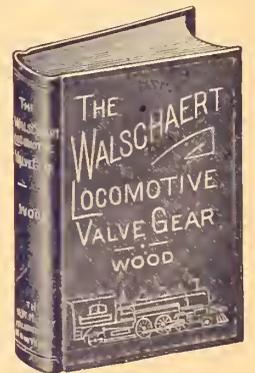
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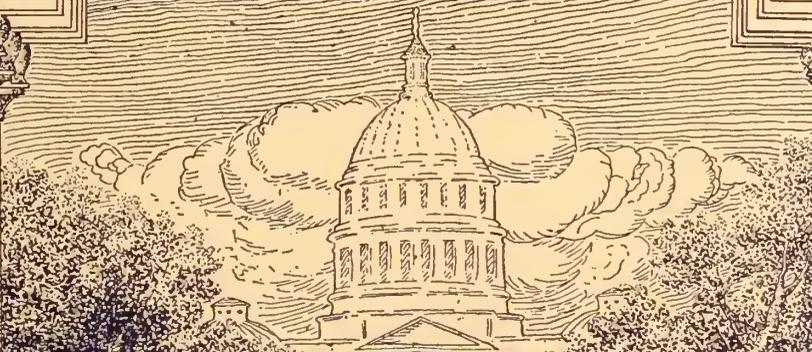
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 4



SAFETY FIRST

JANUARY 1913

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DANIEL WILLARD

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, JANUARY, 1913

Number 4

New Year's Greeting

Baltimore, Md., January 1st, 1913.

To All Employes of The Baltimore & Ohio Railroad System:

I would like to shake hands with each of the sixty thousand employes of The Baltimore & Ohio Railroad System on this first day of the new year, and extend at the same time my congratulations and best wishes; but as this is not possible, I wish to convey the same sentiments by means of this message to each of my fellow employes in the Baltimore & Ohio service.

There is one request which I wish to make, at this time, of all Baltimore & Ohio System men, and that is this—that during the year just begun, they keep constantly in mind that the most important policy of the Company is clearly expressed in the words "Safety First." Railroading as an occupation is and always will be hazardous at best, and I wish to remind each one in the service that he owes to himself, to his family, to his fellow employes and to the public, the duty of doing at all times all that he reasonably can to make his employment and the operation of the trains as safe as is possible. If this thought is kept in mind by each employe and is permitted to exert, as it should, a constant and controlling influence over his actions, it is certain to result in greater happiness and greater prosperity for us all.

May I not hope to have, during the coming year, the hearty and active co-operation of all Baltimore & Ohio men in support of this policy?

Samuel Wilson

THE LOCAL AGENT

C. B. TELLAR

Agent at Washington, Indiana

THE local agent's duties are varied and exacting—he is generally the first to hear the “kick” and the last to hear praise. It is positively up to him to render satisfaction—primarily to the transportation, traffic and accounting departments, and also to the maintenance of way and mechanical departments when the opportunity presents. In some cases he gets “Hail Columbia” from the transportation department for “doing it,” and the traffic department rewards him with an extra report or two because he did “do it.” Notwithstanding, he should take courage and be of good cheer, particularly be of good cheer, as that is one of the chief qualifications of a good agent.

If a patron protests because his goods are smashed up or delayed in transit or because there is a car famine, the agent is expected to be in a position to explain and to do so at once without any stuttering. The public expects him to be sufficiently versed in the rules, regulations and handling of the traffic to give an immediate answer to all questions, and to satisfy patrons who have either real or imaginary grievances. The truth, condensed into four words, is this: *Courtesy gets the business.*

Whether at the ticket window or in the freight office, gentlemanly conduct coupled with a sincere desire to please the patron will certainly not only result in a friendly feeling for the station employes and company in particular, but will insure the patron's future business and will aid materially in changing the attitude of the public toward adverse railroad legislation.

The right kind of telephone service contributes largely to the success of the local agent. Calls should be answered promptly and the one answering the call should give his location—“B. & O. freight office,” or “B. & O. ticket office,” as the case may be, together with his name if that is necessary. Polite and courteous language is absolutely necessary in using the telephone. It must be remembered also that a voice which in ordinary conversation is pleasantly modulated, may in some cases sound harsh and grating over the telephone.

Too much cannot be said with regard to the personal appearance of agents or clerks who come into direct contact with the public. A passenger entering a clean depot, being waited upon by a neatly attired and courteous employe, cannot help being impressed and leaving the depot in a pleasant humor; and when occasion offers he will speak good words for the company in general. Exactly the opposite result may be expected when the conditions are a dirty depot, a clerk wearing a week-old collar and a two-weeks' growth of beard with perhaps a curt manner thrown in.

Too much care cannot be exercised in the handling of old people or those inexperienced in traveling. Patrons of the road from the rural districts, whose traveling has been limited, may arrive at the depot so excited and “befuddled” that they lose all track of directions and destinations. Certainly they ask questions which to a railroad man or an experienced traveler may sound

uncalled for; but it must be considered that their business is farming, not railroading and that to them a railroad time-table is as perplexing as the forty-seventh problem of Euclid. Particular efforts should be made to answer their questions and to do so in such a manner that connections, etc., are made perfectly clear to them. This is only another way of making business for the company.

Thus far I have dealt mostly with the handling of a station from a public stand-point. The operation of a station with regard to the satisfaction of the management can probably be summed up in three words: organization, punctuality and application. The agent should be able to size up and organize his force so as to get the best results from each clerk. Punctuality in handling reports, correspondence, etc., will result in no complaints from the various departments, and perhaps one of the surest indications of the success of an agent is the absence of superfluous correspondence from the superintendent's office.

The local agent stands squarely between the public and the railroad company, and while this fact may not have been generally understood and appreciated in the past, I believe that it will be more and more appreciated in the future. Too much stress cannot be laid on the point that to a great extent, the sentiment of a town or community towards the railroad rests upon the service rendered by the local agent and his force. The day when a gruff, curt manner was tolerated from railroad employes is past and unless I am greatly mistaken, the motto of all the great railroad companies in the near future will be not only safety but *Safety and Courtesy.*

THE VALUE OF THE SAFETY BUTTON

In this era of “quick despatch,” when it is almost impossible to move fast enough to suit public demands, the need for caution is correspondingly increased. I feel that the name of the man who first conceived the idea of “safety committees” should be placed high in the temple of fame. Nothing in connection with modern railroading can be more beneficial to mankind than the work done by them. The result must be many valuable lives saved, the number of widows and orphans and cripples reduced, and a great saving of property effected.

In some persons the “bump of caution” is so largely developed that they see danger on every hand, while others never see danger, no matter what the circumstances are; and these frequently rush headlong into it. They need education. Enlarge the committees, distribute the buttons—those constant reminders, as we cannot measure their effect. My personal experience is that wherever I wear my safety button, whether in the performance of duty, walking or riding through the crowded streets, or enjoying the pleasures of home, the little monitor is valuable. I would not change my coat without changing the button.—W. Cornell, Agent at Pier 22, New York.



ATTORNEY FOR THE RAILROAD

EDGAR WHITE

Illustrated by Herbert D. Stitt

IT came like a rifle shot from ambush—that letter from the railroad. It was clear, horribly clear. Judge John Southworth, aged seventy, had served the road as its local attorney for fifteen years. Before that he had enjoyed an honorable career on the bench of the district.

The Judge sat at his large old fashioned desk regarding the neat, typewritten letter pitifully. Here's the way it ran:

“K. W. AND MIDLAND RAILROAD.
LEGAL DEPARTMENT.

“JOHN SOUTHWORTH, Esq., Cascade Run, Mo.

“Dear Sir:

“We regret to inform you that your work on recent cases tried in your district has not been quite up to what we had reason to expect. By this mail we are sending credentials to Mr. P. Jerome Smarte of your town, who will attend to the preparation of our cases there in the future. We will still retain you, if you desire it, as advisory counsel in your section.

“Very respectfully yours,

“KNAPP, HOYT AND JONES,
“General Solicitors,
K. W. & M. R. R.”

The old lawyer's hands trembled as he picked up the letter and methodically placed it among his correspondence with the railroad. It was the last letter he would ever receive from the big corporation for which he had worked so hard. It is true, two or three large suits had recently gone against the company, in his jurisdiction, the second district. But the record in the lower court had been safeguarded; appeals were taken and the chances for a reversal were good. It was a common thing for the road to lose in the lower court. He had not worried any about the luck there, because he knew the higher court would sustain him on the more important points.

The sudden shift was entirely unexpected; a blow in the face by an old friend would not have been more astounding. He had taken great pride in his work for the railroad. All his cards and office stationery had the name of the corporation printed on them. Everybody in the district spoke of him as the attorney for the railroad. His summary dismissal would be hard to explain, except on the ground that he was getting old, and therefore, useless.

“Getting old!” The Judge suddenly arose and straightened up. Old! Why, he was as good a man

mentally as he ever was. Wasn't Knapp, the head of the legal department at headquarters, two years older than he? Knapp, the man he had supposed was his warmest friend? Was it possible that he knew of that brutal letter? Did Knapp think he was getting too old? Of course not. He would write a personal letter to him, and straighten the matter out. Knapp would not let them turn off a faithful old servant in any such manner. Surely not.

The Judge went to his desk and picked up a pen. He had no typewriter in his office, because he belonged to the old school.

“Dear Brother Knapp—”

He suddenly stopped and wheeled his chair around. A stern look crossed the fine, white face of the old jurist.

“No, I'll be hanged if I do!” he muttered. “I never got down on my knees before any man, and by the Eternal, I never will!”

At the next term of court when the railroad cases were called, Mr. P. Jerome Smarte arose and importantly announced his appearance for the company. The Court looked inquiringly at Judge Southworth, who arose and said:

“I am no longer appearing for the railroad, your Honor.”

Making no further explanation to any one, he left the court room. In the following weeks clients were distressingly scarce to the lawyer who had been turned down by the railroad. Now and then he had a caller on legal matters. Having plenty of time on his hands he devoted it generously to all who consulted with him. The darky in trouble with the police, the washerwoman defending an eviction suit, farmers litigating the ownership of a calf or a colt—nothing was too trivial to enlist his energy. Why? Because the old Judge was poor and needed the money. In his day he had made good fees, and spent them freely. He lived well, never worrying about the rainy day that comes to all. Now, he had to hustle just like a young man getting a fresh start. And it gave him a strange thrill of pleasure every time he won a case. It proved to him that he was still in the running. He would get up early in the morning of a cold, blustery day and travel miles over a rough country highway to try a case before a rural justice, in a black-

smith shop, or in the back of a store building. A year ago he would have avoided such cases, but now he was glad to get them. At seventy he was beginning at the bottom again to build up a practice.

One day the law firm of Fox & Trapp called Judge Southworth in to consult with them over a \$100,000 contractors' suit they had against the K. W. and Midland road, for raising the grade across the valley west of Cascade Run, and cutting through some hills to shorten the line. The Judge never liked Fox and Trapp. They were inclined to pettyfog and resort to almost any method to win a case. They knew very little about the fundamental rules, and cared less; their specialty was in fixing juries, and arranging with purchasable material for the sort of evidence needed.

"We have a case that will interest you, Judge," said Fox, "and as it is against the——railroad that turned you down we thought you might like to help us give it a good lambasting."

The old Judge winced at the speech, but he consented to listen to the recital of the case. Then he talked with the contractors, and satisfied himself that there was real merit in the claim.

At the trial the railroad—represented by P. Jerome Smarte and a lawyer from the general office—tried to show that the contractors were not entitled to the allowance claimed because the work was not done in the specified time, thus causing the road to lose large sums it would have made in the winter on tourist travel.

When he first went on the bench a similar action had been before Judge Southworth. He knew the one point that would win the case in the higher court. His colleagues opposed standing on it, because they thought it had been overturned by more recent decisions. Judge Southworth insisted that it had not, and that it was the one vital rule to follow in the case. With much reluctance Fox and Trapp finally agreed to let the issue go before the lower court, on the line urged by Judge Southworth. The railroad attorneys dug up some law which they insisted took the place of the old rule urged by Judge Southworth. Judge Southworth contended it did not apply to the case at bar. The lower court held that it did. So the contractors took nothing out of court. Smarte and his associate counsel were triumphant.

"I told you so," growled both Fox and Trapp.

"We will appeal the case," said Judge Southworth calmly. "Our position is right and the Supreme Court will sustain it."

"Your advice has cost us the case," said Fox meanly; "I wish you had stayed out. When the railroad let you out we might have known something was the matter with your head."

The old lawyer flushed.

"I am sorry you feel that way about me," he returned. "If I had known you entertained such an opinion I certainly never should have associated myself with you. But, that is neither here nor there—you men are under the responsibility of carrying this case through, and the appeal must be perfected on the lines laid down at the trial. You will win if you do."

Fox and Trapp, like the small souls they were, told everybody they had lost the case in the lower court because

of the fool position Judge Southworth had insisted on their taking. There were a great many people in Cascade Run who had worked on the road improvements. They were certain the contractors had the side of justice, and they freely repeated the lawyers' unfair criticism of the Judge. People noticed that he seemed to be failing fast. As he moved along the sidewalk his feet would drag. He would rarely speak unless accosted. His clothes became shabby. Clients ceased to employ him, even in justices' courts. The best that any one ever said of him was—

"He used to be a good lawyer, and he made a fine judge. But that was a great many years ago."

The Supreme Court was clogged with work. The years drifted by. Judge Southworth gave up his office because he could not earn enough to pay rent. An old friend kindly permitted him to have desk room in his office, and there the Judge went every day to read the newspapers. He had nothing else to do.

One morning, three years after the big trial, the metropolitan papers contained a report from the state capital. Among a long list of decisions was that of the contractors *vs.* the K. W. and Midland railroad, reversed and remanded! When the Judge saw that he jumped out of his chair, and cried:

"Now, what will those fellows say?"

"What's the matter, Judge?" asked his old friend from a desk in another part of the room.

"The contractors' case has been reversed! The court will have to try it again."

"That so?" said his friend. "Were you in it?"

"Was I in it?" cried the old jurist, with sparkling eyes. "Why it went up on the point I raised, and I did it against the protest of Fox and Trapp."

"Well, that's funny—look here."

The friend at the other desk handed Judge Southworth the Cascade Run paper, which had a long review of the case, setting out in full the point raised by Judge Southworth, which the Supreme Court sharply criticised the lower court for not declaring to be the law. In the opinion of the higher court the contractors were in the right. At the bottom of the report was a paragraph stating that Fox and Trapp were the attorneys for the contractors. Judge Southworth's name was not mentioned anywhere.

The Judge crumpled the paper up in his hand, put on his hat and stalked out of the office. Two minutes later he had flung open the door of a room on the other side of the square and was standing in the presence of Fox and Trapp. They were short, squat men, with narrow, shifty eyes and leathery faces. Judge Southworth's tall soldier-like form seemed to fill the place. He flung the paper down on the desk and pointed to the review of the Supreme Court's decision.

"Why, Judge," exclaimed Fox, "what's the matter? I thought you would be pleased at our beating 'em."

"Our beating them?" snorted the Judge. "You two humbugs know why I am here, and you know what's the matter. If you had had the decency of a rag-picker you would have come to me as soon as you heard the decision and acknowledged you were wrong in protesting

against the point I raised. Not only were you lacking in the manhood to do that, but you are now taking credit for it publicly by keeping my name out of the report."

"Why, Judge, let's see"—Fox ran his hand through his shaggy hair as if studying—"let me think. It's been so long, you know. Did *you* raise that point?"

"Did I raise it!" cried Judge Southworth, advancing toward Fox in a threatening attitude. "You villain, do you dare deny it?"

Fox got up and retreated behind his desk.

"There's no use in being violent, Judge," he said in much agitation. "If there's anything wrong it will be straightened out. There's some fees coming to you, and we are authorized by the contractors to pay them today. I'm sure we didn't mean to take any credit that belongs to you. It may be you're right. I had forgotten."

Judge Southworth let Fox write out the check for the money due him, which had been paid by the contractors three years before, and should have been turned over to the Judge at that time.

"One thing more," said the Judge as he turned to leave, "Never let me hear a word from either of you, in court or out."

Among the legal fraternity the two lawyers were heroes. They had beaten a great railroad corporation on the biggest suit ever tried in the district, and they were keen to realize the advertising possibilities of the decision. Nobody seemed to recall that Judge Southworth had any part in the case. Not a soul congratulated him. He heard several speak of the good fortune that had come to Fox and Trapp. Some said they had been greatly misjudged—that they were really great lawyers.

The injustice of it all was a bitter climax to Judge Southworth's long and honorable career. He became shabbier and more downcast. Things came to such a pass that he was considering the necessity of mortgaging his handsome old home. The thought of it was dreadful to him and to his wife. They took pride in keeping the property intact for their two married daughters—now living in other cities. The daughters had always regarded their father as an unusually successful man. They knew nothing of the troubles that had come upon him

in these later years. He was "attorney for the railroad," and to them that meant success and honor.

For days Judge Southworth hesitated about telling his aged wife the straits to which he had been reduced. She had been ill, and bad news didn't help sick folks. But a day finally arrived when the disclosure had to be made. To borrow money on the home it was necessary that the wife should sign the deed. On his way to the loan agent who was to accompany him to the house, the Judge stopped at the post office and looked into his box.

There was just one letter. On the corner was the once familiar name of the K. W. and Midland Railroad. It was three years since he had received an envelope of that kind. The contents of that last letter came to him with merciless clarity—"Your work of late has not been quite up to what we had reason to expect." Was this another stab at him? He couldn't trust himself to open and read the letter in the post office lobby, where so many people were coming and going. If there was another blow to his pride in that business-like envelope he wanted to fight it out in the dark, by himself. He didn't go to the loan agent, but hastened back to his office. Thrusting



his fingers under one side of the flap, he made a jagged rent which released the letter, and this is what he read:

"K. W. AND MIDLAND RAILROAD.

LEGAL DEPARTMENT.

"Dear Old Friend:

"Returning from a three year trip abroad with my family, I have just learned, to my inexpressible mortification, the action taken in regard to our affairs in your town. The man responsible for that letter to you was instantly removed from this department, and I have ordered vouchers drawn covering your full time from the date of that letter on down to the first of the month. You will please resume charge of our work in your district. Mr. Smarte has been relieved.

"I wish to add—so you will not think this is because of the handsome drubbing you gave us in the contractors' suit—that this department has never entertained the slightest doubt of your ability, and that it considers itself most fortunate in having your services as our legal representative in your district.

"With kind regards to your good wife, believe me, as ever,

"Your sincere friend,

"WILLIAM H. KNAPP,

"General Solicitor,

K. W. & M."

Where do you place safety in relative importance among the ends
to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR NOVEMBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Illinois.....	\$11,767	\$15,063	\$33,067	.....
Wellston.....	11,662	.....	10,439	.....
Shenandoah...	9,198	.....	.....	.....
Toledo.....	7,838	.....	6,726	.....
Ohio.....	.....	13,094	.....	.....
Wellston.....	.....	9,373	.....	.....
Connellsville..	.....	8,133	.....	.....
Indianapolis..	.....	.....	4,990	.....
New Castle....	.....	.....	.....	\$32,695
Pittsburgh....	.....	.....	.....	31,193
Cleveland.....	.....	.....	.....	28,041
Connellsville..	.....	.....	.....	18,599

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employees, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, NOVEMBER, 1912

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 5,831.00	\$ 765.00	\$11,702.00	\$3,533.00
Baltimore....	3,964.00	1,072.00	5,551.00	2,766.00
Cumberland..	2,827.00	1,503.00	2,760.00	2,489.00
Shenandoah..	7,160.00	640.00	6,233.00	9,198.00
Monongah....	4,929.00	2,604.00	4,850.00	3,802.00
Wheeling.....	5,394.00	2,945.00	5,596.00	4,493.00
Ohio River...	5,288.00	1,870.00	13,632.00	4,532.00
Cleveland....	5,827.00	2,110.00	28,041.00	4,816.00
Newark.....	2,844.00	2,547.00	7,125.00	3,672.00
Connellsville..	8,133.00	4,755.00	18,599.00	6,453.00
Pittsburgh...	5,393.00	2,882.00	31,193.00	5,199.00
New Castle...	4,618.00	1,500.00	32,695.00	3,941.00
Chicago.....	3,787.00	1,970.00	7,506.00	4,019.00
Ohio.....	13,094.00	1,785.00	13,369.00	5,652.00
Indiana.....	7,844.00	4,328.00	11,743.00	5,814.00
Illinois.....	15,063.00	33,067.00	3,358.00	11,767.00
Toledo.....	5,839.00	6,726.00	9,505.00	7,838.00
Wellston.....	9,373.00	10,439.00	11,579.00	11,662.00
Indianapolis..	1,913.00	4,990.00	18,335.00	3,765.00
Average.....	\$ 4,608.00	\$ 2,342.00	\$ 7,191.00	\$ 4,169.00

NINETY-FOUR PER CENT PERFECT IN OBSERVATION TESTS

A total of 927 Observation Tests were made, during the month of November, on the system. Of this number fifty-eight, or six per cent, failed. Failures occurred under the following headings:

CHARACTER OF TEST.	NUMBER FAILURES.
Fusee.....	1
Failure to detect Form A or B incorrectly made out.....	8
Failure to detect train order incorrectly made out.....	8
Failure to detect train order incorrectly repeated.....	4
Running by automatic signal.....	1
Failure to observe fixed signal.....	1
Failure to detect signal lights out.....	10
Failure to notice signal improperly displayed.....	1
Failure to note markers improperly displayed.....	19
Failure to cut engine loose for water.....	2
Miscellaneous.....	3

These tests are made for the purpose of keeping all employees in train service, where human lives are at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch" tests. A wrong engine number is shown in a train order to ascertain if the engineer and conductor are paying proper attention for, often,

it is the non-observance of what might be termed "little" things that causes trouble. Let us strive for as near one hundred per cent as may be humanly possible, in these

tests, for this is part of the individual cooperation from each employe which Mr. Willard asks for in his New Year's Greeting.

MEETING THE ISSUE

WALTER G. DOTY

In former days when football was the object of my life—
When, had you stabbed me, football and not blood had stained the
knife—

I noticed every season that the teams we were to fight
Were always quite gigantic when they loomed upon our sight.
They looked as big as hay-barns in their football toggerly,
And we poor pygmies wondered what they'd do to such as we;
But, once the game was started, why they dwindled to life size,
And, man for man, we held them and oft won—to our surprise.

And ever since I've found it true that what I have to dare,
Is pretty apt to daunt me till I get it by the hair;
And then it keeps on shrinking till I find, before the end,
'Tis just an av'rage trouble for an av'rage man to fend.

Grant said at thought of foes' armed strength his spirits some-
times fell,

Until he stopped to figure that the foe were scared as well,
And then he slashed and pounded till he got them on the run.
Just march right up and face it; that's the way the trick is done.

Excuse this bit of preaching which, if trite, is very true:
The task that's laid upon you you'll be given strength to do;
And, if your tools are faulty and you're wishing for a maul,
Your hammer's more your measure and more handy after all;
And, anyway, the Builder, when He comes your work to test,
Won't ask you for perfection but for just your human best.
So start your job regardless, and you'll find as sure as fate,
The thing expected of you is just suited to your weight.

UNREPORTED CAUSES OF ACCIDENTS

J. R. CASAD

Claim Agent, C. H. & D., Dayton, Ohio

NOTWITHSTANDING the fact that every railroad accident is followed by a careful investigation, not only by the road's officials but frequently by state and national commissions, it must be admitted that the true cause is seldom ascertained. Since self-preservation is nature's first law, is it unreasonable to conclude that some hidden element, or secret cause is present where a man seemingly disregards his own safety? Railroad accidents, generally speaking, are the result of some one's mistake. Underlying all mistakes may be found one of two conditions—inability or inattention. With the modern equipment and the requirements that every employe must meet before entering the service, the first-named condition, inability, is practically eliminated. It appears, therefore, that railroad accidents, generally speaking, result from inattention. Such condition may be temporary, but an instant is too long for safety.

Why does the engineer run a red block; the conductor overlook a meeting point; the flagman fail to flag; the operator fail to display the proper signal; the brakeman get caught between the draw bars; the shopman get his hand in the saw; the trackman step in front of a train; and so on down the long list of daily accidents on our railroads? Is not the one word, *inattention*, the answer? This involuntary condition is virtually a failure to control thought. It is affected by a man's varying mental and physical states. The more prevalent causes of inattention may be classified under these heads: discontent, dishonesty, domestic difficulties and dissipation.

Discontent among railroad men may arise from innumerable circumstances. It may be due to a fancied or imaginary wrong; incompatible fellow workmen; a superior's criticism, or unsatisfactory working conditions. Whatever the reason, the discontented railroad man is not a sufficiently safe employe. The safe employe has the best interests of the company at heart, the highest consideration for the welfare of his fellow workmen, and above all is mindful for his own safety. This will not be true if he is discontented. Instead, he goes about his work with a vague feeling of revenge in his heart,

determined to "get even" with somebody, and longing for the time to come when he can tell the other fellow where to "head in." He persuades himself that any wrong he may commit is justified. He gets the idea that everybody "has it in for him" and that he is being persecuted; and then he begins to pity himself. Poor fellow, without hope or ambition. From the standpoint of safety, better have a fourteen-year-old boy in his place.

Dishonesty needs no discussion. Any man that lies or steals is a menace, not so much from the direct harm he may intend to do as because of the general unreliability that is bound to affect every part of his work. He is as unsafe as a broken rail. No man can have a clear brain and a troubled conscience. The same principle applies to domestic difficulties. It is not safe to ride behind an engineer who is betraying his wife's confidence, or who cherishes a suspicion of her fidelity. These things cause the attention to wander from duty. This is a fact the wife should remember. Everything she does to increase her husband's happiness and peace of mind is a contribution to the safety cause.

Excesses in eating or drinking, or those which cause loss of sleep, invariably manifest themselves through an impaired intellect. And the danger lies in the fact that while an employe with a swollen hand or foot reports sick and insists on being relieved from duty, the one who gets up with a "big head" says nothing about it, and endeavors to perform his regular duties.

Is it so strange, then, after all, that every hour of the day some one is killed on the railroads of this country, thirty-five per cent of them being railroad men; and that every five minutes some one is injured on the railroads, eighty per cent of them being railroad men? The writer will have accomplished the end desired if, through the medium of this magazine and our safety committee, employes can be brought to a fuller realization of the facts that safety on this railroad lies almost wholly within their control; and that their individual average depends not upon their ability to "hit the ball" but upon their ability to hit safety.

THE YARDMASTER AND HIS MEN

T. L. TERRANT

Yard Master, Lorain, Ohio

THE article in November's magazine regarding Loyalty was interesting; and, if that principal were more fully practiced by all of us, it would not only produce better results for our company, but would greatly increase our popularity with the public as well as with our own people. The man with a "grouch" is as quickly spotted as the one that is courteous, the former having a tendency toward putting every one around him in a bad humor, while the latter has just the opposite effect. Much has been said and written about employes being courteous to patrons but we should not forget that courtesy toward our own people is just as essential. The genuine article begins like charity—at home.

I have worked in several yards and in most of them I have found, at times, some yardmaster who would have little patience with his clerks or trainmen, and when a new man was put to work he would invariably be expected to absorb in a few days what others had learned from five or ten years' experience. If your men ask many questions and do not understand just what is required of them, do not give "snappy" answers, or make cutting remarks as to their dulness. It should be remembered that no man is stronger than his force and in order to strengthen your own position, it is necessary to strengthen your organization. In employing a green man, do not start him out with the idea that he has but one duty to perform and make him feel that he is but a small atom in his environment. Do not permit your older clerks to ignore the questions he may ask, but train your regular men to give gladly all the information they can to each "Greeny." Let them offer voluntary information which will be of benefit to the beginner. You, as his superior officer, should show enough interest in the man's progress to ask him questions about his work and to explain to him any point that may come up with which you are not sure he is familiar.

I recall one yard in which I worked as yardmaster, when the night force was said to be extremely weak. Complaints were being made all the time about this not being done and that not handled and something else being overlooked. Investigation showed that the man in charge was continually complaining, himself, of not having capable men, saying that he was unable to get good men at the salary offered for the work. Further investigation brought out the fact that the entire force had been put to work without having been properly instructed as to what was required of them. What they had learned had been picked up only from the censure the yardmaster had given them after errors had been made. Not one of the men had learned anything about the other fellow's work, and each of them was ready to quit just as soon as he could get another position. They would openly say the road was no good and there was no chance for promotion and no encouragement for a man to work, as his efforts were not appreciated.

Another man was put in charge of the yard. He had consideration for his men, and inside of three weeks

the work began to show big improvement. He showed a personal interest in the men and was glad at all times to answer their questions. When I left the yard some three months later, the clerks were perfectly satisfied with their positions, feeling that there was something better for them as soon as they had proved their fitness for it. Each man was interested in the other man's work and when one laid off a day or two there was no trouble in filling his place.

It should be remembered that those of us who have spent years in yard work become so familiar with the various phrases of the railroad language that we can immediately understand what is wanted when instructions are given us and can remember the orders, because we are trained to do so, while a green man will not grasp at once what is to be done. The language is new to him, and while he may have an excellent memory in other lines of work, it is not trained in car numbers, switches, etc.

Dissatisfaction among the men will certainly cause trouble for the yardmaster. One or two agitators will do much toward making him unpopular and unless he holds the respect of the men he will be unfairly criticized from one end of the division to the other. I remember one yard where the chief clerk was so unpleasant, while talking over the phone, that the entire yard and road force of trainmen expected a discourteous and oftentimes an insulting answer when they asked for their turn, or wanted to know what the prospects were for getting out. We should not forget, in giving information over the telephone, that the employe deserves just as good treatment as our patrons. It is much better to give your men the information they want and have them on hand when needed than to anger them with insulting or indifferent replies and not be able to find them in cases of emergency.

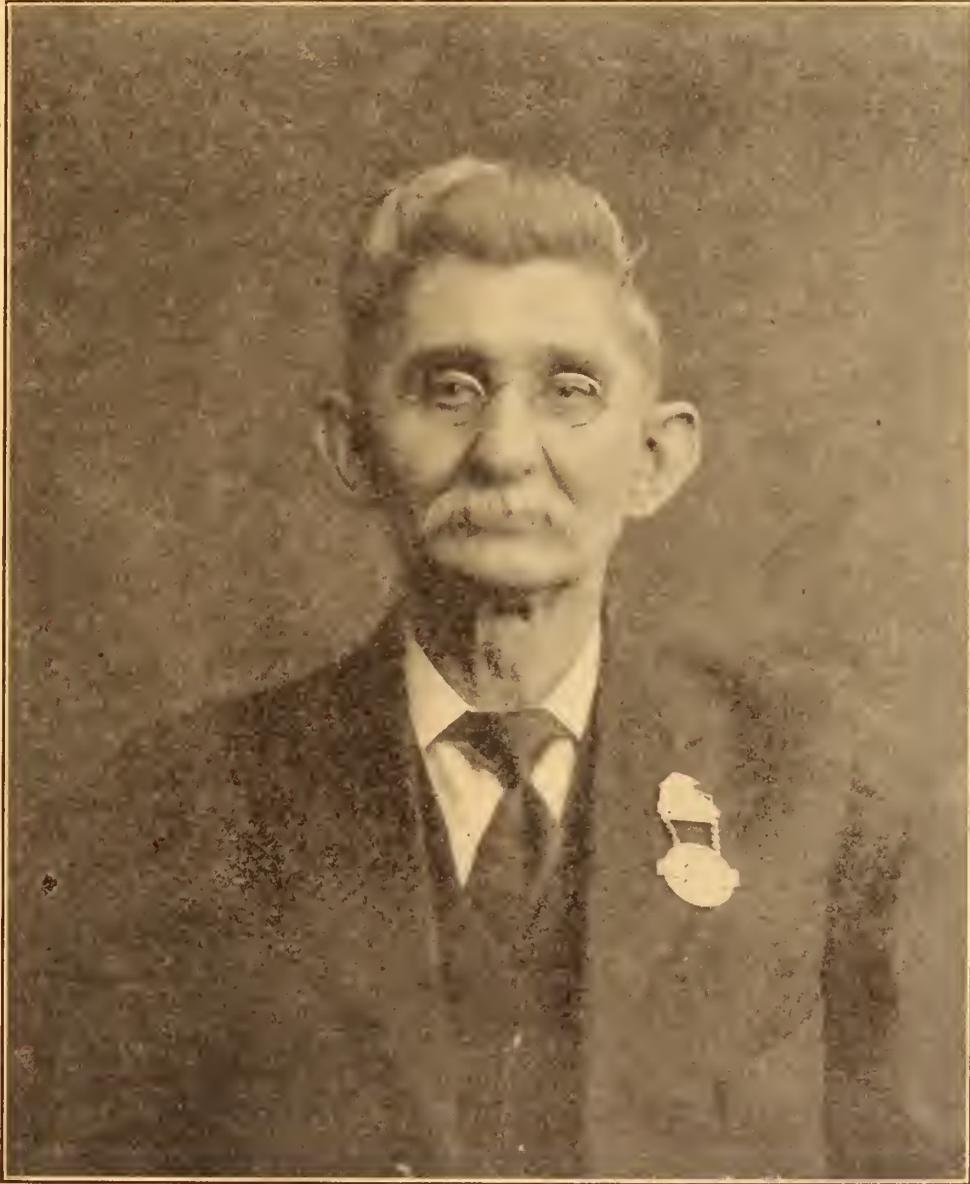
My personal experience has been that the majority of trainmen will work with the yardmaster and his force if they are not made to feel they are mere machines. During the busy seasons these men are from ten to sixteen hours on the road at one time, and frequently mark up for only eight hours' rest on arrival at the terminal. This gives them very little time to enjoy any personal pleasures and if a man's rest is up and he stands four or five times on the board, tell him about what chance he stands of being called and give him an opportunity to go out awhile with his friends or family, just as you or I like to do when we are off duty.

Courtesy, loyalty and consideration toward the company and its patrons, and toward your men as well as your superior officer, will produce results which will greatly help you in reaching a higher position and at the same time will increase the number of your friends. The lack of these requisites will do much toward forcing you into failure. Consider the other fellow's feelings; put yourself in his place, and see how much more pleasant your daily life becomes.

FIFTIETH ANNIVERSARY OF MR. Z. T. BRANTNER'S SERVICE WITH THE COMPANY

FIFTY YEARS ago the first of this month, Zack Brantner, a boy of fifteen, applied to Josiah Williams, track supervisor of the Baltimore and Ohio, for a position. Zack was a bright boy, with a common school education, and was given a position with the gang. Since that date, Z. T. Brantner's name has appeared, each month, on the payroll of the company.

what he knew of him personally was sufficient to justify the highest recognition. He said that the name of Zack Brantner was favorably known over the entire Baltimore and Ohio Railroad, from New York to Chicago and St. Louis, where his work was seen and appreciated; and that his shop, for the efficient manner in which it was conducted and the character of work turned out, had



Z. T. BRANTNER

On the day his record of fifty years was brought to a close, Mr. Thompson, head of the operating department of the system, presented to Mr. Brantner the handsome gold medal shown in the photograph, which picture was taken shortly after the presentation and on his fiftieth anniversary. Mr. Thompson spoke of the great pleasure it gave him to present the slight token of appreciation on the part of the company; of his loyal service, of the years of personal friendship and, especially, of the three years Mr. Brantner reported to him, pointing out that

well earned the good name it enjoys. Mr. Thompson stated, in presenting the medal, that he spoke for the president and other officers. Mr. Willard asked him to convey his personal regret that he could not be present. In closing, the third vice-president said:

"From what I know of the value of your work, such a medal as this would not, in itself, be an adequate reward, but you may take it rather as a token of good will and appreciation for the work you have done. We need more such men as you. It is our hope that you may live many

years and continue to render the kind of service for which we are honoring you today."

Earl Stimson, engineer of maintenance of way, then advised Mr. Brantner, in recognition of his faithful and effective service, that his title would be changed from general foreman of the Martinsburg shop to superintendent of Martinsburg shop.

Mr. Brantner has known, during the space of fifty years, but three things—his God, his family and the Baltimore and Ohio. During that long service record he has never lost a day on account of sickness. After mastering the track work he graduated to the mechanical department, where he learned the machinist's trade and was soon made general foreman at Bay View, later at Brunswick; and eight years ago he was placed in charge of the maintenance of way shops at Martinsburg, where he is still located. In the early days of his apprenticeship in the mechanical department he was on the wrecking gang, and his first work, curiously enough, was to clear the way after Colonel John Mosby, of Confederate fame, had torn up the track near Hobbs and wrecked train Number 3, capturing two United States paymasters with considerable money.

Mr. Brantner enjoys talking of his only long vacation, in

California, due to Mr. Willard's thoughtfulness. Mr. Willard, at that time assistant to Mr. Underwood (now president of the Erie Railroad), finding that Mr. Brantner had never taken a real vacation, arranged one for him. You cannot convince Mr. Brantner that corporations have no souls.

One could not talk with any of the Martinsburg shop people without their telling something of their superintendent, and one point that stands out with great clearness is Mr. Brantner's love for the truth. If you attempt to make excuse and avoid the point, he will cut you off quickly; but if you tell him frankly what occurred, how you were at fault and how you will be more careful in future, he is quick to meet you more than half way.

The men instinctively go to him when in trouble of any kind. He takes time to visit the sick and, on several occasions, has assisted in burying the dead. He helped build the new Martinsburg Young Men's Christian Association building, and he takes his part in the performance of all public duties. Naturally, he has a delightful home life with his wife and two daughters. It would be hard to find a man more conscientious in living up to his religion which, as has been said, consists of his God, his family and the Baltimore and Ohio.

HOW ADVERTISING WOULD MAKE EACH FREE LIBRARY AN EDUCATIONAL CENTER

H. IRVING MARTIN

Member of the Advertising Club of Baltimore, Md.

THE SUCCESS and popularity of the Chautauqua movement some years ago, and the present large enrollment of workingmen in correspondence schools, illustrates the thirst for education among a class of people who realize that the common schools stop short of fitting them for desirable positions. Most young people enter business, or take up mechanical employment at the end of the grammar school course, and many of them are diffident about taking further instruction at city night schools. These young men (and young women) could be helped by systematic study, based upon the facilities which the free library places at their disposal.

The majority of these young men, I find by my personal investigation, have never given the matter thought, and have failed even to obtain borrowers' cards.

I believe that if the question of a free education in specific technical lines were brought to their attention and definite courses outlined, the percentage of book borrowers to population would be materially increased, and a large number of those now working for small wages would be materially benefited.

Newspaper publicity, by advertising at least once a week, would produce results.

Use moderate sized advertisements, such as the following:

YOU CAN GET AN EDUCATION FREE.

If you are a railroad man and wish to study railroad problems and learn how to handle them, why not investi-

gate the privileges offered you by the Blankville Public Library? We have in the Central library the following books which cover the general subject of

Transportation.

T- 1439—Railway Organization, E. R. Dewsnup.

T- 2933-16—Railway Passenger Traffic, Walter E. Weyl.

T-14233—Railway Economics, W. M. Acworth.

T-14274—Scientific Management of Railroads, Louis D. Brandeis.

T-14206—Railway Traffic and Rates, Emory R. Johnson.

T-14254—Railroad Freight Rates, Logan G. McPherson.

If you wish to take up railway accounting, railroad engineering, or other branches of railroad work, we shall be glad to have you call and let us suggest suitable books.

Many other advertisements of this type could be easily outlined. The library service offered applicants who respond to such advertisements should not be merely perfunctory, but the library attendants should endeavor to size up each applicant and assist each in a practical way.

The foregoing summary was sent to one of the trustees of a free library of over 150,000v. in one of our first rank cities. This trustee replied as follows:

"Your letter has been very carefully read, and interests me very greatly. The suggestions you make are of genuine force and merit and are along lines that I have urged upon the library for a number of years. We have a plan, that in substance, corresponds to your idea, as

lists of books upon subjects technical and otherwise are prepared and exhibited at the library, so that any one coming in desiring this information would find it at their hand. I think your suggestion of advertising is a good one.

"* * * I have sent your letter to the president of the library, also to the librarian, from whom, in any event, action in the matter would have to come. I join my hopes with yours that they may view it favorably and act along these lines through the public press on various subjects. It is suggestions of this kind from the outside that present old matters in new lights to those conducting an institution such as ours, and I can only say that we are grateful to you for your trouble.

"This is the first suggestion of the kind that I have ever received, and to me it is an encouraging sign that there are those who take sufficient interest in the public good with respect to its service through such an institution as ours, and are willing to take a little trouble to help it along."

The only comment, not criticism, that the writer would make on this letter, is, that the movement will fail if it is not backed up with live newspaper publicity. The lists compiled at the library will be of little value if an attempt is not made to publish them to the outside public, and by some method convince applicants who wish to take up study courses that they should visit the library.

It will also need some official or attendant with more than the average amount of tact and sympathetic interest to get the work started. This is what the department store would class as good service.

Much good would result from this movement, if the advertising of the library were backed up with cooperative publicity on the part of railway officials or manufacturers interested in developing their workmen. Railway employes' magazines and roundhouse and factory bulletin boards could be used to bring these suggested study courses to the eyes and minds of the employes.

The Chicago, Rock Island and Pacific Railway Co., in a recent circular letter, has developed an idea which will make the reflecting railroad man stop, look, listen and think.

The thought suggested in this circular is that each employe should capitalize himself at 4 per cent on the basis of his annual wages. If he is paid \$1,200 a year he represents an investment of \$30,000; if paid \$2,000 a year he represents an investment of \$50,000.

The employe on small wages is thus led to think that if he reaches a higher grade of intelligence and worth he will draw more from the paymaster. What better way of making him more valuable than by educating him along railroad lines? What better way of educating him than through the free library? What better way of teaching him how to use the library than by a class of advertising which will tell him of the books that he needs to study?

The railway company figures that a man is worth as much as a modern locomotive; that he will wear longer and depreciate less. He may not have as much pull, but he will have more push, and by his brain power develop more initiative than a mere machine.

To summarize: The free library by advertising its books will create a demand for them, the users will become more dependable employes and be worth more to themselves and their employers. The clerk in the retail store sells more shirts and collars if he knows all about his stock, and the railway or factory employe will do better work if he realizes and knows all of the possibilities of his particular line of employment.

NOTICE THE SMILE



By courtesy of the Illinois Steel Company, from Safety Bulletin.

A CHIPPER IN THE FOUNDRY WHO DIDN'T TAKE A CHANCE.

When Thomas P. Gore, the blind United States Senator from Oklahoma, was in Indianapolis to attend the Marshall notification ceremonies he told a story to illustrate a political point he had made.

"Old Abe was a negro in Arkansas who had never seen an automobile until he went to the city one day and was nearly struck by the machine as it went speeding down the street at about 30 miles an hour. The old man jumped to the sidewalk and gazed open-mouthed after the car.

"'Foh, de good Lawd!' ejaculated Uncle Abe, 'dat man's hosses mus' a been goin' some when dey bruk 'way frum dat kerridge.'"—*Indianapolis News*.

"Is a ton of coal very much, Pa?"

"It depends on whether you are shoveling it or paying for it."—*The Jester*.



The Editor's Turn Table

There is no man shortage; yet every station in life is full of delayed freight. Why? The human empties must answer. Let us find our loads and pull them through without loss or damage.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor.*
HERBERT D. STITT, *Staff Artist.*

GEORGE B. LUCKEY, *Staff Photographer.*
THOMAS H. MACRAE, *Advertising Manager.*

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ADVERTISING RATES.

\$50.00 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of column 16 ems or 2 $\frac{1}{4}$ inches. Advertising pages are measured on a three-column basis. \$25.60 per column of 143 lines.

The only discount allowed is for a full page, which, on the basis of 20 cents a line for 420 lines, would be \$85.80, the price asked being \$80.00. These rates are very low for the bona fide circulation and will probably be increased later.

An extra charge is made for preferred position, such as the cover; rates for which will be supplied on request.

THE SAFETY BUTTON

At one of our division meetings, an illustration was given of a certain view of the little blue and gold emblem.

"If there is a wreck," said a man, "or any other trouble, watch the fellow wid that little button on. Follow him and he'll show you the way out."

Another idea was expressed by a three-year-old who had heard his father talking about the emblem.

"Muvver," said the little lad, "if you get me one of dose safety buttons. I will put it on my coat, and den run out in de middle of de street, and when a automobile comes along it jus' couldn't run over me."

We may smile at these words, but they express a too common attitude. The mere fact of the existence of an organization, with committeemen entitled to wear buttons, will not save a single life, any more than the white uniform of a hospital surgeon will set a broken leg. Mr. Cornell in the paragraph printed elsewhere, strikes the key note when he speaks of the button as a *constant reminder*—a reminder that is heeded. The safety button is a mark of honor as long as it stands for the daily practice of safety principles.

THE NEW YEAR

There is nothing new about nineteen thirteen, except the date. Same old world. Same old town. Same old job. Same old—wait a minute. is it the same old man? No! never, not from one minute to the next. That much is settled. We are going to be new men. The only question is, shall we be the men our circumstances make us, or shall we use the circumstances as levers to lift ourselves and our comrades to a higher level.

"Now," you are saying, "he is going to talk about good resolutions." No. Resolution is a good word, but it has lost something of its original strength. Suppose we take *decision* instead. The very sound of it is compelling. The word means "to cut off." Suppose there is a flat wheel in a train; the engineer and the conductor may have resolved in general to run their train safely but unless they actually cut out that car, there will be trouble. Decision is the final act of the will that brings result. When a man really decides to do right he shuts the door in the face of wrong. He cuts the devil's argument short. Repeated decisions, followed by action, result in what Foster calls "decision of character." This is a far different thing from hardness or obstinacy; neither is it a ruthless lack of consideration for others. Indeed it is the highest consideration for others; since they can best guide their own actions by those of the man who can be depended upon. The great decisions of life require great wisdom—more than the wisdom of man. They are not founded on rash egotism; the greatest men make them in humility. Lincoln described the

attitude perfectly when he said that he was more anxious to be on the Lord's side than he was to have the Lord on his side.

THE MAKERS OF THE MAGAZINE

Division correspondents and contributors to these early issues, we join the rest of our readers in doing you honor. It is you that have made something out of nothing. By faith you saw the magazine before the type was set and without a model to work from made your molds and cast the parts. These were simply assembled in this office, and the great fact is—the machine worked. Experience may teach us how to construct better models, but the beginning is past. Already requests are coming from many sources for copies of the magazine. It is being read by all sorts of people. Some of our men tell us they hardly have a chance to look at their copies, for the wife and children take turns at it, without skipping. They pass it around to the neighbors. One man writes: "As an educational factor in the campaign for safety, it is getting results not only daily and hourly but every minute. I think so much of this magazine that I am going to keep our church reading room supplied with a copy."

There is a good suggestion. When you have finished looking over your magazine let others read it. Many of our men are preserving a file for binding; but those who do not care to do so can easily find others who will value the paper. We should be glad to have any unused copies returned to this office.

A MAN'S HAND

An Italian opera singer, who gets an ironworker's annual wage for a few hour's work, visited an American foundry, the other day. Years before he had wrought at the forge himself and he wanted to try his hand again. He shaped the hot metal skillfully, appearing to take more pride in his power to do this than in his stage triumphs. Every man knows why. Even those who chiefly direct the hands of others like to do some things with their own. The statesman chops wood, not altogether for the exercise. The lawyer the teacher, the editor, tinkers at his workbench or plays golf. Or he makes toys for his children or fits up shelves about the house for his wife's convenience. No man likes to admit that he is not "handy." The great partnership in the world of work is that of Brain and Hand, architects and builders of everything. The Almighty still carries on His long process of unfinished creation through this firm. If either member fails the business suffers. No occupation demands the union of both more than railroading. That is one reason it develops so many alert men of all-round capacity. The president and many of the officers have come from engine cab or shop, and they know what the hands of their men can and cannot do.

A MUSICAL PICTURE

Those girls of the Chicago Junction band, pictured on another page, do not need any man to blow their horns for them. We wish Mr. Edison would invent some method of printing the sound of music, but as it is we

can almost hear the slide of the trombones, the call of the cornets, the grumbling of the drums, and the wail of the woodwinds. (We should like to have said the piccolo, if one of those instruments had been in the picture.) And as for that irrepressible tuba-player, we know she is going to play a smile if such a thing can be forced through her solemn instrument.

Let us have more of these musical organizations, made up of the women or of the men of our divisions. They are good for the health, and the spirits of each player, being a practical form of insurance against lung trouble. And they add to the pleasure of many social affairs and civic celebrations.

THE MESSAGE

This is presidential number. The gentleman pictured on the cover, receiving his former townsmen on the occasion of a recent visit to his birthplace, will soon be writing a friendly letter to the congress, pointing out what ought to be done or forbidden in the process of making this a better land to live in. The president of our railroad republic sends to his "fellow-employees," as he so happily calls us, a message of good cheer and friendly counsel. It remains for us to turn these words into acts.

A keen interest has always attached to the carrying of a message. There is a wonderful motion-picture, in the Agamemnon of Aeschylus, of the course of the tidings of the king's home-coming, beacons from mountain-top to mountain-top. At last the watchman crouched on the palace roof sees the light and leaps to his feet with a cry. Those old Greeks are not so far from us. Here is the modern story, in Mr. Baumgardner's vivid words:

"Superintendent Selden, of the telegraph department, sent a message to the superintendents of the twenty-one divisions of the system as well as to each station agent, that as soon as Old Father Time had ticked off the hour of twelve, there would be a message from President Willard. At 12.01 on New Year's morning, the giant sounders attached to the highly-charged wires in the general offices in Baltimore started clicking off an "18 message," which meant that all offices were to copy. The late shift of operators had just gone on duty in Baltimore, and at the other end of the wire sat the division superintendents and division operators, station agents and those of their families who knew the Morse code. They were at the wires from New York City to Chicago, Pittsburgh, Cincinnati, Louisville, St. Louis, Indianapolis, Toledo and thousands of smaller cities and towns.

"Early trains departing from each of the division headquarters carried the manifolded message and as signal towers and track gangs were passed, Mr. Willard's good wishes were dropped off. Others got copies when they went on duty. Thousands of trainmen were on the passenger and freight trains of the system, in thirteen states, and when stops were made at telegraph offices, to receive train orders, the greetings were delivered to each man. At certain towers and order stations, the instructions for train operation are delivered without bringing the train to a stop; conductors, who bent low on the rear steps of cabooses and enginemen who reached out of locomotive cabs to get their regular orders, stuck their arms through the loops in willow sticks and scooped up the greetings."

MAKING FRIENDS FOR THE ROAD

M. G. CARREL

Division Passenger Agent, Cleveland Division

THE kindness that makes friends is especially valuable on our passenger trains. Conductors and brakemen by making this quality felt in every action, can do more for their company than hundreds of dollars spent in advertising and solicitation to secure business. The practice of courtesy should go beyond the "carrying out of rules and instructions;" passengers expect that much. They are far more impressed by the little extra attentions—a window raised or lowered, valises or suit cases placed in racks or where they will not cause inconvenience, help given to women, especially elderly women, or those with children.

Let us take special pains to answer all questions, considering none "foolish." We should be ready to give details of necessary transfers, with the time of connecting trains, of how to find the 'bus or taxi, and the thousand and one little things that are large to passengers and that

they will always remember. When they go in this direction again, they will go our way and they will tell all the friends with whom they talk about their trip:

"The Baltimore and Ohio is the way to go. Their conductor (or their brakeman) did so and so. It wasn't a part of his duty especially, but he was so kind—he put himself out to make our trip pleasant."

I know that many conductors and brakemen do these things—some possibly from a sense of duty, others because they have discovered the personal satisfaction that comes to them. When answering the inquiries of passengers, have in mind your own family or friends and consider what you would expect some other trainman to do for them.

There is another side to this habit of courtesy—it gives to those that use it a quality that is felt outside the railroad through the larger journey of life.

TEMPERANCE AMONG RAILROAD MEN

On December 22, the following article appeared in the *Baltimore American*:

"A meeting of railroad men to discuss the right of railroad companies to regulate drinking among them will be held in Friendship Hall, 125 East Montgomery Street, at ten o'clock this morning. Most of the men who will be present are connected with the Baltimore and Ohio Railroad.

"For a number of years the men on the road were accustomed to drinking when off duty, but several years ago the company issued a stringent order prohibiting drinking among the men. As a consequence several saloons in South Baltimore, which had been patronized by the men, were forced to close, and dry goods dealers and proprietors of various other kinds of stores in the southern section of the city placed signs outside of their establishments stating that they would cash checks presented by employes of the road. Formerly the checks were cashed at the saloons but the railroad officials are said to have photographed their employes as they went in and out and a number lost their positions.

"An effort to have the railroad company rescind the order, so that the men, when off duty, might have liquid refreshments, has been under way for some time but no definite action has been taken till now."

On the day of its appearance, a letter from Mr. J. A. Wall, Chief Engineer of South Baltimore Division 97, was received, a copy of it also being printed in the same paper on December 24, The letter read as follows:

"According to article in this morning's *American* relative to a meeting to be called in Friendship Hall by B. & O. employes, protesting against the Company taking action against the drink question.

"We, as a representative body of the service—representing the Brotherhood of Locomotive Engineers—do protest against a move of this kind, and say that we repudiate any such action on the part of the B. & O. employes, and engineers in particular, and would say that we, as the

representative body of engineers, have not and would not join any move of this kind, nor do we countenance such action on the part of any member of the Brotherhood of Locomotive Engineers and according to the rules of our Order a member would be subject to suspension or expulsion from the Order.

By order of

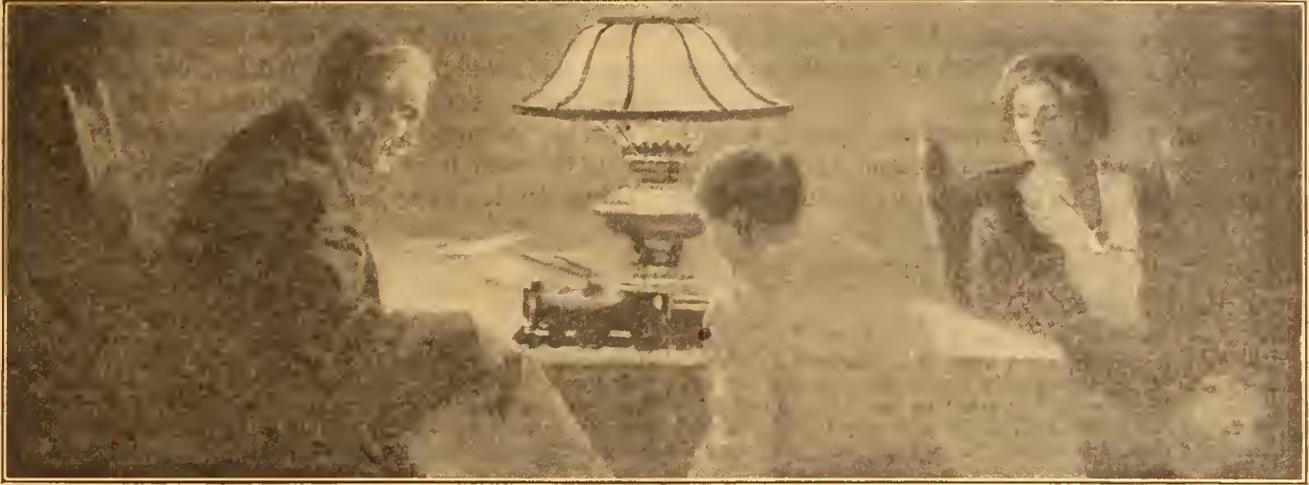
SOUTH BALTIMORE DIVISION, No. 97,
BROTHERHOOD OF LOCOMOTIVE ENGINEERS."

President Willard, noticing Mr. Wall's communication in the paper, immediately wrote him, expressing his appreciation of the prompt manner in which the South Baltimore lodge repudiated any such action on a question that is so well understood and lived up to at the present time and the observance of which means so much to the employes, their families, the public and the reputation of the Baltimore and Ohio Railroad.

Mr. Willard's letter to Mr. Wall is quoted in full:

"I have just seen, in today's *Baltimore American*, the letter addressed by you to the Editor of that paper, having reference to an article, which appeared in the *American* of recent date, relative to a meeting that was said to have been called, in Friendship Hall, by Baltimore and Ohio employes, to protest against this Company's position concerning the use of intoxicating liquors by its employes.

"I had not heard of the meeting referred to until my attention was called to your letter. I doubt if any considerable number of Baltimore and Ohio employes took such action as was stated in the paper, and, if so, I am equally sure that the employes identified with the movement were, in no sense, representative of the Baltimore and Ohio employes as a whole. I was particularly pleased by, as well as proud of, the action taken by South Baltimore Division Number 97, Brotherhood of Locomotive Engineers, as outlined in your letter. Please accept for yourself, and for the members of Division Number 97, my hearty congratulations."



THE HOME

AN INTERVAL

MRS. JULIUS HAGER
Wife of Fireman, Illinois Division

They two stood on the height above a stream
 Whose placid silver presence seemed to rise,
 Enfold them and diffuse contentment's dream
 From leaf-laid earth to flawless winter skies.

By tranquil vista, bringing peaceful thought;
 By calm and kindly nature in her rest,
 A space, a perfect interval was wrought
 Into their lives, to be the great, the best.

MRS. WOODROW WILSON

Mrs. Wilson is a pretty woman, with brilliant checks and bright brown eyes. She is gracious in her manner and has infinite tact. Mrs. Wilson was Helen Louise Axson, the daughter of a clergyman. She was born at Savannah, Ga., but has spent over half her life in the North. She was a brilliant girl, a musician, a great reader, and, above all, a painter. Before her marriage to Woodrow Wilson, in 1885, she intended to make painting her lifework; but all her plans were changed when she married the young professor at Bryn Mawr College, Pennsylvania. Governor Wilson has said that one of his pleasantest surprises was when his bride cooked her first dinner. He had had no idea that the dreamy, gifted, artistic girl he had loved

and married was so accomplished in the homely arts.

For a time Mrs. Wilson gave up her painting and paid all her attention to her home and children; but as the three girls grew older and she found herself more free, she again took up her art work, and each summer she joined the famous art colony at Old Lyme, Conn. Her work is strong and masterly, and her pictures are fitted to adorn any great gallery. A Fifth Avenue dealer has been buying her pictures for some time, and one of them is to be hung this winter at the Chicago Art Exhibition. Mrs. Wilson's portrait work is remarkably fine. She also paints charming landscapes.—*Leslie's Weekly*.

KANSAS' FIRST WOMAN JURY

Two years ago a jury of men at Eldorado, Kan., failed to agree on a verdict after balloting for two days. The other day Kansas' first woman jury reached an agreement in the same case in three hours.

Candor is a fine quality in a juror. We have the confession of one of these jurors that when the women first retired to the juryroom they scarcely knew what to do. A very common experience of male juries, but not the most stupid man who ever sat on a jury would admit it.

Obedience is valuable. These women had been instructed not to discuss the case, and for three days they had refrained from doing so. "Naturally," as one of

them remarked, "there was a great deal to be said." And we have a picture of them all talking at once, but stopping to pay the closest regard to the court's instructions. They even read them over three times, voluminous as they were.

Honesty is not to be despised. And now we approach the great point. The women concluded their deliberations at 11.30 o'clock at night. Another half hour and they would have been entitled to \$2.00 extra for jury service. Did those women hesitate. Not for a moment. They returned the verdict immediately.—*Chicago Record-Herald*.

AUNT JEMIMY'S WAFFLES

I happened to eat some of my old friend Aunt Jemimy's waffles yesterday and pass on with my compliments what she calls the reci-pee, as follows:

"One quart uv milk, one quart uv flour, five table-spoons uv yeast; en to dis mixture you mus' add two good fresh eggs at leas'. One tablespoon uv buttuh (melted),

one teaspoon uv salt. (You'se guinter eat dese waffles twel yo' stummick calls a halt.) Now set dis mixture ovuh night—dis is yo' sponge, you see—but don't you add dem buttuh'n eggs twel morning, when you's free to cook it in de waffle irons as fas' as you is able, kase waffles is der things dat don't stay long upon de table.—*New York Press.*

THE TRAIN AND THE TUNNEL

MAY FIELDS

The following poem is the work of a young girl, who being left an orphan without friends, came under the notice of the Cleveland Juvenile Court. It happened that a woman probation officer of this court, Mrs. Louise Stegman, was the wife of a former employe of this railroad. Her work has come to the attention of Superintendent Lechluder, who forwarded the poem. Mrs. Stegman has taken great interest in the girl, and having noted that she had a quick wit, suggested the writing of verses as an exercise. May is being trained in all the useful arts and she meditates upon her little poems while working about the house.

A pouf! A hiss!
A sob! A kiss!
The train pulls from the station.
The train-man's cry,
A last "Good-bye"—
'Tis so throughout the nation.

A business man
With work to plan,
A girl, just off to school,
A prim, cold teacher,
A kind old preacher.
To guide and keep the rule.

A conscious groom,
A blushing bride,
A flock of college "Glees,"
A little girl,
With hair in curl,
And "Dolly" on her knees.

The train rolls on,
They settle back,
All happy and content.
Then—a rush! A roar!
'Tis light once more,
For whom were tunnels meant?

MUSICAL DAUGHTERS OF RAILROAD MEN

The accompanying illustration shows the members of the Ladies' Imperial Band of Chicago Junction. It is understood, of course, that Chicago Junction is the biggest little railroad town on the globe. These young ladies are nearly all daughters of B. & O. R. R. employes, and are first class

musicians. They have played in Cleveland, Toledo, Ft. Wayne, Wooster and various other places, and their playing is very highly spoken of. The B. & O. can justly be proud of this organization. There is some talk of changing the name to Baltimore and Ohio Ladies' Band.





AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. STIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

GENERAL OFFICE, BALTIMORE

PURCHASING DEPARTMENT

The colony of B. & O. employes at Halethorpe, Md., was considerably increased recently by the removal of John T. Wilmer and family from Baltimore to that popular suburb.

The appointment of R. L. Lynn as assistant lumber agent, effective December 1st, was not entirely unexpected as he has been attending to much of the actual supervision of the clerks of the lumber agent's office for the past two years, before which he was stenographer to Mr. Bankard for seven years.

The true Christmas spirit was abroad among the clerks in the office as has been shown by their getting together and contributing \$25. to the "Twelve Opportunities" created by *The Baltimore News* for helping the unfortunate. The "cuss box" (a penny for every bad word used) realized \$3.08. Among sixty clerks, five slips of the tongue for each was considered a very moderate indulgence.

W. A. Rich was operated upon for appendicitis at the Maryland General Hospital on December 4th and many of the clerks visited him during the two weeks he was confined to his bed. He is convalescing rapidly.

David I. Jacobson was blessed by a visit of the stork on December 3rd. It is an eight-pound boy.

GENERAL AUDITOR'S OFFICE

Mrs. Callis, mother of the wife of E. T. Johnson, bookkeeper in the general auditor's office, died the latter part

of December, after an operation for appendicitis, superinduced by an aggravated attack of Bright's disease. Mr. Johnson's friends, who know that the relation between him and Mrs. Callis was almost as close as that of mother and son, express their deep sympathy with him in the loss he sustains.

We are sorry to note that on December 19th, John E. Dee, who has been a clerk in the general auditor's office for about six years, died without any apparent warning. He left the office in his usual good spirits and pleasing frame of mind. At about 9.30 P. M., while sitting in a chair in his home, he complained that he felt ill and asked for a doctor; but before the doctor arrived, Mr. Dee had expired. The cause of death was acute indigestion. Mr. Dee was a good and faithful clerk and his fellow employes deeply regret his death.

W. L. Banes, clerk in this department, was married the last of December, which came as a surprise to his friends. Mr. Banes took his bride to Jacksonville, Fla., for a little outing.

Burton Fosler, another of our clerks also took unto himself additional responsibility in the form of a wife. They went to New York and we all hope he enjoyed the ride to the fullest extent. Mr. Fosler is rather young, but that means more years of happiness. He has our best wishes.

The clerks in the accounting department were treated very recently to one of the greatest surprises of the season. "Will" George, the good and steady head of the bureau of information, of the disbursements office, announced the arrival of another girl baby. He very naturally received our congratulations.

Jimmy Myers, clerk in this department, was presented by his wife with a young daughter as a Christmas gift. This is the second youngster to arrive in less than three years. Mr. Myers cannot be accused of race suicide.

E. Frank Thomas, of the auditor of disbursements' office, has just been appointed traveling timekeeper. Everybody knows Frank and our good wishes go out to him for success in his new field of labor.

Howard L. Gallaher, traveling freight agent at Columbus, Ohio, has been promoted to the industrial agency at Pittsburgh, Pa.

H. R. Lewis, division freight agent at Baltimore, Md., has been promoted to the position of general freight agent.

W. R. Askew, chief clerk in the general freight department, has been made division freight agent at Baltimore.

Howard C. Turner has been promoted to the position of traveling coal freight agent, at Uniontown, Pa.

OFFICE OF AUDITOR OF PASSENGER RECEIPTS

A Happy New Year to all.

John H. Cook, assistant city ticket agent, at Chicago, a former employe of this office, visited Baltimore during the holidays and greeted many of his old friends.

Our sympathy is extended to James Dee, our fellow clerk, whose brother, employed in the auditor of merchandise receipts' office, died suddenly.

Mr. and Mrs. John Francis are the happy parents of a fine daughter, who recently arrived in town.

John B. W. Oldson of our office was recently married to Miss Grace A. Booker of this city. They are making their home at 1326 Mosher street. Mr. Oldson is the champion walker of the office, his latest exploit being a thirty-mile tramp on New Year's day.

C. A. Rogers, Jr., of the cashier's department, better known as Andy Rogers, the runner, was with his family at "Cedar Croft," his country home, White Marsh, Baltimore County, during the holidays. Andy brought his father a gold watch from Chicago, for a Christmas gift.

Captain Jenkins of the Passenger Receipts Duck Pin Team still maintains that his team will finish as good as fifth. He fully expects to overtake the Mt. Royals and Disbursements during the present series. If "Lefty" Sinton continues his average of 100½ for the past twenty-seven games and "Bill Ray" will stay away from Elicott City long enough to go up to the Casino and shoot a few ducks, winning will be easy.

NEW YORK DIVISION

Correspondent, W. B. Biggs, Agent, New York

We extend to our fellow-worker, L. Voight, our sympathy in the loss of his father, a member of the Mansfield Post G. A. R. of Newtown Provident Association. Mr. Voight spent a busy and useful life. He was a sergeant of Company B, Twenty-eighth Regiment, and Company G, Fifty-second Regiment, New York Volunteers, in the Civil War.

On the evening of November 30th it was a great pleasure for a number of the employes to surprise Mr. Cornell, our terminal agent, on the occasion of his sixty-second birthday. It was an evening to be remembered by all those present.

Mr. Tait, our clerk in charge at Pier 4, Wallabout, Brooklyn, led his bride to the altar during the last few days of the year. We wish him all luck and prosperity for the future.

We understand that Al Holtz invested heavily in diamonds for Christmas.

Agent Biggs has returned from his Christmas holidays, spent in Wisconsin.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, Chief Clerk, Clifton, S. I.

MECHANICAL DEPARTMENT

Harry Woods, clerk in the freight car repair department, has been seriously ill at his home.

"Dave" Dillion, boilermaker's helper, has returned to work after a serious illness.

James Dunn, boilermaker, has left to take up his home in Philadelphia. James has been at Clifton a number of years and every one is sorry to have him leave.

After extensive repairs, the ferry boat "Perth Amboy" has been returned to service.

Ben Thompson, carpenter foreman, has dry-docked his large gasoline boat. Ben is thinking about putting in a fifteen-horse-power engine next spring.

All the men in the car department are glad to see George Leavitt back at work again. George had a pretty long lay-off on account of illness.

MAINTENANCE OF WAY

The new coaling and sanding station at St. George was completed and put in service November 23, 1912.

M. P. Northam, assistant division engineer, has joined the noble army of benedicts. He was married at Fairmont, W. Va. on November 23, to Miss Mary E. Souder, and a delightful honeymoon was spent visiting Niagara Falls and various points of interest in Canada. Good luck, North.

TRANSPORTATION DEPARTMENT

Extra Conductor John Garrity entered into matrimony on December 18th. The honeymoon trip included Washington and other points of interest. The good wishes of all go to John.

All the boys were pleasantly surprised to see the former trainmaster, Mr. F. C. Syze, who returned home for the Thanksgiving holiday. Mr. Syze returned the following day to take up his duties on the B. & O. S. W. While he was here, a watch was presented to Mr. Syze by a number of the employes.

"Buck" Farley, engineer, is receiving congratulations over the arrival of a new member in the Farley family.

William White, engineer, has changed his residence from Tottenville to Clifton.

GENERAL OFFICE

A daughter was born to Mr. and Mrs. H. S. Smyth, general bookkeeper, December 4th. This is the second addition to their family, the other member being a son, who is fast growing strong enough to look after his little sister.

Another of the boys, J. T. McGovern, chief clerk to the general traffic agent, was presented with a young bowler. The next trip the S. I. R. T. boys take to Baltimore for championship honors, Jack is going to take him along to root for "papa."

Mr. R. N. Stevens, chief clerk to the vice-president, is very proud of his chicken farm, especially the record of his nine White Leghorn pullets. They laid thirty-seven eggs in one week.

ST. GEORGE OFFICES

Johnny McNulty of the coal pier department and former manager of the Royal Football Club, is out of a job at present, owing to the football season being over. He is looking for something to manage. Johnny recently joined the Foresters' Lodge. He said he had a pretty easy time of it the first night.

Louis Cummings, chief clerk in the lighterage department was confined to his home for a week by illness.

Edward Roe has entered the service in the claim department at St. George. He succeeds Louis Kelly, who has been transferred to the car accountant's department.

Andrew Volpe has been appointed chief clerk to general Yard Master O'Hearn, succeeding William Dyer.

The office force of the coal piers, St. George, have organized a bowling team and expect to meet teams from the lighterage department and from Pier 22, N. R.

Mr. J. J. Sweeney has decided to play basketball with the coal pier clerks.

Peter L. Stryker, yard conductor at St. George, attended the masquerade ball of the S. I. R. T. Railway clerks. Peter said that was the first ball he had attended in forty-five years.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia

Mr. C. C. Ryan, train baggageman, who has been on the sick list for over a year, is about starting on a trip to southern California with his wife and young daughter, to see if a milder climate will not do him good. Charlie has been suffering from locomotor ataxia and his numerous friends hope that his trip will benefit him.

Mr. W. H. Reasin, agent at Aberdeen, who has been off sick for some weeks, has returned to duty. Mr. Reasin's many friends, on this division and elsewhere, sympathize with him in the loss of his son Claude, which was caused, we understand, by a gunshot wound received while he was hunting.

Mr. J. A. Devlin, material clerk in the superintendent's office, met with a distressing accident several weeks ago. In stepping across the track in the rear of a street car, he was struck by an automobile, the result being a broken ankle and also injuries to his arms and head. He is expected to be out shortly.

Mr. W. G. McBride, yard master at Wilmington, Delaware, has just returned from a short vacation. Dick always takes his vacation during the hunting season.

Mr. D. M. Ault, train baggageman, who has been on the sick list for over a year past, has resumed duty. His many friends are glad to see him on the job again.

Our sympathies are extended to James W. Fisher, locomotive engineer, in the loss of his wife and also his granddaughter within a few weeks of each other, in October. Mr. Fisher is one of our oldest engineers and a veteran, and has concluded to go on the pension list.

Congratulations are extended to C. C. Cook, our esteemed division engineer, on the birth of a son, December 16th, 1912.

It is expected that the fifth annual banquet of the Veteran Employees' Association, which will be held in Philadelphia, January 16th, will be a grand affair. Two hundred members are expected to be present. The arrangements are being handled by a committee composed of Messrs. R. H. Tideman, J. M. Graeves, Hugh O'Neil and J. C. Richardson.

The employes of the maintenance of way department at Wilmington, Del., are making arrangements for a benefit to be held in the Garrick Theatre, the proceeds to be used to buy suits for the baseball team. They expect to have a fast team this year and to add a few more victories to their long list.

Notes of personal interest affecting any of our employes or their families from any or all departments, are desired by the correspondent of this division.

W. R. Earl, machine shop foreman, in the East Side shops, has been transferred to a similar position at Cumberland shops.

E. S. Sheppard, from Mt. Clare shops, has been appointed machine shop foreman at East Side.

H. B. Voorhees, general superintendent of the B. & O. S. W. and the C. H. & D. Lines, Cincinnati, spent Christmas with friends and relatives in Philadelphia.

A most distressing fatality occurred on December 24th, when Mr. W. H. Cage, track foreman at Van Bibber, Md., met his death by being struck by a freight train near that station. Mr. Cage was doing some work near Van Bibber and stepped out of the way of an express train on to the opposite track and was hit by a fast freight. He was put on a passenger train for Baltimore but died before reaching there. He had been in the company's employ for twenty-six years and leaves a wife and family.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER, *Chief Clerk*, Baltimore

On Saturday, January 11th, occurred the dedication of the handsome organ given to the employes, by Chairman Oscar G. Murray of the board of directors of the Baltimore & Ohio, and erected in the B. & O. Y. M. C. A., at Riverside. Rev. S. M. Alford made the dedicatory prayer. Miss Ethel Selzer sang two beautiful vocal solos. Harry Kleinfelder gave two whistling solos, accompanied by Mrs. C. W. Egan. Addresses were made by Mr. Murray, C. W. Egan, general claim agent, J. W. Coon, assistant to general manager. A very large audience completely filled the hall. The organ was in perfect condition and gave evidence of the Moller Company's best work.

On Tuesday January 7th, there was a meeting well attended by the machinists from Riverside Shops, at the Y. M. C. A., at which arrangements were made for

mechanical drawing classes to be held two evenings each week.

Revival services are held each night of the week at the Y. M. C. A. These meetings are for men, and are held in the reading room of the Association Building, addressed by the various pastors of South Baltimore, and by other speakers. The meetings are snappy and interesting, and every employe is invited to attend.

A. O. Arthur of the superintendent's office, spent the Christmas holidays with relatives at Marietta, Ohio.

Brakeman J. J. Ames has returned from a leave of absence of several months, having traveled extensively through South America.

We regret to note the death, on December 11th, of Engineer "Chris" Hile, which resulted from the derailment of train No. 19 at Union Dam tunnel. Mr. Hile entered the service in 1881 on the Pittsburgh Division, firing for his brother, Nicholas Toomey. The boys had been left orphans and Nicholas took the name of an uncle by whom he was adopted. Mr. Hile later worked on the Newark Division and then came to Baltimore. He leaves a wife, one son, and two daughters. His brother Henry is employed in the Riverside shops. He was a member of the Knights Templar and of the Brotherhood of Locomotive Engineers. He was a member of the Methodist Church; having little to say he so lived that no man questioned the sincerity of his faith.

J. W. Tracy, machinist at Riverside shop, has returned to duty, after an absence of two weeks on account of a mashed foot.

The boys at Riverside shop congratulate Storekeepers Barringer and Hopkins on their clean-up of the woods on their hunting expedition, a few days ago.

Employes at Riverside shop wish to thank the safety committee for the many improvements made during the past year, which have reduced to a minimum dangers from exposed machinery, insufficient lights, etc.

Machinist A. J. Crowder has returned to duty after an illness of two months.

"Doc" Feeser, of the superintendent's office, spent the Christmas holidays in New York, and at his home in Littleton, Pa. Doc says he enjoys a vacation.

L. J. McWilliams, chief clerk to the district engineer of maintenance of way at Camden, spent New Year's at his home in Newark, Ohio. Mac disappointed us again by coming back alone.

We regret to note the death, on December 22, of Conductor Joe Fetzer, which resulted from a paralytic stroke. He had spent many years in the service of the company and had a host of friends who mourn his loss.

MT. CLARE JUNCTION

Looks as though the "Matrimonial Train" were nearly in shape with at least two of the boys. Consist will be given on departure.

The woods around Mt. Clare took on a Christmas look on Christmas Eve. Pretty from the inside and almost pretty enough to enjoy when out in it.

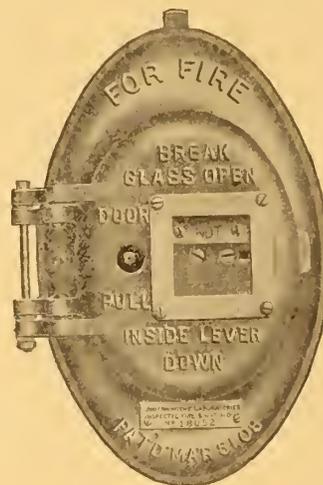
Assistant Yard Master Welsh has his box office fixed up in style. It's all business too.

The regular staff went through Christmas without a break. Everybody on the job; 698 O. T., everybody happy.

Conductor G. W. Turner, who met with an accident while placing cars on Pratt Street, is coming around all right and expects to be back on the job in a few days.

The magazine has taken with the Junction crowd, and inquiries for it start about two weeks before it is due to arrive.

The largest watchman call system in the country, covering all the Baltimore and Ohio terminal buildings, has been installed in Baltimore by the American District Telegraph Company. This system makes it necessary for the watchman to report every hour; a failure to do so brings an inspector to the unguarded point. Sometimes the watchman has failed in his duty, but in other cases he may be ill or he may have been attacked by thieves or have suffered an accident of some kind. In any case



the inspector comes prepared to meet all emergencies. The new combined system enables the watchman to send in fire alarms, doing away with all present local fire alarm stations, such as those at Curtis Bay and Mt. Clare. Gongs are so placed that the location of fire is announced in every shop; connection is also made with the city fire department. These improvements have resulted from the efforts of Chief Oglie of the Baltimore and Ohio Police, to secure a more effective service. Similar improvements are contemplated for other points on the system.

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *General Foreman*

Charles P. Lehr, George Ritter, Jr., and J. W. Smith, all from Baileys, each took a bride on Thanksgiving Day. That's a good deal of marriage for Baileys. Congratulations, boys, and may your future be all happiness.

Charles Welsh, safety committeeman at Mt. Clare Junction has been off several weeks with the rheumatism.

Joseph Smith has been transferred from the passenger car shop to the locomotive erecting shop.

Mrs. J. F. Sommers, Sr., wife of the assistant general foreman at Locust Point, has just returned from a three-weeks visit to her son, J. F. Sommers, Jr., foreman at South Chicago.

Martin Hittle has been transferred from Locust Point to the blacksmith shop as clerk.

* C. Hooper, car repairman at Curtis Bay, has just launched his boat on the sea of matrimony. Congratulations, Charles.

WASHINGTON TERMINAL

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

W. Stanley Taylor of the Pullman Company, has "the smile that won't come off" since the arrival of a young daughter at his home.

F. A. Truan still holds the high score in duck pin bowling. Others are trying hard to beat him but he has determined to lead during the season. However his wings are liable to be clipped at any time as several are pushing him.

The solution of the checker problem by J. B. Ryon, offered in this department last month, is this:

18 to 15, 11 to 18, 1 to 5, 4 to 11, 26 to 22, 17 to 26, 10 to 6, 2 to 9, 5 to 32, 20 to 27, 32 to 21. We should like to hear from the checker players of other places. Send some of your problems to the editor and let the rest of us try to solve them.

William H. Frederick, general traffic manager of the Buffalo Chamber of Commerce gave an inspiring address at one of the Sunday afternoon men's meetings recently. Mr. Frederick is thoroughly in earnest in his desire to help men, and speaking as he did out of his experience as a railroad man, his message appealed strongly to the men who heard him.

General A. S. Daggett, U. S. A., retired, gave a lecture at the Terminal R. R. Y. M. C. A., Wednesday evening, January 15th, on "The Relief of Peking in 1900." General Daggett was in command of the United States troops in the relief column that entered Peking, China, during the Boxer uprising, and relieved the danger to the foreign residents. A soldier of his troops was the first over the wall. The General told this thrilling story in an exceedingly interesting manner.

Women as well as men are invited to an illustrated lecture by William Knowles Cooper, to be repeated by request on January 29th. Mr. Cooper made a trip through the Rockies on horseback and relates some of his experiences. The stereopticon slides illustrating his lecture are beautifully colored.

The "First Aid" lectures delivered to the railroad men of the various roads, by Dr. P. H. Steltz, during the past month were well attended and the men received valuable instruction in how to deal with others in times of emergency. Particular attention was given to resuscitation after electric shocks, by reason of the increasing use of electricity by the railroads, and by the Terminal Company. It has become of great importance that the employes have a better understanding of the hazard involved in the handling of live wires, so that the rescue and resuscitation of those shocked may not be delayed through ignorance or misconception.

R. H. Brewer, our genial friend from Connellsville, was a welcome visitor in Washington during the holidays.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHS

Foreman A. C. Halterman is the man that puts the "rail" in railroad, down in the valley.

During December, J. Cavey, carpenter foreman, successfully replaced the Old Bollman Truss Bridge No. 24, Valley Railroad, with two new deck girder spans.

J. Roderick, the veteran passenger conductor of the Valley Railroad, is laid up with an attack of the grip. W. F. Edwards, extra conductor, is holding down his run during his absence.

Conductor Barley is laying off for a few days on account of a bad cold, during which time S. E. Harmer, extra conductor, has charge of his train.

Brakeman H. C. Frye, has been off several weeks with a badly gathered hand. The disability, however, did not prevent him taking unto himself a wife during the holiday season. He has the best wishes of the employes of the division.

The Eastern District acknowledges with pleasure the arrival of the new "Goat," for which we are indebted to our friends of the Baltimore Division.

Brakeman M. Bowers and his wife, have returned from a visit to Cambridge, Ohio. We regret to learn that Mrs. Bowers was taken ill during her absence.

Brakeman R. E. Johnson had the misfortune to fall off the pilot of an engine at Charlestown several days ago, and is laid up with a very painful but not seriously injured foot.

The great event in the history of the Valley—the visit of President-elect Wilson—has passed, and everything went well. We handled about 3200 passengers into Staunton, without any serious trouble, nor have we had any complaints from our patrons. I am sure our superintendent appreciates the watchfulness and carefulness of the men engaged in this work.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, *Y. M. C. A. Secretary*
Cumberland.



KEYSER YARD CREW.

A. W. COOPER, A. E. RICE (Yard Committeeman), J. H. TETTENBURN (Brakeman), C. G. LOWERY (Yard Master), A. M. PUGH (Conductor), W. E. SPOTS (Brakeman), L. R. STEWART (Assistant Yard Master), A. B. TISINGER (Fireman).

Jack Lucas, foreman of the blacksmith shop at South Cumberland shops, gets out the work in good time because he has men he can depend upon and they all work together like a big happy family. There's Jimmie Lamon, who always has a good word for everybody, old Dad Miller, "the Deacon," who is all right on flues, and Number 3, always to the front with his reliable helper "Beeswax."

Beeswax performs equally well on the anvil, the violin or the shotgun. In fact, it doesn't matter what instrument is given him, the boys say, he can master it.

General Manager Galloway delighted a large audience of boys and men at the B. & O. Y. M. C. A. Sunday, December 15th. He told the boys the story of his life in such a helpful and inspiring manner that it is bound to stimulate the more than two hundred boys who were present to hear him. Later in the afternoon, Mr. Galloway addressed a large meeting of adults, and gave them a delightful and helpful talk on "Efficiency." The speaker was introduced by Senator F. N. Zihlman who said Mr. Galloway ought to be able to talk on efficiency, for his whole career had shown that he possessed this asset himself.

We are glad to record that Patrick Duffin, one of the delegates to the Chicago Conference, who was in a wreck near Connellsville last month, is now convalescent and it is expected that he will soon be able to be out again. Mr. Duffin had his hip badly hurt.

Thanksgiving Day was a big day at the B. & O. Y. M. C. A. The boys managed to get away with ten large turkeys, but if all the men had done as did Flagman Bob Much, and Curly Gordon, it would probably have taken three times as many. Bob and Curly had a full dinner and after coming out of the dining room remarked that they had enjoyed it so much they had decided to go back and eat another—which they did. They remind us of the man who was known as the "Glasgow Glutton," who made a wager that he would eat a whole sheep, and his friends took him up. When he sat down to dinner, they brought in an immense pie which he demolished, when another large one was brought in and set before him. He finished it and said: "This is not fair, I did not promise to eat two meat pies before tackling the sheep." Looking at him in astonishment, his friends replied, "The sheep was made up in those two pies!" "Oh!" said he, "I was leaving room for it, thinking it had still to come."

Mr. W. E. Andrews, auditor of the United States Treasury, was the speaker at the B. & O. Y. M. C. A. on Sunday, December 22nd. He took as his subject, "Leadership." Mr. Andrews is an able orator and his address was greatly enjoyed. Meetings of this character are held every Sunday afternoon at four o'clock and a cordial invitation is extended to all the men on the Cumberland Division who can be present. Some of the speakers who will be with us in the near future are: H. O. Williams, International Railroad Secretary, New York. The following Railroad Y. M. C. A. Secretaries: G. H. Winslow, Washington, D. C.; S. Weeks, Spencer, N. C.; R. R. Jenkins, Chicago Junction, Ohio; Mr. W. H. Morriss, Secretary City Y. M. C. A., Baltimore, Md.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Floyd Fawver, of the machine shop force, has completed a fine residence on North High Street. That section of the city was at one time inhabited by many railroad men. The removal of the division terminal took many of them to other cities. Since the opening of the shops the section

is reclaiming its own and a number of shopmen are now purchasing homes there.

D. W. Dunford, car repairman at the Intersection, was injured several days ago by a coupler falling from a car he was repairing, and making a deep gash in one of his legs. The injury will incapacitate "Dan" for some days.

Engineer J. J. Rockwell of High Street is laid up with a sprained shoulder. In stepping from a car to the running board of his engine, he miscalculated the distance and fell.

Joseph Alport, an aged resident of this city, died recently of general debility. Mr. Alport was in the employ of the B. & O. for a number of years. When the division terminal left Martinsburg, he left the employ of the company and engaged in truck farming, at which he was very successful. The obsequies were in charge of Equality Lodge of Masons, of which the deceased was a member. Many of his railroad friends assembled to pay a last tribute to their former comrade.

Miss Margaret Hoffman of Kearneysville, was married to Daniel P. Miller, recently. Mr. Miller is a car repairman at the Intersection, and was at one time employed in the frog shop here. He and his bride will reside on West Martin Street, this city.

George C. Cline, brakeman on the Cumberland Division, has taken unto himself a wife. He and Miss Elizabeth Viola Ashby, went to Rockville, Washington's Gretna Green, to have the knot tied. George says they tie 'em tighter down there. Both are popular young people and are receiving the hearty congratulations of their many friends.

Flario Nicoletta, a young Italian employed on the construction work at Cumbo, was run down by an engine several days ago. As a result of his injuries he died in the hospital here a few hours after the accident. The young man stepped out of the way of a train and did not clear all tracks. An engine going in the other direction struck him. He is survived by a wife in Italy. Too much attention cannot be given to the requirement of clearing all running tracks. Construction and track foremen should make the enforcement of the rule a matter of personal responsibility. A few minutes lost in the interest of safety is often worth a lifetime to some one. Let "Clear all tracks" be the slogan. You or I may be the next if we do not heed this warning.

Make "Clean up" the by-word for the next few weeks. We can expect the snow at any time, and while it is beautiful to look upon, it may cover a multitude of sins. An old board with a nail sticking up can be effectually hidden but still maintain its sting. Remove all such, as well as old bumpers, knuckles, couplers and other scrap. Keep the paths free of obstructions. The snow and ice make walking difficult enough without the other obstructions to blunder over. Put yourself in the other fellow's place. Would you enjoy "barking your shins" over such things? We are all busy—never were more so; but the old adage "A stitch in time saves nine," may save some of us an arm or a leg. We are all in the same box. Mr. Supervisor, Mr. Yard Master, Mr. Foreman, help us out.

The railing around Bridge 50½ looks good. You'll need a scaling ladder to get into Tuscarora Creek now.

The company is doing its part. Lend a hand by ringing your bell and sounding your whistle before you start your engine. Keep your headlights burning. The "Super" would not enjoy seeing an engine running through the yards at night without lights. Taboo the foot-work on the couplers. Wont the lift lever work as well? Keep an eye on the icy step, for it is with us now.

MONONGAH DIVISION

Correspondent, F. J. PATTON, *Chief Clerk, Grafton*

This is an excellent likeness of David R. Barrett, the veteran machinist, now residing at Grafton, West Virginia, and able to get in a full day every twenty-four hours.

Mr. Barrett was born in Winchester, Virginia, in 1847 and entered the service of the Baltimore and Ohio Railroad Company at Piedmont, W. Va., as an apprentice



DAVID R. BARRETT

in the machinery department in October, 1863. He has worked at Chillicothe, Ohio; Newark, Ohio; Harrisonburg, Va; Cumberland, Md.; and at Grafton, since 1901.

Mr. Barrett has the reputation of being unusually skillful at his trade. He is one of God's noblemen, a fine specimen of an old Virginia gentleman, and as a citizen, neighbor and friend he is above reproach. He learned the trade with E. T. White, superintendent of motive power, and the friendship formed between them in their youth has remained unbroken to this day, the two being as close now as then and each always looking for the other. Uncle Davy Barrett is older in years than any other man employed in the Grafton shops, but his habits and mode of living have kept him young and vigorous, and he bids fair to reach the century mark easily, as he shows little sign of advancing years. He is the friend of all and there is no man with whom he is associated who does not love and honor him. You can always find Uncle Davy at his bench in the shop and he never fails to give the company a full day's work for a day's wages. His life has certainly been an inspiration

to his associates and it is a privilege to enjoy his acquaintance.

Speaking of the safety movement he has said that in his judgment this is the best move ever inaugurated by any railroad, for its benefits are far-reaching alike to the company and to the employees.

H. E. Kloss, assistant division engineer, spent Christmas with his relatives and *others*, near Philadelphia.

W. Beverly, night yard master at Fairmont, W. Va., has been transferred to Clarksburg as day yard master.

L. D. Mozena, agent at Clarksburg, W. Va., has resigned, effective January 1st. His place is being filled by W. T. Wells, formerly assistant supervisor of station service.

A. P. Lavelle, train dispatcher, has been off duty for the past week, spending his annual vacation with his relatives near Cornwallis, W. Va.

Frank Fuqua, train dispatcher, spent Christmas at his old home in Virginia.

Miss Sylvia Morgan, stenographer in the superintendent's office at Grafton, spent Christmas at her home in South Buckhannon.

Dorsey Faucett, file clerk, has been off a few days, spending Christmas holidays, his place being filled by Blair Mugler.

Glen Ford, tonnage clerk, has accepted a position with the Florida East Coast Railway Company; he left for St. Augustine, December 29th.

M. T. K. Faherty, road foreman of engines, has been assigned to duty on the Cumberland Division to help out during the rush. His place is being filled by M. J. Tighe, who is being assisted by R. J. Smith of the West Virginia and Pittsburgh District.

Fred C. Graham, the efficient assistant chief clerk, was presented with a Christmas gift of a fine ten-pound baby girl. Fred resumed duty a few days later and it is hoped that he will be entirely recovered in the next few weeks.

Train Master E. D. Griffin, who is also chairman of the Monongah Division safety committee, is contemplating a trip to Eastern points in the near future. Ed has been working very hard and certainly deserves his vacation.

Train Master C. W. VanHorn, is off a few days taking a much-needed rest.

Superintendent J. F. Keegan and family spent the holidays in Cleveland and Columbus.

Fred C. Grinnan, fireman on the Parkersburg Branch, Monongah Division, has taken unto himself a wife. Congratulations.

We regret to have to report the death of Mrs. James A. Osborne, wife of the oldest freight conductor on the Monongah Division. It occurred on the night of December 12th.

FAIRMONT, W. Va.

Arles N. Miller, of Los Angeles, California, formerly of Fairmont, spent Christmas with his sister, Mrs. Jennie Hupp, of Locust Avenue. Mr. Miller is well known in railroad circles at Fairmont.

G. B. Moon, yard clerk, and J. A. Price, assistant car foreman, have recovered from the grip.

Mrs. Cief Jones presented her husband with a fine present—a thirteen-and-a-half pound boy. All right Cief, the B. & O. needs big men.

Henry Shahan and wife and Calvin Shahan and wife spent their Christmas at Newburg.

John Harrington, yard master at West End Yard, is on the sick list.

G. P. Hoffman, car foreman, spent Christmas with his parents in Cumberland.

D. M. Barker, leading inspector, and his wife are spending the holidays with Mrs. Barker's parents at East Palestine, Ohio.

C. H. Wilson, car repairer and his wife are on a short trip to Wheeling.

The employes at the round house presented their foreman, Mr. R. G. Burnup, with a handsome meerschaum pipe for Christmas. The pipe is a beauty and is highly prized by Mr. Burnup.

The extension and enlargement of the freight house and bulk delivery facilities at Clarksburg has been progressing rapidly and is expected to be put in service in the near future. While a temporary track layout will have to be used at one point, on account of an extensive sink, the final layout will provide a switching lead for the freight house tracks which will be a large benefit to operation over the East-bound main track.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*, Glover Gap

WHEELING

Frank Freese has returned from a much-needed six-months' leave of absence which he spent in Colorado. He visited many beautiful places, had a fine time, and is now the very picture of good health. However, the beauties and the climate of the Golden West could not overcome his love for the "Little Mountain State."

L. C. Brinkman, cashier's clerk, tried to even up with the relief department by being sick for several weeks. Louis is again at his desk, more active than ever. He was missed by every one, especially the other clerks, who had to burn midnight oil keeping the accounts posted up-to-date.

Harry G. Marsh, with his wife and son, spent Thanksgiving in Pittsburgh, Pa.

Hugh Allen, checker on the platform, spent Sunday, December 15th, with relatives in Parkersburg.

Most of the boys had to stay in Wheeling Christmas, on account of unusually heavy business.

Michael Flatley, truckman, who has been off several weeks with an injured foot, is again on duty.

It is useless for nimrods to go hunting anywhere in Ohio as "Sammy" Simmons, assistant time keeper, has returned from tramping through the woods, having cleaned up all the game in sight. Sam claims that he bagged a bear.

E. J. Dusch returned on November 30th from an extended trip to Belmont, Ohio.

A. M. Hubbard, of the superintendent's office, spent a few days in West Virginia hunting.

Conductor H. A. Showalter, Fairmont-Benwood Local has returned to duty after undergoing treatment at Johns Hopkins Hospital.

Enginemen W. F. Fry and George Gillingham are on the sick list.

Ed. Gannon, Manager F. Y.-Wheeling is on the sick list.

T. F. Corcoran, division operator, having been furloughed on account of ill health, has gone South for the winter; M. B. Rickey, train dispatcher, has been appointed division operator during Mr. Corcoran's absence.

Train Dispatcher Dick Murphy reports that Operator Thomas Hagerty is to be married soon.

Angelo Farie, Italian section man, aged about twenty years, was instantly killed in Benwood yard, morning of December 10th. The same old story, stepping from one track to avoid a train just in time to let the other train get you. When will people get out of this careless habit? Why not stay on the track you are on and let the first train get you?

Some people seem to delight in remaining on the track in front of rapidly approaching trains just as long as possible. After they have the engineman's nerves all unstrung, they step off—if they are alive—and give him the laugh. This practice disqualifies the engineer, until he regains his equilibrium. Employes indulging in the habit should be severely penalized.

ON THE LINE

Brakeman J. L. Little and his wife have returned from a hunting trip to Cass, W. Va., on the C. & O. He reports a good time and large results—twenty-seven rabbits, nine quail, four pheasants.

Engineman M. J. Walsh is now wearing a pleasant smile, all because Mrs. Walsh has returned home from the hospital after undergoing a serious operation. She is recovering rapidly.

Conductor G. E. Burdess, Grafton-Fairmont run, has returned to work after a severe attack of rheumatics.

C. J. Murphy, baggagemaster, and Mrs. Maud Hall were recently married. Mr. Murphy has a son and Mrs. Hall a daughter.

Mrs. Sarah Ellen Morris, aged 71 years, died at the home of her son, T. W. Morris, at McMechen, after a few days' illness.

We are proud to note that the jurisdiction of J. S. Lemley, who was formerly engineman and assistant trainmaster, Wheeling Division, has been extended over the C. H. & D. You can't stop a Wheeling Division man once he gets a good start.

Engineman J. N. Martin is slowly improving.

E. E. Furbee, fireman, trains 8—71, is the happy father of a bran new boy.

H. B. Kuhn, fireman, trains 8—71, had his hand cut off at Benwood, on December 10th, while making some repairs to his engine, preparatory to starting out on No. 8.

The Fairmont-Cameron pickup has been taken off and Conductor V. B. Glasgow and crew assigned to pool service.

The new towers at Underwood and Littleton have been put in service, the Underwood tower having a twenty-lever Armstrong interlocking machine.

Train Dispatcher Earl Rickey has gone to Washington State to look after his apple crop.

MAINTENANCE OF WAY

Division Engineer H. H. Harsh spent Thanksgiving with his parents at Cleveland, Ohio.

L. B. Kimm master carpenter, with his wife and son, spent the holidays with relatives at Wilmington, Del., and Philadelphia.

J. C. Fluck, assistant chief clerk and his wife, spent Christmas with their people in Cincinnati.

R. Stoneking, section foreman at Fairpoint, Ohio, has been granted a four-months' leave of absence on account of ill health.

It was recently made known that Samuel St. Clair, carpenter foreman on the C. L. & W., has been married for several months. He and his wife are now living in Wheeling.

Assistant Division Engineer H. E. Fowler and his wife spent Christmas with their relatives in Pittsburgh.

We take great pleasure in announcing the marriage of our system bridge inspector, John Ralph Showalter, to Miss Grace Collier of Cloverdale, Ind., on November 30th, 1912. After spending their honeymoon through the South, they have taken up their residence on Wheeling Island.

Transitman Roy L. Phillips and his wife spent the holidays in Meadville and Conneaut Lake, Pa.

Supervisor T. C. Stonecipher and his wife spent a week in Springfield, Ill., and St. Louis, Mo., visiting and on business.

The work of strengthening the bridges on the Ohio River District is progressing very rapidly, and it will not be very long until heavy power will be operating over this district.

The additional yard facilities at Holloway and Brooklyn Junction have been completed and it is reported that conditions at these points are very much relieved.

Supervisor P. Murtaugh claims to have the best piece of track on the system—Broad Tree to Fetterman. Take a trip over this part of it and be convinced. If you know of any thing that should be done, tell P. M. and he will do the rest. A better set of section foremen and section men would be hard to find. Nearly all of them are "Mellaken" men and know what to do and how to do it—and they do it, too. That's what counts.

While section men were taking a hand car from the track on December 12, Foreman G. E. Phillips slipped and fell with his right wrist across the teeth of a crosscut saw, badly lacerating the wrist. We would suggest that all sharp-edged and pointed tools be loaded with the sharp edge or points down, so as to avoid such accidents. This saw was set on the back with teeth pointing up and supported in that position with other tools.

HARTZEL

The B. & O. rest house and the restaurant have been transferred from J. T. English to J. H. Murphy and instead of three-dollar meal ticket, five dollar tickets will be issued. Employes will have to get an order from the time keeper before they can get one of these books. The boys are looking forward to improvement in this branch of the service under the new management.

R. A. Phfadt, third trick operator, has been transferred to H. N. Benwood, relieved by S. R. Harvert. H. E.

Berney is working second trick, pending advertisement. L. E. Bays, first trick, has joined the benedicts.

J. W. Jennings and P. S. Rushford, yardmasters, are keeping Hartzel yard clear, not giving the loads and empties time enough to cool off after arriving. These distinguished gentlemen have launched into the oil business and are expecting something pretty soon, as their first well will soon be due.

H. P. Adams and J. H. Ashcraft, foremen, are busy keeping the motive power in running order this cold weather.

The Short-Line is in better shape now than ever before. Accidents seem to be a thing of the past.

HOLLOWAY

Engineer O. E. Kilgore has purchased an automobile and is now an enthusiastic supporter of the "good roads" movement.

Engineer Beil is the happy father of a fine baby boy.

General Foreman D. K. Hull and family have returned from a week's vacation visiting his parents in Pennsylvania, who celebrated their Golden Wedding on November 6. The shops were in charge of Erecting Shop Foreman E. E. Hooven, during Mr. Hull's absence.

E. W. Cropp, night foreman, has taken a month's leave of absence and is spending most of his time hunting. Machinist F. D. Slater has charge of the night forces during Cropp's absence.

A. V. Macklin, pipe fitter at the shops, has purchased a home on Main Street.

Mr. and Mrs. William Tricomi and O. S. Flick spent Christmas at their home in Pennsylvania.

L. L. Moore, chief clerk to general foreman, was in Wheeling, December 9, doing Christmas shopping and attending to other business.

S. Bonifant, machinist, met with a very painful accident on December 5th by having his hand caught in the drill press while drilling a brake head shoe. M. J. Dunlap also had his hand bruised in the same machine a few days before.

Wreck Master D. L. Largent spent a few days visiting his people in Old Virginia.

J. T. Cropp, one of the oldest shop employes, has just installed a furnace in his dwelling house.

E. B. Hudson, machinist, and Frank James, night pipefitter, were seen early on the morning of December 4th with shot guns and dogs, climbing the mountains. They returned that night loaded down with game.

The railroad restaurant and rest house at Holloway, formerly in charge of J. I. English, of Cleveland, was taken over by the B. & O. Railroad Co. on December 3rd, with Mr. Murphy, manager.

Steam wrecking crane X-56 was in Holloway shop, December 9th, for boiler wash and light repairs.

Machinist P. V. Bannan and his wife spent Christmas in Newark, Ohio.

Boilermaker James Porter and his wife went to Conneaut, Ohio, to attend the marriage of Mrs. Porter's sister, on Christmas day.

Boilermaker R. E. Neilson is making preparations to take a trip to Marietta, Ohio, soon. What is the attraction, Rube?

Boilermaker C. H. Dickson is again on the sick list.

Boilermaker O. L. Wade has moved his family from Mt. Vernon, O., to Holloway.

Engineer W. E. Henry and his family spent Thanksgiving in Pittsburgh.

Fireman W. M. Coats and his wife spent Thanksgiving with his parents at Maynard, Ohio.

Engineer W. H. Brewer and his family spent Thanksgiving with his mother in Cleveland.

I. L. Brewer, machinist apprentice, is still on the sick list.

Engineer W. H. Lacey has moved from Bridgeport to his farm near Tunnel Siding and is now working the night "Hump" engine in Holloway yards.

Earl Mattern, yard clerk, was called home a few days ago on account of the death of his grandmother, Mrs. Pryor, of Cadiz Junction, Ohio.

Engineer O. E. Kilgore has moved into Cassie Haney's house on Main Street.

A. M. Talbott, third trick operator at H. O. tower, Holloway, has moved from Piedmont, Ohio, to the new home which he purchased from J. A. Chambers, former shop carpenter, who has moved to Elm Grove, W. Va., where he is now employed.

BENWOOD

C. C. Steel, yard master, is on the sick list.

P. F. Dowd, yard master, is off on account of sickness in his family.

T. F. Cady, yard conductor, is off on account of business.

Brakeman G. H. Dean has returned to duty after a brief illness.

John Wise, yard clerk, is off with a bad case of the mumps.

Caller Joe Cooper has been promoted to yard clerk.

C. G. Davis, night agent, and Yard Clerk Gayton, who were injured in the Glendale accident are able for duty again.

J. W. Kittlewell, car inspector, has returned to duty after a brief illness.

James Marriner, yard conductor and his wife are both on the sick list.

Stenographer McKinley Roosevelt Powell, the pool shark of the shops, will spend Christmas with his parents at Beallsville, Ohio.

Carpenter W. H. Goudy and his wife have returned from Oklahoma City.

G. W. Kittlewell, material distributor, is off on account of sickness.

C. Frankhouser, clerk to road foreman of engines, is able to resume duty after being overcome with heat, fighting fire.

E. Ramsey, chief caller, entertained his friends with a theatre party at the Colonial, December 11th.

G. R. Fitzgerald, clerk to Train Master J. W. Root, was looking after business pertaining to his office at Benwood last week.

There was recently a very destructive fire at McMechen, seven business buildings and dwellings being destroyed. Engineman Hall lost all he had. Switch Tender (Sleepy) Allendar was another heavy loser; he mourns the loss of three suits of clothes and other valuables that went up in the smoke. Sleepy does not allow reverses like that to bother him.

F. Slonacer, car inspector, is off on a hunting trip. Get your order in early for big game.

C. M. Healey, yard clerk, has returned to work after being off sick.

William Pflug, assistant car foreman, is on the sick list.

G. Adlesberger, car foreman, was at Hartzel this week looking after the company's interests at that point.

Mathew Robbins, yard conductor, has joined the benedicts, Miss Fisher being the bride.

Ham Davis is working as night coal billing agent on account of C. Davis being injured.

C. W. Healey and Howard Beach, yard clerks, exemplified the "Fish Creek backstep" at the Columbia Club dance.

C. D. Woodburn, motive power time keeper, has returned from a visit with friends at Akron, Ohio.

G. Miller, car repairman and his wife spent Christmas with relatives in New York.

F. Baltz is off duty on account of the serious illness of relatives.

William Goudy and his wife were called to Oklahoma on account of the serious illness of Mrs. Goudy's sister.

Night Yardman Weatherill is the happy father of a baby girl.

Mr. and Mrs. G. W. Booyers are visiting relatives at Spencer, W. Va.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, *Y. M. C. A. Secretary*
Parkersburg

A. G. Walther, storekeeper at Parkersburg for the past five years, has been promoted to the position of piece work inspector, Mt. Clare Shops, Baltimore. Mr. Walther left December 14th, to take up his new position, and all the Ohio River Division boys are wishing him success. He is succeeded by J. D. Burk, who has been chief clerk to the storekeeper.

Captain W. E. Walker and Engineer C. A. McConnell, have returned from New York and other Eastern points, where they have been on a combined business and pleasure trip.

C. F. Freed, stenographer in the superintendent's office, has returned from Fairmount, Ind., where he has been visiting friends.

Conductor C. T. Vaughn, who has been running on the "Short Line," is back on Ohio River Division, and has been assigned to Point Pleasant Local.

P. McCabe, yard master at Parkersburg, has returned to duty after two weeks' vacation.

R. F. Compton, shop committeeman, who has resided in Belpre for the past several years, has moved to Parkersburg in order to be more conveniently located.

F. G. Burge, yard fireman, has purchased property on Garfield Avenue, and has moved into his new home.

J. P. Turner, conductor of the Kenova-Point Pleasant Local, will take a six months' leave of absence about January 1st, and will leave for his farm in Virginia. All the boys are wishing him success in his new undertaking.

Captain C. H. Murray, of the Spencer run, spent the holidays at Columbus, Ohio. Captain Ratcliffe worked in his place.

Mrs. O. A. Norton has been appointed agent at Guyandotte, W. Va., to succeed J. A. Taylor, who has accepted a position in the agent's office at Huntington.

J. K. Jolly, cashier at Huntington, has taken leave of absence and accepted a position as agent at Jenkins, Kentucky, on the Sandy Valley and Elkhorn R. R.

F. M. Luttrell, freight clerk at Parkersburg, has accepted a position as agent at Paden City, to succeed J. A. Gallahue, who resigned to accept a position in Texas.

Freight and passenger business on this division is very heavy for this time of year, and we look for a prosperous winter.

W. I. Bolin, general car foreman of Grafton, who was formerly assistant car foreman at Parkersburg, was in the city on business recently, and he improved the opportunity to call on his friends.

The engineers on the division received a very welcome increase by the recent award of engineers. They will be paid at the new rates from May 1st and the back pay gave them some extra change for Christmas.

W. E. Duling, agent at Spencer, W. Va., became a benedict during the holidays, and has taken an extended honeymoon trip through the South and West.

S. C. Higgins, car distributor, and Miss Virginia Meredith Perkins, were married December 17th, and are spending their honeymoon in New York, after which they will visit Mr. Higgins' home at Ashland, Ky., returning to Parkersburg where they will reside on Murdoch Avenue. Mr. Higgins received the congratulations of his many B. & O. friends, and the various employes of the building were represented by a very appropriate wedding gift.

S. F. Bailey, passenger brakeman, of Parkersburg, and Miss Ida Davis, of Wallace, W. Va., were married on December 9th at the home of the bride's parents. After their honeymoon trip to points in Ohio, they will reside in Parkersburg. Sam is receiving the congratulations of his many friends on the division.

B. T. (Happy) Higgs, passenger brakeman, of Parkersburg, and Miss Nola Hall, daughter of Captain "Ikey" Hall of Spencer, were married December 18th at the home of the bride's parents. After their honeymoon trip to points in the Eastern part of the state, they will reside in Parkersburg. "Happy" is getting the glad hand from all the boys.

Four marriages in one issue. Can another division beat it? "Get Married" is the slogan on the Ohio River Division.

S. P. Riffle, yard conductor, joined the Prohibitionists by putting a car through one of the walls of the Brewery.

P. Cunningham yard master, is off on account of a mashed foot. Mr. Cunningham is the oldest man in the service of the company working in the Monongah yards, Parkersburg.

Engineer Hoyt, of Monongah Division, does not like to be running single, so has doubled up—was married last week.

In Ohio River yard, on November 29th, Yard Brakeman Dewald was riding on the step of the engine when a man stepped from the main track over to the track the yard engine was using. Dewald sprang from the step, at the risk of his own life, and grabbed the unsuspecting man,

both getting away in safety. This was witnessed by a safety committeeman who thought it surely showed a cool head and the power of quick decision on the part of Brakeman Dewald.

The last regular meeting of the local safety committee was held on Friday, December 20th, with a full attendance. The morning hours were spent in an inspection of the yards and shops, while the afternoon was devoted to a general discussion.

The railroad men in this vicinity have a good deal of local pride in the fact that the two yards, which are under the jurisdiction of Superintendent C. E. Bryan, are generally conceded to be as clean as any yards on the B. & O. System. And they have been put in this condition with less than half the number of men ever known to work in these yards.

Clean and orderly yards are so closely associated with the idea of safety, that here on the Ohio River Division they are considered of fundamental importance.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

Engineer W. E. West was suddenly called to Punxsutawney, owing to the death of his father, due to paralysis.

The rule of Safety First has overtaken the yardmaster's office at the west end of Connellsville Yard. This building had been a source of anxiety owing to its close proximity to the tracks and the river. The new one, which has just been completed, is much larger and safer.

Edward Poole, a machinist in the roundhouse at Connellsville, Pa., is wearing a broad smile these days, owing to the arrival of a baby boy at his home.

M. L. Southard, first trick operator at Jerome Junction, is off duty on account of sickness. His position is being filled by Operator Frew.

Brakenian C. W. Raygor, who was injured in an accident at Stauffer, Pa., recently, has resumed his duties at Adams, Pa.

The assistant train master at Adams, Pa., A. E. McVicker, will soon be able to resume his duties after a period of sickness.

Brakeman Robert Gibson is the father of a baby boy which arrived in his home at Listie, Pa., a few weeks ago. Mr. Gibson is employed at Adams, Pa.

Fireman Herbert Nicholson, working out of Adams, Pa., was married on November 28th to Miss Lucille Barnhart. They will make their future home at Friedens, Pa.

Brakeman George Sabin of Adams, Pa., recently underwent an operation in a Johnstown hospital for a growth on the neck. He is improving very rapidly and will soon be able to resume his duties.

On November 20th, Extra Dispatcher William Carroll, of Connellsville, Pa., took unto himself a wife, Miss Leana Ranker. His many friends extend congratulations and wishes for a prosperous future.

The bridge over the Casselman River, at Rockwood, now nearly finished, is the initial step in the S. & C. double-tracking program and the finishing stroke of the B. & O. triple-tracking system between Rockwood and Sand

Patch. The designed purpose of the additional road is to afford a low grade line between the two stations, particularly from Rockwood to Garrett.



SARA KATHRYN, LOIS AND SAYLOR SNYDER

The illustration shows the children of Mr. C. H. Snyder, agent at Stoyestown, Pa., and their pony.

Dr. Geo. F. Speicher has been appointed company surgeon at Rockwood, Pa., vice Dr. Maurice Stayer, resigned.

Mr. G. A. Cook, clerk at Hyndman, Pa., visited Cumberland December 8th and returned a benedict. His friends wish him success in his new undertaking.

The establishment of a higher standard of efficiency on the Connellsville Division is indicated by the results of the recent examinations for graduate locomotive engineers. The rule of Safety First is permeating the whole division.

Roy A. Rockwood, one of our popular through freight conductors, is ill of pneumonia at his home in Cumberland, Md.

The stork visited the home of W. R. McCormick on November 20th and left a baby girl. Congratulations "Rusty."

Mrs. J. W. Ryan, wife of the second trick dispatcher of Connellsville, has returned after a month's absence, visiting friends at Chandler, Oklahoma.

B. C. Bowers, second trick operator at Adams, Pa., has purchased a Ford automobile. "Brainey" expects to make some fast time through the "Jungles" in his new buzz wagon.

Samuel Sumpstein accepted a position as operator at Somerset, Pa., recently. Mr. Sumpstein has been baggagemaster at Somerset station for a number of years and resigned to accept the more lucrative position.

Conductor A. C. Samer, who has been working in passenger service out of Pittsburgh for several months, has returned to his regular run on trains 73 and 86, between Rockwood and Johnstown.

Effective December 12th, Dr. P. J. Shaffer was appointed company surgeon at Sand Patch, Pa.

The new double-tracked tunnel at Sand Patch, Pa., was opened for the first time on December 24th. Extra west engine 2789 with seventy-three empties, in charge of Conductor William Howard, and Engineer G. J. Zurawski, assisted by engine 2333, Engineer G. Edwards, was the first train through the tunnel. The train left Manila,

the eastern portal of the tunnel, at 5.11 p. m., arriving at Sand Patch, the western portal, at 5.28 p. m. It was accompanied by Division Operator H. B. Pigman and Assistant Train Master J. R. Zearfoss. The first passenger train was No. 5, westbound, engine No. 2146, in charge of Conductor J. B. Reed and Engineer F. Hughes.

The friends of Conductor R. R. Coleman and family of Rockwood, Pa., who have been afflicted for some time past with typhoid fever, will be pleased to hear that they are rapidly recovering.

The shops at Rockwood, Pa., were rewired recently, which has produced a marked improvement in the lighting system.

The locomotive engineers received their checks for back pay on the basis agreed upon by the arbitration of the railroad companies east of the Mississippi River, on Sunday, December 22nd. The additional pay was computed from last May up until the present month, covering the time during which the subject was under consideration. Yard and branch engineers were for the most part affected by the increased wage scale, which was raised to the standard in vogue on the B. & O. main line. Various schedules of wages were paid on the branches and the increase to engineers ranges from \$50 to \$150. This ruling will result in uniformity over the entire system.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*, Pittsburgh

At 12.55 P. M., on November 27th, while No. 98 was passing through Ellwood City, Conductor W. B. Park, in charge of the yard crew at that point, noticed a truck broken under T. S. & L. W. 9010. He stopped No. 98 and the car was set off for repairs.

Very recently, Conductor D. C. Young on a train going West at a speed of 30 or 35 miles per hour, approaching the High Bridge at Ellwood City, Pa., felt the caboose give a sudden lurch, and suspecting what was wrong, turned on the air from the rear end. On going back he discovered a broken rail about twenty rail lengths east of the High Bridge. He immediately sent the flag back with the instructions to hold all trains on the other side of the broken rail, instructing the hostler to get section men. The rail in question was broken in four places and Conductor Young's action in this matter was certainly very commendable.

Former Safety Committeeman J. G. Donaldson was recently presented with a fine baby girl. He claims she weighs 14 pounds.

The lively interest taken by the B. & O. employes in the Billy Sunday meetings, recently held in McKeesport, should be very gratifying not only to the families but to the railroad as well. It was surprising the number of railroaders who "Hit the Saw-dust Trail" during these meetings. They are agitating the question of visiting "Billy" at Columbus, Ohio.

W. F. Deneke, who was formerly agent at Braddock, has been appointed freight agent at Pittsburgh, Pa., vice R. E. Pyle, resigned.

H. H. Gramtham, formerly of Rankin, has been appointed freight agent at Braddock, vice W. F. Deneke, transferred.

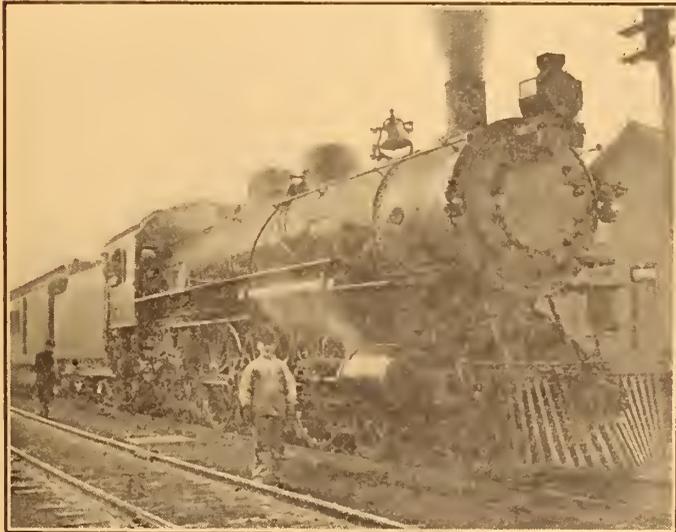
M. F. G. Lane, of Baltimore, was calling on friends on the Pittsburgh Division recently.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

In the "Taming of the Shrew," as it is acted in real life, portly men are not always the chief actors. There are other kinds of feminines, much larger and exceedingly more shrewish than the "fair sex" that are tamed by men of small stature. Among such men should be prominently mentioned John C. Ayers, familiarly known as "Jack." Mr. Ayers was born November 2nd, 1859, was employed as fireman on February 1st, 1875, promoted to engineer, March 1st, 1883, and for the past ten years, has been assigned to the "swing" turn on trains 7, 8, 14 and 15 between Newark and Chicago Junction, on the Newark Division. The photograph shows Mr. Ayers ready to leave on train No. 7.

There is only one small thing about Mr. Ayers—his height (five feet in his stockings). When it comes to handling large propositions such as the Pacific class of engines, with ten and twelve cars and keeping up the schedule record of these trains, he is in line with the two giants, Bill Dayton and Jim Connors, who are also assigned to these two same runs.



JACK AYERS AND HIS ENGINE

Moulder Jacob J. Winters is off duty with a severe attack of lumbago.

John Donovan, foundry helper, is off duty, taking a much needed vacation, visiting relatives and renewing acquaintances at his former home.

William R. Weiss, erecting shop machinist, is off duty on account of illness.

Machinist S. H. Nolan resumed his old position in the erecting shop a few weeks ago, after making an extensive tour of the West and Southwest. He left here in the early spring in company with his brother machinist, George Hefley, who is still in the West. "Andy" has been telling of some very laughable incidents which occurred

during his trip. He is a favorite story teller among his fellow employes.

Martin Farrell, machinist in the lower machine shop, was retired from the service, December 1, 1912, on a pension. Mr. Farrell was born September 29, 1846, at Roscommon, Ireland, and came to this country with his parents at about four years of age. They settled at



MARTIN FARRELL

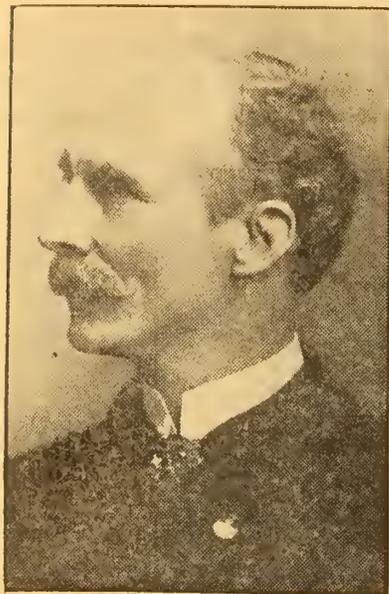
Wheeling, W. Va. Mr. Farrell spent his childhood days in that city and entered the service of the B. & O. at that point as machinist apprentice in May, 1864, under E. R. Addison, master mechanic. He finished his time under W. H. Harrison, at the same point, remaining in service at Wheeling until 1879, when he was transferred to Newark, Ohio, and was made assistant machine shop foreman in 1889. He held this position until 1896 when he was made foreman of the machine shop. In 1900 Mr. Farrell gave up the foremanship and returned to his favorite work of running a planer at which he remained until the day he retired on pension.

Mr. Farrell is a very fine mechanic and is well liked and respected by all his fellow workmen. He is also an expert player on the concertina and loves to listen to the latest records on his graphophone. Upon being asked how he enjoyed his vacation after all these years, Mr. Farrell said, "Fine." He is very spry and active for a man of his years and his associates all wish him many happy days. Mr. Farrell is a lover of a good ball game and the writer feels that between his concertina, graphophone, ball games and an occasional visit to his relatives and friends at Benwood and Wheeling, he will find his well-earned days of rest full of interest.

Mart Utrevis, machinist in the lower shop, has been off duty during the month of November, suffering from boils on his arm. Mart has been having a bit of trouble from this source all this fall.

John E. Powell, engine tool inspector, is very much disappointed over the outcome of a much-talked-of hunting trip with Engineer C. C. Cummings. It appears that the trip had been planned for, all fall and a day

finally set; Powell was to furnish a horse and buggy and meet Cummings at 4.00 A. M. For some unaccountable



DR. S. C. PRIEST

reason he did not show up. Mr. Cummings decided to make the trip alone and returned that evening with about fifteen fine rabbits. It is needless to say, Powell was disappointed after seeing the other man's luck.

William H. Dowden, piece work checker for air room and smith shop, made a flying trip to New York a few weeks ago. Will reports a very fine time and thinks New York would be a good place to live.

The friends of Wm. H. Warden will be

pleased to hear that he has been placed on the pension list. Mr. Warden retired on November 1st, 1912. He has been a good steady worker, being engaged for a number of years on the repair track and later in the store room.

Robert McManus, for several years employed as tool distributor at the lower machine shop, spent a few hours lately with his former fellow workmen. Mr. McManus is just recovering from a very severe spell of sickness. His friends will be pleased to hear that he has been placed on the pension list. Mr. McManus was formerly an engineer on the Newark Division but resigned this position and accepted one in the shops.

The accompanying portraits are those of Dr. Priest, who is retiring from the post of medical examiner, after forty years of service, and Dr. Hedrick, his successor.

MOUNT VERNON, OHIO

The changes made in the main and sidings at Mt. Vernon are now about completed. The improved appearance of the tracks, as well as the increase in safety is very apparent.

All industrial concerns are active and November business shows a good increase, in fact the revenues for

November reached the highest mark since the separation of the passenger and freight stations five years ago.

In addition to their commercial freight the Mt. Vernon Bridge Company is now getting out about twenty cars per week of signal bridges for the B. & O., at Green Springs.

A neat sign "Baltimore and Ohio Freight Station," now adorns our freight house, an improvement over the old one.

ZANESVILLE, OHIO

William Battenhouse returned a few weeks ago from a three-days' hunting trip. It is claimed that he got the limit in all kinds of game.

Harry Grimm is again at the Zanesville shops after having been at Wheeling, W. Va., since August 7th, superintending the cleaning and refinishing of the passenger station at that point.

Arthur U. Horton of the pipe shop returned to work November 25th, after a week's illness.

John J. Wolfe accepted a position with the store department on November 21st.

Mr. and Mrs. Charles Swick and their niece Miss Dowell spent Thanksgiving day with friends in Columbus.

Mr. Larry Pryor has returned to work after a few days' illness.

Mr. C. P. Bonifield, truck foreman in the coach shop, has moved his family to the city. He thinks it much better to walk home from his work than to use his gasoline horse once a week.

D. P. Luby, piece work inspector in the freight department, had his foot badly sprained by a heavy rod falling on it; he has been laid up for the past few days.

Mr. P. V. Powers of the pipe shop was called to Shawnee, Ohio, the home of his brother, who recently met with an accident.

Mary Ann Stephan, mother of Medical Examiner Stephan, Zanesville, Ohio, closed her long life—began in Wittenburg, Germany, eighty years before—in Cleveland on Thanksgiving day. Her husband had died on the same holiday eight years before. They had lived happily together for forty-five years and reared a family of four girls and ten boys. All but two of these children survive and were present at the interment at Newark, Ohio, on December 1st. They have all been active in Christian work—a high tribute to the example and training given by their parents, who taught their children that affection and helpfulness were far better than anything else that might be acquired.



DR. C. W. HEDRICK



STEPHAN FAMILY REUNION, MOUNDSVILLE, W. VA

AMERICAN DISTRICT TELEGRAPH COMPANY

CENTRAL STATION SUPERVISION

— OF —

NIGHT WATCHMEN AND FIRE ALARM SYSTEMS

MAIN OFFICE, 191 BROADWAY, NEW YORK CITY

ALSO

OFFICES IN 120 PRINCIPAL CITIES
IN THE UNITED STATES

Our service supervises the night watchmen and fire alarm systems of the Baltimore and Ohio Railroad Company's properties in Baltimore.

Mr. Chas. Rogers, foreman of the tin shop has returned to work after a few days' illness.

Mr. Chas. Swick of the stores department and his wife are visiting relatives in Lima, Ohio.

J. J. Hannon, of the paint shop spent a Sunday in Cambridge, calling on friends.

J. J. Hurley, was a visitor to Columbus lately, renewing acquaintance with old friends at that point.

Elwood Adams of the paint shop force has been laid up for the past few days.

The many friends of D. T. Weir, foreman of the machine shop, heard, with regret, the news of his wife's death, which occurred Wednesday morning the 18th. All of the employes at this station extend to him their deepest sympathy.

W. A. Parshall of the paint shop is in the hospital undergoing treatment. We are glad to be able to state that he is getting along as well as could be expected.

Earl Kinkade of the paint shop is confined to his home with typhoid fever. His many friends hope for his speedy recovery.

James Hannon one of the efficient employes of the freight department has been taking in the sights in St. Louis, Mo.

Clarence Brennan, clerk in the stores department, is assisting in the computing of the semi-annual inventory in the general storekeeper's office in Baltimore.

Dame Rumor has it that the brake beam department is to add another married man to its list. William H. Terry is slated for the position.

H. E. Toll of the paint shop forces is rejoicing over the birth of a daughter.

William V. Fell, lately of the office force, has gone to his home in Washington County in search of wild animals or game of any description.

SANDUSKY, OHIO

James Dempsey, fireman at the B. & O. elevator who recently lost his sister, has the sympathy of all his associates.

J. G. Faust, brakeman on trains 38 and 39, who underwent an operation at Providence Hospital, is much improved and has been removed to his home. Operator O. A. Faust, of New Haven, Ohio, and Conductor E. J. Faust, have returned to their respective positions.

Engineer H. W. Pyle, who has been relieving Henry McGreevey, first engine, trains 34 and 21, has returned to Newark. Mr. McGreevey was injured, at Chicago Junction when his engine went over the bank. Joe Floyd, engineer on the second engine, is taking Mr. Pyle's place, and John Reinheimer, has Mr. Floyd's engine.

Conductor McCann, on the night local, has returned to duty, after enjoying a vacation at Newark, Ohio. He was relieved by Harry Welsh, extra conductor.

General Superintendent U. B. Williams of Wheeling, W. Va., and Superintendent C. W. Gorsuch of Newark, Ohio, recently visited Sandusky.

Agent A. J. Bell and his wife have been visiting the family of P. H. Bell, at Fostoria.

Clarence Harris has been spending a few days at Newark, Ohio.

J. "Senator" Pyle, yard clerk, who has been furloughed, is now attending the Sandusky Business College.

The recently organized bowling team of the B. & O. local freight office clerks, are progressing finely, having defeated the Big Four local clerks, the score being, Big Four 501, 637 and 563. B. & O. score 661, 513 and 587.

The shipping of coal over the docks at Sandusky has been completed and the docks put in shape for the winter months.

Plenty of good fresh breezes from Sandusky Bay may be enjoyed at the B. & O. freight office at all times during the winter season.

Correspondent Youst of the Ohio River Division sends us this, explaining that the incident happened on a Newark Division train.

Our patrons speak so often of the kindly acts of passenger men that we cannot give all the cases. But one thing that was noticed some time ago must be mentioned. We cannot name the man. The month was December and the train No. 104 from Columbus, Ohio. Just outside of the city limits of Columbus, an apparently healthy young man was seized with a fit. In the next seat behind him sat a passenger brakeman on his way to Newark. He took hold of the sick man and with the help of the train brakeman, lifted him out of the seat and laid him on the floor. No mother could have treated her own child more gently than these two men treated this stranger. They did not let their attentions to him cease after he had recovered from his attack. One brakeman was obliged to leave at Newark, but the other spent all his spare time with the sick man, to the end of his run. Both showed the spirit of the good Samaritan. Such acts should not pass unnoticed.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

Dispatcher E. A. Goehring, who owns an automobile in which he comes to work, had an engine failure the other morning on Long Avenue. He failed to submit a 1004 for the failure, but he was let off as he made the office on time by strenuous work. Said machine is now in the shops undergoing repairs.

Donald M. Brownlee, who for some years was supervisor's clerk, master carpenter's clerk and M. of W. timekeeper and who had to return to the farm on account of illness in the family, advises that he is making out all right. We wish Don all the success possible and know that success will be his, as he always was a good, conscientious worker.

Dispatcher Jimmie Griffin was off a couple of days because of the death of his brother-in-law.

Dispatcher W. A. Pfiel was off a few days on account of sickness, but is back pounding the key again.

The attached poem entitled "It Couldn't Be Done," was picked up by our Superintendent, Mr. Temple, who quickly saw its worth and had copies of the same made and distributed to the staff on the New Castle Division. We believe that it should be read, and not only read but practiced by employes of the Baltimore & Ohio Railroad

Company all over the system. Try it out and see how it works.

IT COULDN'T BE DONE BUT HE DID IT.

Somebody said that it couldn't be done,

But he, with a chuckle, replied
That "maybe it couldn't," but he would be one
Who wouldn't say so till he'd tried.
So he buckled right in, with the trace of a grin,
On his face. If he worried he hid it.
He started to sing as he tackled the thing
That couldn't be done—and he did it!

Somebody scoffed: "Oh, you'll never do that,

At least no one ever has done it."
But he took off his coat and he took off his hat
And the first thing we knew he'd begun it.
With the lift of his chin and a bit of a grin,
Without any doubting or quidding,
He started to sing as he tackled the thing
That couldn't be done—and he did it!

There are thousands to tell you it cannot be done,

There are thousands to prophesy failure,
There are thousands to point out to you, one by one,
The dangers that wait to assail you.
But just buckle in with a bit of a grin,
Then take off your coat and go to it;
Just start in to sing as you tackle the thing
That "cannot be done"—and you'll do it.

On December 9th, as Lineman W. A. Mott was coming to New Castle Junction westbound on his speeder, he discovered a broken rail in the westbound main just east of KN Tower. Realizing the danger, as No. 11 was nearly due, and wishing to avoid delay to this passenger train, Mr. Mott used good judgment and called the Pittsburgh & Lake Erie sectionmen who were working near that point to replace the rail and give protection to trains. The rail was replaced and No. 11 was delayed only five



W. A. MOTT AND MRS. MOTT

minutes. The New Castle Division officials appreciate highly the manner in which Mr. Mott handled this matter, and desire to express their thanks to him through the medium of the *Employes Magazine*, as well as personally.

A. C. Harris, chief clerk to the division engineer, is the proud father of a little girl, which arrived at his home on Thanksgiving morning. Mr. Harris has been taking a short vacation. During his absence, I. A. Wetmore, M. of W. timekeeper, is handling the desk.

S. S. Mehard, car distributor, has been off for a little time, partly due to sickness; he is also taking his vacation. While Sam was away, C. M. Trussel worried a few gray hairs into his head over the car situation.

The dawn of December 5th brought the last day of the 30th year of James Aiken's service of the B. & O. He is

agent in Youngstown, Ohio, having held that position since March 20th, 1895. Any one who knows Youngstown, and the business which is in that territory, can imagine the amount of work that Mr. Aiken handles; and we are proud to say that Mr. Aiken can handle the job to perfection. The newspapers of Youngstown gave him an excellent notice. We wish him long life and the best of health and happiness.

James A. Frazier, the assistant shop clerk at this point is the proud possessor of a nine-pound boy. This being the first, you can of course imagine Jimmie's grin.

Engineer W. B. Delo spent a few days hunting up around Sandusky and bagged forty-two ducks. Mr. Delo, after running on trains 46 and 47 between Pittsburgh and Chicago Junction, has decided to accept the task of running the second 94. His prior service on this run was excellent, and we are looking for more good work. William is no small fellow when you come to look him over.

Business has been so brisk on the New Castle Division that the road foreman has promoted about twelve firemen to engineers' positions and has three more promotions in view.

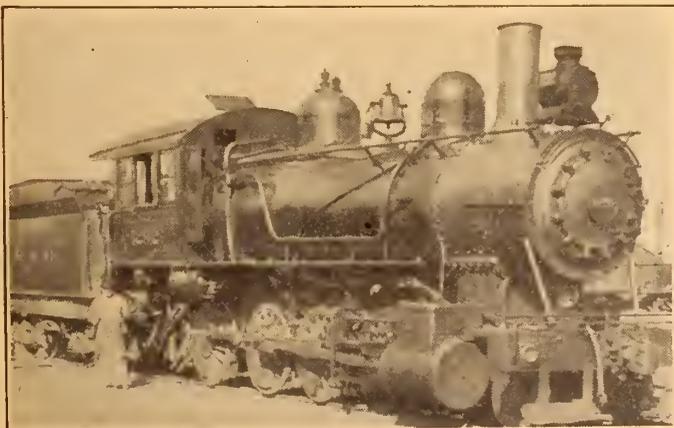
Bill O'Connor, our husky and jovial relief dispatcher, who has a farm a little way out the line, sent to Michigan for some peafowl eggs; and during the process of incubation, discoursed expertly on the fine peacocks and peahens that were shortly to grace his demesne. However, when the eggs hatched, and Bill took a good long look at the new arrivals, you can well imagine his disgust (also his language) when he discovered that the peafowl eggs had brought forth just plain ducks. We understand he got his money back, anyway.

Eddie Goehring, first trick dispatcher on the East End, is coming to work regularly now in his motor car.

The New Castle Division correspondent wishes to call the attention of the employes of this division to the fact that any items of interest will be gladly received for insertion in the Magazine. Make them as interesting, breezy and sparkling as possible, and *send them in*.

W. C. Crill, assistant G. T. timekeeper, made another of his frequent trips to Cleveland Thanksgiving Day. He said he had a good visit, but he has refused to divulge her name.

This picture brings to view engine 1292, the cleanest engine on the New Castle Division. This is entirely due



THAT CLEAN ENGINE, 1292

SELECT YOUR OWN INVESTMENT

\$10 A MONTH

SECURES A SAFE RAILROAD BOND

You
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Money

By an entirely unique but sound method you are now for the first time enabled to secure high-grade Bonds on the small monthly payment plan.

We buy the bonds for you and allow you each interest period ALL the dividends that accrue from same.

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INVESTMENT BANKERS
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Your
Money
Work
for
You

to the efforts of Engineer J. A. Eberhart, who takes great pride in its appearance. The engine is kept busy in the Ohio Works yard and it is no small job to keep her shining; but Eberhardt is "Johnny on the spot" with his waste, etc., and he obtains results. Every one is highly pleased with the appearance of the 1292. It is to be hoped that such pride in the appearance of their engines will increase among the engineers.

M. F. Riley, gang foreman, left us the other day for a trip to the West, in the interest of his health. Mike has been ailing for some time, and we hope to see him again soon, restored to his usual vigor.

On Thanksgiving day, Operator F. E. Grinder, while walking along the track to "D" Tower near Newton Falls, to work his trick, found about thirty inches of rail lying along the bank. He immediately examined the track and found where the rail had broken in the east-bound track. There was an eastbound train in sight about a mile away, and as Mr. Grinder had no lantern to flag the train, he ran with all his might to "D" Tower and arrived there just in time to change the signal from *Clear* to *Danger*, thereby avoiding an accident to Extra 2030 East. The New Castle Division officials are glad to announce their recognition of Mr. Grinder's prompt action through the columns of the magazine, as there is no doubt that a bad accident was narrowly averted.

The agent at Hereford, W. H. Saltsman, reported to the dispatchers that there was something dragging under Extra 2747 East on December 19th. This extra was notified at Nova and the car fixed up.

Recently Mr. Saltsman found a piece of iron wedged in a frog right ahead of the first 94. He removed the iron and 94 went by in safety. Quite frequently this agent notices bad order cars in trains passing his station and always notifies the dispatchers. We wish to thank Mr. Saltsman for his interest in the company's welfare. Such interest is highly commendable.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland
C. H. LEE, *Operator*, Cleveland

All shop men will very much miss our short and stout friend R. M. Krause, manager of the restaurant. His place is filled by R. Hulse, manager for J. Murphy.

William Peterman, boiler foreman, reports that a rat as big as a cat entered his chicken coop a few nights ago and got away with a dozen of his choicest stock.

A. L. Manning, assistant storekeeper, informs us that he was unable to buy any Christmas presents because his expense account for November had been mis-sent.

W. P. Burrell, agent, Freeport, Ohio, who has been granted leave of absence, is being relieved by Mr. W. A. Finke, formerly agent at Stillwater, Ohio.

F. O. Jackson, who has been absent from telegraph service the past year being employed as yard dispatcher at Cleveland, has returned to telegraph duty at the Belt Line crossing.

Our congenial patrolman, "Mose" Price, had the misfortune to lose his wallet at Massillon. As it contained about fifty dollars and the discovery was not made until after he had eaten his dinner, we can understand his embarrassment.

Terminal Agent C. A. Witzel has promoted H. M. Palmer to the clerkship at Newburg Station.

Relief Agent M. T. Hill has taken an extended vacation for the benefit of his health. During his absence we are pleased to address Joe Hickman as acting relief agent. Mr. Bean assumes the temporary vacancy in the agency at Mineral City.

During the visit of Dispatcher Griffith to the Pacific Coast, Mr. Wright went to the West End, Mr. L. Brooker to the East End and Mr. Lee to the Valley.

Division Operator E. M. Heaton and Division Engineer F. J. Bachelder have had a bay window put in Stillwater Station. Operators say it's the best ever.

One of the pleasing proofs of the popularity of the magazine is the manner in which the various employes look forward to the next number. Starting about the middle of each month, numerous requests are made both by mail and telephone as to when the next issue is to be ready.

We can tell you what brings that smile to Agent Barnes' face at Peninsula. Just go out and look at the marker on the water tank and then step into his office and make some remark about his full tank of water and you cannot help getting the enthusiasm roused by his new steam pump.

Elyria having been made a one-trick office, Operator C. W. Wood has taken first trick at Lorain Yard Office and "Sunny Jim" Shanks goes on third at Lorain.

During the absence of W. P. Burrell, agent at Freeport, Mr. W. A. Finke, has been appointed acting agent at that station.

The superintendent has issued instructions to his staff officers to instruct their employes, especially those connected with the train service, as to the necessity of exercising great care in their movements during the cold weather. This applies equally well to the care of passengers entrusted to them.

The following clipping is from a late issue of *The Cleveland Plain Dealer*. "Superintendent W. T. Lechliger has received a handsome clock, its face inlaid with the Safety First emblem, from the general safety committee at its meeting in Cleveland on the occasion of the committee's first trip here since last spring. Chairman J. W. Coon expressed himself as well pleased with conditions at Cleveland and on the Cleveland Division.

"The cooperation employes of all departments have lent to the safety campaign is responsible for the decrease in the number of accidents," said Mr. Coon.

"The visiting railroad officials include J. W. Coon, C. W. Egan, general claim agent; A. Hunter Boyd, Jr., assistant general counsel; Earl Stimson, engineer maintenance of way; and Dr. E. V. Milholland, assistant chief medical examiner."

LORAIN, OHIO

Due to the closing of the Lake traffic, it has been necessary to make the usual reduction in our yard force. Yard Clerks Beechy, Pfiffer and Askew have been furloughed, and A. J. Smith has been transferred to Cleveland Yards.

S. W. Terrant, relief clerk, spent the holidays at his home in Baltimore. His territory has been extended to Cleveland and Akron.

Operator Newton Baul is away for a vacation visiting relatives whom he has not seen for a long while. We miss Rosie about the office, especially his tenor voice.

L. E. Warren, yard brakeman, has joined the benedicts, having taken unto himself a better half without so much as giving us any hint of the event. We lost an opportunity to show him a good time, but extend our congratulations and best wishes.

Brakeman J. J. Anker was struck in the back at Elyria on December 27th, while setting off cars. He was rushed to Lorain and taken to St. Joseph's Hospital where his injuries proved to be painful but not serious. He is recovering rapidly.

Ford Durnier, yard conductor, and his helpers, Keefe, Wheatley and Foster have qualified as fire fighters and should be eligible for the city fire department. A fire developed in the old trestle in the lower yard a couple of weeks ago and gained considerable headway on account of high winds. The yard engine rushed to the scene and after a couple of hours' strenuous work—removing old timbers, etc., and carrying water from the engine tender to the flames, they succeeded in extinguishing the fire and saving the steam shovel. When it was over, each of the men was covered in ice, the thermometer registering 14 degrees at the time. We compliment you boys, on your good work.

One of the most popular trainmen with the traveling public is Brakeman G. C. Love, who is on 26 and 27. His courteous treatment of the passengers, together with his happy smile and congenial nature has made him a favorite. He is always ready to assist the ladies with

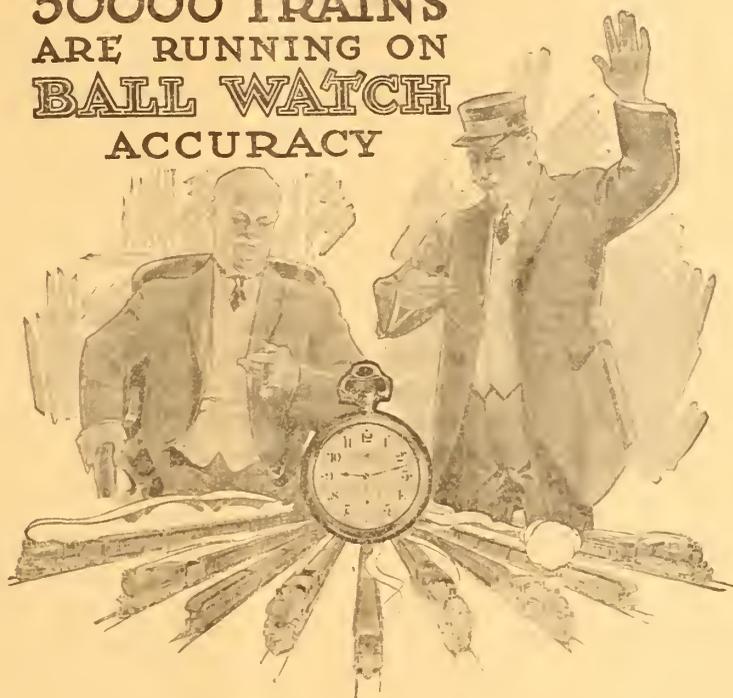
their grips, packages, etc., and is particularly attentive to children. A few Sundays ago, a lady boarded the train at Lorain and had with her a large doll, about the size of a three-year-old child. Just as the lady left her seat and went to the rear of the car, Brakeman Love came through the coach, and, spying the "baby," went over to it and said, "Did your mama leave you all alone?" When he discovered his error, he speedily found work to do in another car. But he is not discouraged. It's better to hold one-sided conversations with forty dolls than to run the risk of neglecting one child.

We have some crack gunmen in Lorain yard, but not of the "Lefty Louis" or "Gyp the Blood" type. Ours are harmless to human beings but death to game. The championship for this season is awarded to J. C. Murphy, assistant yard master. He and Yard Conductor J. M. Alexander hied themselves forth, just before the close of the rabbit season, to make a general slaughter of the bunnies. With a large supply of shooting paraphernalia, confidence and energy, they spent most of the day in getting lost and finding their way home. Jim got one cottontail and Murphy on being asked what he got, replied "I got *back*, that's all."

Our ex-champion, George Brucker, hopes to regain the title next season.

Momentary irritation oftentimes causes embarrassment and we should try to control our impulses along this line. To recite an incident, some time ago we had a jolly good fellow switching in the yard, who was easily irritated. One day while he was in the office a phone rang and he answered it. A conductor was on the other end of the wire asking for a clear track on which to pull his train. "What track have you clear for 65 cars?" was the question. "Number two," replied the switchman. "Don't get you," said the conductor. "Number two," came in louder tones. "Come again with that number," said the conductor. This was too much for the switchman and

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CHICAGO

CLEVELAND
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he fairly shouted into the transmitter, "Number T-U-E, two, you dumb-head," and he is still wondering what the joke is and why everybody laughed.

A long-felt need has recently been remedied by having switch lights put on the north end of the middle lead at 10th Avenue yard. This makes the switching much more rapid and safe and every switchman in the yard is as much pleased as if he had received a Christmas gift from the superintendent. The rapidity shown in installing the lights after the matter was called to the attention of our divisional officers shows what interest is taken in our motto of "Safety First."

Road Conductors I. A. Carver, Cromer and W. R. Billingsly have resigned and are missed in Lorain. We wish them success in their new undertakings.

As is our usual custom, we are making every effort to get our yard operating expense down to the lowest possible figure in order to show a reduction over last year. An extra engine in the yard is a rare luxury and before

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Make \$15 a Day

We want Agents, Salesmen, General Agents—quick. Work all or spare time—traveling or at home. No experience necessary—no money needed. We back you with our capital and experience—furnish everything—free—complete outfit—samples—measuring system full instructions to start you at \$10 to \$25 a day, with chance to work up to several thousand dollars a year on commission basis.

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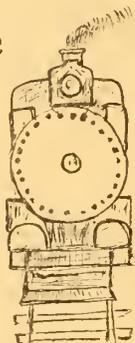
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assigning the engines each afternoon for the following day's work, every possible situation is taken into consideration with a view of "cutting off one." Sometimes we figure we need another engine and others figure we can do without it. If the yard masters and superintendent were to undergo a vision examination under Medi-

cal Examiner Church, the result would be something like the cut shown below.

The Extra Engine



As viewed by the Yard Master And as seen by the Superintendent.

Engineer John Stiner will be missed by the rabbits around Sterling, this winter. John has been a pretty sick boy but is doing well again.

Engineman F. Stephan ought to get a coat of armor plate for his dog next time he goes hunting back of the round house, so that the boys won't shoot him for a ground hog.

Engineer Bannister received a fine bouncing Christmas present at his home. We can't name the sex as we haven't received any cigars yet.

The boys will have to appoint a sick committee to call on those that are off; everybody is sick with grip.

E. L. Betts, Jr., who has found the "sledding" bad between Cleveland and Willow since his auto became disabled, has decided to return to the city and has bid in third trick at Belt Line Crossing.

On account of closing Elyria telegraph office, nights, C. W. Wood has taken first trick at Lorain yard, "bumping" J. C. Shanks, who in turn "bumped" M. N. Baul on third trick in the same office.

C. H. Lee is working third trick on C. T. & V. District in place of C. R. Brooker, the latter working third trick on the East End C. L. & W. District, while J. S. Griffith is touring the West. C. W. Wright works third on West End, C. L. & W., during Mr. Griffith's absence.

E. M. Heaton, division operator, visited his parents at South Charleston, Ohio, on Christmas Day.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineers*, Garrett, Ind.

An incident worthy of mention in our magazine occurred a few days ago, wherein an operator by prompt action probably avoided an accident. Train third, ninety-four was passing Pine Tower a few miles east of South Chicago at 9.37 p. m. running fast. Mr. F. S. Richtig, operator, was looking out and saw fire flying under a car—about the tenth or twelfth back of the engine. He got a red lamp and swung it out of his window as the caboose passed. Conductor A. B. Byers, seeing this, stopped his train and found that an iron brake was dragging between the wheels. He made report of this, and Superintendent L. W. Barrett gave the facts to Superintendent Smith of the L. S. & M. S. Railway Company by whom Richtig is employed, commending the operator for his action.

Alexander Maxwell of Grafton, W. Va., who ran a train on the Cumberland Division for over forty years, now on the pension list, has been spending some time on the Chicago Division, visiting his brother, Garrett, and his son Charles, both conductors. He has renewed acquaintance also with many other old friends.

Engineer J. E. Andrews and Mrs. Andrews are spending the winter in California, hoping to benefit the health of Mr. Andrews who for some time past has not been well.

Engineer C. N. McCully and wife are the proud parents of a son. They have a daughter two years old; guess they are doing all right, eh!

Dispatcher W. O. Keefe and wife, will spend the winter in Florida for the benefit of Mr. Keefe's health. Success to them.

Boilermaker Louis Eberle has been promoted to the position of boiler foreman of the Chicago Division. "Lou" has been with the company a long time, and we are glad to note his advancement.

Dispatcher Will G. Smith and Mrs. Smith, have been spending some time in Oklahoma, visiting his parents. He expects to gain some relief from rheumatism.

Will Mitchell, roundhouse foreman at Riverside, was in Garrett a few days in December, visiting his parents, Engineer J. F. Mitchell and wife. He was also looking after some business.

O. A. Hoffman is appointed assistant to road foreman of engines, with the special task of instructing firemen in their duties. Mr. Hoffman is well equipped for his new position and is popular with the men.

It is with regret that we chronicle the death, on January 2nd, of Mrs. Matheny, mother of Engineer William Culbertson. Mrs. Matheny came to Garrett about eight years ago to live with her son who was then a fireman on the road. Being of a kindly, charitable disposition, she made a host of friends, who mourn her demise. Besides her son, she leaves one daughter, Ada Matheny.

George Novinger has been appointed road foreman of engines, vice F. Kirby, promoted.

Delbert Hartel, engineer, has been made assistant road foreman of engines, vice George Novinger, promoted. These promotions, which were effective January 1st, meet with general approval.

Edwin P. Gage, who worked up to the position of freight conductor on the Chicago Division, has been appointed general yard master at Boston on the Boston & Maine Railway, under General Superintendent W. F. Ray. Edwin has been employed on the B. & O. about twelve years, in various capacities, always making good. Therefore we expect to hear of his further advancement.

CHICAGO FREIGHT OFFICE

John Klein, our veteran stationer, is now serving on the petty jury. Don't convict too many people, John.

The freight office at Louisville, Ky., described in the December magazine, has nothing on this office, when it comes to cleaning. We also had a siege of varnishing and painting, and our place looks like a real office now.

Congratulations! The stork left a bouncing baby girl at Bill Frank's on New Year's day.

Mr. Lunceford, our assistant agent, went to Pittsburgh over Christmas. We also hear that Jack Charles was there.

Two fellows who often go out to lunch together remind us of "Mutt and Jeff."

We notice that our beloved Mr. Tramm comes to work on a Monday morning all toggged out in his Sunday clothes. Better get home Sunday evenings once in a while, Tramm.

Somebody must have heard about Peterson. How's California getting along with him?

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, Chief Clerk, Chicago

On December 2nd, Operator C. B. Baker, at Evergreen Park, while riding home on a northbound transfer from 95th Street to 69th Street, discovered a car in that train with about two feet of flange broken off from the wheel. He immediately notified the conductor, and the train



C. B. BAKER

was very carefully handled to 69th Street, where the car was set out. Again, on the morning of December 4th, while a transfer was passing his office at 95th Street, he discovered a car with about nineteen inches of flange broken from one of the wheels. He stopped the train and notified the conductor, who set the car out at Edgemoor. Here are two cases within two days in which this man

probably saved the company bad accidents. Operator Baker has the interest of the company at heart, as well as the safety of our trainmen.

Effective January 1, F. H. Hickok was appointed agent at East Chicago, vice F. W. Cross, who takes Mr. Hickok's place as agent at Hammond.

On January 1, the agency at Argo station was closed for the winter season. William J. Quirk, agent at Argo, will be assigned to duty in the office of the local freight agent at Chicago.

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Montgomery Ward & Co.

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Effective December 18, 1912, H. C. Arnes was appointed assistant smoke inspector, to work jointly on the B. & O. and B. & O. C. T. in the Chicago Terminal District, reporting to the assistant road foreman of engines, F. S. DeVeny.

Herman Selburg, conductor, who was injured on November 24th, is still on the sick list.

P. J. Sweeney, chief yard clerk at Robey street, is back in the harness, after spending a week in California.

Ralph Barker, engineering clerk, district engineer's office, is the proud father of a nine-pound boy.

Mrs. R. C. Williams, wife of the dispatcher, spent the holidays at Milwaukee. During her absence, R. C. was only half fed.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN, Chillicothe, Ohio

Division Superintendent E. R. Scoville addressed a B. & O. safety meeting for all employes at Engineers Hall, on December 23rd. His splendid address was especially prepared for train and enginemen and dealt with the prevention of road accidents and the object of the safety committee.

After outlining the history of the safety movement, Mr. Scoville called attention to recent cases of unintentional carelessness or neglect that had resulted in accidents—the \$10,000 Coolville wreck, caused by a broken down journal, and the Irvington wreck (C. H. & D.), resulting from guessing at the state of a switch.

Mr. Scoville said that not long ago a surprise test was made on the Ohio Division to see how well trainmen and road men were obeying the rules. These tests were made in the shape of wrongly repeated train signals, torpedo tests, fusee tests, etc., and out of 48 incorrect signals or orders, all but four were detected. Switch lights were discussed and Mr. Scoville told of how not long ago trains were sent out with orders to report every extinguished switch light. Only one was reported out on the whole division.

Trainmen are cautioned to make good reports. Slow orders are now supposed to be observed to the exact number of miles. Engineers were observed by an inspector not long ago, and many were found to be running over certain sections at faster rates of speed than those specified. The use of safety chains for firemen between the engine cab and tender as advocated on the Wheeling Division was condemned locally, as being more of an inconvenience than a safeguard on other than deckless engines. Only one fireman on the local division has been hurt by falling from between the engine and the tender in the last twenty-four years. These and other minor matters of safety were brought up in the general discussion that followed Mr. Scoville's address.

Yard Conductor Carson, told of dangerous ice formed at a crossing by engines leaking water.

Conductor Noah Moore also called attention to a very important matter. "A great many new brakemen, I have noticed, have a habit, when leaving an engine to set a switch, of running up the middle of the track right in front of the approaching engine. This is a dangerous practice and a fall would mean sudden death."

The meeting was a very interesting one and well attended.

Charles Head, for the past fifteen years efficient head of the ticket office in Chillicothe, has received a well-deserved promotion in being transferred to the position of city passenger and ticket agent at Columbus, to succeed E. H. Slay, transferred to Zanesville to succeed Ticket Agent Lee, resigned. Mr. Head will be succeeded here

by Ticket Agent P. J. McReynolds of Athens. Mr. McReynolds will be succeeded by Ticket Agent Ray Hinchman, of North Vernon, Ind.

The Brotherhood of Railroad Trainmen met and elected the following officers for 1913: president and delegate to the national convention at San Francisco in May, W. I. Gickler; vice-president, R. M. Roland; secretary, E. Ward and treasurer, J. Carson.

Capt. F. J. Young of the B. & O. police, spent the holidays at McKeesport, Pa., accompanied by his family.

Harry C. Stevenson, division passenger agent at Chillicothe, has been transferred to Denver, Colo., as traveling freight and passenger agent. He succeeds the late S. M. Shattuc, who had only passenger duties; Mr. Stevenson will have freight duties as well. He is an able and experienced railroad man and well merits this promotion. He will leave to take charge of his new post after the first of the year. He came here three years ago from Cincinnati, where he was city passenger agent and succeeded E. C. Larrabee, in this city.

J. W. Weed, brakeman, had his right hip crushed and was internally injured by being caught between two cars while coupling them at Athens. He was attended by Surgeon McDougal and brought to the city hospital at Chillicothe. His condition is serious.

Clyde A. Baker, stenographer to Trainmaster Neff, and Miss Nellie D. Hyson, were married a few weeks ago, in Chillicothe. After a brief trip they were planning to go to housekeeping on Seventh Street. Their friends wish them great happiness.

CINCINNATI TERMINAL

F. D. Batchellor, who has been division engineer on the B. & O. S. W., with headquarters in this city for some time, has been promoted to the position of assistant to the general superintendent. He will be succeeded by A. J. Cassil, formerly division engineer at Indianapolis. T. Bryce Conlyn, assistant engineer of maintenance of way, will take the place made vacant by the promotion of Mr. Cassil.

Mr. Batchellor will take over the improvement duties that have hitherto devolved upon Assistant General Superintendent E. W. Sherer, who will devote his time to transportation matters as well as to his duties as assistant secretary of the Southwestern.

C. A. Plumley, who has been trainmaster on the grand division since March 1, has been appointed assistant superintendent of telegraph with headquarters at Cincinnati. He will have charge of the telegraph and telephone systems of the B. & O. S. W. and the C. H. & D. This is a newly created office made necessary by the increased amount of work. Heretofore the responsibility of this department has rested entirely upon the superintendent of telegraph in Baltimore.

H. S. Smith will succeed Mr. Plumley. Having been assistant trainmaster for some time, he is well equipped to assume the duties of the new position.

J. B. Purkhiser, yardmaster, has been selected to succeed Mr. Smith as assistant trainmaster. Mr. Purkhiser spent several years in the train service and was promoted to yard foreman some time ago.

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Please mention this magazine.

Night Yardmaster W. E. Hyatt will succeed Mr. Purkhisier as yardmaster. W. F. Kattman, night yard foreman, will take the place made vacant by the promotion of Mr. Hyatt.

INDIANA DIVISION

Correspondent, O. E. HENDERSON, *Conductor*, Seymour, Ind.

Flagman A. C. McGinnis was quietly married to Miss Katie Shepherd, December 24th, and they have gone to housekeeping on West 4th Street, Seymour.

Engineer Mel Boone was absent from duty for a few days, lately, on account of the death of his mother. Mrs. Boone was one of the oldest people in Seymour and had she lived until January 18th, she would have been ninety-three years old. She leaves two sons, Melvin of this city and Omer of Louisville, Ky.

Conductor Carroll Bush, who is on a six months' leave of absence and is visiting relatives in Southern California, writes back that he is well-pleased with the Coast.

Recently F. M. Dee, passenger conductor of the Cincinnati-St. Louis runs, came up to register at Mitchell and remarked to some of the railroad boys standing around that he had been very unfortunate recently. He explained that he had lost both his daughter and his pet dog; but even while he spoke these sad words a smile was seen on his face, which had the boys guessing what he meant. Upon further inquiry it was learned that he had lost his daughter in marriage. We were unable to ascertain any of the particulars, or even the lucky young man's name.

Miss Hazel M. Henderson, only daughter of Conductor O. E. Henderson, was quietly married to Mr. Ray E. Milburn, Saturday evening, December 29th. Mr. Milburn is a traveling salesman for an Evansville clothing firm. For the present they will continue to reside in Seymour.

In looking over the *Employes Magazine* I have been anxious to see some kind of a report from some of our brother committeemen, relative to the amount of safety work they have done; but so far have failed to see any such report. I find that I have made, during the past year, 196 written reports to the general and local chairmen, 64 verbal reports at our monthly safety meetings, sent 14 messages, relative to improper loading of cars, swinging car doors and other obstructions, called the attention of 81 employes to practices that might result in loss to the company or personal injury. I should like to read a few reports from other committeemen and see if I have done my share of this great humane work.

The following resolution was called forth by the effective service of J. McClintock Martin, traveling passenger agent for this district of the B. & O. It was passed and signed by members of the William Seymour Edwards party on the way from Grafton to Parkersburg as they were returning from the "Edwards Day" exercises at West Virginia Wesleyan College, Buckhannon.

"Resolved, by the undersigned members of the Wm. S. Edwards party, enroute—Charleston to Buckhannon and return—that the cordial thanks of this party are due and are hereby tendered to our genial companion and personal conductor, J. McC. Martin, B. & O. traveling pas-

A NEW CREATION

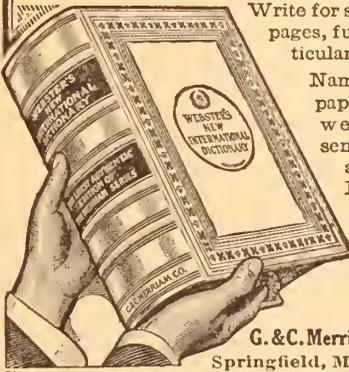
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senger agent, for the efficient and capable manner in which the details of this trip have been arranged by him, and for his uniform courtesy in looking after the comfort of his passengers.

(Signed.) Governor Glascock and the entire company."

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

On September 26th, at Olney, Ill., Maurice Buckley, flagman at Whittle Avenue crossing, in guarding two children from harm, received injuries which resulted in his death a few hours afterward. Mr. Buckley was on duty at the time when No. 39 from the East pulled in and at the same time extra 2067-1325 was backing Eastward on a passing track. As soon as No. 39 cleared the sidewalk, two small children started to cross to the South and had they gone ahead they would undoubtedly have been run over by the engines backing up. Mr. Buckley quickly realized their perilous position and rushed onto the track ahead of the approaching engines and shoved the two children off the track to safety. He was not, however, able to get off the track in time to prevent being struck and fatally injured. The deceased was 76 years old and had been in the employ of the company about 41 years. He was a true and trusted employe and willingly gave himself for the two children, thereby bringing to a close, a busy and useful life. Mr. Buckley, despite his advanced years was very active and attentive to duty and is mourned by every one whose privilege it was to know him.

Please mention this magazine.

J. E. Meadows who has been general yard master at Shops, Ind., for the past two years has tendered his resignation and returned to Brunswick, we understand to engage in business at that point. Mr. Meadows was formerly a yardmaster at Brunswick and in losing him, the Southwestern loses one of its best yardmasters. We all certainly wish him success. He has been succeeded by D. L. Shafer, formerly night yard master, whose place was taken by C. McLenore, formerly yard foreman.

We show in this issue a good likeness of Mr. John S. Lemly, who was recently appointed to fill the newly created position of supervisor of locomotive operation, Southwestern Division. Since December 1st, his jurisdiction has been extended to take in the Cincinnati, Hamilton & Dayton Lines. Mr. Lemly is an old and tried railroad man, having been an engineer on the Wheeling Division for years, where he established a reputation for combining speed with safety. At one time, he



JOHN S. LEMLY

made the fastest run with train 97, Grafton to Wheeling, that was ever known to that section; to this day it has not been equalled. Later he was assistant trainmaster of Wheeling Division and for a while was with the Chicago, Milwaukee and St. Paul as engine driver on the new coast extension in the Northwest. Mr. Lemly's headquarters are at Cincinnati, Ohio, in the same building that houses the Southwestern general officers.

In this number of the magazine we are proud to be able to reproduce a photograph of what is said to be the finest and best equipped, as well as the best kept relief train on the entire B. & O. system, the Washington, Ind., wrecking train. It is in charge of one of the brightest and liveliest wreckmasters in existence anywhere, W. G. Roskelly, who was educated at the reliable Mount Clare Shops of the company prior to being advanced to the Western section of the road. A glance at the photograph as herewith printed will convince all that the entire outfit is well cared for, but the very best part is not shown, the interior of the dining and sleeping car. The local Washington Shop people were highly complimented by Third Vice-



WASHINGTON, IND., RELIEF TRAIN

President Thompson, on a recent inspection trip, on the neatness and cleanliness of this train and on the modern equipment carried. Photographs were taken at that time.

A. E. McMillan, enginehouse foreman, Washington, Ind., who was formerly in the same capacity at the Benwood, W. Va., shops, has recently been transferred to temporary service on the C. H. & D. Lines under the jurisdiction of A. P. Prendergast, superintendent of motive power. Mr. McMillan bears the reputation of being one of the best roundhouse men in the country and we Illinois Division people think that he cannot be beaten.

E. A. Hunt, Illinois Division safety and shop inspector, has just returned to his Washington, Ind., headquarters after a brief inspection trip over the Ohio and Indiana Divisions and the lines of the C. H. & D. Mr. Hunt is a live wire on his job and he has accomplished wonders for the safety movement.

George Coleman, an employe of the stores department at Washington, Ind., who had the misfortune to break his left arm, on June 12th, while assisting in handling heavy timber at the shops, was able to return to duty December 2nd.

There are not many of the clerks employed in the office of Storekeeper Casebeer, who are in a position to attend any of the many social functions now taking place at Washington, Ind., as they are violating the "Hog Law" by working on an inventory that was taken November 27th, 1912. There is some consolation, however, for the Illinois Division storeroom clerks in the knowledge that the inventory was a general thing all over the system and there are others putting in extra time getting it off their hands.

Recently there has been inaugurated over the Illinois and Indiana Divisions of the Southwestern, a new departure in the shape of a supply train. This train is operated once a month over each division and distributes M. of W. department supplies, as well as transportation department supplies. The maiden trip was such a grand success that its permanency has been assured. It is easily the quickest and surest way of delivering material, and in addition to providing more satisfactory service to the departmental officials, it relieves the local train crews of handling a great deal of company material and saves delays to the local trains. Traveling Storekeeper Orendorff was here from Baltimore during the early trips and assisted in perfecting the arrangement.

Everybody on the Illinois and Indiana Divisions know Cy Ward, the big bookkeeper at the shops, holding desk room in the office of the general foreman at Washington,

Ind. Cy now states that he is satisfied with the simple life and no more politics for him. Every one at Washington, Ind., remembers how close Cy came to being mayor of the town, once upon a time, and he's popular yet among the people.

Ray Bollenbacher, statistical clerk in the office of Master Mechanic Carey, Washington, Ind., attended the annual football game between Indiana University and Purdue University at Lafayette, Ind., last month, and had a fine time—excepting that on his return a Monon train on which he was riding became tired of staying on the rails and got down on the ties, a short distance outside of Bloomington, Ind., with the result that Ray was laid up in the woods for several hours.

Thomas G. Smallwood, who will be remembered by the Chicago Division people as boiler shop foreman of the Garrett, Indiana, shops of this company for a number of years, was at Washington, Ind., a short while back in the interests of the Chicago Pneumatic Tool Company, for whom he is traveling. Mr. Smallwood graduated into the sales world from the Baltimore and Ohio, having been formerly in the service at Grafton, W. Va., at which point he learned the boiler-making trade. Grafton shops are noted for turning out good men and Tom is no exception to the rule. We suggest that the Grafton people prepare an item, showing the men they have turned out in railroaddom.

It will be pleasing news to the many friends of Mr. Clifford McLemore, yard committeeman representing the Washington yards on the Illinois Division Safety Committee, to learn of the arrival of a bouncing eleven-pound girl baby at his home. This accounts for the two-by-four grin on the Irishman's face.

The burning question of the hour in and around the local mechanical department offices at Washington, Ind., is "What is the attraction at the sister town of Montgomery?" A superficial investigation has brought out the fact that J. C. Smoot and J. R. Minter, representatives of the general foreman's staff, have been making several trips each week to the little hamlet down the road.

Gus Walker, employed as boilermaker's apprentice at Washington shops, was obliged to lay off for several days last month on account of a piece of boiler iron falling on one of his feet. The Relief Department protected him during his enforced vacation.



A Story About a Crooked Path—

and how it applies to typewriters

You've heard the story of how a hundred thousand people a day are losing time and energy following a narrow, crooked, city street, which years ago was started by a blind calf wandering through a meadow.

There is a similar story about typewriters. When the first machines were built, they had a square, upright frame, to which the mechanism was attached. Today countless people are subjected to inconvenience because nearly all typewriters are built along the lines of the "beaten path" marked out by the maker of the first machine, thirty-five years ago—with one exception, the ROYAL.

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No Extras



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It explains the wonderful simplicity of the Royal in its mechanical operations, with its consequent ease of writing and never-wear-out durability. It explains why we are able to attach to every Royal a guarantee the like of which no other manufacturer in the world ever dared to make. READ IT!

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This remarkable book shows samples of the beautiful work of this machine and shows why in important tests (in the U. S. Postal Service for instance) the Royal has established a new standard of typewriter service and value.

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if anything was wrong with the car, etc., whereupon the little word "courtesy" was called into play and a brief reply was given, including the purpose of the work, the whichness of the whyfor and the whereness of the thus, etc. The stranger thanked Mr. Sterling kindly and walked away, apparently astonished at the kind of answer he had received. Mr. Sterling was well pleased, a few days later, when he noticed this same man occupying his car in one of our through trains, giving evidence of his satisfaction over the courteous treatment our employes gave him.

W. W. Calder, general car foreman, headquarters at Washington, Ind., having jurisdiction over Indiana and Illinois Divisions, Cincinnati to St. Louis and Springfield branch, has been busy the past month or so visiting the different terminals and inspection points and getting his department shaped up for winter.

There have been completed lately, some badly needed improvements in the car department yards at Flora, Ill. By some small re-arrangement of tracks and the erection of some outbuildings, the car department facilities at that station have been increased at least one-half without the expenditure of any great amount of money. Flora is a pretty important mechanical repair point and is one that is overlooked, at times in the shuffle; but the local people there under General Foreman Keller and Freight Car Foreman McCracken have brought the station up to a high state of efficiency and one that now compares very favorably with other repair stations on the B. & O. system.

E. C. Sterling, passenger car foreman at St. Louis, reports an improvement that is taking well with the traveling public. A ten-section observation Pullman lounging car has recently been added to through trains Nos. 3 and 12, St. Louis and Cincinnati. It is not generally known among even the employes of this company that our grand old road beats the time of its nearest competitor between St. Louis and Cincinnati, Ohio, about two hours on the fast passenger runs.

Locomotive Engineer W. E. Hallows, of the Illinois Division, has returned with his wife, after an extended honeymoon trip through Denver, Colo., and Los Angeles, Cal., and reports a delightful trip.

The undeniable stork has called at the home of Mr. and Mrs. F. W. PeLeate, a machinist at the East St. Louis Shops, and left with the proud parents a bouncing baby boy. It is hardly necessary to state that Fred is one of the happiest mortals on the extreme West End of the system. Mr. PeLeate was formerly a locomotive engineer on the Illinois Division and he and his wife are well and favorably known from Washington to St. Louis.

Life is strenuous around East St. Louis, Ill. Foreman Murray of the Cone Yard switching crew was held up by some unknown man while switching on the repair tracks.

Murray was able to get away without loss or much trouble.

S. E. Nell, steel car foreman, of Washington, Ind., Shops, has returned from a business visit at Glenwood, Painesville and Lorain Shops of the company, looking into the facilities for repairing and expediting the steel car work, which has now reached almost mammoth proportions on the Southwestern. Mr. Nell was formerly in the service at Garrett, Indiana, on the Chicago Division and is one of the most wide-awake steel car repairmen in the country.

P. R. Marshall, agent at Virginia, who recently took a six months' leave of absence, has again reported for duty. He says that there is nothing like working for the old B. & O. Dick Long who has been relieving him, will return to his old position as operator at Taylorville.

C. B. & Q. private car No. 74, occupied by Superintendent Thiehoff was handled on 124 from Beardstown to Flora on the 17th for conference with Superintendent Mitchell to complete final details for joint use of the track between Shattue and East St. Louis.

Operator Booth and Brakeman Shinefield went to Gurney a few days ago, hunting—got a few rabbits. They report plenty of them up there but not many of them that would sit still.

Conductor John Hettiger, his wife and son, have been taking a thirty-day trip through the West. They are visiting the more important cities in Colorado, California, Oregon and Tacoma, Washington, where Mrs. Hettiger and their son will spend the winter. We wish for them a safe and pleasant trip.

Conductor J. L. Tibbs, who has been protecting Conductor Hettiger's run during the latter's absence was compelled to give up a few days ago on account of sickness.

Mr. and Mrs. J. O. Gurney, of Washington, Ind., Mr. and Mrs. N. R. Martin, of Chillicothe, Ohio and Mr. and Mrs. R. E. Weller, of Flora, all attended the funeral of Mr. Martin's father at Pana, Ill., on November 17th.

Conductor Naney of the South End of Springfield District was called to Denver, Colorado, last week, on account of the sickness of his wife, who is out there on a visit.

Engineer McDonald has gone to Baltimore again. Bill must be getting pretty well acquainted over there.

We are informed that Conductor Charles Ireland has his political eye on the post office at Beardstown. If he wants it we would certainly all be glad to see him get it—there is no one that can doubt his loyalty to the Democratic cause.

Conductor Gaudlitz has a smile that won't come off. The cause is a ten-pound girl. He is as proud as a little boy with a pair of red-top boots.

In a home talent minstrel show given at Flora, the second traveling auditor, A. L. Carney, certainly surprised his friends by a beautiful rendition of a tenor solo. This was Mr. Carney's first public appearance in Flora. He certainly acquitted himself grandly and we all want to hear him again. Big Puss Irwin of the General Foreman's office, as Colonel Smith says, "Did his part like a professional and was universally applauded." Throggy also made a great hit and is now contemplating joining Primrose & West as regular end man.

The stork made its third visit to the home of Trainmaster C. G. Stevens, at Washington, several days ago, leaving him a bouncing twelve-pound boy. Mother and boy are both doing finely and Mr. Stevens is feeling prouder than ever of his very interesting family.

One more of the boys of the superintendent's office joined the ranks of the benedicts on last Wednesday—Mr. Robert Jeffries being united in marriage to Miss Opal Durland, the beautiful daughter of one of Flora's first families. We congratulate both Mr. Jeffries and his bride on the selection of partners and all of us certainly wish them all the happiness that such an event can bring.

Assistant General Passenger Agent Gildersleeve is a business visitor in Denver.

John Maher, assistant division engineer, has just returned from a short vacation visiting parents in Philadelphia and "friends" in Wheeling. Jack reports that he had a good time. We believe he did.

Friends of Lawrence Burns, section foreman at Odin, have been congratulating him upon his entrance on Thanksgiving Day, to the ranks of the benedicts.

Division Engineer Gibson and wife spent Thanksgiving day in St. Louis.

Supervisor Walker Cook and wife, of Springfield, spent a few days at his old home, Oak Hill, Ohio.

H. E. Orr, master carpenter, and several of the B. & B. men, went to Louisville, Ky., on the 27th, to view the new bridge which has just been opened by the K. & I. Bridge Company, across the Ohio River.

Supervisor W. G. Burns and Division Engineer Gibson, took a day or two from their strenuous duties on District No. 1, and the "whole works" respectively, last week, and practiced marksmanship on the quail. They report plenty of birds and also acknowledge having plunked a rabbit or two; but you know it's only ninety-seven miles to Missouri and we would like very much to be sighted.

L. W. Carpenter, formerly employed as supervisor's clerk at Springfield, as accountant at Cincinnati and as timekeeper at Flora, resigned his position as timekeeper, on November 15th, to go into business in Flora. He was succeeded by Walter Bassett, who was succeeded by W. T. Taylor. John Hough succeeds Mr. Taylor and William Kuntz of Cincinnati succeeds Mr. Hough. Much success to "Carp."

Mrs. C. S. Lyeon, wife of the chief clerk to Division Engineer Gibson, spent Thanksgiving at her home in Marshall, Ill.

S. M. Shattuc, for many years traveling passenger agent of the B. & O. and B. & O. S. W. at Denver, Col., died at his home in Denver on Sunday, November 17th. Mr. Shattuc was sixty years of age, and had a large acquaintance throughout the west. He was buried at Fairmount Cemetery, in Denver, November 22nd, the funeral being largely attended by Western passenger men.

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, ROY POWELL, *Superintendent's Office*

The Indianapolis Division has hardly recovered from the series of unfortunate accidents that befell us during a few bad weeks, but the smoke has cleared away and

we trust that in the future the hoodoo, jinx or whatever it is that has hung to us so tenaciously, will give us a wide berth.

On December 6th, Superintendent White, chairman of the local safety committee, called a special meeting of the committee to discuss in general the conditions that might have had a bearing on the series of accidents on this division. The meeting was very well attended. A general discussion of the little acts of carelessness that employes commit took up the larger part of the meeting, as it was thought that if the men had these acts called to their attention personally by the committeemen, considerable good might be accomplished. Each member present was urged to use every effort to bring to the attention of employes the element of danger in such acts and in every instance of unsafe practice observed.

Frank M. Conner, whose likeness is presented here, was born in Hendricks County, Indiana, August 16, 1867, and first entered the service of the old I. D. & S., June 1, 1885, as extra conductor. He was agent at Marshall, Ind. and later at Tilden. He also filled the positions of



FRANK M. CONNER

night operator at Tuscola, Ill., agent at Montezuma, Ind., and yard clerk and operator at Moorfield. In 1900, he was promoted to the position of trick dispatcher, Springfield Division, and became chief train dispatcher of the same division in 1903. This was before the two divisions were consolidated and the Springfield Division was then known as the I. D. & W. In November, 1904, when the I. D. & W. and the C. I. & W. were consolidated and became the C. H. & D., he was appointed first trick dispatcher on the Springfield Division and held this position until he was promoted to the position of chief dispatcher of both Indianapolis and Springfield Divisions, October 1, 1910. This is not Mr. Conner's first experience in his new field, as he was appointed acting assistant

trainmaster in the same territory in February, 1912, and remained in this position until April, when he returned to his position as chief dispatcher, after having cleaned up the Springfield Division in a very satisfactory manner.

Frank Conner is one of the most loyal employes that ever worked for any railroad and the confidence of his superior officials has not been misplaced in giving him this much deserved promotion. He takes up the "white man's burden" of the new position, which was created for him, with the friendship of all the employes on the division and while we regret to lose him as chief dispatcher, we know he will make good in his new position.

Carl Ginkel, stenographer in the superintendent's office at Indianapolis, who has been off duty for several days on account of a broken arm, is again on duty, his place having been filled while he was away, by Mrs. L. E. Earlywine, wife of the tonnage clerk in the same office.

T. H. Siegrist, who has been working the second trick as train dispatcher on the Indianapolis Division, was appointed chief train dispatcher of the Indianapolis-Springfield Division, effective December 2nd, vice F. M. Conner who has been appointed assistant trainmaster with headquarters at Hume, Ill. Mr. Siegrist entered the service of the C. H. & D. as trick dispatcher on the Indianapolis Division, August 8th, 1907.

L. W. (Puss) Irwin, formerly in the general foreman's office of the B. & O. S. W. at Flora, Ill., has taken the new position of road foreman of engines' clerk at Indianapolis. This is a much-needed addition to the clerical force on this division and Mr. Irwin comes very highly commended.

Active work has begun on the automatic block signal system on the Indianapolis Division and K. A. Hinton, general signal foreman, who arrived on the division December 1st, has a large gang at work and will push the installation with all possible dispatch. This system, when in working condition, will greatly facilitate the handling of trains in the crowded district between Indianapolis and Hamilton, Ohio.

The management has decided to try out Sunday passenger service on the Springfield Division, between Indianapolis and Decatur, Ill., this winter and will keep these trains running as long as the service demands. From present indications, they will be a success, as they have been very well patronized so far.

Authority has been received and work started on a new office building to take care of the round-house foreman and the road foreman of engines at Moorefield shops. The new building will not only give us room that we have needed badly but will add materially to the appearance of Moorefield, which is fast becoming one of the most complete of the small shops on the system.

Business on the district between Indianapolis and Hamilton has increased to such an extent that it has been found necessary to place four additional freight crews in service in this territory, which has been badly congested for several days. Trainmaster Hoffman has been working

day and night to get this part of the division cleaned up and with the additional crews and the power that has been received from other divisions, he will have the freight running normally in a short time.

H. F. Reynolds, general yardmaster at Indianapolis, has returned to work after being off for some time with an attack of stomach trouble.

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. S. REAGAN, *Chief Clerk*, Dayton, Ohio

We wish all the Baltimore & Ohio "family" a Happy New Year.

E. B. Adams, a crippled watchman at the Herman Avenue crossing, Dayton, Ohio, gave his life on December 12th, in the vain effort to save that of Miss Oliva Schmidt, a girl of eighteen, who was going home from her place of employment. As she approached the crossing, a switch engine was making a good deal of noise near by, and she evidently did not hear the express. Adams seeing her



MR. AND MRS. ADAMS

danger ran toward her, shouting a warning; before he could reach her the engine struck him, hitting the girl the next instant. The man died immediately, and the girl a few hours later. Adams was sixty-seven years old. He had lived in Dayton thirty-five years. He leaves a widow and three children. Those who knew him say that his chief thought has always been the safety of the public rather than his own.

The many friends of Conductor J. A. Jordan were sorry to hear of his sudden death, December 8th. Mr. Jordan was employed as extra passenger conductor of the Wellston Division and was a very faithful employe, liked by all who knew him. He entered the service February 6th, 1890, was on local freight until two years ago and was compelled to give up his run on account of failing health. After that time he confined his services to extra passenger running. He was a sufferer from diabetes, although his sudden death was due directly to pneumonia. Funeral services were held from Sacred Heart Church, Dayton, and the remains were consigned to their last resting place in Calvary Cemetery.

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Dr. Ridpath is dead, his work is done, but his widow derives her support from the royalty on this history and to print broadcast the extremely **low price** we will make would cause great injury to future sales.



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RIDPATH takes you back to the dawn of history, long before the Pyramids of Egypt were built; down through the romantic, troubled times of Chaldea's grandeur and Assyria's magnificence; of Babylonia's wealth and luxury; of Grecian and Roman splendor; of Mohammedan culture and refinement; of French elegance and British power; of American patriotism and religious freedom, to the dawn of yesterday.

RIDPATH throws the mantle of personality over the old heroes of history. Alexander is there; patriot, warrior, statesman, diplomat, crowning the glory of Grecian history. Xerxes from his mountain platform sees Themostocles with three hundred and fifty Greek ships smash his Persian fleet of over a thousand sail and help to mold the language in which this paragraph is written. Rome perches Nero upon the greatest throne on earth and so sets up a poor madman's name to stand for countless centuries as the synonym of savage cruelty. Napoleon fights Waterloo again under your very eyes and reels before the iron fact that at last the end of his gilded dream has come. Washington is there, "four square to all the winds," grave, thoughtful, proof against the wiles of British strategy and the poisoned darts of false friends, clear-seeing over the heads of his fellow countrymen, and on into another Century, the most colossal world figure of his time.

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H. G. Snyder has been appointed division engineer of Wellston-Delphos and Ft. Wayne Divisions, with headquarters at Dayton, Ohio, vice Mr. H. F. Passel promoted to the same position at Indianapolis, Ind.

Simon Baker has been appointed supervisor of the Fort Wayne Division, vice O. E. Helvie, resigned.

MUCH IN LITTLE

The rules provide that the engine bell must be rung when engine or train is about to move. This is not, in all cases, done. Thirty-five employes were struck and killed last year, because they did not hear an approaching engine. Possibly some lives could have been saved had this rule been lived up to. Commencing at once, every engineer and fireman should make up his mind absolutely to observe the rule.

Dr. Masterman of Jerusalem, writing of the recent excavations in that city, says that the Siloam tunnel, which has been cleaned from end to end, is 1700 feet long and high enough for one to walk upright almost the whole way. The fact that the original tunnel-drivers, working from opposite ends, met so accurately is a high tribute to the skill of the engineers of Hezekiah's time. The Pool of Siloam has now been entirely rebuilt and its water supply doubled by these operations—*Record of Christian Work*.

J. W. Griffin, yard safety committeeman, Massillon, Ohio, sent in his weekly report, stating that during the past year he had thirty-nine new brakemen to instruct and watch out for, and eleven different engineers; and during the entire year not one man was injured. He has a difficult territory from a safety standpoint, as many close clearances prevail there. Such a live personal interest in safety cannot fail to bring about the results we are all striving for.

The force of the blow struck by a modern train going at high speed is greater than that of the shot from a modern gun. At least such is the statement of a scientist who has been looking into this question. He estimates that a modern passenger train will weigh about 400 tons, and that it moves at a velocity of 70 to 75 miles an hour, or about 100 feet a second. A mass of 400 tons propelled at this velocity will strike a blow twice as great as that delivered by a 2,000 pound shot fired from a 100 ton cannon. This, he states accounts for the tremendous destruction caused by collisions.—*Popular Mechanics*.

In 1836 the trip from Philadelphia to Pittsburgh, by railroad and canal packet, took four and one-half days. The original poster advertising the opening of this route said:



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One of the locomotives of that period, the Lancaster, first used in hauling material for the completion of the Philadelphia and Columbia Railroad, and later for passenger service, weighed eight tons, had a capacity of drawing 56 gross tons, and moved its train at a speed of a little more than nine miles an hour.

Instructions have been issued that the bell cord be run over to the engineer's side (Circular L-175 issued by the general superintendent of motive power July 13th), so that when the fireman is engaged, the engineer can ring the bell without leaving his seat.

The shops should see that this work is done, no special authority being needed. Help improve our record this winter.

Last winter we had several freight men killed by being jerked over the caboose railing or falling through the opening. The safety committee suggested that the rail be raised several inches and the opening closed. This was authorized, as per blueprint 24421-D, issued by the general superintendent of motive power. In many cases, as in that of the caboose appearing on our Christmas cover, this has been done—but not in all. The shops should see, therefore, as the caboose cars come in for repairs, that the rail is changed; failure to do this may cost a life, as past experience proves.

The safety committee found that, in some cases, the lanterns on engines were not properly cared for, and were not ready for immediate service. As they are liable to be used at any time by the fireman, in flagging, they should be kept in perfect condition. The shop people should see that some one is held responsible for their condition and the firemen and engineers, before they go out, should see that they are ready for immediate service.

We are now receiving so much personal news, the material that is interesting to the majority of our employes, that we have been obliged to leave out some items each month. We think it would be better to drop the practice of publishing continuously the names of our two or three hundred safety committeemen. Practically every one on the various divisions now knows the name of the safety man in his particular department, and even if he does not he can send his notes to the headquarters of the safety committee of that division, where they will receive proper attention. We will now use this space for personal news. We intend, however, to print, every six months, the name of our safety committees, as the committees are changed twice a year.

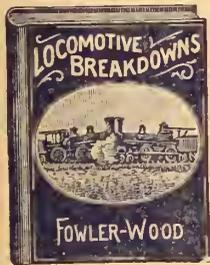
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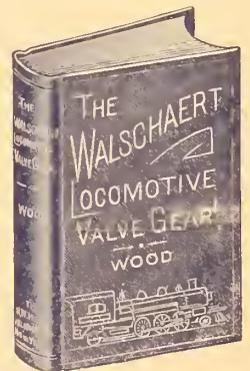
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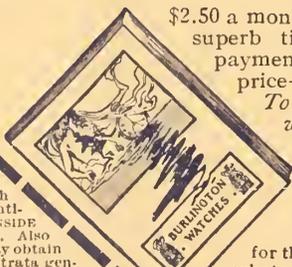
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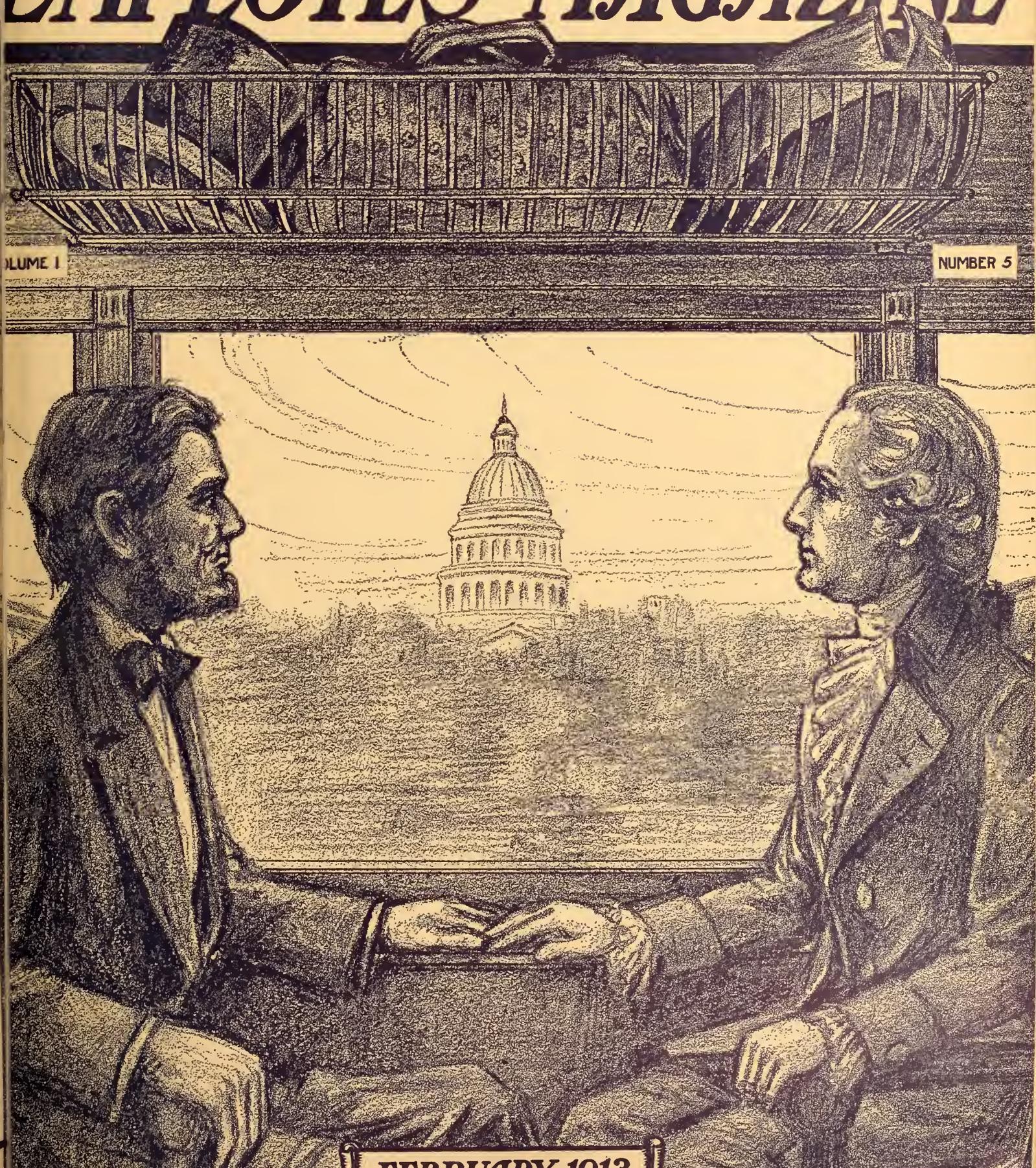
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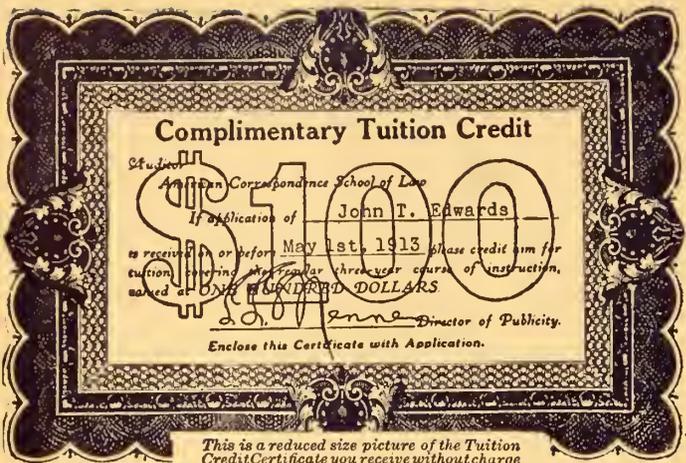
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NUMBER 5



FEBRUARY 1913

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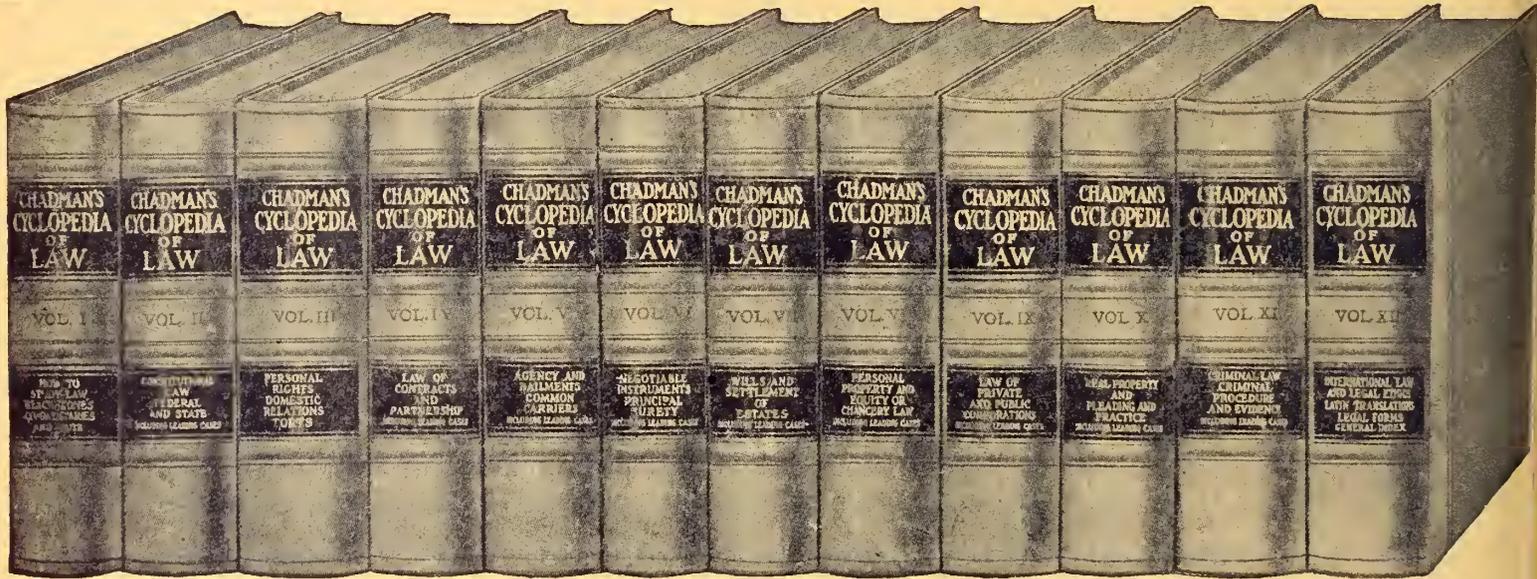
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, FEBRUARY, 1913

Number 5

ON THE WAY TO WASHINGTON

WASHINGTON: You are more familiar with this route than I, Mr. Lincoln.

LINCOLN: I went over it in '61, about this time of year, but we didn't stop to examine the landmarks.

WASHINGTON: My journey from Mount Vernon to New York, for the inauguration ceremony, required six days. The route was by way of Annapolis.

LINCOLN: The time-table says that trains go from New York to Washington in five hours.

WASHINGTON: That would have seemed a terrific rate of speed in 1789. But these cars ride far more smoothly than any stage-coach.

LINCOLN: I reckon that's so and I've tried every kind of transportation, including my own legs. But the trouble with legs is they don't keep a man on the right track half so well as a locomotive does. When there wasn't any other excuse for pardoning a deserter, I used to blame it on his cowardly legs.

WASHINGTON: A most humane impulse, but I fear that view might interfere with discipline in the army.

LINCOLN: Yes, you regular generals all agree on that. You see I was never more than a sort of a hand-made captain of volunteers.

WASHINGTON: God forbid that I should ever speak lightly of the volunteers. They formed and preserved the nation. War is one of the worst of evils; but think you the milder demands of peace call out so noble a spirit?

LINCOLN: Peace isn't always so white as she's painted. Here comes a trainman with a blue button on his coat. Wherever there's a badge there's pretty sure to be a battle. Friend, how goes the good fight? (Pointing to the safety button.)

TRAINMAN: It's not won yet, sir, if you mean safety.

LINCOLN: So that's the war cry now! Whose safety?

TRAINMAN: Our own—the employes. We take better care of the public than we do of ourselves. Not a passenger has lost his life in a train accident on this road for five years. But we men—well, I don't like to talk about it. It's too much like war.

WASHINGTON: And who is the enemy?

TRAINMAN: I shouldn't exactly call anybody that. Sometimes our own men forget to look out for themselves and their comrades.

LINCOLN: As the Good Book says, "A man's foes shall be they of his own household."

WASHINGTON: It was so in the early days. Not all who lived among us helped in the great contest. And the man that does not help hinders.

LINCOLN: What are you doing about it?

TRAINMAN: We have safety committees that are always on the watch.

WASHINGTON: Minutemen, as it were.

TRAINMAN: They report to the company all suggestions for making the road safer. They try to educate the men to stop dangerous practices, such as walking on tracks or sitting down on them.

LINCOLN: *Sitting down on tracks!* General Washington, what would you have done if your soldiers had made a practice of getting in front of their own guns.

WASHINGTON: After the battle they should have been courtmartialled as traitors. For every man who had put his life needlessly in jeopardy would have betrayed his comrades and the republic by risking my trained forces.

TRAINMAN: But our men have good general intentions.

LINCOLN: I am very well acquainted with that fellow—General Intentions. He was the commander in a good many battles, and somehow they were all lost. Intention counts a good deal more in law than it does in battle or in front of a railroad train.

WASHINGTON: The three inalienable rights for which we fought in the revolution were life, liberty and the pursuit of happiness. We placed the emphasis on the second; so likewise did the patriots of a later day. You men of the railroad have gone back to the first essential—life, without which neither liberty nor happiness can be enjoyed. You represent the citizen soldier in the ranks. Your officers have their responsibility and they must answer for it; but if they did their whole duty, without you all would be lost. You are fighting, not for them, but for yourselves, for your homes and for those you love. Only the highest motives can lift you up to victory. The spirit of the hireling will never do it. England's king hired against us the Hessians—and our ragged, hungry, unpaid farmers turned to flight the armies of the aliens.

LINCOLN: Nothing can stand against a spirit like that; without it nothing can stand. I think Mr. Washington will not resent my giving a part of his own Farewell Address to the men of the railroad for their inspiration.

WASHINGTON: If there is any word of mine that can help to save life, do not fail to speak it.

LINCOLN: I will introduce only the one word—SAFETY.

"It is of infinite moment that you should properly estimate the immense value of SAFETY to your collective and individual happiness; that you should cherish a cordial, habitual, and immovable attachment to it; watching for its preservation with jealous anxiety; discountenancing whatever may suggest even a suspicion that it can in any event be abandoned."



HOW MILK GETS TO THE BREAKFAST TABLE

J. P. DUGAN,
General Baggage Agent.

HOW many, out of the millions of people who live in our large cities, have ever stopped to ask where the milk on the breakfast table comes from? In the early morning hours, before they are awake, a vast number of milk trains are rushing to the cities, stopping at all of the small country stations and taking on cans of milk that have been left there at a still earlier hour by the farmer or dairyman. How many are there who know or consider the hardships that must necessarily be encountered by somebody else in order to prevent their grumbling if the milkman does not make his delivery in time for their coffee?

Throughout the civilized world, milk is in more general use than any other food. Its extremely perishable nature and the necessity of handling it in the most hygienic manner makes it necessary to carry it on fast passenger trains, giving express service adjusted for the purpose. The amount of milk brought into the city each day is approximately enough for one day's consumption. Within the past few years there has been a remarkable development of the dairying business, and its manner of handling has been revolutionized, largely by the earnest and conscientious efforts put forth by the dairy-men in bringing milk up to the sanitary requirements

of the Health Department. These conditions have made it necessary for the railroads to give the milk service their closest attention and to place it under efficient management.

When a contractor named Thaddeus Seliek first proposed in 1841, that the Orange County farmers ship milk into New York, the farmers laughed at the idea. But he was later appointed agent at Chester, on what is

now the Erie road. He finally succeeded in getting the scoffers to try the experiment. A milk depot was opened in New York, and milk was shipped in the crude churns of that day, instead of cans, the freight being charged for by weight. The milk reached the city in good shape, as the weather was then cool, and immediately created a demand, which exceeded the supply. The next shipment was larger, and other farmers real-



izing that there was more profit in selling milk in this way than in making butter at fifteen cents a pound, began sending their milk to Mr. Seliek, the shipments increasing all the time.

Soon the hot weather caused the milk to sour, giving the farmers and the railroads much trouble, until it was discovered that if it was properly cooled after milking, it would go through sweet. At this period it was not the

custom to operate trains on Sundays. Meetings were held and prayerful protest made against the innovation, communities being disrupted by the differences of opinion. The necessity for its transportation on Sunday was, however, finally recognized. The lives of infants often depend upon its arrival, and its prompt delivery is imposed upon the railroad as a humanitarian duty.

The traffic has grown until cars are loaded to capacity. The modern methods by which the shipments are transported bear little resemblance to those of early days. The dairying industry in the rural districts has become a most profitable source of income to the farmers, insuring them a steady revenue. An example of the wonderful development of the industry is found in Frederick County, Maryland, where but a few years ago the shipments amounted to only a few cans. Over 3000 gallons are now shipped daily from this point.

The Baltimore & Ohio has given particular attention to this service, milk agents being employed to supervise the traffic, and to cooperate with both the producer and dairyman, as well as with the health departments. The milk cars are regularly inspected and cleaned, nothing other than milk being carried in them; and every possible measure is taken to safeguard the transportation of it. The management has also given dairying special prominence in the lecture tours conducted on its agricultural trains.

Photographs accompanying this article were made at Providence, on the Philadelphia Division of the Baltimore & Ohio. The car in the illustration picks up, at Providence, from 75 to 125 ten-gallon cans, according to season, unloading a corresponding number of empties within a few minutes. The milk depot at this point is the first of its kind to be built on the road. These depots are established in the country by the city dealers for the purpose of encouraging dairying by the farmers. They are equipped with laboratories and every modern contrivance for the handling of milk and are in charge of



expert dairymen, who deal directly with the farmers. A number of them are now in use at various points on the Baltimore & Ohio, and others are being built.

RAILROADING IN THE PHILIPPINE WAR

L. W. COLSON

Brakeman, Indiana Division

THE Manila and Dagupan Railroad runs from the chief city of the Philippine Islands to Dagupan, one hundred and twenty miles north on the Lingayan Gulf. Some of the country along the line resembles the garden spots of Southern California, and so abundant is the vegetation that many places were tropical paradises before the war. After the army had passed through, one soldier said it resembled the infernal regions. He was right.

Leaving Tondo station in Manila the train runs north to Calookan, where the roundhouse, shops and yards are located. The next important point is Malolos, which was the capital of the Philippine Republic in 1898 and 1899. Other important stations are San Fernando, Angeles, Tarlac and Bayambang.

The road was built by an English company and opened in 1895. The equipment was English, the engines being small, with big funnel-shaped stacks. Some had no cabs.

The passenger coaches had sidedoor entrances and were lighted with cocoanut oil. The lamp was a small basin with an upright stick burning in the center of the oil. The car couplings were chains. The train crews and other employes were natives. During the Filipino insurrection against Spanish rule in 1896, the railroad and the telegraph lines fell into the hands of the rebels and were operated under their military law. After the surrender of the Spanish Army to the Americans on August 13th, 1898, Americans were free to travel over the road if they secured passports from the insurgent authorities.

On February 5th, 1899, when war broke out between the American and Filipino armies, the last engine had gone north with a train carrying Superintendent Higgins on an inspection trip and he was within the Filipino lines. The road and all the rolling stock were in the hands of the insurgent government and they made good use of it. On February 10th, General McArthur's column advanced

and captured Calookan with the shops and roundhouse. Six engines and several cars were found there. The army quartermaster found an ex-railroader, formerly of the Rock Island road, in the Kansas Volunteers, and sent him with some other ex-railroaders and a guard to see what condition the equipment was in. After working all night they got a small yard engine steamed up ready for service. The engineer climbed into the cab and ran it slowly out of the roundhouse to the main track. Just as all were beginning to rejoice, it struck a bad place and jumped the track. Dismay was written upon every face. There was scarcely anything to work with, but a few jacks and blocks were found, and before morning the gang had put the engine back on the track and run it to Manila. They worked under protection of the guard, as firing was going on continually. One after another the remaining engines were repaired and put into service.

In April and May, 1899, General McArthur advanced along the railroad upon Malolos, General Aguinaldo's capital and headquarters. A work train with a wrecking crew and corps of engineers followed the advancing army and repaired the road and bridges which the enemy were destroying as they retreated. Trains were kept running between Manila and the advancing army, carrying rations, ammunition and fresh soldiers out to the front, and dead and wounded men back to Manila.

The Filipino army finally retreated to the mountains of Northern Luzon, where they became fugitives. Our army occupied the abandoned territory, finding the railroad torn up in many places. One span of the iron bridge over the Bagbag River was torn out and dropped into the water. Torn-up track was rapidly relaid and bridges trestled over; the train almost kept up with the advancing army.

In the latter part of November, Dagupan, the northern terminal, was captured, with the assistance of a fleet of gunboats which had entered the bay. Train service was now established over the entire line. During the war, soldiers were used as trainmen and engine crews, but afterward native crews were put back to work.

An extension was later built from Dagupan to Camp Number One, along the western coast of Luzon Island. From there an automobile road was built up through the Benguet Mountains to Baguio, the summer capital of the Philippines. The road then put on better passenger equipment as the traffic increased.

At first, only two regular trains were run over the road, one going North and the other South. It took all day to make the trip one way. No trains were run at night unless they were late and that was not seldom. The trains stopped at all stations and were never in a hurry. They were made up of passenger coaches, box cars and flat cars, chained together and controlled by hand brakes. The train crews consisted of the engine crew, conductor and ten or twelve trainmen. When they stopped at a town, the trainmen became traveling passenger agents and visited all the places of business, cafes and markets to announce the arrival of the train and see who wanted to travel that day. If a prospective passenger was not quite ready or had something to do before going, the trainmen who called upon him would help him finish up and see that he caught the train. After every possible

passenger had been got aboard, the train pulled out and went on to the next town. No one had to wait on the train; it waited for the passengers to come to it.

If a flock of chickens was seen upon the track, the engineer would stop his train and go out and drive them off. Live stock was safe on the right of way, as the train always waited till the last calf was persuaded to leave. After the train passed they would come back on the track and stay there until the next day, to be driven off again.

During the campaign the march along the railroad was enlivened by many exciting and amusing incidents. Often the cars would get off the track and as we were short of necessary wrecking tools, all had to take hold and lift them back on the track. The engines could not be lifted, and when one was derailed it was certainly a bad job. Many times the insurgents took a shot at us from ambush. The engines and cars still carry bullet marks as relics of the war. Often after the track had been repaired and the train had passed over it, the rails would be found torn up again upon the return trip. One time in particular, I remember, a gang started to repair a torn up place and were driven back to the train by a volley from the insurgents in a nearby thicket. The train carried an armed escort which returned the fire. The gang again attempted to make the repairs and was again fired on. Three attempts were made before the track was fixed so the train could proceed.

During the march many sorties were made into the neighboring districts but we were always glad to get back to the road-bed, as it was much better walking than wading through swamps and rice paddies. We soon became ragged and some of the boys were barefooted. We resembled the typical American Weary Willies tramping the ties. The footsore and tired soldiers would hail one another with "Say, Bo, how far is it to the next water tank?" "Where can I get a hand out?" Many times I should have been glad to get even a hobo's hand out. That road would have been a paradise for a hobo, as a railroad detective was an unknown personage.

Men sometimes wonder why we insist on employees examining the switch point. The safety committee at Flora, Ill., reports that Brakeman Condra, after closing a main track switch, examined the switch point and found a gap of half an inch. He threw the switch back to see what the trouble was, and found a bolt lodged between point and rail, so securely imbedded as to require a crowbar to get it out. There was sufficient spring in the switch rod to permit of the lever being put back in place, and if he had not observed the rule to examine the point, an accident might have resulted.

Instructions have been issued by the mechanics' department to remove all projecting set screws, and install countersunk set screws.

On January 15th, at one of our shops, an apprentice boy, nineteen years old, had his clothes caught in a projecting set screw that had not been removed, and his arm torn off. Master mechanics should hurry the work of installing the counterset screws as much as possible, and avoid this danger.

THE QUALITIES THAT MAKE GOOD PASSENGER BRAKEMEN

WILLIAM SCHERMER
Passenger Brakeman, Ohio Division

A FEW weeks ago, while I was receiving passengers at my train in the Grand Central Depot, Cincinnati, a gentleman stopped, looked up at the side of the car and said:

"To see that name on the cars again is like shaking hands with an old friend. I have travelled all over the country and ridden on all the different roads, and wherever I see a B. & O. train it is home sweet home to me." He said he liked not only the road and its officials, but also the class of men employed. I thanked him for his friendly words, and told him something of the progress of the road. In many ways 1912 has been a history-maker. Many improvements are being introduced, but there is one qualification that always has been and always will be essential, and that is courtesy. It is, at the same time the cheapest and the most valuable thing we have to give. In my experience of twenty years as passenger brakeman, I have made it a rule to be polite to passengers. Incidents like that just mentioned show that it pays. It is an art to handle the travelling public. At times it is impossible to please our patrons; but if we give our best service, lending assistance to the aged, to

women and children, carrying out luggage, and attending cheerfully to the humblest duties, it will not be forgotten.

Besides courtesy, strict attention to business and exemplary habits are the essentials to success. Every brakeman realizes that he is responsible, in a measure, for the safety of his train. At no time is this more evident than when he is flagging. It is absolutely necessary for him to do this promptly, and above all, to go back, *go back*, GO BACK. If a thing is worth doing at all, it is worth doing right. The front and rear end must be protected at all times. It is the engineer's duty to whistle the flagman out and back when extra stops are made.

Finally, no man can expect to be successful in any position, no matter how humble it may be, if he is not a man of temperate habits. This is especially true of men connected with the railroad. No man can attend to his work properly and indulge in intoxicating liquors either on or off duty. Another important item is that of his personal appearance. He should always be neat and clean and take good care of his uniform. Only by giving attention to all these matters can we do our part in achieving success and advancement.

CLEAR ALL RUNNING TRACKS

A bulletin just issued shows that during the past six months eleven employes were fatally injured by failure to observe the rule that all running tracks must be cleared while a train is passing. Have you ever obeyed (?) the rule

as the men in this picture are doing? Almost two men a month is most serious. Foremen, see that your men absolutely obey the rule in every case. Every employe should form the habit of stepping clear of all running tracks.



SO PASSES AWAY THE GLORY OF THE WORLD

ONCE in a while an amusing thing occurs even at a funeral. Not long ago a most estimable young man, a civil engineer associated with one of our large Southern lines died and Father Gunn, the pastor of one of the Catholic churches in Atlanta, Ga., now Bishop of Natchez, was asked by a railroad friend of his to conduct the services. The good Father learned from some one that the deceased was an engineer and as a railroad man had asked him to officiate, he naturally concluded that the departed was a locomotive engineer. He took occasion, in his discourse over the remains, to pay a most glowing tribute to the engineer who guides the huge steam monster through dark and stormy nights, over high bridges and through deep cuts, with hundreds of lives in his keeping. Father Gunn pointed out that the locomotive engineer was as great a hero as the soldier who fell on the field of battle. After the funeral services, and on the way to the cemetery, the good Father asked his close friend Mr. Mitchell, our commercial freight agent, how he liked the remarks pertaining to the deceased. Mr. Mitchell replied that the remarks were beautiful and most appropriate, but that the good Father had made one little mistake. He asked what that was and Mr. Mitchell then explained that the departed was not a locomotive engineer but a *civil* engineer. Bishop Keily of Savannah, who possesses a keen sense of humor and great literary ability, upon hearing the story, sent his friend Bishop Gunn the following lines:

FATHER GUNN'S TRIBUTE

BENJAMIN J. KEILY
Bishop of Savannah

They tell us the days of the heroes are past;
That deeds superhuman and tasks that are vast
No longer are wrought; that the commonplace life
Now rules universal in peace or in strife;
And who prates of heroes is sure over-bold—
And yet there are heroes, as Father Gunn told.

A good engineer had suddenly died,
And his friends for his burial duly applied.
"His remains will arrive by the Southern tomorrow;
They'll be brought to the church. As a balm to our sorrow
Please say a few words—a most excellent man,
Firm, fearless and just"—'twas thus their prayer ran.

The body in church and the final prayer read,
The good Father paused, then this eulogy said:
"There's nothing in life more certain than this—
That death awaits all; no man may it miss.
And hence to live well is enforced by plain reason,
To serve the good God, who rewards in good season.

"And the Lord who alone judges evermore right,
To whom all we do is as clear as the light,
When the day of our life hath arrived at its close,
A large recompense He will make unto those
Who have striven aright, in no matter what sphere.
And so for the fate of this man have no fear;
For he labored for others, and surely we trust
His labors are crowned by the Lord, good and just.

"For it matters not where I may search for a name
That clearly is worthy the plaudits of fame,
I know that same fame will insist we believe her,
And she points to a man with his hand on the lever
Or throttle, that guides the great engine on track.
In front lies the road, and what's at his back?
O the engineer knows, who, by night and by day,
Stands ready to act, though his life he may pay
To safeguard the lives of those in his care.
A hero indeed, though the trumpet's loud blare
May never proclaim him as worthy of praise,
And men to his memory no monuments raise.
Yet if I were tempted the portrait to make
Of a genuine hero, this man I would take."

The services ended, the body they bore
To its last resting place. But one would learn more
Of the hero whose lauds from the Doctor's lips fell.
Said Mitchell to Barbour, "You knew him quite well."
"Ah, yes," replied Barbour, "on that you can swear,
I knew him indeed; a character rare.
And the beautiful sermon we both heard today
Would almost, I think, make a railroad man pray.
But betwixt you and me, there's a blunder I fear,
For my friend that is dead was a *civil* engineer."

THE MAN AND THE COMPANY

J. M. SHELLMAN

Office of Paymaster, Baltimore

CAESAR once made the statement that he would rather be first in a small village than second in Rome. Can we all be Caesars? Yes, in a sense. Of course if we all tried to be so literally the world would be in a very bad state. But in the service of the railroad there are thousands of positions, every one interesting and every one important in the whole scheme. From the messenger boy to the president, each in turn has his especial duties which must be performed accurately and well. Now if every man endeavors to do his particular duty the best that it can possibly be done, he will, in that field, be "first," in the broader and better way of considering Caesar's phrase.

You will hear employes of all classes refer to the activities of the road as their own, thus:

"We are doing this," or "We have done that." This proves that they appreciate their part in the corporation. They rightly value the prestige it gives them.

You very often hear it said that to work for a corporation is to bury yourself and in becoming one of many your personality is lost. However, you will find that most of the people who achieve independence, obtained their first experience by working for a large corporation.

To work side by side and in unity with one another—is this losing your personality? Did the men in Napoleon's army lose their personality by working and fighting side by side and in unity with one another for the great corporation of Imperial France? I cannot see how. Napoleon, it is stated, knew a great many of his men by name. They had their individual values to him.

Let us then take the advice of Caesar, be first in whatever we try to accomplish rather than second; in other words do our best. Then let us follow the example set by the great and loyal army of Napoleon, standing steadfast by our corporation as they did by theirs, endeavoring to do our best in the smallest details.

MUSIC AT RIVERSIDE

REFERENCE has already been made in this magazine to the gift of a pipe organ to the Y. M. C. A. at Riverside, Baltimore, by Oscar G. Murray, chairman of the board of directors of this road. Our illustration shows the organ in use. Its music has already added a new pleasure to the social and religious gatherings of the employes and their families. The formal opening of the instrument occurred on January 11. There is room for only a few brief extracts from the addresses.

President Willard had planned to be present but when that proved impossible he wrote a letter expressing his regret. He added these words of appreciation:

"I can think of nothing that could possibly serve as a more pleasing reminder of the giver, and it will, I am sure, be a source of constant pleasure to the men who are privileged to hear it.

"Mr. Murray is to be congratulated because of the happy thought which suggested the beautiful gift, and the Baltimore & Ohio employes are also to be congratulated not only because of the gift itself, but because of the evidence that it bears of Mr. Murray's continued friendship and of his interest in Baltimore & Ohio men."

C. W. Egan, general claim agent of the road, in pre-

senting the organ, on behalf of Mr. Murray, told of the difficulties that arose to defeat his first plans for securing it.

"As I was about to give up in despair," continued Mr. Egan, "I put the proposition before Mr. Murray. It did not require much argument to convince him of the worthiness of the purpose, and he gave me his authority to have the organ built.

"Let us hope that as the years roll by the grand melody that comes from the throats of this magnificent instrument may be the means of causing some one to walk in the footsteps of the great Nazarene. Some men are born great, while others achieve greatness by great deeds done for the temporal and spiritual welfare of their fellow men. When all of us employes of the Baltimore and Ohio Railroad shall have passed to the great beyond, Mr. Murray's gracious gift will still live."

Mr. Murray was called for and after remarking that he had never made a speech in his life, he spoke in this happy vein:

"I am reminded of an incident that occurred in my life fifty years ago, and that is a long time. One Saturday afternoon, I was playing with some of my boy companions, when an organist in a neighboring church came along

and asked us to go with him and help play the organ. We boys looked at one another for a moment and finally said, "All right, let's go." So to the organ loft we went and there I found that my contribution to the occasion was raising the wind. In those days it was run by means of a handle something like a pump, not like this instrument which runs by electricity.

"Some months ago when Mr. Egan invited me to dine with him and hear the organ that he had built in his home, I had my suspicions, for I feared he wanted me to help him play the organ as that organist did fifty years ago. I was correct in my suspicions for he began by asking my advice as to how to go about securing an organ for the B. & O. Y. M. C. A. at Baltimore, Md., and then I knew that once again I was wanted *to raise the wind*.

"Seriously speaking, it affords me great pleasure to have an opportunity to show my appreciation of, and interest in the men of the Baltimore & Ohio Railroad. Ever since I came with the road I have had evidence of your strong allegiance and loyalty to the company, and I wish to tell you that I appreciate your loyalty, not only to myself and to my predecessors, but also to my successor. I trust this



SECRETARY T. E. STACY AT THE ORGAN

organ which you have will prove a source of pleasure."

J. Walter Coon, chairman of the Riverside Branch, in accepting the organ, on behalf of the Young Men's Christian Association, said:

"I wonder if Mr. Murray fully realizes how much this organ means to the railroad men, men who, naturally, love music. A few nights ago in South Cumberland Y. M. C. A. the boys were sitting about, some tilted back in their chairs, half or fully asleep, some playing pool, others checkers. A young man dropped in—a fireman—and commenced playing the piano. Within ten minutes half of those in the room were sitting in a circle about the piano. Music was more interesting than sleep or games.

"Good music has an uplifting influence. As some one has said, 'Music is a more beautiful way of expressing thought.' Mr. Murray will never know how much good it will do, not only in making this home more attractive, but in lightening our everyday duties as employes. The good it will do cannot be measured in money.

"On behalf of the Association, and of the employes who run in and out of Baltimore, or who are located here, whether members of the Association or not, we wish to express our sincere appreciation of your most generous gift to us."

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

About everything else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR DECEMBER

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Illinois.....	\$11,049	.....	\$65,193	.....
Wellston.....	10,242	.....	12,276	.....
Toledo.....	6,606	.....	.....	.....
Indianapolis...	6,380	.....	.....	.....
Ohio.....	.....	\$14,851	.....	.....
Wellston.....	.....	11,217	.....	.....
Ohio River.....	.....	8,928	.....	.....
Monongah.....	.....	7,618	.....	.....
Indiana.....	.....	.....	6,664	.....
Toledo.....	.....	.....	6,195	.....
Baltimore.....	.....	.....	.....	\$16,426
Cleveland.....	.....	.....	.....	13,390
Newark.....	.....	.....	.....	11,691
Indiana.....	.....	.....	.....	10,431

STATEMENT OF WAGES PER INJURY, DECEMBER, 1912

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 2,676.00	\$ 1,320.00	\$ 5,527.00	\$3,032.00
Baltimore....	2,978.00	1,469.00	16,426.00	3,111.00
Cumberland..	2,856.00	1,274.00	2,554.00	2,302.00
Shenandoah...	7,105.00	750.00	2,568.00	5,781.00
Monongah....	7,618.00	2,173.00	5,751.00	3,776.00
Wheeling.....	5,264.00	4,133.00	3,416.00	4,959.00
Ohio River...	8,928.00	1,666.00	6,547.00	3,759.00
Cleveland....	2,265.00	1,822.00	13,390.00	3,099.00
Newark.....	2,496.00	2,144.00	11,691.00	3,120.00
Connellsville..	5,971.00	5,078.00	9,737.00	4,401.00
Pittsburgh....	4,962.00	2,980.00	8,729.00	4,569.00
New Castle...	5,132.00	1,534.00	7,777.00	3,897.00
Chicago.....	2,435.00	1,412.00	4,854.00	2,446.00
Ohio.....	14,851.00	1,229.00	4,550.00	3,923.00
Indiana.....	5,666.00	6,664.00	10,431.00	5,910.00
Illinois.....	5,931.00	65,193.00	4,661.00	11,049.00
Toledo.....	6,122.00	6,195.00	8,912.00	6,606.00
Wellston.....	11,217.00	12,276.00	3,517.00	10,242.00
Indianapolis..	5,097.00	5,527.00	8,857.00	6,380.00
Average.....	\$ 3,912.00	\$ 2,276.00	\$ 5,895.00	\$ 3,678.00

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.

WHAT SAFETY MEANS TO A WOMAN

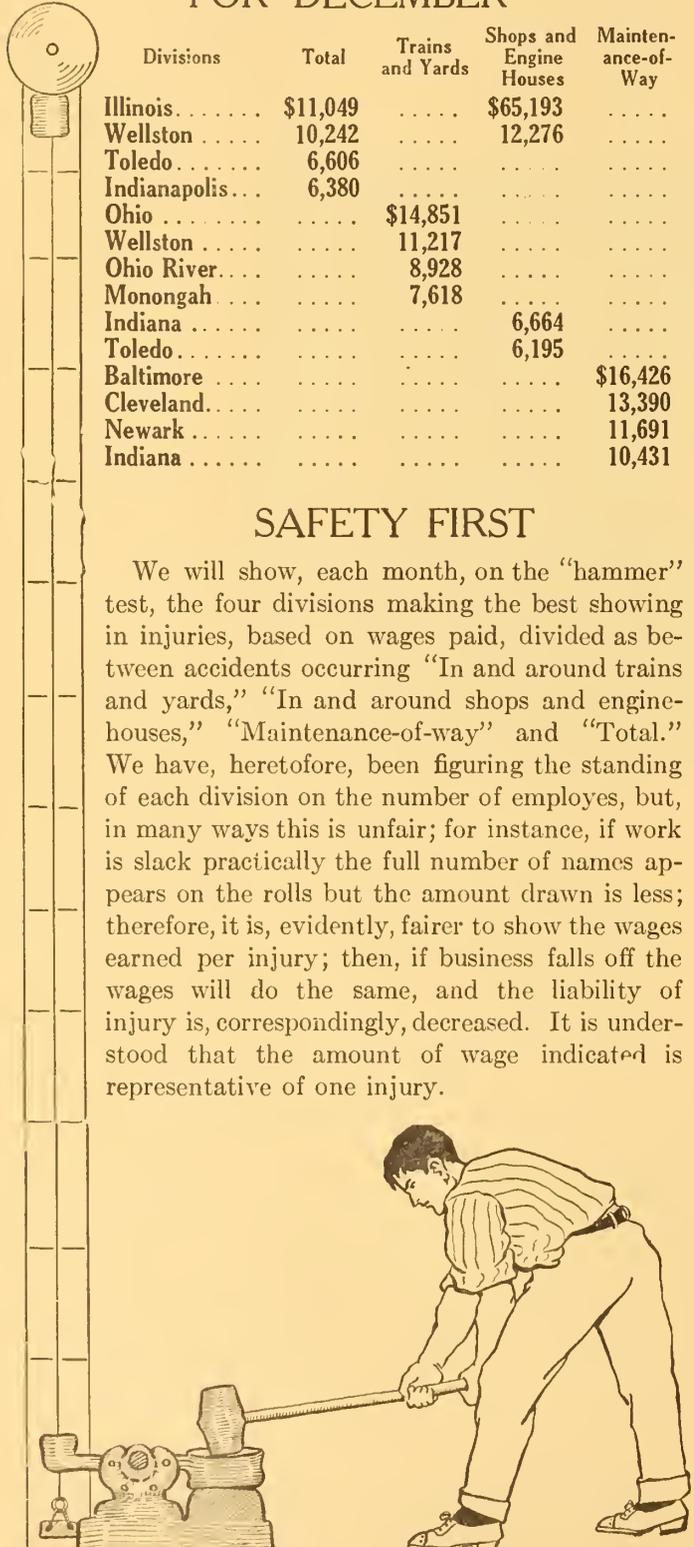
What "safety first" means to me: Home, comfort, magazines and books, pretty things, a little art, a little travel, children reared in a "homey" home with the inalienable right to educational advantages; fatherly as well as motherly discipline and comradeship; an occasional romp with "Dad"; the chummy, inadvertently given good counsel of father—these things go to make up a home, the maintenance of which rests in equal exchange between railroad and employe, of money and human energy.

A desolated home—the father's life sacrificed in service; no amount of poetry or eulogy can soothe the heart-ache or picture the shock; no life insurance policy or railroad settlement can put complacency in the place of distress. To a woman's heart such things are a mere insult when proffered as a substitute for the big, fatherly personality which has been sacrificed.

A maimed home—a limb lost, or an eye; just so much earning capacity, to speak practically; just so much of one's right to complete life snatched away. To be crippled; what fortitude it demands! Here, again, money damages are an all too poor compensation.

To live one's complete life—this is what safety means to me; the maintenance of a home in exchange for a man's best energy. This is just and right and good; and safety first, ay, a man assured that the railroad regards him as a man, not a machine, and really cares for his safety and his home, what good service will he not heartily render!

—Mrs. Joseph Severn, wife of employe, Oregon Short Line.



THE GREAT AMERICAN DRAMA

A TEACHER on the East Side of New York has discovered a youthful genius among her pupils. She had carefully told the greatly interested children how plays are constructed, and had explained that a simple drama is divided into three acts, and that the story is told in dialogue between the principal characters. At the end she said.

"Now we will write a little play in three short acts. For your plot you may use the story told the class yesterday, about the making of our American flag."

When the compositions were handed in, the gem of the collection was this terse and vivid expression of the East Side thought:

THE MAKING OF THE FLAG.

ACT I.

CHARACTERS: Soldiers of the Revolutionary army.

FIRST SOLDIER—"Fellers, do you know we ain't got no flag?"

OTHER SOLDIERS—"We know it; ain't it fierce?"

ACT II.

CHARACTERS: Soldiers and George Washington.

SOLDIERS—"George, do you know we ain't got no flag?"

GEORGE WASHINGTON—"I know it, fellers; ain't it fierce?"

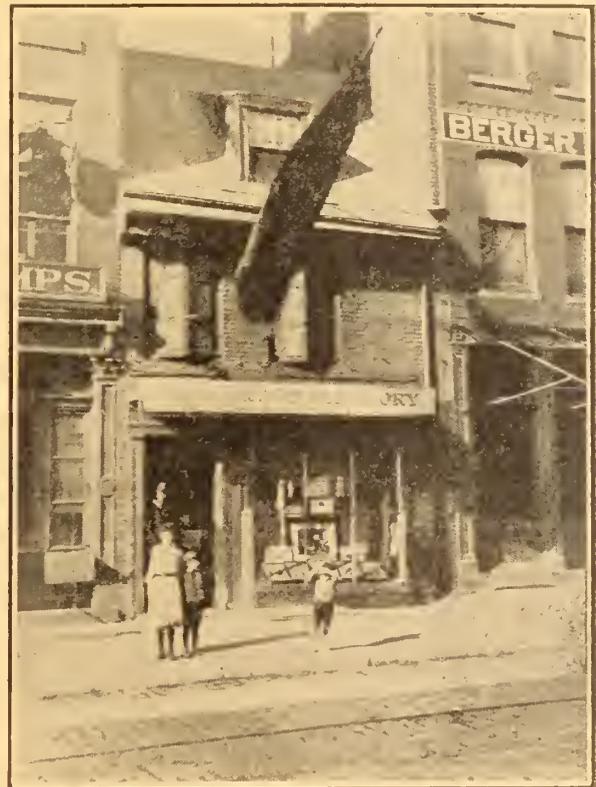
ACT III.

CHARACTERS: Betsy Ross and George Washington.

GEORGE WASHINGTON—"Betsy, do you know we ain't got no flag?"

BETSY ROSS—"I know it, George; ain't it fierce? You just mind the baby a minute, and I'll make the flag."

—*Woman's Home Companion.*



THE BETSY ROSS HOUSE

Photographed by E. L. BANGS

APPRECIATION FOR THE OTHER FELLOW'S RESPONSIBILITY

LEROY PALMER

Operator, Lester, Ohio

WHAT a smooth-running machine the operating department, or in fact, any department of a railroad would be, could every man fully appreciate the other's responsibility! Such a state of things is probably not possible, but there are many opportunities for us to help, individually, toward gaining such a result.

We, of the telegraph service, operators, and sometimes dispatchers, fail to realize what it means to a train and engine crew to take a passenger train, with its load of human freight, safely over a division on schedule. We forget that the conductor has had his troubles with nerve-trying passengers and the responsibility of an important train in his charge; that the engineer has been on a nervous strain, carefully watching the machinery of his engine, seeing every signal and knowing that it is right, fulfilling and observing his train orders. If we could take the place of the conductor or engineer of a freight train for a trip, and after making every effort to get our train over the division on running time, have the "meets" work out against us, drawbars pull out, journals run hot, track men hold us, engine steam poorly and other hard luck that often comes, we should doubtless be more considerate in our personal intercourse with these men,

and so put them in a better frame of mind to carry out the wishes of the superintendent, expressed through the medium of dispatcher and operator.

Operators, train and enginemen generally, appreciate the great responsibility and trying nature of the train dispatcher's work, yet how often do we forget this, and become peevish or irritating in our work with him. We are apt to overlook the fact that ours is only one of many trains for whose movements the dispatcher is responsible and that it is not always possible for him to have orders ready on the minute, or that there are many operators with whom he must transact business, and that the other trains or the other operator's business may be more important than ours. The operator, especially the agent-operator, has no small responsibility, and many things to ruffle his temper; but he will generally respond readily to considerate treatment by train dispatcher, train and enginemen.

A dispatcher instructed the conductor of a through freight to fill at a certain station, and to report for orders when all ready to leave, as a close figure was wanted in order to arrange a meet with an important opposing train. The conductor did his work, coupled his train together,

blocking two road crossings, and reported for orders, naturally expecting no delay in getting them. The train wire was in trouble, being open, and it was five minutes before the trouble could be located and the wire closed. The dispatcher then had to call five minutes to raise the operator to whom he sent the order for the opposing train, which with two minutes consumed in sending and repeating orders, kept conductor and train waiting twelve minutes. By that time the conductor's feelings were only partially expressed by his words and actions and if the operator had not taken the trouble to explain matters he would have carried away an idea all his own relative to Mr.——'s ability as a train dispatcher.

A freight conductor asked permission to "run" cars which he had been instructed to move from a certain station, on account of being close to the sixteen-hour time limit. However, the yard at that station being blocked, the dispatcher held the conductor to his original instructions, and the train was moved down in the yard out of reach of the operator. After much more time had been consumed in picking up the cars than should have been necessary, and the train had not yet departed, it looked from the viewpoint of operator and dispatcher very much as though the crew were sulky and unwilling; and their delay was also delaying other trains. Either dispatcher or operator, right at that moment, could have told you much about the practical railroad ability that conductor——and crew *didn't* have. The facts were that the crew had met with bad luck and really accomplished

their work in excellent time under the circumstances.

A passenger train came to a stop at a small station and the conductor, alighting from his train, saw that the agent had no trucks ready to receive baggage and express. This train had a fast schedule, and it was a difficult matter to make the time when no unnecessary delay was met with. Upon meeting the agent as he rushed out of his office, the conductor used words which he himself regretted soon after, and which left with the agent an unpleasant feeling toward the conductor. The truth was that the agent, who was also operator, had been receiving the last few words of a death message for a passenger on the coming train, at the time the train pulled in.

I believe most of the trouble between dispatchers and operators, much of the bad blood between train and engine crews, many useless arguments indulged in by operators and train or engine men would not be, if we would try to realize that the "other fellow's" work, as well as our own, takes brains and skill and has its accompanying vexations. The nature of the work in the operating department of a railroad is not calculated to improve tempers or sweeten dispositions. We don't have to be pleasant or considerate of the "other fellow" in order to do our work. But the most efficient work is done when things are running smoothly, when we are working in harmony—pulling together. The men who give the company and the public the best service are those who are broad enough to show consideration for the "other fellow" and appreciation for his responsibilities.

TO THE TUNE OF \$1,916.67

These are new piano players from the factory. They were not in a wreck. There were seventeen in a car—properly braced. All were twisted out of shape either by

an emergency stop or by rough handling in the yard. This means an increase in Loss and Damage of about \$2,000. The railroad company secured, in freight charges, \$83.33 for carrying the pianos. A little more care will prevent such waste.



Every one knows one or more of those conscientious egotists who can not rid themselves of the idea that no one can be trusted to carry out the simplest details of routine work without their personal supervision.

It was one of these men who sailed for Europe, leaving in his brother's care a parrot, of which he was very fond. All the way across the Atlantic he worried about the bird, and no sooner had he landed at Liverpool that he sent over this cablegram to his brother:

"Be sure and feed the parrot."

And the brother cabled back:

"Have fed him, but he's hungry again. What shall I do next?"—*New York Times*.

Several years ago I was very seriously injured in a collision. Aside from a few dislocated joints and bruises, I was injured internally. After a few days complications set in and a consultation of medical and surgical talent was held. After a thorough examination, the surgeon in charge asked, "*How much alcohol have you in your system?*" On being told that I had always been a total abstainer, he told me that while my condition was serious, "*the absence of alcohol or its effects in my system left me a fighting chance for life.*" I am still alive.—*A Conductor in Railroad Association Magazine*.

A DREAM OF INVENTION

Sung by ED. AGENBROAD. Illustrated by H. E. CYPHERS, Brakeman, Toledo Division, C. H. & D.

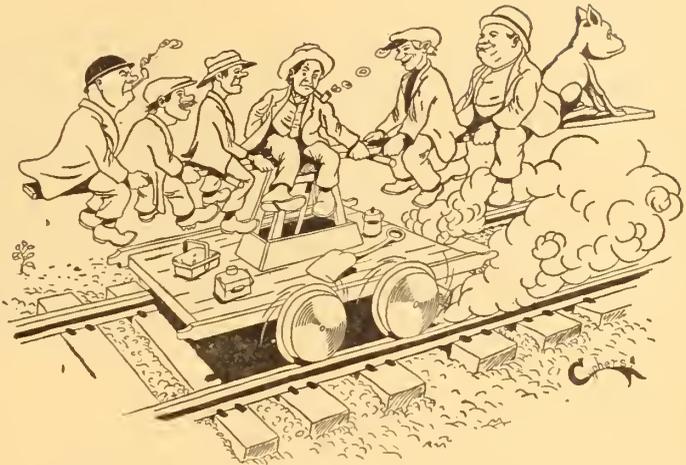
One day in me car house, safe out of the rain,
A wondrous idee penetrated me brain.
It came with such force as to sthrike me quite dumb,
And left me for days all befuddled and numb.

Now whin a mon wurruks all day on a thrack,
Wid kinks in his arruks and an ache in his back,
He don't feel like climbin aboard a hand car
And pumpin the blitherin thing very far.

So I goes to work wid the help of me crew,
And fastens a plank on the car wid a screw.
We fastened it firmly wid bars of good steel
To the strong upright rods of the car's master wheel.

And now, glory be, whin our day's work is done,
We straddles our plank for an aisy home run,
If Misther E. Ledger comes by wid his crowd
I know me invention will sure do me proud.

Its an idy, me bucks, that's certain to last;
And handles on hand cars is things of the past.



RETAIL TRANSPORTATION

A. E. D.

THE observations on which this article is based were made in connection with the work of arranging a schedule for the movement of cars containing package freight. The retail business does not fluctuate to as great a degree as the carload freight, even in periods of depression; frequently when there is a falling off in the volume of carload traffic, the package business will show an increase, largely from patrons who in better times would ship in carload lots. The present heavy movement of traffic will hardly continue, and the time is approaching when both traffic and transportation officials will look with increased favor upon the retail or package business. It is in this branch of the solicitation work that every employe can help.

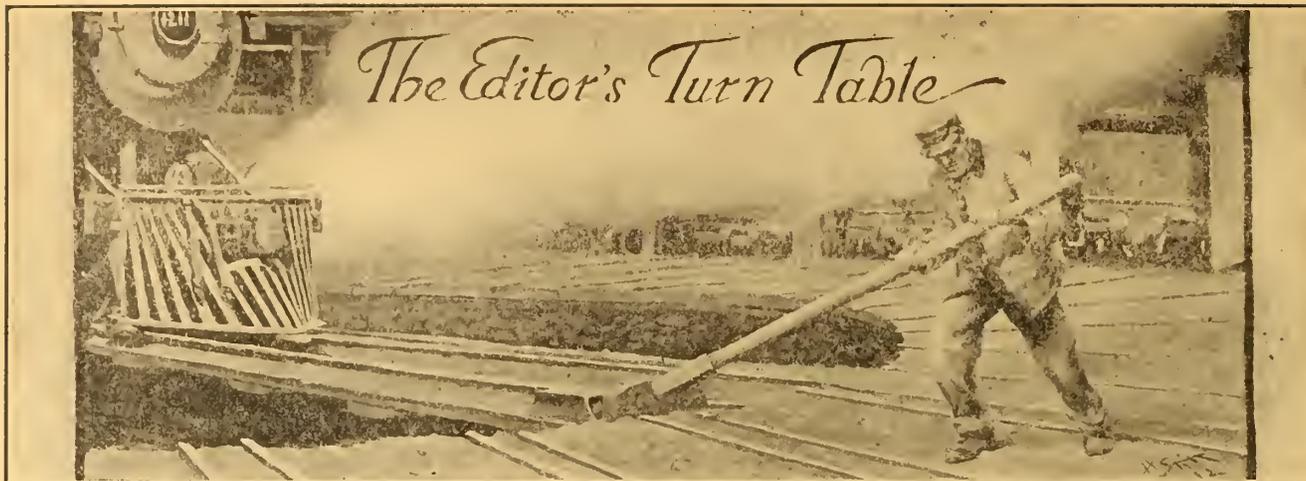
Now if something can be done toward securing a material increase in the retail business of the company, when traffic officials make a request for additional cars the transportation officials will not be able to reply that there is not enough tonnage to warrant giving the service. Here is an illustration of the possibilities. An employe who was to have a new roof put on his house asked the tinner by what line he received his freight.

"I leave that to the shipper," was the answer.

"If it doesn't make any difference to you," the employe persisted, "I'd rather like to have it routed over the B. & O. That's my road you know. And you can't get better service from anybody." It didn't make any difference to that tinner; nor to the paper-hanger, when the matter was put to him; nor to the tailor, nor to the hatter. But when they all sent those orders and many other orders over the tame route, which they found a convenient one, it *did* make a difference to the road. Freight formerly routed via competitive lines, one a water line, is now moving via the B. & O. Indeed the thing seemed so easy and the result so sure that others from whom supplies were purchased were approached, with the result that numerous shipping orders were obtained.

If the army of B. & O. employes will each do a little soliciting, the result will be a more satisfactory service to the patrons of the company, made possible by an increased schedule of through cars without transfer of the freight enroute; by the employment of a greater number of men to handle the freight and the additional trains; by increased revenue to the company from the increase in the volume of package freight business; and by a decrease in claims for loss and damage.

On a train of another road I met three gentlemen, evidently representative business men, none of whom had previously met the others. None of them knew that I was a B. & O. employe. The conversation developed the facts that one was in business near Cincinnati; another was from Boston; and the third was a travelling salesman. The three men after discussing the weather and politics, finally drifted in their conversation to the merits of the freight service of two railroads, one of which was the Baltimore and Ohio. The statement was made by one of the men, evidently a contractor building refrigeration plants, that he shipped all of his freight by a competitive line because the agent of the B. & O. at the station where he received his freight did not notify him of the arrival of packages, but permitted them to lie in his warehouse until called for. The lesson of this is clear. Through the failure of an agent at a small station to give a patron of the company the attention to which he was justly entitled, this gentleman not only diverted his business, but he was commenting very adversely on our package freight service to a man shipping freight from Boston, probably to many points which could be reached by our system, and to a traveling salesman who, no doubt, every day had it within his power to route freight via the B. & O. or a competitive line. It is plain that the failure of the agent to send a notice of the arrival of package freight, a little thing in itself, was having a far-reaching effect in diverting business.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

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Drawing by George H. Ruhlmg.

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WASHINGTON AND LINCOLN

The man Lincoln interests us far more than his outer appearance. Yet after reading endless descriptions of him as a rough backwoodsman, it is well to remember the testimony of a woman who lived in Washington and had many opportunities for observing the president.

"I have never seen him without clean linen and well-kept hands," she writes.

But the spirit of a gentleman that animated him is better shown in his consideration for others. He would count over with his own hand the back pay of a poor government employe who could not go to the bureau

for it himself. He spent hours and days visiting hospitals, taking pains to suggest the planting of flowers about one of them to cheer the eyes of convalescents. He would turn out for an old colored woman on a muddy crossing.

"I make it a rule of my life," he said, "that if people won't turn out for me, I'll turn out for them. *It saves collisions.*" Even the bitterest partisan abuse he let pass, for the most part, without comment. To one who remonstrated with him for not ordering the arrest of a disloyal editor, he said, with a smile:

"If you will take care of my friends, I will look after my enemies."

And to another who objected to the readiness with which he forgave offenses against himself he explained in legal phrase:

"I am in favor of short statutes of limitations."

This forbearance has by some been confused with weakness. It is nothing of the sort. In matters that involved great principles he could be firm as iron. As long as there was any hope of settling the slave question by paying the owners a fair price or by some scheme of gradual emancipation that would enable North and South to share a burden that was an inheritance from earlier generations, he withstood the pressure from the radicals. But when he became convinced that there was no other way to uphold his oath, he had as little regard for the conservatives. His eyes were always toward the future. He let Douglas win the senatorship by drawing him into a position that would and did defeat him for the presidency. He put forth his emancipation policy and lost heavily in the elections of '62; but he was justified in '64.

The success of Mr. Lincoln, so far as we can reduce it to simple terms, resulted from the harmonious action of intellect and will. The man that is all intellect and no will does nothing; the man that is all will and no intellect does the wrong thing. For Lincoln, no time was too long, no pains too great to pay for knowledge of the truth. And he realized that in order to make his mind a fit instrument of thought, he must study many things that did not bear directly on his work. As an expert woodsman he understood the necessity of sharpening his mental axe.

"When his own children began to go to school," says Leonard Swett, an intimate friend, "he studied with them. I have seen him myself, upon the circuit, with a geometry

or an astronomy or some book of the kind, working out propositions in moments of leisure or acquiring the information that is generally acquired in boyhood. He is the only man I have ever known to *bridge back* thoroughly in the matter of spelling."

Noah Brooks adds this testimony:

"He never heard any reference to anything that he did not understand, without asking for further information. He would take one of his boys' toys to pieces, find out how it was made, and put it together again."

"He searched his own mind and nature thoroughly," declared his law partner, "as I have often heard him say. He must analyze a sensation, an idea, and words, and run them back to their origin, history, purpose and destiny. He would stand in the street and analyze a machine. He would whittle things to a point and then count the numberless inclined planes and their pitch, making the point. Clocks, omnibuses and language, paddlewheels and idioms, never escaped his observation and analysis."

It didn't matter to Lincoln if the truth were found in the enemy's camp. In fact, "he habitually studied the opposite side of every disputed question, of every law case, of every political issue, more exhaustively, if possible, than his own side. He said that the results had been that in all his long practice at the bar, he had never once been surprised in court by the strength of his adversary's case." (Schuyler Colfax.)

And because he built on the foundation of truth, when he finally reached conclusions, the statement of them carried irresistible conviction.

"He's a dangerous man," cried an angry old political conservative, striding away from an open-air meeting, "A dangerous man! He makes you believe what he says in spite of yourself!"

He always preferred the strength of truth to that of arbitrary authority. He acted when the time came but he labored patiently to convince his fellow-citizens of the justice of his position. He seldom referred to himself as president. He would say, "Since I came to this place." He liked best to consider himself "the attorney for the people." Once, however, when he was following an unpopular course, he remarked to a Senator:

"I am not going to let my client manage the case against my judgment."

There is no final test of a man's strength like his honest recognition of his weakness. Lincoln frankly confessed that without the help of God he could not endure the great burden that rested on him. Many witnesses tell of finding him studying the Bible, specially in the early morning, before the rush of the day began. We heard General Sickles tell how, after Gettysburg, the president came to see him as he lay in hospital.

"Weren't you terribly anxious during the days of the battle?" asked the general.

"No," was the calm reply. When General Sickles expressed astonishment, Mr. Lincoln went on to tell how, long before the battle, he had realized the desperate situation. His anxiety became unendurable till finally he went into an empty room and fell on his knees. Then peace came.

When he was a young man, his inquiring mind led him to investigate the literature of skepticism. But he found

nothing solid there. It couldn't stand the test of life. After the death of his boy Willie he found an added appeal in the spiritual view of life. Mrs. Lincoln said that in his last words to her he was expressing a desire to visit the Holy Land. One of the few writers who have tried to deny the authenticity of Lincoln's faith explains that he made his many religious utterances to fool the people. And in the same book he praises him as *the most honest of men*. In studying biography the reader can often check up an author by his own words. And it is always well to balance one biographer against another. This is particularly true of the lives of Lincoln; for he showed a different side of his nature to almost every one that had dealings with him. Only after reading many accounts does one begin to get a glimpse of a coherent personality.



FROM A PHOTOGRAPH OF A STATUE IN EDINBURG, SCOTLAND, SECURED BY E. L. BANGS, BALTIMORE

Less will be said here of Washington, not because he is less valued, but because the subject does not lend itself readily to a brief informal portrait. With all his great qualities, Washington had no such varied gifts of expression as Lincoln. There was little development of the art of publicity in his day. The Revolution produced no such flood of memoirs as the Civil War. The very popularity of Parson Weems' curious book shows the absence of any really satisfactory treatment of the subject. Yet from that same author of the cherry-tree story, Lincoln tells us, he got his first ideas of patriotism. Here is a passage to which he referred in a speech delivered on the way to Washington, just before his inauguration

"For four months, during the summer and fall of 1776, the Americans were obliged to retreat before the enemy,

who completely over-ran the Jerseys, filling every town and hamlet with their victorious troops.

"They had been obliged to retreat from Long Island to New York, from New York, over the Hudson, to New Jersey, and now, over the Delaware, to Pennsylvania.

"My God, General Washington, how long shall we retreat?" said General Reed, "where shall we stop?"

"Why sir," replied Washington, "if we can do no better we'll retreat over every river in America; and last of all over the mountains, whence we shall never lack opportunities to annoy, and finally, I hope, to expel the enemies of our country."

„But, God be thanked, our toils and trials were not to be pushed to such sad extremities; for General Howe, having driven the Americans to the western side of the Delaware, stationed 4000 men in Trenton, Bordentown, and Burlington, on its eastern bank, and then returned with the main army to eat their winter pudding in Brunswick and New York. Here Washington, with joy, first discovered an opportunity to make a blow. Not doubting but that such a long run of success had taught the enemy to think very highly of themselves and as meanly of the Americans; and suspecting, too, that at Christmas, which was close at hand, instead of watching and praying like good Christians, they would, very likely, be drinking and hopping like fools, he determined then and there if possible to make a smash among them. To this end he broke his little remnant of an army into three divisions; two of which he committed to Generals Ewing and Cadwallader to attack at Bordentown and Burlington, the third he meant to lead in person to the heavier charge on Trenton. Everything being in readiness by Christmas night, as soon as it was dark they struck their tents and moved off in high spirits once more to try their fortune against a long victorious enemy. But alas! the enthusiasm of the gallant Cadwallader and Ewing was soon arrested; for on arriving at the river, they found it so filled with ice, as to preclude all possibility of crossing. Thus, to their inexpressible grief, was blasted the ardent wish to aid their beloved chief in this his last bold attempt to save America. Ignorant of the failure of two-thirds of his plan, Washington and his little forlorn hope, pressed on through the darksome night, pelted by an incessant storm of hail and snow. On approaching the river, nine miles above Trenton, they heard the unwelcome roar of ice, loud crashing along the angry flood. But the object before them was too vast to allow one thought about difficulties. The troops were instantly embarked, and after five hours of infinite toil and danger, landed, some of them frost-bitten, on the same shores with the enemy."

Because Washington is so lofty a figure, as far removed from our familiar thought, we think it well to emphasize a fact not often mentioned—his very human ability to laugh.

"More than one instance is told of Washington's being surprised into hearty fits of laughter, even during the war.

We have recorded one produced by the sudden appearance of old General Putnam on horseback with a female prisoner *en croup*. Another occurred at the camp at Morristown. Washington had purchased a young horse of great spirit and power. A braggadocio of the army, vain of his horsemanship, asked the privilege of breaking it. He was making a great display of his science, when the horse suddenly planted his forefeet, threw up his heels and gave the unlucky Gambado a somerset over his head. Washington, a thorough horseman, and quick to perceive the ludicrous in these matters, was so convulsed with laughter that we are told the tears ran down his cheeks.

"At the return of peace, when he was sailing in a boat on the Hudson, he was so overcome by the drollery of a story told by Major Fairlie of New York, of facetious memory, that he fell back in the boat in a paroxysm of laughter. In that fit of laughter, it was sagely presumed that he threw off the burthen of care which had been weighing down his spirits throughout the war.

"Colonel Henry Lee, too, who used to be a favored guest at Mount Vernon, does not seem to have been much under the influence of that 'reverential awe' which Washington is said to have inspired, if we may judge from the following anecdote. Washington one day at table mentioned his being in want of carriage horses, and asked Lee if he knew where he could get a pair.

"I have a fine pair," replied Lee, "but you cannot get them."

"Why not?"

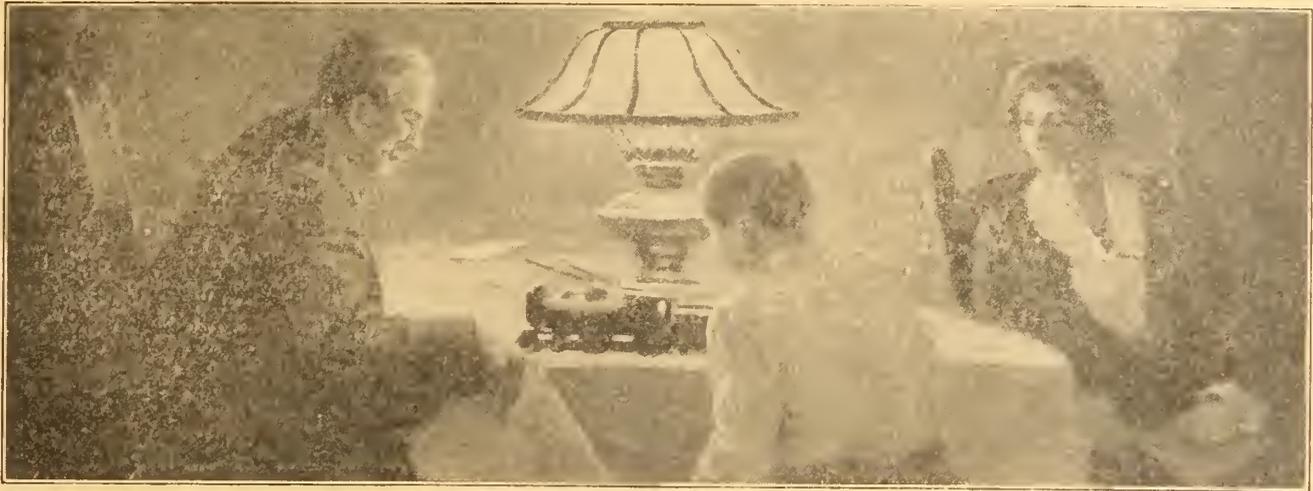
"Because you will never pay more than half price for any thing; and I must have full price for my horses."

"The bantering reply set Mrs. Washington laughing, and her parrot, perched beside her, joined in the laugh. The general took this familiar assault upon his dignity in great good part. 'Ah, Lee, you are a funny fellow,' said he,—'see, that bird is laughing at you.'"

"Judge Marshall and Judge Washington, a relative of the general, were on their way on horseback to Mount Vernon, attended by a black servant, who had charge of a large portmanteau containing their clothes. As they passed through a wood on the skirts of the Mount Vernon grounds, they were tempted to make a hasty toilet beneath its shade, being covered with dust from the state of the roads. Dismounting, they threw off their dusty garments, while the servant took down the portmanteau.

"As he opened it, out flew cakes of windsor soap and fancy articles of all kinds. The man by mistake had changed their portmanteau at the last stopping place for one which resembled it, belonging to a Scotch pedlar. The consternation of the negro, and their own dismantled state, struck them so ludicrously as to produce loud and repeated bursts of laughter. Washington, who happened to be out upon his grounds, was attracted by the noise, and so overcome by the strange plight of his friends, and the whimsicality of the whole scene, that he is said to have actually rolled on the grass with laughter."





THE HOME

THE MIDNIGHT TRAIN

REGINA BEVERLY MASON

Out where we live in Lonesometown,
The midnight train comes fru norf-boun';
And when it gets wite by our do',
You ought to hear the whistle blow.
'Taint no blind or window pane,
I see it rush fru sleet and rain.
Head-light shines like a big red eye,
Noise wakes baby and makes her cry.

Ma sees me settin' up and she
Thinks that old train's scarin' me;
Says, "Go to sleep, child, if you can,
The train shan't hurt Ma's little man"
I be's wite still like I'm asleep
Till it blows out at Devil's Deep—
It sho does wake up Lonesometown
When that old train goes fru norf-boun'.

THE GENTLE ART OF IGNORING

BY THE WIFE OF AN EMPLOYE

I REMEMBER when I was a very little girl, in the fourth or fifth grade, there came in our reading lesson one day the word "belly"—I recall the very sentence—"There shining is but the shining of the snake's belly." Oh, how breathless and embarrassed we were when reading class was called, wondering who would be called upon to read that passage. Of course we were silly little things, to be afraid of a good honest word that everybody knows and that isn't so very terrible, anyhow. But it seemed, then, very dreadful and immodest to have to read it. It fell to my lot! I fancy I was pretty red, though I kept my voice steady, and got through it somehow, and sat down. But then and there I divided my class-mates into two separate companies in my own mind—the polite ones who sat still, and the rude ones who tittered. There came to me then, for the first time, the idea that no matter *how* embarrassing a situation is, it is more polite to ignore it than to giggle.

I recall another little incident that happened a few years later. It was summer, and I was watching, with several other girls, a tennis tournament. Between games we strolled about the courts. I was walking beside Genevieve, a tall, fair girl, queenly and sweet, several years older than I, and a girl I admired immensely. Suddenly

she stopped and looked down. I stopped also, and was aghast to see Genevieve's petticoat (yes, actually!) Genevieve's ruffly, lacey, white petticoat, lying about her feet. Can you imagine anything more embarrassing to a young girl? Oh queenly Genevieve! How I loved her for the way she took it. Almost before I realized what had happened, she calmly stepped out of it, stooped swiftly, gathered it under her arm, took mine once more, and sauntered on. There were dozens of persons standing idly about, but I doubt if two others beside myself saw the accident. Yet she might have made it conspicuous, had she giggled or done anything except ignore it.

Life is full of little embarrassing accidents, some to ourselves, some to others. But it is a mark of gentle breeding, as well as kindness, to ignore them all, unless we can help. People *will* make mistakes, buttons *will* come off unexpectedly; but we needn't make matters worse by emphasizing the situation. Let us make it a point *not* to find amusement in other people's discomfort, whether it is the bashful boy whose necktie has got around under his ear, or the girl who falls on the ice, or the woman whose waist has ripped a little in the back. Let us learn the gentle art of ignoring, and teach it to our children.

AT MOUNT VERNON

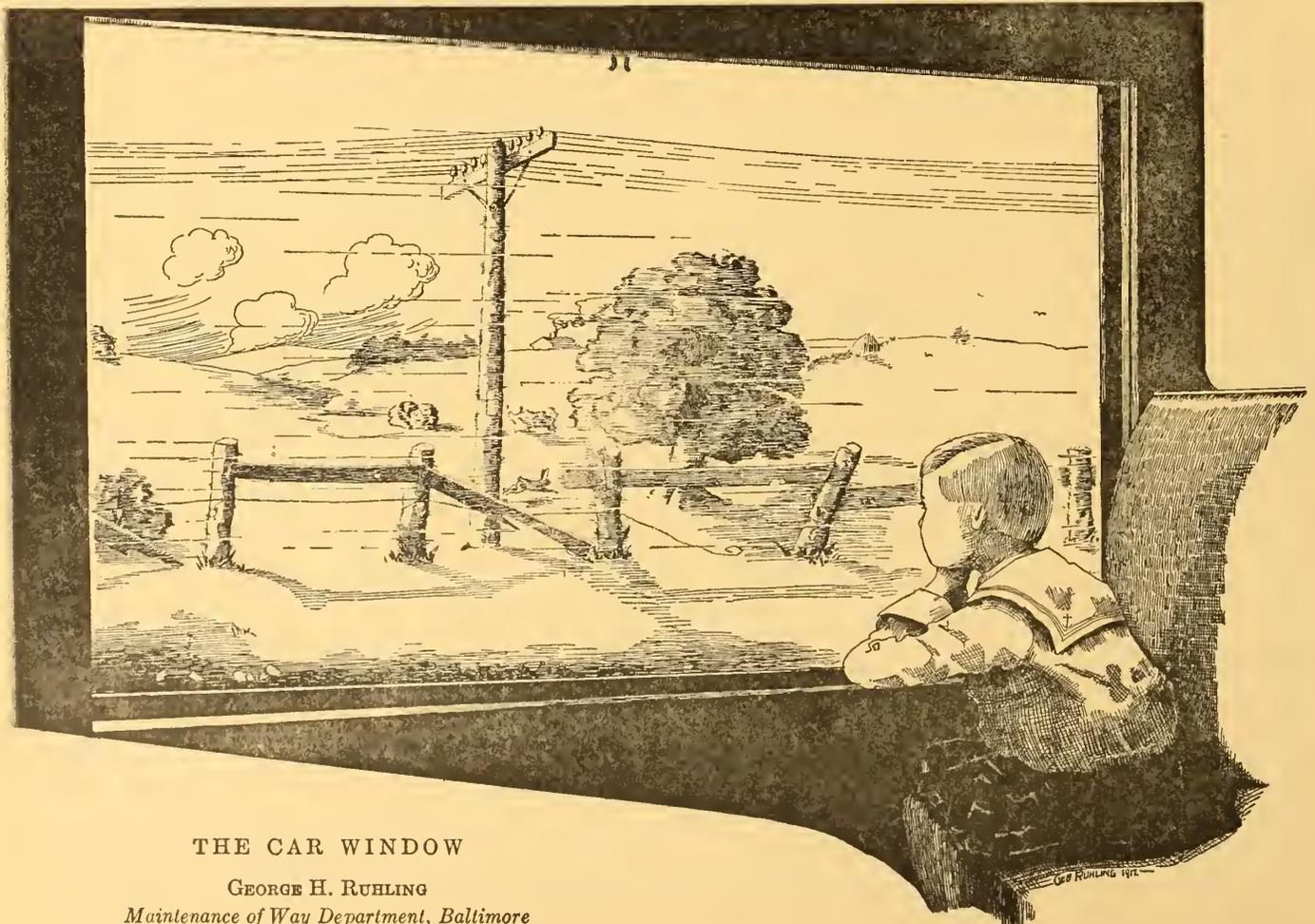


As the spring of 1784 advanced, Mount Vernon began to attract numerous visitors. They were received in the frank, unpretending style Washington had determined upon. It was truly edifying to behold how easily and contentedly he subsided from the authoritative commander-in-chief of armies into the quiet country gentleman. There was nothing awkward or violent in the transition. He seemed to be in his natural element. Mrs. Washington, too, who had presided with quiet dignity at head-quarters, and cheered the wintry gloom of Valley Forge with her presence, presided with equal amenity and grace at the simple board of Mount Vernon. She had a cheerful good sense that always made her an agreeable companion, and was an excellent manager. She has been remarked for an inveterate habit of knitting. It had been acquired, or at least fostered, in the wintry encampments of the Revolution, where she used to set an example to her lady visitors, by diligently plying her needles, knitting stockings for the poor destitute soldiery.—*Irving's Life of Washington.*

A BOWL OF SOUP

There was just one thing I did superlatively well and that I loved doing. It was making soup—a particularly wholesome, nourishing and delicious soup which I used to prepare for any friend or relative who was ill. I had chanced to make a bowl of it for a sister-in-law who was an invalid, and it had been pronounced so strengthening and so appetizing that it came to be a fad of mine to send it around with my compliments when any one I cared for

became ill. One or two of my friends had even confessed laughingly that they were quite capable of shamming illness in order to get a taste of that soup. Here, then, was my chance. There was no competition to fear, for though there were diet kitchens for the poor, there were none for the rich. I determined to step into the breach. So I started the Home Bureau, which grew into a million-dollar business.—*Harper's Bazar.*



THE CAR WINDOW

GEORGE H. RUHLING

Maintenance of Way Department, Baltimore



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. STIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

GENERAL OFFICE, BALTIMORE

The organization of the motive power department of the Baltimore and Ohio-Cincinnati, Hamilton and Dayton System became effective January 15. The present superintendents of motive power assume the titles of district superintendents of motive power. Under the new organization a superintendent will be appointed for each general manager's territory, reporting to these officials at Baltimore and Cincinnati on operation and maintenance and to the general superintendent of motive power on standards and shop methods. A. P. Prendergast, formerly superintendent of motive power at Cincinnati, has been transferred to Baltimore, reporting to General Manager C. W. Galloway. M. J. McCarthy, superintendent of motive power of the Big Four lines, will become superintendent of motive power, reporting to General Manager W. C. Loree, of the B. & O. S. W.-C. H. & D. lines.

Mr. Prendergast entered the service of the company in 1885 as an apprentice in the shops at Wheeling, W. Va. He pursued a technical course while employed at Pittsburgh and Youngstown, O. He has served, at various periods, as gang foreman in the shops at Wheeling, machine shop foreman and round house foreman at Cumberland, general foreman of locomotive and car repairs, master mechanic at Grafton, W. Va., at the Riverside shops in Baltimore, and at the Mount Clare shops. He became superintendent of motive power at Cincinnati in 1910.

E. Frank Thomas, of the pay roll department, has been promoted to the position of traveling timekeeper. He will travel over the entire system, embracing the Cin-

cinnati, Hamilton and Dayton Railway. Mr. Thomas entered the service as a clerk in the auditing department in 1892, and was also accountant in the engineering department.

The jurisdiction of the industrial department has been extended over the C. H. & D. W. W. Wood, general industrial agent, announces the promotion of Harry O. Hartzell, industrial agent at Pittsburgh, to the position of assistant general industrial agent, with headquarters at Baltimore. Howard L. Galleher, traveling freight agent at Columbus, has been promoted to succeed Mr. Hartzell at Pittsburgh. H. A. Treudley, industrial agent at Cincinnati, also has his jurisdiction extended over the C. H. & D. lines. Mr. Hartzell began his railroad career in the modest capacity of messenger and junior clerk in the offices of the Western Maryland Railway. With his mind set upon promotion, young Hartzell qualified himself by taking a course of business education, and in 1896 he became private secretary to our assistant general freight agent. Later he served as contracting freight agent and also as traveling freight agent, becoming assistant chief clerk of the general freight department in 1907, and industrial agent at Pittsburgh in 1910.

Mr. Galleher, the new industrial agent at Pittsburgh, is a brother of the late Thomas Wheeler Galleher, former general freight agent of the B. & O., whose death occurred recently. Howard L. Galleher entered railroad service in 1896 as a clerk in the general freight office at Pittsburgh. He became secretary to the division freight agent in 1899, and traveling freight agent at Columbus, in 1903.

H. R. Lewis, Baltimore Division freight agent, has been promoted to the office of general freight agent to succeed the late Thomas Wheeler Galleher. W. R. Askew, chief

clerk in the general freight department, will succeed Mr. Lewis. The new freight agent entered the service in 1896 as a clerk in the freight tariff department. He served as chief rate clerk of the general freight department and as chief clerk of that office, before his appointment last April as division freight agent.

Mr. Askew, who becomes division freight agent at Baltimore, entered the Camden freight office in 1888 as a messenger. He became a rate clerk in 1899, and chief rate clerk in 1907, succeeding Mr. Lewis as chief clerk.

J. M. Scott, formerly supervisor of transportation, having been promoted to assistant superintendent of the Cumberland Division, has moved to Keyser.

A. Nieman, a popular stenographer of the transportation department, has accepted a position as secretary to superintendent of the Cleveland Division.

PASSENGER TRAFFIC DEPARTMENT

A movement has been launched to establish an organization to be known as the Traffic Club of Baltimore, whose membership will include the presidents and traffic officials of all the railroads touching this city, as well as members of firms and shipping men of the leading business enterprises. A committee was appointed consisting of Major E. A. Walton, our district passenger agent, Paul Gessford of the Maryland & Pennsylvania R. R. and other prominent railroad men to take the proposition up, discuss it with outside traffic men and render a report to a meeting held at the Baltimore & Ohio building, January 17th. At this meeting the organization known as the Baltimore Railroad & Steamship Association was merged with the Traffic Club. The name of the latter organization will be retained. The purpose of the organization is to bring all the traffic men of Baltimore together at least twice a month to discuss traffic problems and eventually to make it a vital force in promoting the welfare of Baltimore.

L. G. Hopkins, formerly stenographer to C. C. Bliss, chief clerk of the passenger department, has been appointed secretary to E. H. Bankard, purchasing agent

OFFICE OF AUDITOR PASSENGER RECEIPTS

Edward Murray Tyler, an employe of this company for forty years, died January 12th, at his home in Laurel, Md., of acute Bright's disease. Mr. Tyler was assistant paymaster under Edward Jenkins when the old pay car was run from Baltimore to Chicago, and made a record for unusual rapidity in the payment of employes. At the time of his illness he was employed in the treasurer's office. He was the youngest son of Dr. Samuel and Lucretia Tyler, of Frederick, and was connected with some of the most prominent families in Western Maryland, among them the Addisons, Bowles, Tilghmans and Belts. Mr. Tyler had a genial and happy disposition and his strong personality made him many friends. He was known by hundreds of commuters between Baltimore and Washington and had many friends over the entire system. He was sixty-three years of age and is survived by his widow, who was Miss Fornes, one daughter, Miss Margaret Tyler and a sister, Mrs. Ellicott Fisher, of

Philadelphia. Interment was made in Mount Olivet cemetery at Frederick, Md.

Lloyd Oren Heiss of the auditor of passenger receipts' office, has been appointed organist at the B. & O. Y. M. C. A. at Riverside.

S. N. Richards made a quick trip to Keedysville and came back with a wife—formerly Miss Grace Goff.

NEW YORK DIVISION

Correspondent, W. B. BIGGS, Agent, New York

PIER 22 AND PIER 7, NORTH RIVER

On January 15th, about 5.15 P. M., fire was discovered in the auction room in the rear of the offices at Pier 22, North River. Private and city alarms were sounded. Mr. Hickey, with his efficient fire brigade, responded quickly to the first real fire in recent years, the chemical engine being put into action in two minutes. The city fire department soon arrived and took full charge. In but a few minutes the auction room was a roaring furnace. One of our own tug boats assisted the city fire boats from the river side. Many valuable records were destroyed and the entire office ruined, so that all departments had to find quarters at Pier 7, North River, which is a very large and well-equipped station. The boys of Pier 7 are making the newcomers feel very welcome.

Cashier Mulvey, of Pier 7, proudly announced on January 5th that he was a father. Congratulations. We understand that Mrs. Mulvey and her daughter are doing well.

Pier 7 regrets the transfer to 26th Street Station of H. F. Casey; his comrades think it would be hard to find a young man with a better disposition.

W. J. Thompson has returned to his duties at Pier 7, after a week's illness.

26th STREET STATION

Engineer Tom Feeney is now entering into his twenty-fourth consecutive year in the service, having guided the throttle of old "316" during that time, at 26th Street. Before coming to the B. & O., Tom served in the capacity of yardmaster for the Erie, at Port Jervis, N. Y., during which period he was associated with Martin Quick, now chief clerk to the vice-president of the Erie. He is a popular member of the Brotherhood of Locomotive Engineers and very active in the welfare of that association.

Harry F. Casey is now rate clerk at 26th Street, vice T. A. Kavanagh, recently promoted to chief clerk at that station.

The boys received a visit from "Henny" Hanson who some years ago clerked in the westbound at old Pier 27, East River. "Henny" is now a full-fledged fire fighter, stationed in the Bronx.

Jack Finn, night patrolman at 26th Street, is convalescing from a recent attack of pneumonia.

The temporary freight house used for receiving westbound freight has greatly lessened the congestion due to rebuilding. The accompanying photographs were taken at this point and in the 26th Street Yard.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia

Patrick Gorman, bridge inspector buried his mother-in-law recently.

William Munn, carpenter, is working in the shop, making snow shovels and pushers. We all hope we shall have no use for them this year.

G. A. Able is planning to go to Chicago and St. Louis in the near future.

Thomas Van Pelt is off for a few months on a furlough, taking a much-needed rest in the country

James R. Morrison, of Pier 62, Philadelphia who was sick for a few days, is at his duties again.

G. B. Broome is the champion dart player at Pier 62, having defeated all comers around South Philadelphia.

Max Heller, recently employed at Pier 62, speaks five different languages, and is also a teacher at the National Preparatory School.

The Veteran Employes Association of the Philadelphia Division of the Baltimore & Ohio Railroad held its fifth annual banquet on the 16th of January, at Mayer's Drawing-room, Philadelphia. Covers were laid for two hundred, and the banquet was the most successful and enjoyable that has ever been given. Members were present from all points. A number of members who are not now in the employ of the railroad attend the meetings. Prominent guests made addresses, which were enjoyed by all. There were sixty-two new names added to the roll on the night of the banquet, and the membership of

the Association is now three hundred and thirty-five, just three hundred more than the list with which the Association started, five years ago.

The following officers, all of Philadelphia, were elected for the ensuing year: President—John C. Richardson; vice-president—Robert H. Tideman; treasurer—Edward T. Magowan; secretary—John M. Graeve. These officers, in addition to five members constitute the executive committee, the other members being George W. Andrews, Baltimore; Samuel M. Curry, Baltimore; Hugh O'Neill, Philadelphia; Edwin A. Sands, Philadelphia, and George W. Sturmer, Baltimore.

A meeting of the clerks in the various freight offices in Philadelphia was called January 30th and an organization effected having for its purpose athletics, social features, etc. Officers elected were as follows: president, W. J. Hallahan; vice-president, Charles A. Coyne; recording secretary G. M. Sauers; financial secretary, J. E. Callahan; treasurer, Walter M. Kelly.

The photograph here reproduced shows the Philadelphia divisional safety committee. Lower row, right to left: William Sinnott, H. K. Hartman, J. T. Olhausen, J. C. Richardson, R. C. Acton. Middle row, right to left: William H. Ellis, Monroe W. Cooper, James McMullen, J. M. Kelly, Walter Louder, Grant Billings, Dr. C. W. Pence. Back row, right to left: T. B. Franklin, George H. Fennimore, J. P. Gibson, C. E. Uhler, W. R. Collins, James Conley.

A. C. L. Roeth, formerly of the auditor of merchandise receipt's office, Baltimore, has been appointed agent at



PHILADELPHIA DIVISION SAFETY COMMITTEE

Joppa, Md., vice Miss A. R. Dixon, transferred to Kiamensi, Delaware.

E. G. Benjamin, formerly at Kiamensi, has been appointed agent at Boothwyn, Pa., in place of L. A. MacDonald, transferred.

Mrs. Lenora Benjamin has been appointed ticket agent at Twin Oaks, vice Mrs. Carrie MacDonald, transferred to Harvey, Delaware; Mrs. G. A. Gates, the former agent at Harvey had resigned.

J. M. Martin, machine shop foreman, East Side, and his family, spent Christmas with relatives at Staten Island, New York.

C. H. Aldridge, machinist, East Side, has returned to duty after being off several weeks with an injured foot.

Joseph Hard, foreman of the East Side coal tipple, spent New Year's with his family at Bound Brook, New Jersey.

Congratulations were extended to B. S. LeGates, fireman, on the birth of a daughter, December 30th.

J. C. Fearon, freight engineer, died in the Pennsylvania Hospital, Philadelphia, January 20th, following an operation for some internal trouble. He had been sick for about a month. John's smiling face will be missed by all of us. He was a member of the Veterans Association, having been in the service a number of years.

John Gross, inspector of police, Chicago Junction, formerly a captain of police, Philadelphia Division, was in Philadelphia several days lately, looking in on his old friends.

Doctor A. L. Porter, our esteemed medical examiner, has just returned from a trip to Panama, with his family. The Panama Canal and other sights of the Isthmus interested the Doctor very much.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER, *Chief Clerk*, Baltimore

Brakeman W. H. Hare, who lost his hand in an accident on the Washington Branch, is resting well in Providence Hospital, at Washington. Drop in and see him, fellows.

The Regular and Schendall's Duck Pin Teams had a game at the Riverside Y. M. C. A., on the night of February 5th, with the following scores:

REGULAR.				SCHENDALL.					
		TOTAL			TOTAL				
Miller.....	86	87	99	272	Wamsley....	91	108	84	272
Lander.....	87	89	87	263	McGeachie..	94	89	81	264
Freund.....	90	118	79	287	Henry.....	86	102	94	282
G C. Johnson	94	93	83	270	H. E. Johnson	85	102	88	261
Cummins....	117	95	90	302	Schendall...	88	108	114	310
TOTAL..	474	482	438	1394	TOTAL..	444	495	461	1400

Conductor R. Moler has returned to duty after suffering for several months with rheumatism.

Foreman F. L. Scruggs, after working three years without missing a day, is enjoying a vacation visiting friends and relatives at Richmond, Va.

We regret to record the death of Brakeman C. Falck, who was killed while on duty at Mt. Clare Junction, on January 24th. He had been in the service of the company thirty-one years, with a clear record, and was popular among his fellow employes. His friends extend their sympathy to his family.

MT. CLARE JUNCTION

One lone blue bird was heard at Mount Clare Junction in February—and the next day it snowed. A mixup in weather signals.

Yardmaster E. S. Carney is holding down the job at Locust Point during the illness of Yardmaster Gaither. C. M. Gray, assistant yardmaster, is acting as yardmaster at night.

J. A. Kraft, yard clerk, went to Cumberland during the rush in January, to help out, and returned a few days ago.

Yard Clerk Hoffman has made several trips to Gainesville, Va. Wonder why?

"All rail" Dispatcher Scherer spent Sunday in Brunswick, visiting his many friends.

Yard Clerk Schultz says every foreign car must have a 229-MT or MW. "Augie" is watching them closely also.



SAFETY EMBLEM, MT. CLARE

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *General Foreman*

The Duck Pin team in the Mechanical Engineer's office is improving, but as yet results are not noticeable. We look forward to the future, as Mr. Johnson's foot work when bowling cannot be improved upon and the hale old Captain Pop Morningstar has the grit of a winner. Cheer up fellows, we are rooting for you.

J. W. Jeffries and G. L. Hennick of the general foreman's office have returned to duty after a short trip to Niagara Falls.

Melvin Ennis, formerly of the superintendent of shops' office, has been transferred to the Central Building.

Thomas Collins, formerly stenographer to Mr. Conniff at Mount Clare, has been transferred to Cumberland as stenographer.

The superintendent of shops office has, we believe, the smallest messenger in the service.

The sympathy of all is extended to Robert Dale, carpenter, in the cabinet shop, who lost his son on Christmas day.

Lewis Beaumont has entered the *News* Duckpin Tournament. Everybody wishes him success.

J. J. Leary, assistant foreman of the freight track, was married Thanksgiving Eve, but the story just came out

The boys all wish Lawrence the best of luck. Mr. and Mrs. Leary are spending some time in the West, on their honeymoon.

C. Gibbs, plumber and pipe fitter helper foreman at Mt. Clare, while working at Baileys on January 4th, fell from a scaffold, sustaining painful injuries. We all wish Mr. Gibbs a speedy recovery.

The storehouse clerks are still feeling the effects of their New Year's holiday, and are anxiously waiting for warm weather.

The yell of the storehouse clerks is "Sit down, Blatt!"

Thomas Collins, of the superintendent of shops' office, has returned to duty after a trip to Boston.

L. Jeanne, of the superintendent of shops' office, has returned to duty from an extended trip through the South.

O. Hanwitz, of No. 2 machine shop, has returned to duty after a two-days' trip to Highlandtown.

While the locomotive forces at Mount Clare are greatly pleased at the promotion of P. Conniff to the position of master mechanic of the Cumberland Division, his absence is deeply felt, as he always impressed one with his congeniality and consideration of treatment of everybody. He is naturally very much missed.

The employes of the freight car department very much regret to announce the death of C. H. Welsh who was safety committeeman at Mount Clare Junction. Mr. Welsh was gang foreman and piecework inspector of freight car repairs at the Junction, and had been in the service continually for twenty-four years. The employes of this department extend their sympathy to the family of the deceased.

T. P. Clark, storekeeper, at Curtis Bay, is an expert in the water. He still believes that mermaids exist, as he taught a lone one to float last summer. Tom now gazes sadly at the ice covered river and wonders why is a fish.

W. L. Gordon, foreman at the passenger car shop, and his family, spent Christmas with relatives in Norfolk, Va.

WASHINGTON TERMINAL

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

A number of temporary changes in equipment have been made in some of the departments of the Terminal company to facilitate the handling of the crowd expected during the inaugural period. Convenient parcel rooms in different parts of the station have been erected. The telautograph stereopticon in a prominent place in the concourse will announce the arrival and departure of trains. A large number of experienced men from other points on the various railroads will assist the regular men in handling trains and attending to the wants of travellers. An employes' lunch room will be conducted on the third floor of the Union Station, east end front. The Terminal R. R. Y. M. C. A. will have 325 extra beds, so that every railroad man running into Washington will have sleeping accommodations. Other provisions for the entertainment and comfort of the men will be found at the Association, and the employed railroad men running into Washington are invited to use the rooms during this rush, whether members of the Association or not. Owing to the large number of extra

men working at that time, the Association will be able to accommodate with beds, only the employes working at the time.

Bowling is causing much friendly rivalry among the different departments of railroad service. The race in the league for first place is proving an exciting contest with a chance for several of the teams. Union Station No. 2 is in the lead with the Southern Railway a close second. The Auditors have been on a winning streak lately, and may yet outstrip the others. The league, as a whole, is well balanced, and is furnishing amusement as well as exercise for the men. There are eight teams in the league.

The Washington Traffic Club held its annual dinner at the Raleigh Hotel, January 25th. As usual, the members had a good time. The speeches were interesting and dealt with various problems in connection with railroading.

H. A. Brooks, recently draughtsman for the Terminal Company, has resigned and accepted a position in the city engineer's office of Baltimore.

What is the matter with the checker experts on the Baltimore & Ohio? Why not send in some of your problems and let some of us try them? Here is another of Mr. Ryon's; send answers to the editor.

Black 8-10-14; Kings 31-32.

White 12-20; Kings 6-29.

Black to move and win.

The young son that recently arrived at the home of J. J. Ekin, auditor, is the cause of the extremely pleased expression on Mr. Ekin's face. It may also be the reason for the high scores he has been making lately on the association bowling alleys.

J. V. Sampsel, the popular assistant secretary of the Terminal R. R. Y. M. C. A., was married recently to the daughter of W. F. Harrison, B. & O. freight solicitor. Congratulations and good wishes have been pouring in from his many friends.

The Association basket ball team is playing some very good games with different teams in the city, and making a splendid record for its first season.

An evening can be well spent in visiting the library-parlor of the Terminal R. R. Y. M. C. A. and hearing classical and popular selections played on the new "Grafanola Regent." It's the real thing in the near-human voice machine.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, *Y. M. C. A. Secretary*
Cumberland.

On January 14th, John L. Shriver, a Baltimore & Ohio engineer, prevented a possible accident between Chewton and Moravia. As he was driving his freight engine along at a good speed, he noticed a large rock rolling down a hill toward the other main line track. Almost at the same instant, he saw the headlight of an approaching passenger train. Realizing that an accident was possible, he shut off steam on his own engine, and having failed to locate a red lantern, he seized a fusee, which happened to be at hand, and jumped off his engine while it was still

going. He made a rush for a point between the rock and the approaching train, lighting the fuse as he went. He was just in time, as the engineer of the passenger train noticed the light and applied the air-brakes, stopping his train within a few feet of the rock. His prompt action has been generally commended.—*Cumberland News*.

Edward B. Doyle was born in Ferrybank County, Kilkenny, Ireland, in 1831. At seventeen years of age he went to Newfoundland and shipped on a fishing schooner. After five years in the fisheries he came to New York. He had one voyage to France and then shipped on a vessel trading from New York to Baltimore and Boston, also hauling wood from the Rappahannock for the New York Central Railroad.



EDWARD B. DOYLE

In 1854 he went to work on the B. & O. as a section hand, at Orleans Road, W. Va. He worked on the track for thirteen years, the wages then being a dollar a day and part of the time ninety cents a day. In 1862, the Second Division being idle, he drove a team in General Banks' division, returning later to the railroad.

Mr. Doyle helped to lay the first cross-tie track. Before that, the rails were laid on stringers, placed lengthwise on mud sills, with small blocks of wood two or three feet apart to give the track spring. Now the track is made as solid as possible. Mr. Doyle spent many a day breaking stone for ballast; now the stone is crushed by a machine.

In 1867 he went to work as a fireman on a camel engine over a division which then extended from Martinsburg to Piedmont. A fireman's wages were \$1.75 a day. After firing four or five years he became an engineer, his wages being \$2.50. In those days trains ran at the rate of about ten miles an hour. Since there was only one track, if the train became two hours late, it no longer had the right of way. Mr. Doyle recalls one instance when his conductor, Smith, ran ahead of the engine from Rockwell's Run siding to Willet's Run siding, a distance of five miles, to get his train through. There was no telegraph office between No. 12, now Magnolia, and Sir John's Run. There were only two passenger trains daily. Once, on the way to Cumberland, the baggage car jumped the track, the crew roped it off on the bank and went on. The baggage car had only four wheels. There was no caboose and the men rode on the rear hopper with their lanterns hooked over it.

Mr. Doyle worked continuously for the Baltimore and Ohio from 1854 to 1900, when he was retired on a pension and granted an annual pass. He was never seriously injured. Even since his retirement he has retained a strong interest in all the progress of the road. He often expresses warm appreciation of the pension feature, and adds the emphatic statement, "We have the best officers in the United States."

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Miss Ethel V. Dawson, daughter of Engineer and Mrs. James R. Dawson, was married to Mr. Roy Warner,

freight agent at Keyser, W. Va. The wedding was a quiet one, only a few friends of the contracting parties being in attendance. Mr. Warner carries away one of Martinsburg's most attractive young ladies a favorite with a host of friends who join in glad felicitations.

Stacy C. Parker of the local transfer force, and Miss Elizabeth Grannigan were married on January 13. Congratulations.

Harry Edward Smith and Miss Lena E. Harmison of Berkeley Springs were married in Baltimore a short time ago. Mr. Smith was a clerk in the yard master's office here for some years, and recently received a promotion to a position in Baltimore. The good wishes of his friends here are for a prosperous and happy future.

M. E. Mullin, of Piedmont, has assumed his duties as general foreman in the motive power department at this place, succeeding J. E. Helferstay, who goes to Mount Clare.

Conductor Ettinger of the yard crew is wearing "that expansion smile" these days. It's a boy, fellows.

Potomac Division No. 77, Ladies Auxiliary D. R. C., held a notable meeting at the lodge room a few days ago. The district deputy, Mrs. Charles Shipley of Baltimore, installed the officers for the ensuing year and delivered a splendid address upon the work of the Division. After the installation the local division presented to Mrs. Shipley a handsome cut-glass dish, as a token of the esteem in which she is held by the ladies of the local division. Mrs. Andrew Zepp, the financial secretary and treasurer, was presented with a cut-glass water pitcher as a mark of appreciation of her faithful services. After the lodge work was concluded, several musical numbers followed. The evening's entertainment was concluded with refreshments, and "a good time" was the unanimous verdict.

W. H. Airey, machinist in the scale department, recently celebrated his fifty-ninth birthday. "Pop" says he is fifty-nine years young, and all of us agree that he can make an old scale beam talk and talk true. He hails from a long line of scale makers, several of his ancestors having been in the scale business in England. His father conducted a scale shop in Philadelphia, and occasionally a scale bearing his trade mark comes to the local shop for repairs. He served his time with the Fairbanks Company, coming from them to the B. & O., where he has been for a long time. May "Time's bearing balance" come to its level many more times for him and a continuance of good health insure many years of usefulness in his chosen occupation.

Captain Alex M. Linn, a veteran conductor of the Cumberland Valley R. R., has checked in on his last run at the age of sixty-eight years. He was well known to many of the men on our line, over which he often travelled to visit relatives in Western Maryland and West Virginia. Captain Linn was a man with many friends, won by his genial nature.

The sudden and untimely death of Charles W. Foreman cast gloom over all our shop and yard men, by whom he was held in high esteem. Mr. Foreman was employed as a yard brakeman and was killed by train No. 47 near the "Bulleye" bridge. There were no witnesses to the accident, but the supposition is that "he sat down on



CHARLES FOREMAN (second man from left)

the end of the ties and fell asleep." Charlie's picture appears in one of our "Safety First" slides to illustrate the danger of sitting under cars while eating lunch, and yet the young man is caught by an almost similar occurrence. Charlie was nearly twenty-two years of age and had been railroading about three years. He was a fine young fellow, and his strict attention to duty made him a popular railroad man. He is survived by his wife, who is a daughter of our foreman blacksmith, J. W. Kastle, and two small children. He was a member of the B. R. T. The sympathy of all the men goes out to the stricken wife and children in this hour of great trial.

James H. Levy, the popular and widely-known dining car waiter, died in this city on December 30th, at the age of fifty years. He had made his home in this city for several years. His courteous and affable manner won him many friends among the traveling public whom he served. He was prominent in colored circles and held high rank in several colored secret societies. The remains were interred at Washington, D. C.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

The "Farmers' Special," from which agricultural lectures are given at certain points, passed over the division during the latter part of January. Large crowds were present at each stopping place. Greater interest is taken from year to year in these lectures to the farmers.

We are glad to note the promotion of H. O. Hartzell and H. R. Lewis, both formerly of this division.

Grover Cox, carpenter with foreman J. Cavey, was recently married. Mr. and Mrs. Cox have the best wishes of the Shenandoah Division employees.

Brakeman Dan Phalen, is calling out stations and helping ladies on or off the cars of the Valley Railroad in place of Brakeman E. J. Sullivan, while Brakeman Sullivan is hustling baggage in the baggage car, in place of Baggage man W. F. Edwards, who is holding down Conductor J. Roderick's run, during his continued illness.

The stork visited the home of Brakeman H. B. Cavey during January and left a fine baby girl.

Conductor W. H. Winkley and Mrs. Winkley, spent a few days with relatives in Brunswick the latter part of January.

We regret to learn that the popular ticket agent at Harrisonburg, J. E. Glenn, has not been in good health and was compelled to take a few days' rest to recuperate.

Conductor J. A. Bowers has returned to duty, after an absence of several weeks visiting a sick sister in Brunswick.

MONONGAH DIVISION

Correspondent, F. J. PATTON, Chief Clerk, Grafton

S. H. Wells, the new freight agent and general yard master at Clarksburg, has moved his family to that point.

J. K. Graham, in charge of the station service, and C. D. Seely, superintendent of station service, were in Clarksburg on official business.

J. O. Martin, claim agent, and W. E. Loose, travelling auditor, have recently moved their families to Clarksburg, and are now full-fledged West Virginians.

Mrs. C. H. Towles, wife of the ticket agent at Clarksburg, has been confined to her home for several weeks by illness.

Traveling Auditors Loose and Affayroux have transferred the freight accounts at Clarksburg from L. D. Mozena to S. H. Wells.

Captain Thomas Smith, conductor on W. Va. & P. trains 8 and 7, has been taking a vacation. Captain Tom is a veteran in the service, a friend of all and is always missed by the boys when off duty.

F. W. G. England, agent at Bridgeport, W. Va., has been taking a vacation.

S. L. Collins was called to Washington, D. C., by the serious illness of his father.

Engineer J. M. Williams sent his wife to Pittsburgh for treatment at one of the hospitals.

Engineer W. L. Criss is on the sick list.

Fireman D. O. Jenkins has resumed duty after a month's illness with the grip.

R. L. King, engineer, has been off sick for the last week.

J. E. Patterson, car repairer, is slowly recovering from a severe attack of pneumonia fever.

Fireman C. S. Bennett is now preparing to take a trip to Richmond, Cal.

Engineer W. F. Morgan is going for a few days' vacation with friends at Newark, Ohio.

Fireman R. P. Morgan has asked for a six months' leave of absence. He is going to business college in Parkersburg.

Engineer C. E. Stalnaker and wife went for a short visit with relatives in Akron, Ohio.

Fireman J. E. Jordon is still on the sick list.

Brakeman C. A. Taylor is off with a severe attack of inflammatory rheumatism.

Mr. Ellis, our veteran pumper, is off with a very bad attack of rheumatism.

Fireman R. J. Harris has left for Orange, Va.

Fireman C. E. Hamsburg and wife are enjoying a short visit with relatives at Galena, Ill.

All the employes show a great deal of interest in the magazine.

We are sorry to hear that Engineer S. H. Giles has resigned from the service on account of sickness. He will reside on his farm, which is located a few miles from Cowen. We wish him a very happy and prosperous future.

J. S. Griffith, leading hostler, is spending a few days with his relations at Elkins, W. Va.

E. L. Pendergast, machinist helper, has resumed duty after spending a few days with his brother at Akron, Ohio.

F. J. Lenhart, clerk to general foreman, has resumed duty after spending a few days with his sister at Wheeling.

L. S. Lynch, boiler maker, has resumed duty here after working a week or two in Cumberland.

W. M. Grant, boiler inspector, of Baltimore, spent a few hours in Fairmont shops, on January 23rd.

S. Cassetta, hostler helper, has taken unto himself a wife. Congratulations are offered.

D. M. Barker, leading inspector, is very sick with the grippe.

A. D. Nelson, car builder, is off duty on account of a severe attack of grippe.

Henry Downey, engineer, and his wife, have returned from an extended trip in Florida. They report everything booming in that part of the country.

White Oak Camp No. 20, Woodmen of the World, and Woodman's Circle No. 10 held a joint installation, January 5th. After the installation services a very pleasing luncheon was served during which time several prominent speakers gave interesting talks.

G. P. Hoffman, car foreman, spent Sunday, January 27th, with his mother, who was visiting relations at Connellsville.

Mrs. G. B. Moon, wife of the shop clerk, left on January 29th for a short visit to Oakland.

C. D. Somers, machinist, has returned to work after spending a few days in Pittsburgh on business.

J. P. Hussion, machinist, has resumed his old position in the machine shop, after making an extensive tour of the West and Southwest.

A. Collier, machinist, has been off on account of illness.

General Foreman J. F. Donellan, has returned to work after an absence due to illness.

William Madden and his family spent Sunday in Clarksville.

T. H. Cathers, general foreman of shops, a former student in West Virginia University and an old B. & O. machinist, is spending a few days in the city.

The employes of the Wheeling station and freight house ask that acknowledgment of the receipt of their 1913 annual passes be printed here and they further desire at this time to express their thanks to the company.

Engineman Ed Lemon and his wife started for the sunny South January 26th, their objective point being Plant City, Fla., where Mr. Lemon has farm interests to look after.

Conductor John Hickey has been spending a few weeks at home entertaining the stork, which has brought him a new heir.

Engineman Claud Harrington (cartoonist) has been assigned to the Benwood-Fairmont local.

Engineman W. F. Thomas (extra passenger) has been assigned to preferred run 98-21.

Baggagemaster W. F. Riley, trains 72-71, is at Charleston during the legislative session, looking after the brotherhood's interests, while Engineman John Cummins is at the same place keeping his political fences in repair. Extra Conductor F. L. Sexton and C. R. (Pap) Sturm, are filling their respective places.

Conductor C. A. Deitz, Benwood-Fairmont local, is on the sick list.

B. F. Garbesi, clerk at the freight house, Moundsville, left February 1st for an extended southern trip, Key West, Fla., being his objective point.

Conductor G. E. Gatewood is at Kansas City, Mo., attending the funeral of a relative.

Engineman W. M. Jones started for the Pacific Slope Sunday, February 2nd. He expects to visit his brothers in Los Angeles and San Francisco, besides taking in the many points of interest along the line.

A card from Engineman John Lemon, dated Key West, Fla., January 27th, advised us that he was about to start for Cuba, from which island he will return directly home.

Albert Voight, brakeman, who sustained a broken leg several weeks ago by slipping on the rail on the viaduct, is out of the hospital, but unable to walk on the injured member.

Engineer A. L. Heffner has his political eye on the gamewardenship for the State of West Virginia.

Conductor R. W. Putnam, who was knocked from his train some time ago and quite seriously injured, is able to be out again.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*, Glover Gap

Conductor F. T. Boyles has returned to duty after visiting his parents at Fostoria, Ohio.

W. M. Pell, passenger brakeman, his wife and son, spent several days in January with his brother, R. F. Pell, Fairmont.

Conductor T. J. Hoban piloted President Willard's special, Fairmont to Grafton, January 29th.

Brakeman Gray of the main line has a fine case of mumps at present.

The safety committee paid the Benwood shops and yards a visit January 20th. The shops were in first class condition both from a sanitary and from a safety point of view. Messrs. Daugherty, Adlesberger and Carter are to be complimented on the way they have perfected their respective departments. While the yards were in fairly good condition, there is room for improvement in the way of safety devices; this Assistant Division Engineer Fowler promised to remedy at once, in addition to adjusting a few switch stands that were in too close proximity to the track.

Enginemen B. E. Colyer, C. E. Southard and W. H. Robinson were recently transferred to the Chicago Division.

Engineman G. E. Tribett, who has been sick since last March, recently had to have a part of his breast bone taken out on account of fever settling in his breast. He is getting along very well.

Machinist Samuel Sloan has been visited by the stork again—a big boy this time

Miss Shirley, daughter of Engineman Wayman, was visiting at Wellsburg and Bethney recently.

ON THE LINE

Brakeman Harry Pepper is off duty, suffering with a severe attack of pneumonia.

Conductor H. A. Showalter of the Fairmont-Benwood local has returned from the Johns Hopkins Hospital much improved and will soon be at his post of duty.

J. H. Fisher, aged 74 years, father of J. F. Fisher, agent at Moundsville, died suddenly of apoplexy at his home, Piedmont, W. Va., on January 9th.

President Willard's New Year greeting was unanimously appreciated by the employes on Wheeling Division, no doubt it will prove a stimulus to the safety movement and to the growth of a friendly, cooperative spirit among the officials and the employes. "United we stand."

Dr. H. G. Byron of the National Tube Company and S. K. Dunkle, Superintendent of the Benwood and Wheeling Connection Company, paid the safety committee a visit, December 20th. They were loaded to the brim with useful information with reference to safety appliances, etc., which was well received by our committee and no doubt will bear fruit, especially in and around the shops and yards. Their slogan is "Safety Always;" they have adopted a "red ball" as a safety warning and have it displayed at all dangerous points, which are marked by the index hand, placed on top of the ball. The visitors gave to each member of the safety committee one of their artistic calendars, every leaf of which has a marginal safety suggestion. Here is one which will very appropriately apply to us railroad employes.

"It is better to lose several minutes to avoid an accident, than to lose several months on account of an injury. If you see a man acting carelessly, tell him about it, and don't be afraid of hurting his feelings by so doing."

Pin that in your hats, it's worth keeping.

It behooves every employe to be on the alert during this soft weather, when dirt, trees, rocks are likely to give way at any moment. A supposition is not a fact. Don't suppose every thing is all right, but be sure of it.

Quite recently two broken rails were discovered by outside people, who are usually termed trespassers. A former section foreman found a broken rail near Littleton and protected it until relieved by track men. A few days ago a Mr. Linville, who works in the oil fields, discovered a broken rail about one mile east of Glover Gap Tower. Knowing a train was due, he telephoned to the Gap and remained on watch until trackmen could be called to his relief. In this case a foot was broken from the end of rail and gone entirely. No doubt it would have derailed the Westbound local, which came along in about thirty minutes after the discovery was made. The train had passed the last telegraph office and there was no way to get it except by flag.

Pictures taken during the recent flood are given herewith. The building in the first is our freight house at Bridgeport, Bill Clerk Fankhauser standing in the doorway and his two lassies in front. In the second picture, taken on Wheeling Island, the man in the boat is H. H.



FRANK FANKHAUSER, BILL CLERK, BRIDGEPORT, OHIO,
IN DOORWAY, HIS DAUGHTERS IN FOREGROUND

Williams, discrepancy clerk at Wheeling; the man wearing a sweater and cap is W. Holland, cash clerk at Wheeling.

We had 44 feet 2 inches of water on January 10th, and 39 feet 6 inches on January 13th. The water did not get to the floor of our freight house or office, but was all around us, so that it was necessary to use the boat to get in. We had plenty of warning and were well prepared for everything that came along.

During the high water, Conductor Deitz and Night Chief Dispatcher Deegan were stationed at Cameron to be used in emergency cases. They were very lucky, however, as they were not called out.

While Copier Queen is temporarily filling the dispatcher's chair, his place is filled by the all round man, Frederick Berdinen Von Wallrabenstein.

Agent P. Lough of Glover Gap is on the sick list, being relieved by J. H. Keller, relief agent.

Miss Effie Woodruff, daughter of M. K. Woodruff, pumper, of Jacksonburg, is visiting her brother at Glover Gap.

P. Horan, shop foreman, Seymour, Ind., is visiting his many friends at Cameron, Benwood and Wheeling.



WHEELING ISLAND IN THE FLOOD, H. H. WILLIAMS (in boat), DISCREPANCY
CLERK; W. HOLLAND (to right of Williams), CASH CLERK

Signal Foreman Eckman has completed the installation of a new ninety-pound interlocking plant at Underwood and is now improving the Cameron plant.

On January 15, Conductor R. W. Putman fell from his train in the Fairmont yards, seriously injuring his back.

J. R. Davis has been appointed agent at Glen Easton, vice R. A. Fitzgerald, who has gone into the mercantile business at that point.

Operator C. E. Miller of Glover Gap is visiting his mother at Strasburg Junction, Va.

Operators A. S. Rushford and W. M. Rushford have been assigned to day service in the Mannington and Burton Towers, respectively.

Mrs. Fannie Fetty, wife of Operator Fetty, Wheeling, is visiting her parents at Fairmont.

HARTZEL

D. S. Sullivan, caller, has returned to duty, after a fifteen days' vacation.

Conductor Hall and Engineers Carr and Roe, who have such good records keeping the Short Line passenger trains on time, are now handicapped by high water, washouts and slides. They were entirely blocked out of New Martinsville for four days, by high water, only getting as far as Minnie.

E. H. Broomhall, chief caller, is off on account of illness, and is at his home in Huntington, W. Va., being relieved by Brakeman R. L. Postelwait.

HOLLOWAY

Mrs. James Hall, wife of Conductor Hall, has been ill recently with tonsilitis and rheumatism.

Engineer Brady and his family have returned home from a visit with friends and relatives in Knoxville, Tenn.

Mrs. William Foley, wife of Conductor Foley, has been ill for the past several days with la grippe.

Engineer Brewer, his wife and little son, were called to Bridgeport recently by the serious illness of Mrs. Brewer's sister.

Pipe-fitter A. V. Macklin and his family have returned from a brief visit with friends and relatives at Martins Ferry, Ohio.

Machinist Harry Hooven has moved his family from Eastern Pennsylvania to Holloway.

General Foreman Hull's little daughter, who has been ill, is slowly recovering.

Machinist P. V. Bannan and wife have returned home after spending the holidays with friends and relatives at Newark, Ohio.

Frank Cappell, better known as "Adolph," clerk in the scale-office, spent the holidays in Uhrichsville, Ohio, visiting his parents and numerous friends.

Conductor Fowley is recovering from a severe attack of la grippe.

Mrs. E. W. Cropp, wife of the night roundhouse foreman, has returned home from visiting friends in Bellaire.

Mrs. John Luddin, wife of Engineer Luddin of Newark, is visiting her sister, Mrs. D. K. Hull.

Yard Brakeman Stewart and his family have returned home from visiting relatives in Freeport, Ohio.

Mrs. Harry Hooven, wife of Machinist Hooven, has returned home from visiting her sister in Pittsburgh.

BENWOOD

W. G. Miller, car repairman, and his wife have returned from New York, where they were visiting Mr. Miller's parents.

Storekeeper C. K. Welsh, has resigned his position, to be succeeded by M. Ravenscroft.

George Cotton, chief clerk to storekeeper, has resigned; he will be succeeded by C. K. Welsh.

John Hair of the general safety committee paid us a welcome visit recently.

The wife and children of A. E. McMillan, the Washington, Ind., round house foreman, are visiting Mrs. McMillan's parents here.

Louis Server, brakeman, who sustained a broken back by slipping from a yard engine in the Benwood yards about the middle of December, died of his injuries on Saturday evening, December 28th, at the Glendale Hospital. The funeral was held at the family residence in McMechen, December 31st, at 2.30 P. M. McMechen Lodge No. 144, Knights of Pythias, of which he was a member, and Ohio Valley Lodge No. 13, B. of R. T., had charge of the funeral. Interment was made in the McMechen cemetery. The deceased had a host of friends among the Knights and railroad men and a large number attended the funeral. Rev. R. D. Fellows of the Methodist Church officiated.

The young daughter of W. H. Grimes, car repairman, is seriously ill.

Timekeeper C. D. Woodburn is off on account of blood poisoning, which has affected his face.

We are extremely sorry to have to announce the death of William Lough, son of Wreckmaster R. Lough, which occurred at 4.30 A. M., January 11th. All his fellow employes at the shop deeply sympathize with Mr. and Mrs. Lough in their bereavement. Interment was made on January 13th, at Cameron, Mr. Lough's former home.

Enginemen J. N. Martin and Lee Wells of runs 14-7 and 4-17 have been retired, having arrived at the age limit. Their successors are U. G. Chaddock and George Gillingham of the freight service.

Engineman J. M. Garvey, trains 72-55, one of McMechen's leading councilmen, has returned from Baltimore after a conference with the officials of the company in regard to some needed improvements at McMechen.

Engineer J. Bush has been off duty for several weeks, owing to the serious illness of Mrs. Bush, who has diphtheria.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A. Secretary
Parkersburg

During the month of January the Ohio River Division was out of commission for several days on account of high water in the Ohio River

W. G. Layman, night yardmaster, injured his leg on February 1, and has been laid up ever since.

Agent W. E. Duling and wife, of Spencer, whose marriage was announced in the last issue of our magazine, are expected to arrive home from the west about March 1. No doubt he will be given a rousing reception.

C. L. Taylor of Hartford is acting agent at Spencer while Agent Duling is on his honeymoon trip. Extra agent W. C. Shanklin is in Mr. Taylor's place at Hartford.

Passenger Engineer J. T. Ingram, who has been off sick for several months, is able to be out and is looking much better.

H. W. Sammons and C. F. Branham, brakemen of the south end local, left the first of the month for Florida.

H. C. Hopkins has accepted a position as night caller in the O. R. Yards.

P. T. Dowell, operator in the "R. A." office, has resigned to accept a similar position with the S. V. & E. R. R. at Jenkins, Ken. We wish "Pete" success in his new undertaking.

Announcement has been made of the approaching marriage of Mr. F. F. Eubank, traveling auditor, and Miss Flora Gerwig, both of Parkersburg.

William Eskey, engineer, who has been in St. Joseph's Hospital for the past few weeks, since his injury at Salem, was able to leave the hospital on Saturday and go to his home.

Ben Rector, yard clerk, has returned to work, after visiting at his home in Washington Bottom.

P. J. Moran, yard conductor, is off duty on account of illness.

Conductor C. H. Frederick is off duty on account of illness and is at his home in Ellenboro.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

R. W. Brewer, copying operator, has returned from his annual vacation spent at his home in Lewis, Del.

Operator J. H. Rose has resigned to accept a similar position in Florida.

The assistant wire chief at "D" office, Connellsville, S. Y. Waterhouse, spent his holidays at his home in Philadelphia.

Harry Ashe, night quick record clerk at Connellsville, has been laid up with typhoid fever for the past month.

Supervisor P. J. Adams has been granted a leave of absence for six months, on account of ill health. During his absence the position is being filled by Assistant Supervisor J. J. Malone.

H. V. Prince, first trick operator at Brook, Pa., is the father of a baby girl.

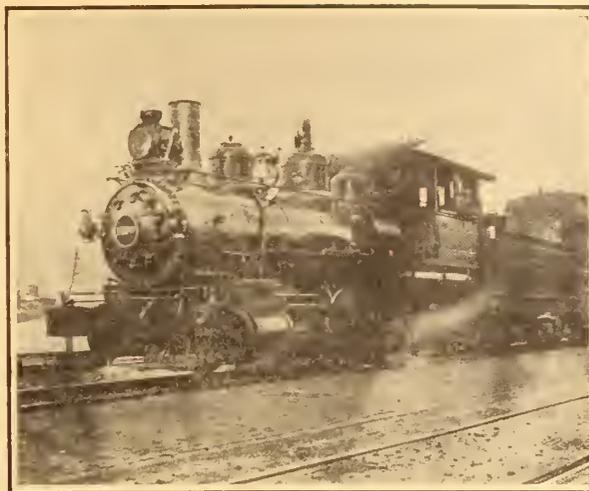
C. C. McIntyre, third trick operator at Uniontown, Pa., was called to his home in Strasburg, Va., recently, owing to the serious illness of his father.

Effective January 15th, W. K. Wakefield, yard master at Smithfield, Pa., will be transferred to Connellsville as assistant night yard master.

Effective December 26th, J. R. Zearfoss and M. J. Kerrigan were appointed assistant train masters with headquarters at Sand Patch, Pa.

J. E. Dice, and E. C. McClelland fill similar positions at Connellsville and Cumberland.

T. A. Adams has been appointed first trick dispatcher on the main line wire at Connellsville, vice M. J. Kerrigan, promoted.



CONNELLSVILLE YARD ENGINE 1109

Here is a picture of Connellsville yard engine 1109, which we believe presents the best appearance of any yard engine on the system. This statement is verified in the comment made by President Willard on a recent trip through Connellsville. He was very much pleased with the appearance of this engine and expressed his appreciation of the manner in which it is being kept by presenting the crew, Engineer J. J. Riley and Fireman C. R. Graft, with a box of cigars. It is gratifying to note the rivalry which exists between this crew and that of engine 1701 in charge of Engineer S. Desmone and Fireman R. Zearfoss, and we trust that this will be an example for other crews.

We have noted with pleasure the item from New Castle Division in the January number of the magazine regarding engine 1292, which was formerly a Connellsville Division engine.

The station building at Star City, W. Va., has been completely remodeled and painted. New office equipment has been added. Enlargement of the building was made necessary by the increase of business. This is a distributing point for important industries, including the Shriver Lumber Company, the Star Glass Company and the Seneca Glass Company. J. L. Leonard, the genial agent, claims that his practically new building presents the best appearance of any station on the division.

Effective January 1st, F. M. Williams was appointed agent at Dunbar, Pa., vice H. M. Grantham, who has been made agent at Braddock, Pa.

C. V. Payne, chief clerk to road foreman of engines at Connellsville, has returned from his annual vacation spent with his parents at Meyersdale, Pa.

J. Hartigan, stenographer for master mechanic, and William Guthrie, clerk in the stores department at Connellsville, are laid up with typhoid fever.

Foreman M. E. Martz of Rockwood, Pa., has been promoted to the position of day round house foreman at Connellsville, Pa., vice A. R. King, resigned.

J. A. Tschuor, general foreman at Connellsville, Pa., has been promoted to the post of assistant master mechanic at Keyser, W. Va. A. McCormick of New Castle, Pa., has been appointed to fill the position made vacant by Mr. Tschuor's promotion.

E. J. McSweeney has been transferred from Johnstown to serve as assistant roundhouse foreman at Connellsville.

Machinist J. H. Scarry, of Connellsville, has been promoted to the position of foreman at Rockwood, Pa., made vacant by the promotion of M. E. Martz.

Thomas Christy has been appointed yard master at Connellsville, vice F. M. Sullivan, assigned to other duties.

W. S. Rafferty, agent at Indian Creek, Pa., is wearing a broad smile owing to the arrival of a baby girl at his home on January 16th. Bill now has three of a kind, which beats two pair.

Miss Ethel Cruley has been performing the duties of stenographer in the office of Master Mechanic T. E. Miller, in the absence of Joseph Hartigan, who has been on the sick list. Miss Cruley hails from West Newton, Pa.

Effective January 15th, J. W. Ratcliffe was appointed ticket agent at Morgantown, W. Va., vice R. E. Warman, assigned to other duties. Mr. Ratcliffe was formerly operator at Morgantown.

Effective January 21st, I. N. Kidd was appointed agent at Dunbar, Pa., vice H. M. Grantham, transferred. Mr. Kidd was formerly agent at Leckrone, Pa.

Mr. A. B. King, cashier at Uniontown, Pa., was promoted to the position of agent at Leckrone, Pa.

Mr. R. C. Altfather, manifest clerk at Uniontown, Pa., has been promoted to the position of cashier at that station, made vacant by the promotion of Mr. King.

We were agreeably surprised to learn of the marriage of James Russell Anderson, stenographer to Superintendent French, to Miss Mary E. Hamilton, of Pittsburgh, Pa., on January 31st. We congratulate him on his new undertaking and heartily extend our best wishes for a happy and prosperous future.

We are informed of the marriage of Ted Orndorff, clerk at Boswell, Pa., to Miss Ida Gondor of that point, on January 7th. The wedding took place at Hazelwood, Pa., and was performed by a brother of the groom.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*, Pittsburgh

On January 17th, at his home in Versailles, P. W. Kane, the oldest engineer on the Pittsburgh system, died, after an illness of one year. Mr. Kane started railroading at the outbreak of the Civil War. Being anxious to enlist, but being only fifteen years old, he left home and began braking on the Old Orange Railroad. Mr. Kane entered the service of our road as engineer, July 16th, 1865, and was in active service until December 28th, 1909, when he was pensioned. During his forty-four years of service he never was disciplined, a record which cannot be excelled.

Mr. Kane had the honor of being the engineer on the first train to operate over the B. & O. to Cumberland, and of hauling the first train into the present B. & O. station at Pittsburgh, Pa. He was also in charge of the train which hauled President Grant from Pittsburgh to Cumberland.

Mr. Kane is survived by several daughters and two sons, one of whom is an engineer on the Pittsburgh Division.

Mr. Kane was a member of the S. S. Brown Division 370, B. of L. E. He was a member of St. Peter's Roman Catholic Church, McKeesport, Pa. Interment was made at Calvary Cemetery, Hazelwood Park.



P. W. KANE

Pittsburgh was honored this week with the presence of the following officers: George F. Randolph, first vice-president; C. S. Wight, general freight traffic manager, Northwest System; C. L. Thomas, freight traffic manager, Southwest System; S. T. McLaughlin, general freight agent B. & O. Southwestern; T. H. Noonan, general manager, Continental Line and C. S. D. They were attending the annual dinner of the Traffic Club of Pittsburgh.

Archibald Fries, who for many years was assistant general freight agent of the B. & O. S. W. at Cincinnati, has been made general freight agent at Pittsburgh, succeeding D. G. Gray, resigned. Mr. Fries will have under his jurisdiction the Northwest System east of Chicago, up to, but not including, Cumberland. Mr. Fries is no stranger in Pittsburgh, having a large number of traffic friends in this territory.

Joseph P. Taggart, assistant general passenger agent, and T. J. Walters, division freight agent, were guests of the Board of Trade of Somerset, Pa., at a banquet held on the 28th.

J. C. Kimes, commercial agent of our company at Pittsburgh, attended the annual meeting of the National League of Commission Merchants at Cincinnati, January 8th, 9th and 10th, in the interest of our company.

G. K. Ramsey, stenographer in the general freight department, was promoted to a like position with E. S. King, commercial freight agent at Norfolk, Va., effective January 25th.

Upon the opening of the Uniontown Commercial Freight Agency with W. H. Eaton, formerly traveling freight agent on the Pittsburgh Division, in charge, it became necessary to make some changes in jurisdiction. Mr. Eaton will have charge of the F. M. & P. Branch, Connellsville Division, Green Junction to but not including Fairmont, and the Monongahela Railroad; also the Main Line, Connellsville and Pittsburgh Divisions, Green Junction to Broad Ford, Pa., inclusive (which will take in Connellsville, Pa.), and the Mt. Pleasant Branch.

T. E. Conlon, traveling freight agent succeeding Mr. Eaton, reporting to the division freight agent, at Pittsburgh, will cover the Pittsburgh and Connellsville Divisions, main line and branches, west of Cumberland, Md., to Versailles, Pa., exclusive, with the exception of the F. M. & P. and Mt. Pleasant Branches; also that portion of the Main Line, Green Junction, Pa., to Broad Ford, Pa., inclusive.

H. H. Marsh, commercial freight agent at Wheeling, has added to his former territory that portion of the

Pittsburgh and Wheeling Branch between Washington, Pa., and Elm Grove, W. Va.

J. C. Kimes, commercial freight agent at Pittsburgh, Pa., will be assigned, in addition to his former district, the Pittsburgh and Wheeling Branch up to, but not including Washington, Pa., and the Pittsburgh Division (P. & W.), Sharpsburg, Pa., to but not including Callery, Pa. He will also have the West Side Belt Line in addition to the Wabash Pittsburgh Terminal Railway.

E. N. Irwin, extra gang foreman, Maintenance of Way Department, employed on the Northern District, died January 11th, after a short illness. Mr. Irwin was fifty years of age and had been in the service of the company for a number of years.

J. M. Thornburg, an old employe, died January 7th, having reached the age of sixty-two.

James Doyle and Miss Sophia Oldhouse slipped quietly away to Cumberland recently and were married. Mr. Doyle is employed at the Pittsburgh freight house.

E. Cosgrove of the time keeper's office has left to take a position on the C. I. & L. R. R., Hammond, Ind.

C. H. Jack, the popular file clerk in the superintendent's office has been promoted to the position vacated by Mr. Cosgrove. Mr. Jack has been succeeded by J. S. Bartlett.

On January 8th, Conductor W. C. Jones found a broken rail on track 26, New Castle Junction yard, several tracks removed from where he had pulled in. He reported it immediately and repairs were made. Mr. Jones is commended for the interest displayed and for promptness in making report.

On December 25th, Fireman J. W. Johnson, firing Rand helper, W. & P. District, found a large nut on the rail just west of Bridge 77, and removed it just before the passage of train 706.

On December 18th, at 9.33 P. M., while engine 205 east, running light, was passing Marion Junction tower, Operator C. B. Ryan noticed fire flying under the engine; he investigated and found a piece of casting and the jaw of a heavy rod wedged in the frog. It was necessary to use a spike maul to remove it. The engine was examined on arrival at Glenwood and the ash pan rigging was missing. We have commended Mr. Ryan for his action in this matter.

J. F. Miller, secretary to Superintendent Gorsuch, was sick for several weeks, and has but recently returned to his duties.

E. C. Fisher, C. T. timekeeper, spent a few weeks during the past month in the general offices at Baltimore.

GLENWOOD, PA.

Our chief caller, G. B. Stombaugh, Jr., has just returned from a visit to Kane, Pa. These trips are becoming frequent and we are somewhat suspicious.

Firemen T. L. Morley and G. P. Plyler have joined the benedicts. Congratulations to Tom and Gilbert.

Engineman J. H. Leatherman, who has been absent from duty five months with a broken ankle is back again on his engine.

The Broken Knuckle Quartet have a new repertoire of songs and have a few open dates for March. They may be engaged by seeing the manager, T. E. Drake, chief clerk to road foreman of engines.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

Train Baggage-master Howard Huffman, running on 18 and 19, has been visiting Mrs. Huffman's uncle in Illinois. Brakeman E. N. Minturn filled Mr. Huffman's place during his absence. Brakeman C. E. Rain filled Mr. Minturn's run on 17, 16, 3, 4, 14 and 15 while Minturn was on 18 and 19.

Earl Lucas was on trains 18 and 19 as second brakeman during the holidays.

Brakeman C. A. Body has been made baggage-master on trains 203 and 204.

Brakeman S. A. Vandemark has been, for about five weeks, on 103 and 104 between Wheeling and Cincinnati. Baggage-master Scott on 7 and 8 was off duty during the holidays.

Brakeman R. L. Johnson has taken a turn on the O. & L. K.



CONDUCTOR FRANK A. KEHOE

On the morning of January 22nd, helping engine 2025 broke her boiler check at Lexington, Ohio, letting a cloud of steam escape and almost completely obstructing the view of the main and side tracks at that point. Telegraph Messenger Frank Homerick, employed in the office at Lexington, was standing in the center of the side track watching Helper Engineer Cline repair the steam leakage, wholly unaware of engine 2732 which was coming up the siding.

Conductor Frank A. Kehoe, who was working for the day as brakeman on engine 2732 and who was riding on the front steps, saw the young man's danger, but he was too far from his engineer to signal him to stop. He reached out as far as he could from his position on the engine, grabbed the young man around the neck and with a quick jerk threw him between the main track and siding, thus saving him from injury. Mr. Kehoe has been in the service of the company for the past fourteen years, is a faithful and loyal employe, and his action in this case has been highly commended by his fellow-employes at Newark and along the division.

Mr. John B. Gorby after forty-five years of faithful service, was retired on pension, January 1st. Mr. Gorby

was employed in the early part of 1868 as a fireman on the old Central Ohio Railroad, and was promoted to helper engineer in 1872, handling trains over the old Bellaire bridge. He became a road engineer in August, 1873, and has been running continuously since that date, on the Newark Division. Mr. Gorby is now in his sixty-sixth year, is in the best of health and is enjoying his well-earned rest with his family in Newark where he has provided himself with a comfortable home. He is the father of our correspondent at New Castle, Pa.

SANDUSKY, OHIO

C. Marquart, car foreman, has been enjoying a visit from his son, Roland Marquart, foreman of shops at East St. Louis.

Charles H. Engle, freight house foreman, with his wife, have returned from a pleasant visit with relatives at Garrett, Ind.

N. K. Olemacher, the genial baggagemaster, has been promoted to the position of ticket agent, vice Philip R. Clipp, who takes up his new duties as assistant ticket agent at Zanesville. John R. Kelham has been appointed baggagemaster.

Extra Conductor Harry Welsh is off duty, on account of the illness of his wife.

MANSFIELD, OHIO

L. J. Murphy, veteran engineer of the Mansfield yards, who has been off duty for nearly a year on account of sickness, has returned from a visit to Washington and other Eastern cities. Mr. Murphy is much improved in health but is not able to resume his duties yet.

The stork recently paid a visit to the home of Mr. and Mrs. William McCahill leaving a fine girl. Mr. Cahill is the second trick man at SG tower. We extend our congratulations, Billy.

E. D. Baldwin, agent at Marietta, Ohio, paid the local office a flying visit in January. He is off on his vacation.

J. G. Strickenberg, agent at Bellville, Ohio, also Mayor of that thriving village, was in Mansfield, January 31st.

Yard Conductor Frost and his family spent a few days during the holidays with Barberton, Ohio, friends.

Robert McKee, son of Agent McKee, spent his school vacation with friends at Hereford, Plymouth and Shelby.

ZANESVILLE, OHIO

Lawrence Riston of the hardware shop is wearing the smile that won't come off! It's a girl and weighs twelve pounds.

D. T. Wier, foreman of the machine shop, has just completed the erection of an air riveting machine for use in building steel underframes.

Harold Perry, of the tin shop, Samuel Riston, of the paint shop, R. M. Smith, of the locomotive department, C. J. Whittlinger, C. Paxton, John Houston, Brad Arthurs and Roy Clark, of the machine shop, are members of Company "A," 7th Regiment Infantry, O. N. G., which formed part of the escort at the inauguration of Governor-elect Cox at Columbus, on January 13.

Before he saw the answer to Mr. Ryon's checker problem, Chris Milstead, of the upholsterer's shop, worked out the following solution:

White having first move, as stated in the problem, moves from 18 to 15, 1 to 5, 26 to 22, 10 to 6.

H. W. Booth, of the office force, and J. S. Black, foreman of the brake beam department, together with their families, spent New Year's with relatives at Cambridge.

R. R. Rittenhouse, of the roundhouse force, has again resumed his duties, after a month's illness.

E. F. Kinkade, of the paint shop force, is again able to go on duty, after a two months' illness with typhoid fever.

Clarence Brennan, clerk in the stores department, has returned from Baltimore, where he had been assisting in the computing of the semi-annual inventory.

William V. Fell, of the office force, has again returned to work after spending three weeks with his parents at Beverly, Ohio.

COLUMBUS, OHIO

Possibly the most magnificent local demonstration of the railroad men was made on January 18th, when fully 3,000 of the "boys" of the various lines entering Columbus, marched in a body headed by a band and the old drum corps to the Billy Sunday Tabernacle at Goodale and Park Streets, where they listened to a masterly sermon. When the invitation was given, several of the boys signified their intention of leading better lives. Of course the Baltimore & Ohio fellows were in line with their banner with the following men at the head of the delegation: C. L. Johnson, freight agent; D. L. Host, trainmaster and his assistant; A. H. Wilson, division freight office; W. C. Wilson, city passenger office and others. The demonstration was inspiring.

Effective January 1st, Howard L. Galleher has been appointed industrial agent, with headquarters at Pittsburgh, Pa., vice Harry O. Hartzell, promoted. Mr. Galleher, who was formerly traveling freight agent, headquarters at Columbus, has been succeeded by Clinton B. Sipes. The company will hereafter have two soliciting agents in Columbus, namely George H. Smith, formerly secretary to E. N. Kendall, D. F. A., and C. Dallas Douglas, of the local office.

Fireman E. T. Ford, has been confined to his home for the past six weeks with tonsillitis.

Engineer J. N. Munnell, who has been off duty for several weeks on account of sickness, was recently taken to the Newark Sanitarium.

Train Dispatcher Giles, of Columbus, was in Newark recently and inspected the shops with engineer H. M. Evans. Mr. Giles believes in keeping in touch with the mechanical department.

C. V. Varner, yard committeeman, has been promoted to assistant yardmaster, day turn.

The more you insist upon carefulness on the part of others, in addition to exercising it yourself, the safer the road will be for all.

NEWARK, SHOPS

The assistant foreman of the lower machine shop, Charles T. Buckingham, has been off duty for some time suffering from rheumatism.

John Cullinan, gang foreman at the erecting shop, is again on duty after being off sick for a couple of weeks.

Howard O. Church, machinist apprentice, is receiving congratulations from his many friends. Mr. Church was married to Miss Clarice G. Drumm on December 24th.

Machinist Charles M. Lindsay, of the upper machine shop, has been off duty for several weeks on account of a severe attack of pneumonia.

Charles E. (Tiny) Denny was the recipient of a very fine Christmas gift. His wife presented him with a fine baby boy on that day.

Boiler inspector H. F. Neibarger, has been wearing a pleasant smile, occasioned by the arrival of a new baby at his home, just before Christmas.

John Hair, of the general safety committee, gave a noon hour talk on "Safety First" to the shop employes on January 9th. A large number listened to Mr. Hair and were very much impressed with his address.

"Safety First" is receiving loyal support from the employes and from the company, in Newark shops. Many new guards are being placed each month, and many suggestions are being made daily by employes. All suggestions are being carried out by our master mechanic and general foreman, as rapidly as possible. Mr. Hair will always be welcomed by Newark shop employes to enlighten them on anything concerning "Safety."

C. W. Linn, who has been deputy inspector of the joint rate inspection bureau, has tendered his resignation, effective January 10th, and will be succeeded by W. L. C. McCune.

Edward Ross, of Newark, is now our yard engineer and has moved his family to Mansfield

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

B. F. Crolley, our road foreman of engines, has been promoted to road foreman of engines on the Connellsville Division. We are all sorry to see Mr. Crolley leave us, as he was a very capable man and a good friend. Mr. J. N. Weaver, who comes from Pittsburgh Division to take his place, measures well up to the mark. We wish these two gentlemen all the success possible.

On January 18th, a large tree was blown down, obstructing the Pennsylvania Lines' main track at Niles, Ohio. Engineer W. M. Homer who was working on our line near that point, saw this occurrence and immediately went to the telephone box, broke it open and reported the matter to the Pennsylvania operator at Niles. This prompt action on the part of our engineer was highly appreciated and Superintendent S. B. Robertson of the other railroad wrote a letter expressing his thanks.

Talk about employes keeping their eyes open! On January 26th, Agent R. B. Viehdorfer, at Boughtonville, while walking along the track, found a broken rail east of his station. He immediately called the sectionmen and had repairs made. On the day before, Conductor P. Jensen, of train No. 169, noticed a brake beam down in the train of extra east 2202, passing Youngstown. Prompt report was made.

Melvin L. Ringer, extra conductor in New Castle junction yard, and Miss Edna Russell, of Canton, Ohio, a few days ago decided to cut the high cost of living in two by getting a minister to make them one. They have gone to housekeeping on West Cherry Street, Mahoningtown, where they will be at home to all their friends.

Patrolman W. K. Schumaker, who has been on the sick list for several months, has returned to work.

H. B. Meagher, assistant chief clerk, ran over to Sandusky for a few days.

W. R. Rhodes, chief yard clerk at New Castle Junction, has been promoted to extra assistant yard master, and Justin Williams, clerk to car distributor, has taken up the duties of chief yard clerk.

R. H. Throescher, acting agent safety committeeman of Cleveland, writes:

"I am very pleased to advise that during the month of January we had no accidents of any description to any employes in this department."

Taking into consideration the number of men employed by Mr. Throescher's department at Cleveland, the superintendent cannot help feeling very proud of this record.

M. J. Garrett, running first 94 over the New Castle Division, spent a very enjoyable Christmas at his home in Chicago Junction, having a family reunion. The following children and grandchildren were present: Miss Ruth Garrett, F. C. Garrett and wife of Akron, J. H. Garrett of Chicago Junction, J. W. Phillips, wife and child, of Akron, Ohio, E. W. Ramsdell and wife of Chicago Junction and J. E. Miller, his wife and three children, of Chicago Junction. This is strictly a B. & O. family. F. C. Garrett worked for the B. & O. in the general foreman's office at Chicago Junction for four years, and is now located with the Diamond Rubber Co., at Akron. J. H. Garrett is round house foreman for the B. & O. at Chicago Junction. J. E. Miller is stationary engineer for B. & O. at Chicago Junction. E. W. Ramsdell is a B. & O. fireman on the Chicago Division. "Mat" Garrett has been an engineer since 1898 on this division and is held in high regard by the officials and men.

Miss Gertrude Raidy, stenographer in the office of the superintendent, was a recent visitor in Pittsburgh.

Superintendent H. H. Temple was quarantined in his home for a couple of weeks on account of his son having the diphtheria. Assistant General Superintendent Averell kept an eye on things while Mr. Temple was off.

Mr. J. H. Jordan, timekeeper, has been promoted to traveling timekeeper. W. J. Thatcher, clerk to train master, has been promoted to timekeeper and R. N. Foltz, our genial file clerk, has taken up the reins that "Bill" Thatcher laid down.

J. K. Yohe, assistant train master stationed at Chicago Junction, has been ill with quinsy. We hope for his speedy recovery.

Frank Kelsey, road foreman's clerk, has a good time laughing at himself over some of the answers the embryo firemen give him. The other day, in filling out a Form 727-Rev., on his asking the fireman-to-be where he was born, he was astonished when the applicant replied, "I was born at home."

Some of the replies to examination questions of employes entering the service as firemen are humorous. To the question,

"What are classification signal lamps used for?" one man replied:

"To show that you are coming."

To the question,

"How do you give broke-in-two signal, with hand or lamp?" another replied:

"Bump fists together."

"How should the penstock be left after taking water and why?" The answer one gave to this was,

"Closed, so that water can't freeze."

George Sarff, side wire man, is off for a few days' vacation.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER, *Superintendent*, Cleveland
C. H. LEE, *Operator*, Cleveland

The following took place between the Cleveland dispatcher and two operators down the line:

Dispatcher calling Canal Dover: "What are the temperature and weather conditions?"

Operator Canal Dover: "Twenty-five above, cloudy and snowing."

Dispatcher asking BG Cabin: "Advise weather conditions?"

Operator BG Cabin: "Thirty-four above, cloudy."

Dispatcher: "Isn't it snowing?"

Operator BG Cabin: "No."

Dispatcher: "Well, there is a good snow storm coming your way. Hold red on it and stop it."

Operator Canal Dover: "Why don't you make a meet order with it and delay it?"

W. A. Firke, who has been relieving Agent W. B. Burrell, at Freeport, Ohio, for the past sixty days, has been granted a furlough and departed for the East.

R. Blythe, second trick operator, South Park, Ohio, has returned to his old position at Willow and apparently is contented with life since the change.

F. S. Hoover, agent at Sandyville, Ohio, has returned to duty after a few days' absence, caused by an attack of rheumatism.

The sympathy of all employes is extended to F. X. Lengs, operator at Canton Scales, who recently lost his wife. Her death was sudden.

H. H. Cook, Clerk at Aultman, Ohio, was called to Huntington, W. Va., recently, on account of his mother's serious illness.

Mrs. W. T. Lechlinder went to Baltimore on January 17th for a little visit.

Mr. A. N. Neiman has been transferred from the office of the general superintendent of transportation at Baltimore to the position of secretary to the superintendent at Cleveland.

Trainmaster J. B. White and his family went to New York on January 23rd for a little trip.

Engineers A. R. Singletary, Harrison Lynch and A. C. Burke, and Firemen R. E. Humphrey and A. C. Aubill were agreeably surprised on receiving a token of appreciation in the superintendent's office at Cleveland on Wednesday, January 15th. Superintendent Lechlinder, with an appropriate speech, presented to each of the engineers a copper oil can and to each of the firemen a copper torch, which were given the men by Third Vice-President Thompson, for keeping their engines in such a cleanly condition, and helping a great deal in the way of adjusting

parts which ordinarily must be taken care of by shop forces. While on an inspection trip through this territory some time ago, Mr. Thompson noted the cleanly condition of the engines cared for by these men, and, as has always been his policy, he thought they should be remembered by some small token of appreciation.

All employes in shops and other departments sincerely regret the loss of their fellow workman William Peterman, who died at Charity Hospital, January 11th. Mr. Peterman had been in the service for thirteen years, serving the last four as boiler foreman. He will be very much missed, although his work will be well taken care of by William Hess from Lorain, Ohio.

We are all glad to have with us again Charles Gregory, round house foreman, who has successfully undergone an operation for appendicitis. He is as well as ever.

A. R. Beir, agent at Seville, left on January 20th for Chicago, for a two weeks' vacation. Mr. Beir will take a trip to Los Angeles with his son, S. D. Beir, who was formerly operator at Seville, but who is now tourist agent with the C. & N. W.

R. M. Lyons, second trick operator at Seville, has gone to Chicago, where he will enter a sanitarium for several months' treatment. Mr. Lyons' health has been poor for some time. We hope for his speedy recovery.

H. Rheyne, section foreman at Seville, has resumed duty after an illness of three weeks.

LORAIN, OHIO

Mrs. F. W. Rhuark, wife of the master mechanic, was called to Knoxville, Tenn., on account of illness in her family. Mr. Rhuark went to Knoxville to accompany Mrs. Rhuark to their home in Lorain.

William Jacobs, planing mill foreman, met with a painful accident a few weeks ago, losing a finger on his left hand.

J. J. Cobb, local storekeeper at this point, attended the storekeepers' meeting at Pittsburgh on January 21st.

The many friends of A. D. Walther, formerly shop clerk at Lorain, will, no doubt, be pleased to learn that he was recently promoted, now being assistant chief clerk to the new superintendent of motive power, A. P. Prendergast. Mr. Walther is engaged in work pertaining to shop accounting on the C. H. & D. He is peculiarly adapted to this work.

William Hess, for many years boiler maker at Lorain shops, has become boiler maker foreman at Cleveland, this position being made vacant by the death of William Peterman. We predict that Mr. Hess will be very successful in his new position, being a very capable man.

P. Herbert, formerly motive power car inspector at Sterling, has moved to Lorain where he will be employed in the car shops. Mr. J. E. Saenger, who for many years was inspector at Sterling has again returned to that point.

Dr. A. A. Church, for many years medical examiner at Lorain, left a few days ago to fill his new position at Chicago Junction. The Doctor was a very congenial man and we regret to see him go. Dr. D. E. Stephan, formerly at Zanesville, takes his place at Lorain.

B. J. Steagall, for many years employed in the air brake gang at Lorain, expects to make an extended trip through the West in the near future.

LORAIN YARD

Conductors Elrick, Billingsly and McFadden have returned to duty after having been off a month.

Brakeman C. W. Stewart has returned to his home in Illinois on account of illness in his family.

Brakeman L. C. McIntire spent two weeks of the new year with his people in the Southern part of the State.

Relief Clerk S. W. Terrant has been promoted to the post of chief clerk to the general yard master at Akron, Ohio. We wish you success "Buck" but hate to lose you from Lorain. F. J. Billings moves up to the relief job.

W. F. Hook, yard brakeman, in switching at Elyria on the 9th, was squeezed between two cars while trying to replace a knuckle. Although the injury was not serious it was very painful and kept him confined to his house until recently. He is now moving about town, but not yet in shape to return to duty.

Conductor T. Wyman and wife were recently made happy by a healthy baby girl.

The yard masters are wearing the 1913 model smile on account of having received notice that, beginning the first of this month, they would receive two days a month off, on pay, and ten days vacation a year in addition thereto. Every day of rest helps, especially during the Lake season, when there is no possible chance for "hay."

It is pleasant to hear the many expressions of good will from the various trainmen for our new superintendent, Mr. W. T. Lechluder. Every day some crew comes in with words of praise for the "Boss" on account of a request he has granted or some action he has taken to help them get home more frequently to their families.

Passenger Conductor Wilmot, running in and out of here on 26 and 27, is always "putting one over on the boys" but he is seldom caught in a joke himself, no matter how carefully laid are the plans. It took a woman passenger to give Ben a shock from which he has not yet recovered

She boarded his train at a regular stop and when he took up her transportation she asked him if he made a certain stop, not far from there. "Only when we are flagged," he answered; "we do not stop to discharge passengers." "Well," she said, "I was talking to a woman friend of mine on the 'phone just before I left home, and she will be at the train, for I told her it would make the stop. I'm afraid she will not know how to flag you. Won't you please see that the train stops?" Ben, ever willing to oblige a patron, immediately agreed and on approaching the place, pulled the cord. The passenger went out the door of the coach, down the steps and took a baby from another woman who was waiting for the train, but did not get on. The fellows are still kidding Ben about stopping for non-paying passengers.

Engineer J. E. Andrews, who has gone to California for his health, is with Mrs. Andrews near Banning in San Gorgoma Pass. The robins and yellow birds are around the house, but he can look in both directions and see snow on the mountains. Mr. and Mrs. Andrews send regards to all their freinds.



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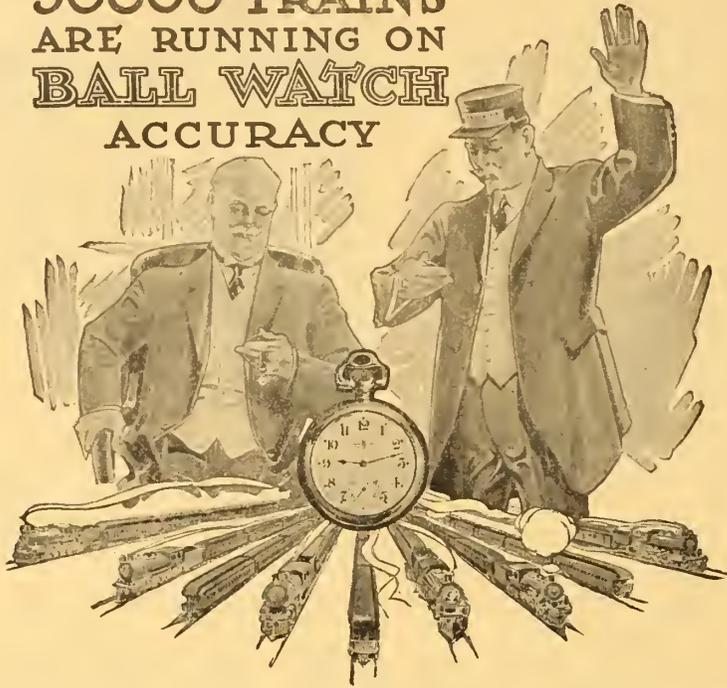
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CHICAGO

CLEVELAND
SAN FRANCISCO

WINNIPEG

CHICAGO DIVISION

Correspondent, L. B. HART. *Engineer, Garrett, Ind.*

E. J. Clemens, maintainer at Milford Junction, Ind. on January 22nd was united in bonds of matrimony with Miss Ledia Traeger, of Willow Creek, Ind., whose father, William Traeger, was a maintainer for many years on the Michigan Central and Baltimore & Ohio Railroads at Willow Creek Ind. The ceremony was performed in the Catholic Church at Gary, Ind. The bridal couple will spend a short honeymoon in the East. We wish them long and happy years together.

FREIGHT OFFICE.

The editor of this magazine ought to have seen the rush to get the January issue by the clerks of this office. It certainly is popular.

Clyde North, Barney Henry, Gene Mercer and Edwin Hudgins from the office of the auditor of merchandise receipts are here now helping us out.

The boys of the office have been telling Bill Franke that he ought to go on the stage, as he would make a hit. He certainly does furnish a lot of amusement for the fellows during the noon hour by his funny sayings and imitations.

Likewise Mickey O'Brien, when he tells about the terrible times in the stock yards district.

The Brown boys were recently called to their home in Ellicott City, Md., because of the death of their father. The boys of this office extend their sincerest sympathies.

Conductor M. W. Hollinger, who has been running 94 and 97 on East End, has been promoted to extra passenger service, and we believe his smiling face will make the passengers want to ride on his train again.

We are glad to see Conductor M. M. Noonan able to walk around again, after being laid up for several months with a broken foot. "Mart" is a jolly fellow and we missed him off the road.

Fireman Don. G. Thompson and W. S. Nusbaum have been

promoted to the right side. Both had the reputation of being good firemen, and "Don" was the fireman safety committeeman. They will no doubt, make good engineers.



CHICAGO JUNCTION YARDS

Please mention this magazine.

The new eighteen-stall round house, just completed, is proving a great benefit to the shop men, also the men on the road, as repairs to engines can now be made more satisfactorily.

W. F. (Fred) Hall has been promoted to the post of foreman painter, vice Warren McNabb who was elected county recorder at the last election. Mr. McNabb had served as foreman of the paint shop continuously for thirty-two years.

Conductors Charles E. Lightner and F. C. Campbell, have been appointed assistant trainmasters with headquarters at Defiance, Ohio. R. W. Springer and W. G. Cameron become assistant trainmasters with headquarters at Bremen, Ind. The above appointments have been made on account of the heavy traffic at these stations. They are all "live ones" and will help to facilitate train movements.

C. B. Ulery, engineer, has been promoted to the post of assistant road foreman of engines, with headquarters at Garrett, Ind.

W. G. Smith, E. H. Loomis, L. M. Hantz, and B. R. Wineland are now in the dispatcher's office as assistant dispatchers and copying, to help out with the extra heavy business on the road.

CHICAGO TERMINAL

Correspondent,
H. E. HANSEN, Chief Clerk,
Chicago

On January 23rd, Conductor S. Bloye and his family left for Monte Vista, Colorado, where Mr. Bloye has taken his wife for her health. Their many friends wish Mrs. Bloye a speedy recovery.

Mrs. J. O'Callahan, wife of the chief clerk to the master mechanic at East Chicago, was taken to St. Margaret's hospital at Hammond. We are very glad to hear that she is getting along well, and hope she will soon

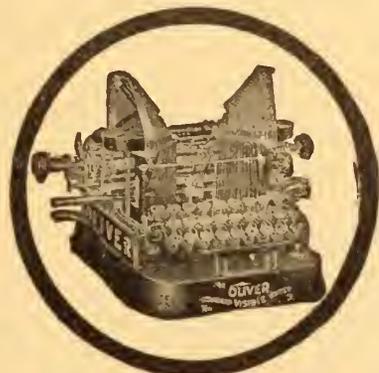
be back to take care of John, as baching does not seem to agree with him.

Conductor J. E. Mankin recently slipped and fell on the icy pavement, breaking his arm. We have, on the Calumet Division, only two men, Conductor H. Selburg and J. J. Buckley, out of service on account of being injured while on duty. It is plain to be seen that the "Safety First" policy is not being overlooked on that end of the line.

The Baldwin Locomotive Works, we understand, has let a contract for two large buildings to be erected on the 160-acre plot of ground east of East Chicago. It is

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Surely this is the cheapest and the easiest and the safest way to buy a typewriter—no interest, no chattel mortgages, no collectors, no publicity, no delay. Positively the best typewriter value ever given—the best selling plan ever!

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Visible Typewriter—fully equipped, just as perfect as though you paid cash. You get every perfection, every device which ever went out with this model. You get all the extras, metal case, baseboard, tools, instruction book, etc. guaranteed flawless. This is the "Mill" with the type bars that strike downward—the principle that has made Visible Writing practical. One operator describes the No. 3 Oliver as the typewriter that is always "on the job."

When that "light ning fellow" down the line clicks you a message, you want to be ready to take it down. You don't want your carriage to stick, or your keys to get tangled and yourself "balled up," so you will have to ask him to "repeat." Get the typewriter that will surely do the work—the typewriter that will swallow a telegraph blank just as quick as you can feed it in—that will operate under any and all conditions—that you can depend upon

The Real Genuine Standard "Mill"

The typewriter that will stand up under the hardest kind of usage—that never gets out of order and that will last you a lifetime. A "Mill" that thousands of railroad men endorse as the best for the job. You will never get so fast that you will crowd your Oliver.

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We will apply the full agent's commission, giving you this "Crackerjack Mill" at a net price lower than the lowest wholesale price and you pay by the month just like rent, only every cent you pay applies on this

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NO CASH UNTIL YOU SEE IT—until you try it in your office, then you make your decision. No salesman to influence or hurry you. If you keep it, you pay only one month's rent down.

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OUR OFFER IS THIS

We ship you an Oliver No. 3, complete with standard equipment, on five days' trial, without any deposit. You may try it thoroughly before you decide to keep it. If you find it satisfactory—the best machine any price can buy—send us \$4.00 then \$4.00 monthly until the \$56.00 is paid. That practically means 13c a day, and you will have absolutely the best "Mill" that can be had.

Surely in the face of this offer there can be no use to pay more than our price, and it's folly to put up with an inferior grade, or some worn-out second-hand or so-called rebuilt machine at nearly the same price.

Even if you pay a little more than you had intended to do for a second-hand "mill," it is only a matter of a few cents a day for a few more days.

If it is not satisfactory, perfect and complete return it—transportation collect. You will be under no obligation. If you want a "mill," now is the time to get it. You may never again have as good an opportunity.

There is no need to correspond unless you want something special. We realize the importance of time and have provided a trial order coupon, which plainly and clearly states the agreement between us. All that is necessary is for you to sign it and return it to us. The "mill" will reach you in a few days.

After you receive it, it's entirely up to you and the typewriter—you are the sole judge and the typewriter the sole evidence. A pencil will do to sign. We would suggest that you mail the coupon before you turn to the next page.

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Typewriters Distributing Syndicate.
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GENTLEMEN—Please ship me a Model No. 3 Oliver, with standard equipment, for trial.

If the typewriter is entirely satisfactory, I agree to send you \$4.00 within five days from the date I receive the machine, as the advance payment for one month's rent, and for each month that I retain the typewriter, I will remit \$4.00 in advance.

It is understood that when I have paid you \$56.00 in this manner the typewriter will become my property, until that time the title remaining with you.

Name.....
Address.....
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This Certifies that the holder hereof
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ONE HUNDRED AND FIFTY DOLLARS
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Our Credit Certificates furnish the people of this country the grandest opportunity they have ever known to secure high-grade Homefurnishings without having the necessary cash to pay for them. We gave out over \$11,000,000 worth of these Certificates last year. As a result, our business made such a gigantic leap in volume that we were forced to stop advertising and to refuse a great many orders. The rush for goods was so tremendous that we couldn't take care of more business. We are now ready to open 50,000 new accounts and are offering \$7,000,000 worth of Credit Certificates Free. This announcement is made so that you who were disappointed last year can get in early. Act now—today—as we may again be forced to withdraw this offer. Not only is our selling plan the most liberal, but the quality of our goods is much superior to that of other mail-order houses.

A new issue of People's \$150 Credit Purchase Certificates is ready. You are entitled to one of these valuable Certificates absolutely free. This Certificate has the same purchasing power as \$150 in cash, when used with first payment to buy Homefurnishings and Jewelry of every description from our wonderful Book of Bargains. We have shipped out millions of dollars' worth of merchandise on these Credit Purchase Certificates. Don't delay writing for your free \$150 Credit Certificate. A postal will do. Only one Certificate to a family.

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These Certificates are good on the purchase of anything and every thing in our great Easy-Way-to-Pay Book, the greatest Book of Bargains in existence.

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assortment of Carpets and Rugs, Tables, Chairs, Beds, Stoves, Davenport, Sewing Machines, Kitchen Cabinets, Phonographs, Pianos, Organs, Curtains, China, Blankets, Upholstered Furniture, Watches, Clocks and Jewelry—everything used in the modern home.

There are over 5,000 different articles described and illustrated in the great Easy-Way-to-Pay Book, all offered on credit and at extraordinarily low prices.

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We let our customers prove the quality by 30 days' free trial and actual use in their own homes. Every article must be thoroughly satisfactory or we agree to take it back.

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We ask no notes, no interest, no security of any kind. You can take over a year to pay for goods ordered on the Easy-Way-to-Pay Plan. We employ no collectors, but trust you absolutely.

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This 300-page book of Bargains shows the products of 180 Mills and Factories, which we will sell on credit at wholesale or less than wholesale prices. Each article pictured perfectly and described accurately, with the wholesale price in plain figures. The book is like a great Department Store, from which the cream of the world's best merchandise can be selected while you sit in your own home.

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Simply send your name and address and a \$150 Credit Certificate will be issued in your name, signed by the President of this Company and forwarded to you by first mail, together with the large, handsome, Easy-Way-to-Pay Book, with over 5,000 wonderful offers. Don't delay or you may be disappointed, as there is a limit to these Certificates. (64)

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We Sell for 180 Factories On Credit—At Low Prices

The products of 180 great mills and factories are being sold through us on credit. Our plan enables you to save 50 per cent of the regular store prices. Upwards of a million families buy from us on the Easy-Way-to-Pay Plan. Even those who are short of ready money can now buy at wholesale prices, thus saving all middlemen's profits.

All the Furniture You Want

People's Credit Certificates are as good as gold for all the Furniture and Homefurnishings you want. The State of Michigan awarded our furniture the Gold Medals because of its superiority in quality, style and durability. Michigan is the world's greatest furniture-producing state. All dealers come here to buy. We sell to you as low as to dealers and give you the same long credit. The Easy-Way-to-Pay Book offers an immense

anticipated that when this plant is completed it will be one of the largest locomotive works in this section of the country.

We regret to report the death of Mrs. Egan, mother of Walter Egan, conductor at Robey Street, who died January 19th. Besides her two sons, Walter and Daniel, she leaves two daughters, Mrs. Riendean and Florence Egan, to mourn her loss.

John Brusslau, bill clerk at Robey Street, is to be married the first part of March. Congratulations and best wishes, Jack.

C. M. Kiley, conductor at Robey Street, who has been on the sick list for the past few weeks, with pneumonia, has suffered a relapse. We hope he will meet with speedy recovery, as his absence in that district is noticed.

The ticket sales for the past year amounted to \$12,311.11, and the number of tickets sold from here to Mt. Vernon was 11,044.

The freight house at Phoenix was totally destroyed by fire on Sunday morning, January 19th. H. D. Cavell, agent, has opened up luxurious quarters in an old box car.

W. E. Downey, employed in the stores department at Robey Street, is a candidate for alderman of the 11th Ward, on the Progressive Party ticket. We wish him success.

On January 25th, Arthur Owen, a switch-tender employed by the Pennsylvania at 14th Street, discovered a wheel in one of our southbound transfer trains with about twenty-six inches of the flange broken off. He immediately called up our switch-tender at 22nd Street, who stopped the train and set the car out in the pocket at that point. This man is evidently engaged in safety work, not only on the railroad of which he is an employe, but wherever the opportunity arises. He is to be highly commended for his alertness.

Assistant Engineer F. E. Lamphere is enjoying his vacation at Cut Bank, Mont., waiting for the snow to melt so he can resume his journey to Portland, Ore.

Albert Dundy, stenographer in the district engineer's office, is the original hard-luck man. Two weeks ago he was struck in the right eye while chopping wood for a west side church (of which he is an ardent member) and his eye had no sooner subsided to its normal size and color, than he was seized by the tentacles of that winter octopus, la grippe. His many friends sincerely hope that he will soon be pounding the keys at his old desk again.

AUDITING DEPARTMENT

W. J. Dudley, special accountant, made use of the services of eight accounting department employes in a recent audit of the B. & O. accounts.

J. T. Leary, general auditor, who was in Chicago attending a committee meeting, called at the office of Auditor Huntington recently.

W. W. Dingee, bookkeeper in the accounting department, has just finished serving on the petit jury. E. H. Reinkee, general bookkeeper in the accounting department, was summoned for jury service the first part of February. Notice has also been served on the car accountant to have O. J. Lozo, chief clerk,

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report for jury service. The accounting department seems to be a fine place for selecting jurymen.

Daniel J. McNeill has just taken a position as stenographer in the office of the auditor.

CLAIM DEPARTMENT

Thomas A. Gracie of Baltimore, Md., claim agent for the B. & O., is at present assisting Alexander Craw, division claim agent of the Terminal. Mr. Craw, who is one of our safety committeemen, has been relieved of his duties at Garrett. He can now be with us on the 20th of each month, instead of every other month, as when he was a joint committeeman.

C. W. Egan, general claim agent made a short call. Mr. Egan was on his way to Decatur, Ill., to attend a safety meeting of several railroads, and give his lecture, known as the "B. & O. Special," illustrated with stereopticon views.

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Dr. Ridpath is dead, his work is done, but his widow derives her support from the royalty on this history and to print broadcast the extremely low price we will make would cause great injury to future sales.



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2
13
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OHIO DIVISION

Correspondent, **CLIFFORD R. DUNCAN**, Chillicothe, Ohio

The body of J. H. Drake, extra section foreman, was found recently in the Ohio River near Belpre. Drake had hailed a launch one evening at the ferry landing, when the ferry boat was not running.

The man who ran the launch heard Drake call, but when he reached the ferry landing he found nothing but a suitcase on the ferry boat moored there. Some boot marks on the frost seemed to indicate that Drake had stepped forward to get on the ferry and await the launch and had slipped into the water.

His remains were taken to Waterford, O., for burial.

CINCINNATI

B. & O. SOUTHWESTERN

H. C. Stevenson is appointed traveling freight and passenger agent, 627 Seventeenth Street, Denver, Col., vice S. M. Shattuc, deceased.

T. J. West is appointed passenger agent Cincinnati, reporting to C. H. Wiseman, district passenger agent, succeeding Geo. A. Mann, resigned to engage in other business.

L. B. Jay is appointed division passenger agent Chillicothe, O., vice H. C. Stevenson, transferred.

G. F. Scheer, is appointed traveling passenger agent, St. Louis, Mo.

W. J. Saxton is appointed station passenger agent, St. Louis, Mo.

L. H. McArthur is appointed city passenger agent, Kansas City, Mo.

B. & O. SOUTHWESTERN AND C. H. & D.

C. S. Kinnear, traveling passenger agent B. & O. S. W. R. R., Lynchburg, Va., and F. J. Parmalee, traveling passenger agent, C. H. & D. R'y, Atlanta, Ga., will in future represent the joint interests of the Baltimore and Ohio Southwestern R. R. and the Cincinnati, Hamilton and Dayton R'y, in their respective territories.

C. H. & D. AND C. I. & L.

F. P. Wade is appointed traveling passenger agent with headquarters, Traction building, Fifth and Walnut, Cincinnati, vice L. B. Jay, transferred.

INDIANA DIVISION

Correspondent, **O. E. HENDERSON**, Conductor, Seymour, Ind.

Fireman K. V. White and his family have returned from an extended visit with relatives in Kansas. From the number of jack rabbit ears Mr. White brought back with him, it looks as though most of his time was spent chasing these long-eared racers.

Walter Henderson, formerly brakeman on the B. & O. S. W., now conductor on the C. H. & D., has been visiting friends and relatives in Seymour.

Engineer Walter O'Donnell and his family have moved to Seymour from Mitchell, Mr. O'Donnell having been transferred from Mitchell yard service to pool service on the main line.

Fireman Jesse Trent and Miss Alice Lane slipped away and were quietly married at Jeffersonville, Ind., January 6th. The announcement of this event surprised their many friends here, who all join in wishing the young couple many happy years of married life.

Conductor Thomas E. Ross, of the Cincinnati District Local, and John E. Bauta, of the Washington District Local, both committeemen, have been in Baltimore adjusting some local matters with the officials.

Engineer O. C. Mahoney and Fireman R.L. Barlow, who went to Winslow, Arizona, to bring Mrs. Mahoney back with them, have returned. Mrs. Mahoney went to Winslow about six months ago for her health. The change of climate did not seem to help her and she was unable to return with her husband.

Mr. A. E. Gabard, who has been with the B. & O. S. W. here for the past twelve years, in different capacities, and for the past three years has been chief clerk to the general car foreman and road foreman of engines, has been transferred

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to Washington shops, and made chief clerk to the general car foreman at that point. Mr. Gabard was popular with the Seymour boys.

Mrs. Alexander Toms, wife of Engineer Toms of the Jeffersonville Branch runs, and her daughter Luella, are visiting relatives in Montgomery, Alabama.

Engineer Thomas Ackley and his wife are on an extended tour through the South. They will visit in Key West, Florida, and Havana, Cuba.

The stork has been very busy around Seymour of late, paying the following employes a visit: Engineers Walter Darling, Charles F. Trueblood and Wright Payne, and Conductor William Umphrey.

Christopher Rau who has been an employe of the company at this place for forty-one years, and night round house foreman for the past thirty-two years, received an annual system pass recently which he was as proud over as a boy with his first pair of new red-topped boots. Mr. Rau is a very faithful and efficient employe, who has the interest of the company at heart and has won the respect of the other employes. We all join in thanking the company for this pass. We feel that loyal employes of this kind are always looked after by the officials who, we think, are the best and most considerate set of officials on any railroad in the United States.

Indiana Division employes who recently received card passes for the year 1913, feel very thankful to the company for furnishing them. Several employes came to me and made request that I mention this in the magazine.

Brakeman H. H. Windhorst was recently married to Miss Edith Justice of Cold Springs, Ind. Both are very popular young people and we welcome them here.

Operator D. T. Bellamy has been assigned third trick at Dunham, regular.

Operator C. J. Leach has been granted a six-months' leave of absence.

Operators R. O. and A. E. Huntington have been laying off to attend a surprise party.

Medical Examiner Dr. G. R. Gaver, has been transferred from Seymour to Cincinnati.

Several changes have been made in the motive power department of the B. & O. S. W. and C. H. & D. Walter Harris, who was formerly foreman of the local round house, and was transferred to Cincinnati some time ago, has been returned here to succeed Peter Horn. The latter has been transferred to the Gest Street station of the C. H. & D. While Mr. Harris was in charge of the round house here he made many friends among the railroad employes and they welcome him back to his old position. He will move his family here as soon as he can find a suitable residence.

Automatic block signals will be installed between North Vernon and Milan. This is the first section of the Indiana division to be equipped with these signals, but it is believed that it will only be a short time until they are installed from Cincinnati to Washington.

E. E. Erwin was killed at Hagerstown, Md., November 30th, 1912, while crossing the tracks going from his work to the hotel. He was employed by the Western Maryland Railway Company in the dispatcher's office under Superintendent H. H. Berry. Mr. Erwin had been employed at different times by the Southwestern, learn-

ing telegraphy under W. H. Gallagher, Mitchell, Ind., in 1895-96.

C. M. Erwin, our agent at Riverdale, was on leave of absence, and being on his way to San Francisco, he did not learn of his brother's death until he returned home.

Paul Turner, the popular young assistant cashier at Cincinnati freight office, is about to become a benedict. Miss Effie Wilson of Shreveport, La., is the young lady who has made the joys of married life appear greater to him than single blessedness. The best wishes of all the clerks at Cincinnati go with them.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk, Flora*

It is with the deepest sense of gratitude that we desire to acknowledge the receipt of Mr. Willard's New Year's message. I am not going to attempt to express in words the sincerity of our appreciation of the good cheer that it brought to all of us, and we most sincerely reciprocate to a man the good wishes expressed therein. Upon such feelings of good fellowship there can but accrue that degree of success for which we are all mutually striving. Mr. President, we, employes of the Illinois Division, thank you and with the other thousands of employes of our great company, of which you are the guiding hand, join in wishing you a most happy and prosperous New Year, and only hope that it will be our pleasure to receive many such New Year tidings from yourself.

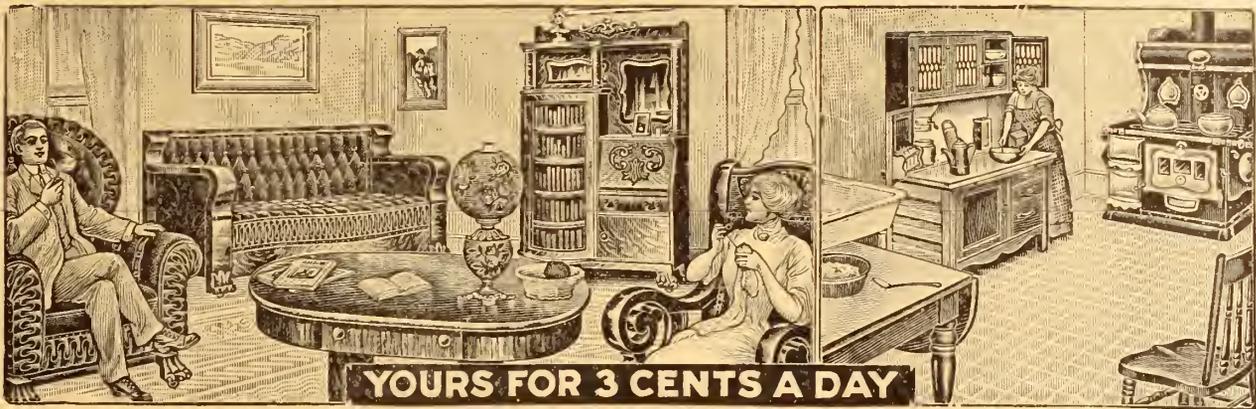
A. E. Blair, who has for several years been clerk in Division Freight Agent Marney's office at Springfield, has been appointed traveling freight agent for the B. & O. S. W. and C. H. & D., reporting to Mr. Marney. We take pleasure in congratulating Mr. Blair and in wishing him every success.

Our veteran conductor John Hettiger, who has been touring the Western Coast for the past sixty days, has returned home.

W. J. Neer, division passenger agent at Springfield, is very proud of the fact that he has accomplished what he has been trying to do for twenty-six years—reach the \$100,000 per year mark in passenger revenue.

The Illinois Division, your correspondent believes, has shattered all records for December, 1912, in that there was not a single locomotive failure registered on the reports for that month. This is surely a remarkable showing and speaks well for the live mechanical department organization for the entire territory.

Harry F. Smith passed from this life at his home in Beardstown, Ill., January 15th, aged 46 years. In the death of Harry Smith the State has lost a valued and respected citizen, the family mourns the loss of a loving and devoted husband and father and the Brotherhood of Railroad Trainmen, Lodge 320 of Flora, loses one of its most prominent members—one who has served energetically and consistently for years, one of his last acts being to dictate a letter to the acting chairman in answer to some inquiries. In the Masonic fraternity Harry was also well known over the entire state, and at the time of his death his name appeared upon the programme for the dedication of a Masonic Hall at Concord, Ill. He had several times been elected to the highest office in the



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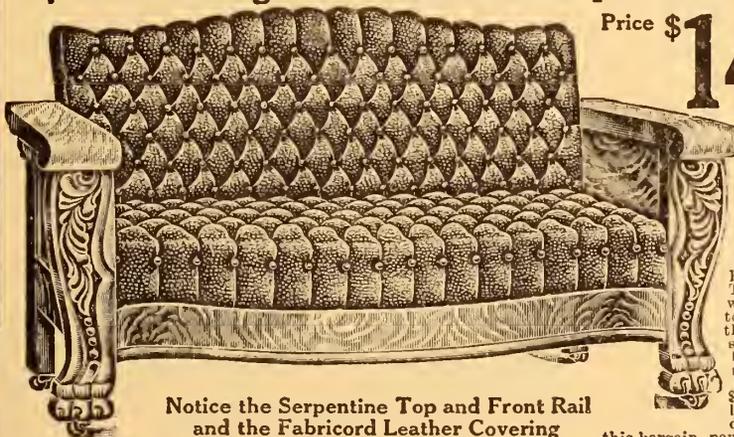
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gift of Beardstown lodge, and at the time death claimed him, he held the position of District Deputy Grand Master. He had held various offices in the Trainmen's Lodge and was a delegate of Local Lodge 320 at two of their national conventions, also serving one term on the State Legislative Committee, with such credit that his reelection followed only a few weeks ago. He was

loved and respected wherever his acquaintanceship extended, and his death will be deeply mourned by hundreds of friends. He leaves a widow and three children as well as four brothers and three sisters. We take this opportunity of extending to his family our deepest sympathy, finding consolation only in the fact that his life was one that certainly merited the reward Providence holds in store for such noble characters.

R. E. Weller, whose portrait is here given, began service as a brakeman on a gravel train for Cutler, Dodge & Company in 1864. They were building an extension

of the M. & C. from Cleveland to Cincinnati, which was completed in about six months. Then, starting at Connersville, Ind., they built a road to Indianapolis, where Mr. Weller worked as watchman of the engine for a year. He became an engineer in 1868, and went with the same company to Logan, Ohio, where they began to build the Hocking Valley road. Later Mr. Weller had a part in the construction of the Springfield and Illinois South-eastern, which became the B. & O. Southwestern. Mr. Weller had a passenger run as soon as the road was built to Taylorsville, a distance of sixteen miles. He has held that position continuously ever since. Mr. Weller has a clear record, no passenger ever having been killed on his train. At the age of sixty-nine he is still well and hearty, and running 148 miles from Flora to Shawneetown, Ill.

A novel method is being employed by Burlington officials and employes to lessen the frequency of accidents. "Safety Postal Cards" addressed to the superintendent are put at the disposal of the men, who are encouraged to write on them suggestions for making conditions as safe as possible.

Rolly Marquart, freight car foreman at East St. Louis, Ill., was lucky enough to be able to spend the holidays with his parents and friends at Sandusky and Chicago Junction, Ohio, and incidentally, while in that neck of the woods, to visit friends at Toledo and Cleveland.

Mrs. Lucile Thomas, the estimable wife of the assistant freight car foreman, is away at this writing, visiting her parents at Garrett and Fort Wayne, Indiana. Mr. and Mrs. Thomas now reside at East St. Louis, Ill.

W. W. Calder, general car foreman at Washington Shops, with his wife, have returned to their home after sojourning with friends and relatives at Garrett, Ind.

Charles W. Murphy, employed as freight car inspector at East St. Louis, Ill., who has been off duty for several months on account of sickness, has returned to his duties.

Howard C. Thresher, employed as machinist at the Flora, Ill., shops, has returned to work after spending the holidays in the mountains of West Virginia. On his return, he opened the eyes of his fellow workmen and bosses by unloading his Christmas bride and they will reside in Flora, making a happy and valuable addition.

The accompanying photograph shows the residence of Locomotive Engineer Andy Haag, Washington, Ind. Mr. Haag entered the service of the company as engineer November 24th, 1889, and to this date maintains absolutely a clear record in the service, there being no discredit marks against him. The residence is situated in the famous "Engineers' Row," West Main Street, Washington, Ind., and the picture will show the pride taken in the home by Mr. Haag and by his wife, who is also shown in the photograph, taken by Akers. Mr. Haag



ENGINEER R. E. WELLER



RESIDENCE OF ANDREW HAAG, ENGINEER,
WASHINGTON, INDIANA

is regular yard engineer on engine 107, and he keeps his locomotive just as neat-looking as his home. A prominent official when visiting Washington some time since personally congratulated Engineer Haag on the appearance and attention given his engine, which at that time was stated to be one of the neatest, best-kept and best-looking yard engines on the entire system.

L. C. Barber, formerly employed as distribution clerk in the master mechanic's office at Washington, Ind., who has been working since last summer in the office of general superintendent of motive power at Baltimore, spent the holidays with his parents.

A Washington favorite, Curtis W. Holder, now chief clerk to master mechanic of the C. H. & D. at Moorefield, Indiana, formerly motive power timekeeper at Washington shops, was here for Christmas and remembered his old comrades with a choice selection of cigars.

Joseph P. Duffy, machinist at Washington shops, went to Benwood and McMechen, West Virginia, for the holidays, to spend the yuletide season with his parents and to visit with his many friends in that section and at Wheeling.

Our old bosom friend the stork is paying particular attention to the railroad men of Washington, Indiana, lately and has been the cause for wreaths of smiles on the faces of R. C. Wallace, air brake foreman, with an eleven-and-a-half-pound girl baby, and of J. B. Casebeer, store-keeper, with an eight-pound boy baby. All doing well.

Onis Sorguis, of Indianapolis, Ind., and C. H. McCracy, of Ivorydale, Ohio, both employed in the offices of the C. H. & D. company, were here for the holidays.

Cameron Herrod, machinist at Washington, with his wife, are spending some time at Pittsburgh, Pa., and other eastern points. Mr. Harrod was recently elected member of the executive board of the International Association of Machinists, District 29, to represent Southwestern territory.

Isaac N. West, employed as boiler washer at Washington shops, died at his home, December 31st, aged 57 years. Mr. West was one of the oldest and best employes at Washington, having entered the service September

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We ship your order immediately. No delays — and it comes to you at one time, all together. No stringing along with several shipments. Our Factories, Warehouses and Offices are the Largest of any Furniture Selling Concern on Earth, selling direct to the user by mail. So we can supply everything quickest. Our freight shipping facilities are also the best. We also guarantee safe delivery in good order, carefully packed and in first-class condition. The risk is all ours and the railroad's — not yours.

Our experience of 58 years proves that the average man or woman, even the poorest, can be trusted as safely as the rich. Other people use credit at home for daily necessities — have weekly or monthly "charge accounts" at the meat market and grocery, etc.

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We are the original easy credit payment Home Furnishing Concern. Our many million dollar capital gives us greatest buying power and trusting power on easiest terms at lowest prices — guaranteed lower for equal quality than other concerns can offer. Lower than your local dealer has to pay for his small selection, before he adds his profit for you to pay extra. So why not investigate? It costs you only a penny for a postal. Save your money by Write a Postal NOW to deciding to find out right away.



No. 262

The most astounding Dining Table Bargain of Modern times. Just an example of the Grand Values we offer in our big free catalogue. Made of seasoned hardwood-finished American quartered oak, beautifully polished. Top measures 45 inches in diameter and is supplied with extra leaves so as to extend out to six feet in length. This massive pedestal is supported by mission design — **\$10.85** signed legs. Price only . . . **\$1.00** cash, 75c monthly.

HARTMAN FURNITURE & CARPET CO.

3896 Wentworth Ave., Chicago

Established 1855 — 58 Years of Success — 22 Great City Stores — 1,000,000 Families as Regular Customers — Write Us At Once.

Largest, oldest and best known home furnishing concern in the world

1st, 1890, as laborer and advanced from that to tank truck repairer, locomotive cleaner and boiler washer, the last being a most responsible position and one in which it is necessary for employes to be well posted as to their duties and also as to the federal laws.

J. W. B. Shea, a bright young man of Princeton, Ind., formerly employed in the Southern Railway offices at that point, has accepted a stenographic position with this company in the office of F. W. Boardman, general locomotive foreman, at Washington.

Folding BATH TUB



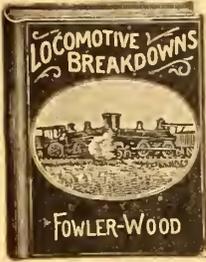
Costs little, no plumbing, requires little water. Weight 15 pounds, and folds into small roll. Full length bath, far better than tin tub. Lasts for years. Write for special agents offer and description. Robinson Bros. Co., 122 Vance St., Toledo, O. Mfrs. Turkish Bath Cabinets.

Every Man Needs Books

Here are some good **SCIENTIFIC** and **PRACTICAL** ones.

LOCOMOTIVE BREAKDOWNS AND THEIR REMEDIES

Pocket Edition, Revised and Enlarged



It is out of the question to try and tell you about every subject that is covered in this pocket edition of Locomotive Breakdowns. Just imagine all the common troubles that an engineer may expect to happen some time, and then add all the unexpected ones, troubles that could occur, but that you had never thought about, and you will find that they are all treated with the very best methods of repair. Walschaert Locomotive Valve Gear Troubles, Electric Headlight Troubles, as well as Questions and Answers on the Air Brake are all included. 294 pages. Fully illustrated. **\$1.00**

TRAIN RULE EXAMINATIONS MADE EASY

By G. E. COLLINGWOOD

This work is written by the best authority on train rules in the country. Every vital point is covered and the explanation is given in plain, simple language. Contains Standard Code for Single Track. Gives Signals in Colors and contains a Complete List of Examination Questions with their answers. A new book from cover to cover. Pocket size, price.....**\$1.25**

WESTINGHOUSE E T AIR-BRAKE INSTRUCTION POCKET BOOK

By WM. W. WOOD, Air Brake Instructor

If you want to thoroughly understand the E T Equipment get a copy of this book. It covers every detail. Makes Air Brake troubles and examinations easy. Fully illustrated with colored plates, showing various pressures. Pocket size.....**\$1.50**



AIR BRAKE CATECHISM

By ROBERT H. BLACKALL

Covers in detail the Air Brake, including the E T Locomotive Brake Equipment, the K (Quick Service) Triple Valve for Freight Service; The Type L High Speed Triple Valve and the Cross Compound Pump. The Operation of all parts of the apparatus is explained. 2,000 Questions with their answers, which are specially valuable to those preparing for examination, are given. Very fully illustrated and containing Colored Plates. Pocket size...**\$2.00**

PREVENTION OF RAILROAD ACCIDENTS, OR SAFETY IN RAILROADING

By GEORGE BRADSHAW

This book is a heart-to-heart talk with railroad employes, dealing with facts, not theories, and showing the men in the ranks, from every-day experience, how accidents occur and how they may be avoided. The book is illustrated with seventy original photographs and drawings showing the safe and unsafe methods of work. No visionary schemes, no ideal pictures. Just plain facts and practical suggestions are given. Every railroad employe who reads the book is a better and safer man to have in railroad service. It gives just the information which will be the means of preventing many injuries and deaths. All railroad employes should procure a copy, read it, and do your part in preventing accidents. 69 pages. Pocket size. Fully illustrated. Price.....**50c**

LOCOMOTIVE CATECHISM

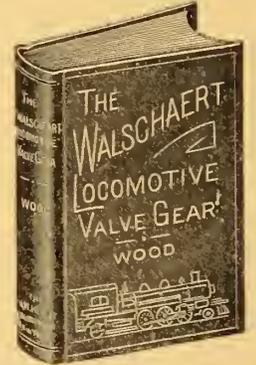
By ROBERT GRIMSHAW

The revised edition of "Locomotive Catechism," by Robert Grimshaw, is a New Book from Cover to Cover. It contains twice as many pages and double the number of illustrations of previous editions. Includes the greatest amount of practical information ever published on the construction and management of modern locomotives. Specially Prepared Chapters on the Walschaert Locomotive Valve Gear, the Air Brake Equipment and the Electric Head Light are given. It commends itself at once to every Engineer and Fireman, and to all who are going in for examination or promotion. In plain language, with full complete answers, not only all the questions asked by the examining engineer are given, but those which the young and less experienced would ask the veteran, and which old hands ask as "stickers." It is a veritable Encyclopedia of the Locomotive, is entirely free from mathematics, easily understood and thoroughly up-to-date. Contains over 4,000 Examination Questions with their Answers. 825 pages, 437 illustrations and three folding plates. **\$2.50**

WALSCHAERT LOCOMOTIVE VALVE GEAR

By WM. W. WOOD

If you would thoroughly understand the Walschaert Valve Gear you should possess a copy of this book. It explains the Walschaert valve gear in every detail. The points discussed are clearly illustrated; two large folding plates that show the position of the valves of both inside or outside admission type, as well as the links and other parts of the gear when the crank is at nine different points in its revolution are especially valuable in making the movement clear. These employ sliding cardboard models which are contained in a pocket in the cover. Questions with full answers on all the features of this type of valve gear are included. Nearly 200 pages. **\$1.50**



PRACTICAL INSTRUCTOR AND REFERENCE BOOK for Locomotive Firemen and Engineers

By CHAS. F. LOCKHART

A work every railroadman should have, as practical information is given on the Mallet Compound Locomotive, The Ragonnet Reversing Gear, the Force Feed Lubricator, the Walschaert Valve Gear, the E T No. 6 Brake Equipment, Train Operations, Interlocking Signals, The Time Table, Train Protection, Slide Valves, Valve Gears, Injectors, the Steam Gauge, etc., etc. Contains questions with their answers, so arranged as to cover the examinations required by the different roads. Everything a railroadman is required to know will be found treated in this practical work. Is of convenient size to fit the pocket, and as a book of reference it cannot be excelled. Very fully illustrated. **\$1.50**

DIARY OF A ROUNDHOUSE FOREMAN

By T. S. REILLY

This is the greatest book of railroad experiences ever published. Containing a fund of information and suggestions along the line of handling men, organizing, etc., that one cannot afford to miss. 176 pages. Price.....**\$1.00**

Any of these books sent prepaid on receipt of price.

BALTIMORE & OHIO EMPLOYEES' MAGAZINE, Book Department
RAILWAY EXCHANGE, CHICAGO, ILL.

Machinist Charles E. Workman, of Washington, has recently been picked out for promotion on account of being a good live hustler and steady workman, and has been placed in charge of drop pit work in Washington enginehouse. The position carries with it considerable responsibility.

Since the resignation of Machinist Frank Davis to engage in the automobile business at Danville, Ill., Machinist W. E. Ross has been placed in charge of the tool room at Washington.

Local Order No. 346, International Association of Machinists at Washington, held public installation of officers in the Peoples Theatre on January 6th, under Installing Officer Foster Reuss, past president of the local lodge. The officers installed were president, G.C. Carson; vice-president, J. B. Bailey; financial secretary, Victor Bordinette; corresponding secretary, Charles Fullerton; conductor, George Fields; sentinel, Walter Mischler.

During the absence of A. E. McMillan, round house foreman, who has been doing service on the C. H. & D. road, under Superintendent of Motive Power Prendergast, the Washington round house has been capably looked after by the assistant round house foreman, M. E. Conley, and by F. W. Boardman, general locomotive foreman.

The first package received at Washington post office, under the new parcel post law, was addressed to a B. & O. man, as usual, the recipient being General Foreman F. W. Boardman.

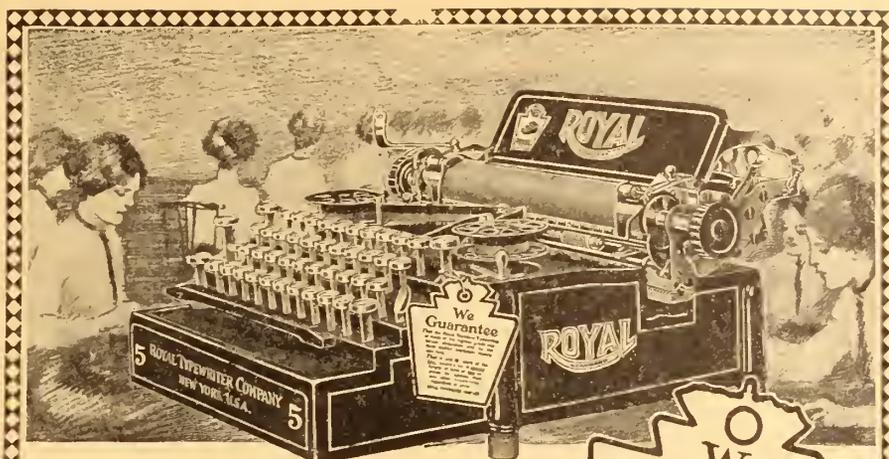
Conductor Sanderson of the dining car service, has returned from a visit to Denver, Colo.

J. J. Daugherty, employed as machinist at Washington, has just returned from Arkansas, whither he went soon after the first of the year to place his large plantation in charge of a good first class tenant.

Walter Kidd, employed as machinist at Washington, spent the holidays with his mother at Richmond, Va.

Agent Van Ells, of Lawrenceville, reports that on January 6th he had a small fire at his freight office, although, except for the burning of a few records, there was no great damage done. It is thought that the fire was due to a defective flue.

R. G. Lloyd, yard conductor at Vincennes, has been having a jolly time with Old Man La Grippe, but is now feeling better and will return to duty in a few days.



Why the Eyes of the Business World Are on the ROYAL

Because it is the machine that is putting big things over these days—doing big things for big people. *Performance*, not price, sells the Royal.

True, it sells for 25% less than the usual list price of other standard machines. But among the thousands of Royal users are the best and biggest concerns in the country—far too wise to buy a typewriter for mere price reasons. They select the Royal for its inherent merit and marvelous performance—*after* comparison with other machines.

In simplicity, the Royal reaches a point hitherto thought impossible; in efficiency and durability it has given even the most experienced users a new idea of what to *expect* from typewriters.

The action of the Royal is refreshingly light and easy. Its great speed, perfect alignment, and unequaled manifolding

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Everything Included
No Extras

power make it a machine unexcelled in all-around workability. LET US PROVE IT.

Write today for The Royal Book

It will tell you things you ought to know about typewriters. Give us permission, and—no matter where you are—our branch in your neighborhood will demonstrate the Royal in your own office, free of obligation. Address

ROYAL TYPEWRITER CO., Room 44, Royal Typewriter Building, New York
Branch offices and agencies in all principal cities of the world



This Tag is attached to every machine after it passes inspection at the factory. It bears an unconditional Guarantee, backed by one of the biggest and strongest concerns in the typewriter industry. Read it.

Royal Supremacy Brought to a Focus in the New Model 5

Among the many inbuilt advantages and features of this veritable business engine are the Two-Color Ribbon, Tabulator, Back-Spacer, Tilting Paper Table and Hinged Paper Fingers, all embodied with a simplicity and working efficiency that make the Royal—

The Best Built Typewriter in the World

We are pleased to hear of the appointment of Joe Madigan to position of car tracer at East St. Louis. Mr. Madigan was formerly first trick operator at Vincennes, but on account of telegrapher's paralysis, was compelled to give up his position. We all wish Joe success.

J. Leslie Pickering, chief clerk to Mr. Kelly, of Vincennes, made a flying trip to St. Louis, Sunday, January 5th. Mr. Pickering reports a pleasant time and also says that enroute he saw very little empty equipment, which speaks well for the Illinois Division.

J. R. Clark formerly agent at New Albany, Ind., who was agent at Washington about forty years ago and is

Please mention this magazine.

Dress Better— Save Half

Reduce the "High Cost
of Living"

Over 36,000 women save half on their dressmaking bills by using the American System of Dressmaking. It will teach you how to Design, Draft, Cut, Fit, Make, Drape and Trim any garment, including children's clothing—and save more than half what dressmakers and ladies' tailors charge. This means that you can dress far better—that you can use better materials—wear clothes that fit better; that feel better; that wear better, and you can have two garments for the price that one costs you now.



Our Clothing Has Not Cost Us a Cent

The Last Year Except for Material

It is nearly a year now since I had my lessons from you. I have two girls, sixteen and thirteen years old; made them three summer dresses each, and two jackets, six waists, a winter coat and skirt, velvet collar and cuffs laid on and a winter dress made over. For myself, two waists, one evening gown, three kimonos, and underwear. Am beginning now on a black silk shirt waist suit for myself.

This last year our clothing has not cost us a cent except for material. Mrs. John Shepperd. Tukwila, Wash.

You will enjoy the work because the American System will give you the confidence and knowledge necessary to succeed. Using the American System and the "Complete" Dress Form will enable you to Save More Than Half On Your Dressmaking and Still Wear Tailor-Made Clothes.



A Book Every Woman Should Have

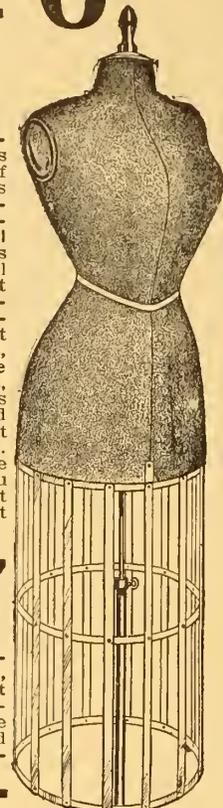
It Shows Women How to Dress Better



Send Coupon Today, Get the Book Free.

THIS \$6.00 DRESS FORM "COMPLETE" FREE

To Students Who Enroll Promptly



Last Year we gave away, absolutely free, 2000 Bust Forms to new students. The success of the idea has led us to make this year's offer much more attractive in every way. Now we propose to give a "Complete" Full Length Dress Form to students who enroll promptly. The full length Form enables the student to not only fit her Waists to herself perfectly, but the form practically becomes herself. On it she can drape the entire dress, coat or other garment and see for herself exactly how it sets, fits and hangs, on all sides, as she could not see in a glass, and as she could not fit and drape it upon herself without the Form. After fitting one garment on the "Complete" Dress Form you wouldn't take ten dollars for it and do without—yet you can get one absolutely FREE.

The "Complete" Full Length

as its name indicates is complete, including Bust, flexible, detachable, collapsible Skirt Form and Stand, copper oxidized base, in neat, strong Fibre Box—a Form you will be proud to show your friends and neighbors.

The Skirt folds up, reducing when opened ready for use, fibre box 28 inches high by 14 enclosed may be set in closet out

Good tools mean good work—Our object in giving away these Forms in this way is to make it easy and pleasant for more women to do their own sewing and thus save money on their dressmaking.

The Dress Form has become as imperative a necessity as the sewing machine. Every woman who sews needs a Dress Form. Here is the opportunity to get the very latest and best Dress Form FREE with the American System of Dressmaking.

Mothers, we want to show you how you can dress yourself and your girls better on half the money; we want to help you to economize in a practical way.

American System clothes, made at home by the woman herself, are equal in every respect to clothes made by the most expert professional ladies' tailor. They have none of the amateurish earmarks which characterize garments made by untrained hands, and which require alteration after alteration until you lose all patience and the clothes lose all their original style and fit and can never be made to satisfy or please.

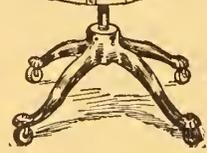
The "Complete" Dress Form is the most simple and unique Form ever invented. Has many exclusive features suggested by years of experience in the manufacture of Dress Forms. Our instructions given free with each Form enable you to adapt it to any changes made necessary at any time.

The figure is the newest model, graceful in appearance, and the whole form is solid and substantial in construction. The bust part is made of superior quality of papier mache and covered with Jersey Cloth. The Skirt is made of best grade of flexible spring steel—flat bands—highly finished and nickel-plated. With ordinary care the Form will last a life-time and give you a world of satisfaction.

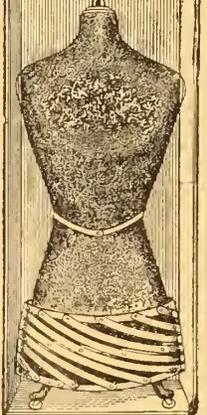
Compressible Dress Form

We will furnish instructions, free, that will enable you to fit the Form to yourself perfectly, as well as to other measurements besides your own—so that the Form may be used for other members of your family.

the Form to half the size it is Compressed it fits into a neat inches square—which with form of the dust and out of the way.



THE SKIRT FOLDS UP AND COMPLETE FORM GOES IN THIS BOX



The American System helps the woman in the home and it helps the woman in the shop—they both need it—one for what it saves her, the other for the money it helps her to make.

Many graduate dressmakers are earning \$15 to \$25 a week, some much more, operating dressmaking parlors of their own. Every graduate is competent to do as well or better, should circumstances make it necessary.

The woman in the home will save more and the woman in the shop will make more if she has one of our "Complete" Dress Forms.

Fill out the Coupon and send to us today; we will tell you how to get a "Complete" Dress Form FREE. The coupon brings you a Dollar Cash Credit Check which may be applied on a Scholarship in the American School of Dressmaking. The Cash Credit Check and our handsome book, "Lessons by Mail," explaining how you can save more than half on your home sewing will be sent you next mail after coupon reaches us. Send coupon today—it is worth a Dollar to you.

\$25 to \$50 A Week for Women

Women who want to turn their spare moments into ready cash will find this the greatest opportunity ever offered them.

Uncle Sam, in his twenty-fifth Annual Report on Industrial Education says:

"The demand for girls in dressmaking establishments is very great, and those who have had training can always secure positions. There is, too, every opportunity for advancement, as a girl who has ability can look forward to mastering the trade step by step until she is manager of her own establishment, earning anywhere from \$1,000 to \$5,000 or more a year."—Page 446, United States Government Report, 1910 Edition.



Has Made \$150

I cannot praise the American System of Dressmaking enough, and have had grand success and have more sewing than I ever had before. I find my work very much easier and can earn twice as much money as I did before I took the course. I think your system the best I have ever used. I have made altogether since taking the course \$150.27.

Mrs. Ella Walker. 32 Lyon St., Amsterdam, N. Y.

Is More Than Making Good

St. Joseph, Mo. June 21, 1912. American College of Dressmaking, Kansas City, Mo.

Dear Sirs:— Answering your favor of the 12th inst., beg to say we are very well satisfied with Miss Humphrey. She amply proves the worth of the training you gave her in the very excellent manner she turns out the dresses. We hope she does as well this fall on wool and silk garments.

Very truly, Martin-Barnes Dry Goods Co.

Miss Humphrey is making \$20 per week.



Opened Her Own Shop

I opened a shop here and got a lady to help me, as sewing was brought in by me, so many it was impossible for me to do even half of it. I take pride in making a perfect fit, and have made \$85.10 in four weeks, above paying the help I had. I know I have saved \$30 to \$40 on my own sewing.

Miss Grace M. Long. Olivet, So. Dak.

Many women nowadays are earning \$100 a week, \$5,000 a year, by dressmaking. One woman, head designer in Chicago's largest dry goods house, is said to receive \$10,000 a year. Salaries of \$25 to \$50 a week are common. Graduate dressmakers are wanted right now in many good towns and cities. Never before has there been such a demand for competent designers. We teach you by mail and equip you to command a good income. Or you can start in business for yourself and be independent.

Become a Graduate Dressmaker NOW.

CUT OUT AND SEND THE COUPON TODAY

Send No Money, The Form is FREE to New Students Who Enroll This Year

This Coupon or a Postal will bring your Book Free, also your Dollar Cash Credit Check—a Present from the School.

AMERICAN COLLEGE OF DRESSMAKING, 1681 Commerce Bank Building, Kansas City, Mo.

Please send me your Free Book, "Lessons by Mail" explaining how I can save half on my home sewing; also send the ONE DOLLAR CASH CREDIT CHECK to apply on Tuition and tell me how I can get a new "COMPLETE" Dress Form Free.

Name
Address



Two Weeks Tuition Free
To demonstrate our faith in the American System and what it will mean to you.

Please mention this magazine.

at present on the retired list, spent a few days in December in and around Washington, visiting relatives and renewing old acquaintances.

J. L. McLean, who has been employed for some time in the storekeeper's office at Washington, on the first of January went to the car department as foreman of the West Side labor gang. It is needless to remark that "Smiling Mac" will make good.

John Hoddinot, who was night foreman at the shops roundhouse for a number of years, left on January 6th for Indianapolis, to assume his duties as State representative from this district, to which position he was elected in the Fall. John says that position ought to be a "ciach" compared to dispatching engines.

William N. Belcher, a popular employe of the shops car department was recently honored by being elected Chancellor Commander of the Knights of Pythias of Washington.

Grover Barton and Miss Nellie Cutshall were united in marriage November 27th. Mr. Barton is the popular U. S. mail messenger at Washington station and Mrs. Barton is the daughter of a prominent farmer of Daviess County.

That the railroad town of Washington is charitably inclined is evidenced by the fact that something like \$600 was raised before and during the holidays for the relief of the poor. Several carloads of coal were distributed and on December 24th, one hundred and fifty baskets were distributed among the poor. Each basket contained one chicken and the necessary "trimmings." On Christmas morning an old fashioned Santa Claus celebration took place at the City Hall, and all the children present were presented with candies, toys, etc.

Wesley Hoopengartner, second trick operator at Washington, took a much-needed rest of two weeks the first part

of January, part of which time he spent at West Baden Springs.

C. A. Kellar, who is well known on the Springfield District having formerly held agencies at various points, being now connected with the Colorado and Southern Railway, spent a few days in January with relatives at Gilmore and Fairfield, Ill., and at Washington, Ind.

INDIANAPOLIS DIVISION

Correspondent, ROY POWELL, *Superintendent's Office*

R. L. Crouch, who has filled the position of accountant in the office of Superintendent R. B. White, Indianapolis,

Railroad Men

Study Traffic

Attract the Favorable Attention of the Men Higher Up

The station agent or operator who wants to rise in the railroad ranks; the freight and traffic department clerks who want to get in the G. F. A. class; the man whose light is hidden under a bushel and who wants to attract the attention of the higher officials, should get busy now and study rate adjustment, tariff-reading, interstate commerce requirements, the new rate systems, and the many other matters necessary to success in this field, which lead to the better paid positions.

Sure Promotion for Railroad Men

You are fooling yourself if you think the ordinary activities of your present job will develop you for bigger things ahead. You are making a great mistake waiting for promotion—you will have to meet it half way by preparing yourself for it.

The chief traffic man of your road is on the lookout every day for men who show a superior knowledge of traffic matters. Attract his favorable attention by showing him that you have it.

Many men have some of the knowledge necessary to qualify for bigger positions, but they fail to systematize and collect it and add to it a more complete knowledge.

Hundreds of good men in railroad service are sticking to one spot year after year doing specialized work simply because they lack the all-round knowledge which will complete their traffic education.

Study at Home

The National Traffic course contains no books, no lectures, no theory, no tedious essays written by school teachers. The men

National Traffic College

Department M
Otis Bldg. : CHICAGO, ILL.

101

who have actually written this course and who will lead you through it step by step are traffic men, railroad experts, men who have spent their lives in traffic work and who are today actively engaged in the traffic business. Any man who can read can master this course as the lessons are short, easy, and progressive. Capitalize your present knowledge. A little training added to what you already know will point the way to the positions higher up.

FREE Book!

We have a plan whereby you can easily equip yourself during your spare time at home to fill any one of a dozen good positions where men are needed who know the general traffic rules. If you want to capitalize your present knowledge and put yourself in a place to earn promotion and all that goes with it, put your name, address, and present occupation on this coupon, mail it to us at once, and get a copy of our free booklet, "How you can increase your salary."

Don't wait. Don't keep on the same sidetrack, but switch into the main line and start yourself on the up-grade to a fine position. Mail coupon today.

National Traffic College
Dept. M
10 South La Salle Street, CHICAGO

Send me your book. I am interested in traffic work.

Name

Occupation

Street and No.

City and State

Please mention this magazine.

resigned the first of the year to accept a position with the Nordyke Marmon Co., a local automobile concern.

J. W. W. Spann, assistant timekeeper in the office of the superintendent, has been promoted to the position of division accountant, made vacant by the resignation of R. L. Crouch.

O. L. Kimbrough has been engaged for several days in the superintendent's office, working up back time allowed engineers by the arbitrators' recent award.

The monthly safety meeting held in Superintendent White's office, January 20th, was well attended by the newly elected members of the committee, and all evinced much interest in this noble work.

James H. Powell, brother of R. Powell, chief clerk to Superintendent White, has accepted a position as assistant timekeeper in the division superintendent's office, Indianapolis.

L. T. Meyer, timekeeper in the superintendent's office, has been in Baltimore for the past two weeks, working up information with reference to the increase granted engineers and the proposed increase for firemen and trainmen.

General Signal Foreman Hinton has a large force engaged in pushing the automatic block signal work between Indianapolis and Hamilton. Manual block offices have been opened in this territory at various points and the division is well protected until the automatic blocks are ready.

The foundation for the new track scales at State Street, Indianapolis, has been completed and Scale Inspector James has a large force of men at work hurrying the installation of the new scale, which is badly needed at this point. This will be one of the largest and the best equipped track scales on the division.

The helper engines out of Hamilton and Connersville have been discontinued, as an experiment. It seems that the company will be benefited in the freight movement under the new arrangement. It has been the practice to give freight trains help West from Hamilton and both ways from Connersville. Trains out of Hamilton are now limited to tonnage that will not require help or are double or triple headed with heavy tonnage and the train taken to Hurricane, eight miles west of Connersville and over the grade at that point. There the light tonnage trains can fill out while the double head engines returning to Hamilton pick up the freight set off at Connersville by East-bound trains. In this manner the freight is kept moving and better results are being secured from a tonnage standpoint.

C. V. Coder has relieved T. H. Sigrist as chief train dispatcher. Mr. Coder once worked a trick on the division for several years. Mr. Sigrist returns to his former position as second trick man between Hamilton and Indianapolis.

Road Foreman of Engines Brown, has moved his office from the Union Station, Indianapolis, to the new office built for him at Moorefield.

Agent W. E. Overstreet, of Russellville, has been granted a fifteen-day leave of absence on account of the death of his father-in-law and the serious illness of his mother-in-law. His place is being filled by L. R. McIntyre, former agent at Raccoon.

Major Griffin, the sage of Mauzy, who also acts as agent at this thriving little city, is off duty on account of sickness and is being relieved by A. C. Haskett.

E. F. Dennison and Leonard McQueen, engineers on the Springfield Division, have been granted extended leave of absence and have taken Mrs. Dennison and Mrs. McQueen to California for the remainder of the winter.

J. H. Stark, agent at Hume, Ill., has secured a leave of absence and expects to make an extended trip through the Southwest. A. P. McCown, operator at Hume, is filling his position.

The employes in this office were much grieved to learn of the death of the aged mother of Timekeeper Meyer at Cincinnati, January 25th. Mrs. Meyer, who was seventy-one years of age, was a resident of Cincinnati for a great many years and was well known among the early German residents in that city. Another son, A. F. Meyer, formerly accountant in the superintendent's office at Indianapolis, is now located in the general manager's office at Cincinnati.

W. G. Rose, master mechanic, Indianapolis Division, has a leave of absence for six months on account of poor health, and his position is being filled by Acting Master Mechanic W. H. Keller, who comes from the shops at Flora, Ill.

MUCH IN LITTLE

The honor of hauling the longest freight train in the history of railroad transportation is claimed by a western road which recently hauled a train of 131 freight cars, loaded with cantaloupes. The cantaloupes were grown in the southern part of California and the entire weight of the shipment is said to have been 2,061,500 pounds. The cantaloupes were packed in cases of fifty each and there were 330 cases in each car. The cars were of uniform size.—*Popular Mechanics*.

"Your letter came. Glad you bought a team of horses. Hilda is sick. She has diphtheria, and she will die, I think. Clara died this eve. She had it, too. We are quarantined. Five of Fisher's family have got it. My wife is sick. She hain't got it. If this thing gets worse we may have to get a doctor. Them trees are budding good. Everything O. K."—*B. L. T. in Chicago Tribune*.

The Public Utilities Commission, of Kansas, has held, in the case of the Oskaloosa Home Telephone Co., that the violation of a rule of that concern against the use of profane and indecent language over the telephone was sufficient cause for the removal of the instruments from the homes of the offenders. It holds further that, when the former subscribers can satisfy the company that the offense will not be repeated, the company shall reinstate the service.—*Telephony*.

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The Wing Piano is for those who want such a high-grade piano without paying some distant jobber and some local dealer huge profits, and without allowing a fat commission to some music teacher. Thousands of music teachers expect commissions varying from \$25 to \$100.

The improved new style Wing Piano in particular, will prove a superb addition to any home, for it has a magnificent tone quality—well, you must hear it! And we have a splendid line of newly designed, up-to-date, beautiful mahogany, French walnut, oak and other up-to-date cases. In fact, we offer the greatest variety of styles of any manufacturer in the world.

Thousands praise the Wing Piano to the highest degree; but there are, of course, dealers who make \$100 and \$200, or much more, on every sale of a piano; and music teachers (whom you would least suspect) secretly accepting commissions from the dealer. These people naturally "knock."

But here is our answer: "A Wing is sent out on approval, returnable at our expense. When our piano must do its talking all alone while glib-talking salesmen stand around 'boosting' some other make—even then the Wing Piano nearly always stays in the home while the dealer's piano is returned."

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Beware of firms who imitate us by advertising that they sell direct and who are only retail dealers in disguise. We are positively the only firm that builds and sells pianos exclusively to the private purchaser direct.

No other firm combines high quality with wholesale prices and other firms claiming to do so are merely trying to trade on our reputation, by copying our form while afraid to actually give our liberal offer.

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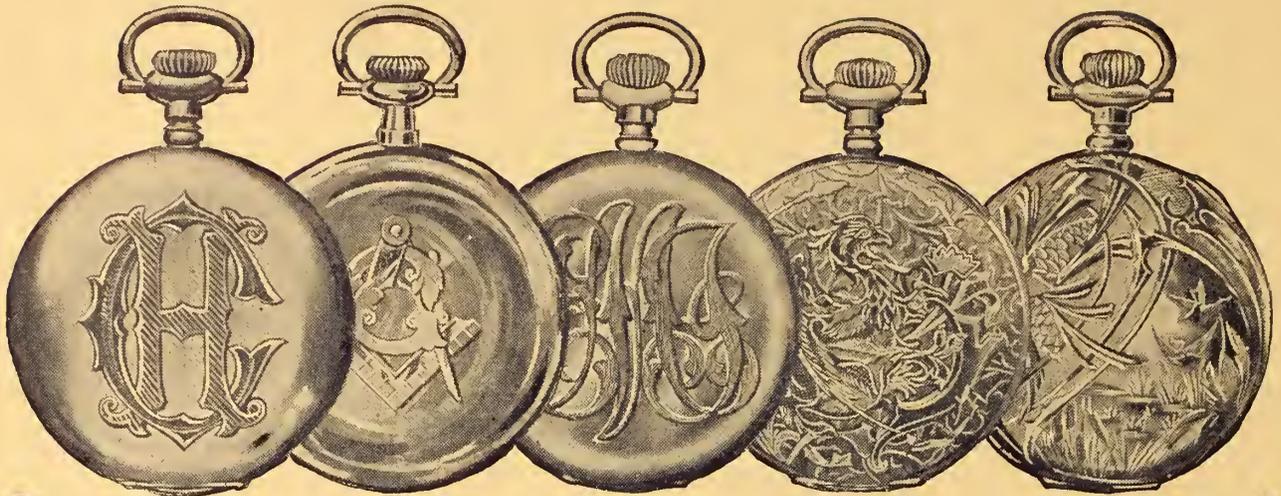
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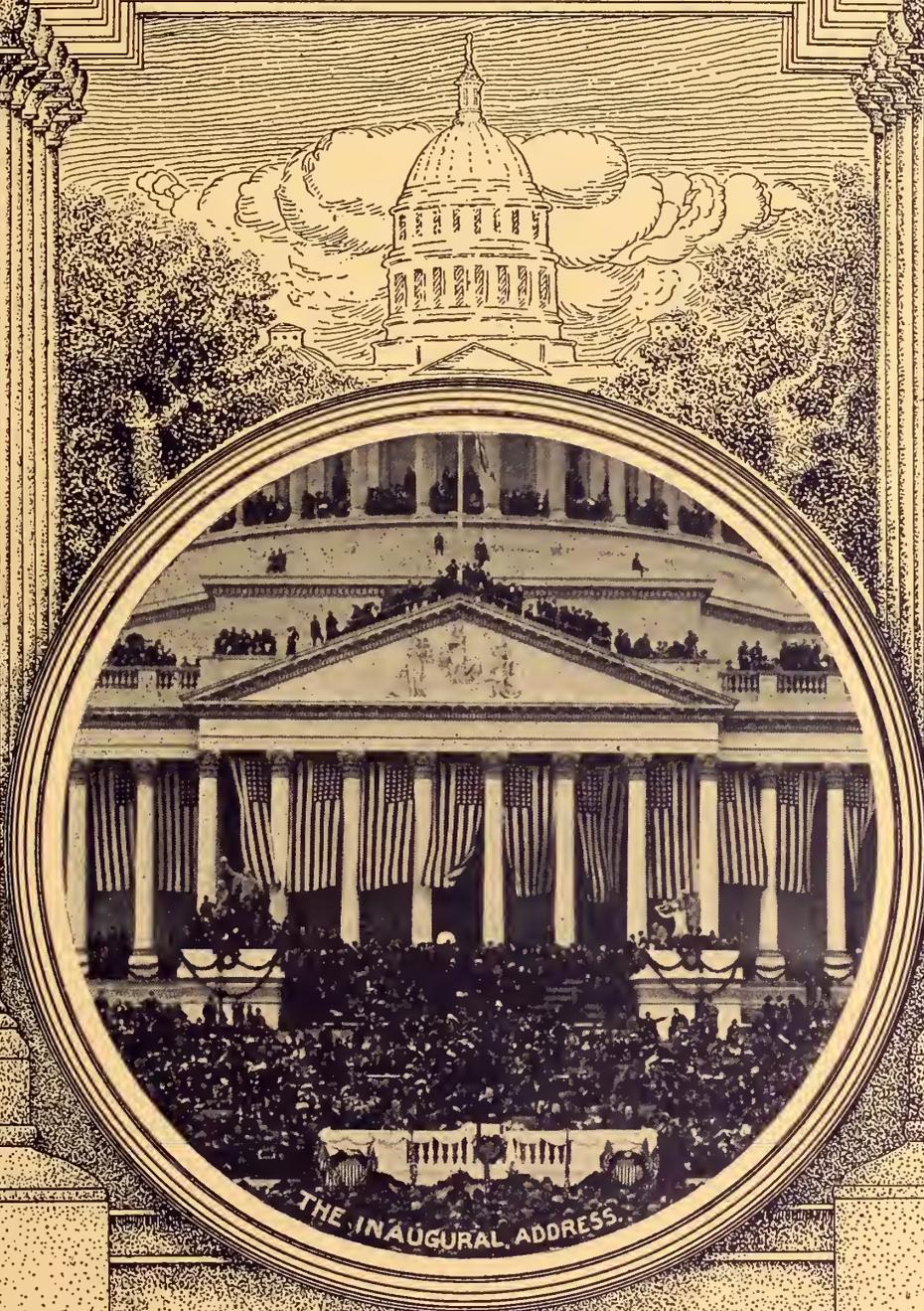
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 6



SAFETY FIRST

MARCH, 1913

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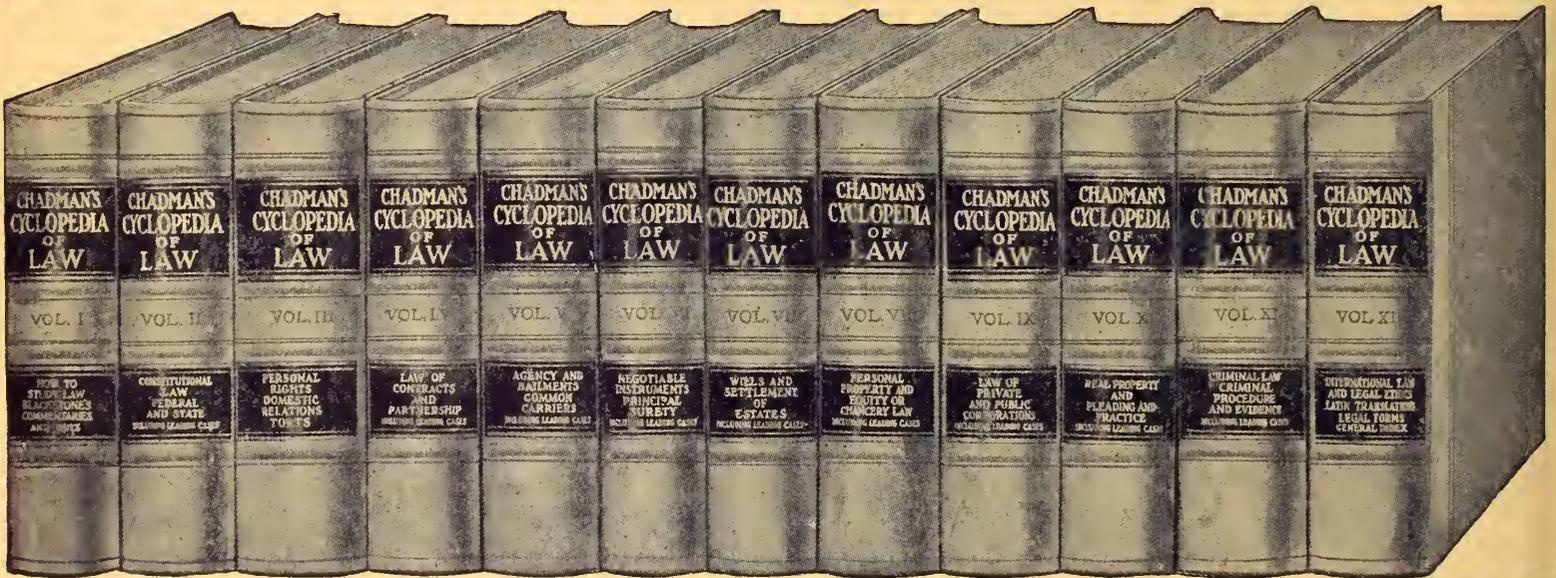
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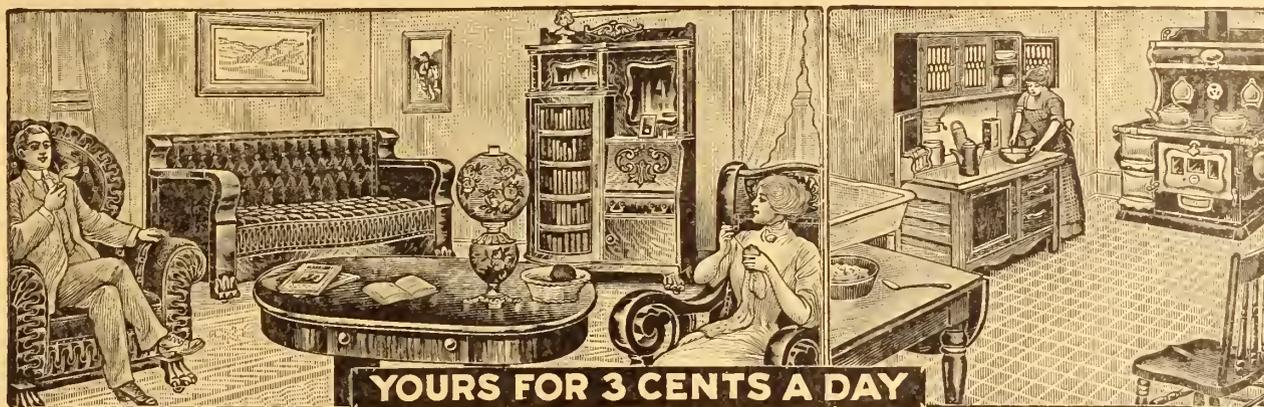
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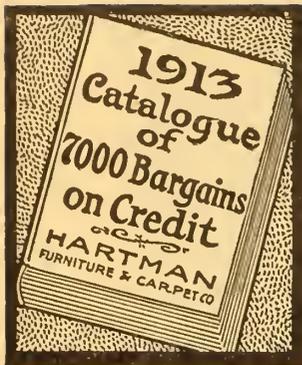
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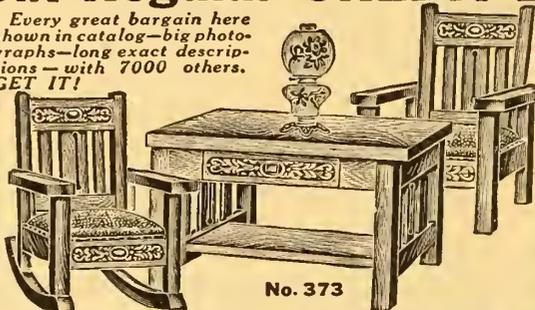
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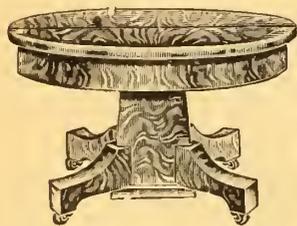
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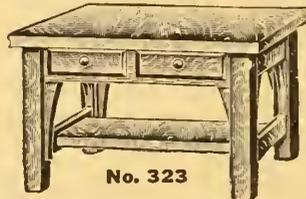
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THE BALTIMORE AND OHIO EMPLOYEES MAGAZINE

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An extra charge is made for preferred position, such as the cover; rates for which will be supplied on request.

HOW WILSON WENT IN

WEN Woodro Wilse com' to Washcenton on Organization Day Mista Taf' meet hem at Onion Station. Taf' com' een hees beeg buzz wag! He take Woodro Wilse to Capitol House. Den he maka speech lika dees. "Woodro Wilse; I passa da

president job to you for four year, den som' good Republican president com' back to da Whita House—mebbe me. A riverderci bouna fortuna—gooda by, gooda luck."

Een aft'noon of Organization Day Woodro Wilse geev pink tea at Whita House—he shaka han' weeth fiv' ten, twanta thousan' peep. Een night tim'

he geev reception at Whita House to suffragetta. Dey hav' two fina band, da Submarine Band an' da great Eetalian Band of John Fillup Da Soose. President Wilse chase da peep at nina clock—he say: "Tony, I gotta had' nine hour sleep, or I gat seek. I may gat seek of da job, but I no gat seek on da job."
—Tony the Barber, in Leslie's.

Please mention this magazine.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, MARCH, 1913

Number 6

THE PRESIDENTS OF THE UNITED STATES AND THE BALTIMORE AND OHIO RAILROAD



1913—WEST POINT AND CULVER BOYS

IT IS fitting that our magazine should contain pictures of scenes connected with President Wilson's inauguration, for the Baltimore and Ohio Railroad, since the earliest days of its existence, has been closely identified with presidential inaugurations and the transporting of countless thousands of American citizens on these auspicious occasions.

We turn back the pages of history to find that the first inauguration with which our then undeveloped railroad was identified was that of Martin Van Buren, who took the oath of office on March 4, 1837. At that time the Baltimore and Ohio System, which today embraces about 5,000 miles of lines, consisted of a single track railway from Baltimore to Washington, completed in 1835, and another line diverging from Relay and extending to Frederick, Md. The railroad played a local part in the Van Buren inauguration, by hauling a few hundred Marylanders to Washington.

By the time of the inauguration of William Henry Harrison, on March 4, 1841, and of his successor, John Tyler, on April 6, of the same year, the Baltimore and Ohio Railroad was being extended westward towards the Ohio River and had been completed nearly to Cumberland, which place was reached early in 1842. Contrast the plans of those early days with those carried out in 1913, including special trains for various organizations and the heavy traffic from distant cities on the regular schedules. The *Baltimore American* of March 3,

1841, in its account of the arrangements for inauguration visitors, states: "Yesterday the trains from Baltimore for Washington were crowded with passengers, both in the morning and the afternoon. Tomorrow our good citizens will move towards Washington in masses by the several trains which will depart at stated intervals. Those who design going are reminded that they must procure tickets in the course of this day. The railroad company, we hear, have made arrangements to carry all who present themselves and can command, if need be, some 20 locomotives for the service."

James K. Polk, of Tennessee, was the first president-elect to travel over the Baltimore and Ohio to his inauguration. The future chief executive left Cumberland in the early morning of February 13, 1845, having journeyed by riverboat and stagecoach to that point, and reached the Relay House at five o'clock that afternoon. The presidential party left for Washington immediately and arrived there safely at about seven-thirty, the same evening.

MR. TAFT IN 1909.

George M. Dallas, vice-president elect, and suite, arrived in Baltimore during the morning of February 13, and, after dining at the old Exchange Hotel, left on the afternoon train and joined the other party at the Relay.

Zachary Taylor, the next president, made his journey to the inauguration partly by our lines. General Taylor's journey was begun January 24, 1849, from Baton Rouge, Louisiana, where he had a sugar plantation. The early date for starting was occasioned by the primitive modes of



travel in the days before the railroad had spanned the Allegheny Mountains. General Taylor, with his suite of friends and attendants, sailed up the Mississippi River, making stops at Natchez, Vicksburg and Memphis. From Cairo the party pursued its course up the Ohio River, stopping at Frankfort and Louisville, Kentucky. The river trip was discontinued at Wheeling, where stage coaches were boarded, and the trip was continued to Uniontown, Pennsylvania. The hero of Vera Cruz spent the night of February 21 at Uniontown and resumed his journey the next day on horseback. Early on the morning of February 23, the general, with the members of his family and their servants, left Cumberland by the Baltimore and Ohio. The party reached the Relay House about 3.30 that afternoon and committees from Baltimore and Washington met them. The newspapers of the time report that General Taylor was received at Relay "with the warmest demonstration of respect and regard." The party left for Washington about five o'clock, the train having consisted of nineteen coaches, drawn by three locomotives and there were about a thousand persons aboard. Vice-President Fillmore, who succeeded to the presidency on July 9, 1850, upon the death of President Taylor, was in Washington at the time for his inauguration.

Franklin Pierce, who succeeded President Fillmore, was in Washington in advance of the inauguration, but the Baltimore papers report that Mrs. Pierce made the inaugural journey over the Baltimore and Ohio. General Pierce left Washington at five o'clock the afternoon of March 2, and joined Mrs. Pierce in Baltimore that evening, where they spent the night and left for Washington the next morning.

James Buchanan, who took the oath of office March 4, 1857, as the fifteenth president, made his journey to Washington by way of Lancaster, Pa. He left Lancaster on March 2, by way of York, over the Northern Central Railway, having as his escort the Lancaster State Fencibles. They left Lancaster at eight-fifteen A. M., March 3, arrived at Columbia, Pa., at nine o'clock, and boarded the Northern Central Special train. The train was drawn by passenger engine "Zenos Barnum," and was in charge of Conductor John Slade. At Glen Rock a committee of Baltimoreans met the party and accompanied the members to the City Hotel in Baltimore. Mr. Buchanan and escort left for Washington at 3 o'clock by the Baltimore and Ohio. On reaching Camden Station he was met by W. Prescott Smith and other officers of the railroad who entertained the party on the journey to Washington in a magnificent new car. The train arrived in Washington at 8.45 P. M., March 3, and Mr. Buchanan reached the hotel before his arrival in the capitol was known.

Abraham Lincoln made the journey from Baltimore to Washington, to his first inauguration, over the Balti-

more and Ohio, amid thrilling experiences, which were narrated years later by the famous detective, Allan Pinkerton, in a letter to William H. Herndon, of Springfield, Ill., the president's law partner. The letter was published in the *American Magazine* for February.

Although he had been assured by Pinkerton of the existence of a plot against his life, Mr. Lincoln insisted on keeping engagements in Philadelphia and Harrisburg. On the morning of February 23, 1861, he attended exercises at Independence Hall, Philadelphia, and ran up the Union flag on the staff of that historical building. Then after having attended a meeting of the Pennsylvania Legislature in Harrisburg, he returned to Philadelphia and left that city the evening of February 24, for Washington.

The trip from Philadelphia to Washington was one of great secrecy on account of the precautions for his personal safety that it was deemed wise to take. The original arrangement was for Mr. Lincoln to spend the night at the Eutaw House, a famous Baltimore hostelry of the time, and depart for Washington early on the morning of February 25. This plan, however, was changed. Late on the night of February 24, unknown to the citizens of Baltimore, his train pulled into the old President Street Station, and the car occupied by Mr. Lincoln was transferred down Pratt Street to Camden Station. Travel between Washington and the North at that time involved a transfer in Baltimore. Mr. Lincoln's car was drawn through the streets of Baltimore by a team of horses, driven by John Smith, one of the company's

oldest employes, who retired but a short while ago. "Daddy John," as he is called by railroad men who know him, well remembers the occasion. He says that just before the departure of his distinguished passenger, Mr. Lincoln stepped out on the platform of the car and exchanged greetings and a handshake with him.

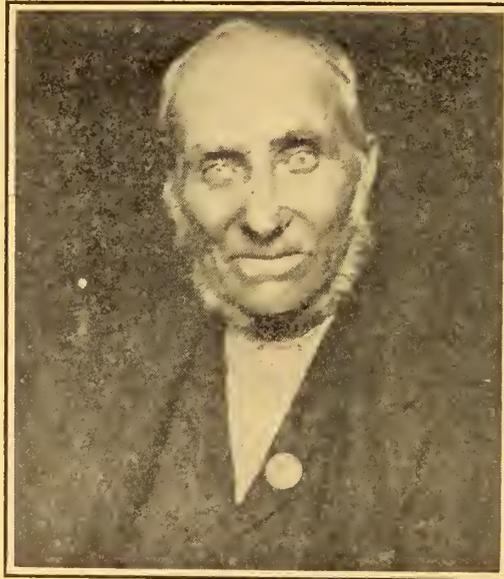
President Lincoln made frequent trips over the company's lines during his term of office, when visiting the headquarters of the various armies and on other official business. He and President John W. Garrett, of the Baltimore and Ohio, were close personal friends and to Mr. Garrett Mr. Lincoln attributed a large

measure of the success of the Union forces, due to the facilities our line afforded for transporting troops and supplies.

The last journey of the martyr president was made partly over Baltimore and Ohio lines, when the special funeral train conveying his remains to his home in Springfield, passed through Baltimore.

Andrew Johnson was in Washington at the time he succeeded Lincoln. Ulysses S. Grant also had his residence there before his first inauguration, as did James A. Garfield and Chester A. Arthur.

President Cleveland went to his second inauguration



JOHN SMITH, WHO DROVE LINCOLN'S CAR

over the Baltimore and Ohio Railroad, from Philadelphia, having left his home in Lakewood, N. J. He arrived in Baltimore at the old Canton Station, where his train was ferried across the Patapsco to Locust Point. At Canton his train was met by former Vice-President C. K. Lord, Thomas Fitzgerald, then superintendent, and Charles Selden, superintendent of telegraph, all of the Baltimore and Ohio. These officials accompanied the party to Washington. Rutherford B. Hayes, Benjamin Harrison and William McKinley went to Washington by way of Harrisburg. Theodore Roosevelt took the oath of office on September 14, 1901, in Buffalo, after the assassination of President McKinley. President Roosevelt was in

Washington for his second inauguration on March 4, 1905.

President Taft was in Washington for his inauguration. He had, however, made his first railroad journey after his nomination to Cincinnati over the Baltimore and Ohio Railroad. During his term of office, Mr. Taft was a frequent traveler over our road, by which he completed his long trans-continental trip, in 1911, when he traveled from Pittsburgh to Washington, by special train. One of his latest official trips was made over our lines from Washington to Baltimore, and return, to attend the annual dinner of the Merchants and Manufacturers' Association of Baltimore.

INAUGURATION PASSENGERS

W. E. LOWES

Assistant General Passenger Agent

MARCH 4th, 1913 will be a memorable day in the history of the Baltimore and Ohio Railroad, and one to be remembered as a banner day in the handling of enormous crowds within a remarkably short space of time. The day was clear and warm, and, as a consequence, all the cities and towns surrounding Washington flooded the transportation companies with the largest crowd of sight-seers that have ever attended inauguration ceremonies.

Notwithstanding this large crowd there was a noticeable absence of great numbers from the west, and at the same time there were unusual numbers from the east.

Baltimore and Ohio trains into Washington carried approximately 75,000 people and necessarily returned about the same number to their homes. With all of the special train movements the schedules of through trains east and west were practically not interfered with.

To handle the local business from Baltimore, the Baltimore and Ohio ran special trains every five minutes from Camden Station, from 5.30 a. m. until 9 o'clock, and from Mt. Royal Station every half hour. The crowd came early and owing to the splendid arrangement of new Camden Station, it was handled with absolutely no difficulty, and with the seven or eight tracks upstairs, in and outside of the station, besides the lower level track, passengers were loaded on the trains as fast as they got their tickets. The special trains were run in sections of ten and twelve cars each, and notwithstanding the crowds were large, it was but a few minutes before a train was loaded to its full capacity.

Operating arrangements were excellent and many of the trains made their schedule time to Washington in fifty minutes, while very few of them took over one hour and ten minutes. The great crowd had practically gone by nine o'clock in the morning and it is with much gratification the management have no mishaps of any kind to report.

After the inauguration the Terminal Station at Washington was taxed to its fullest capacity, and as everybody wanted to get home at the same time, there were unprecedented crowds in the station; nevertheless the Baltimore passengers were returned on almost as good schedules as they were taken to Washington. There were naturally more delays in loading at Washington, owing to crowds getting mixed with their special trains, but none of these are worth recording.

Among the great number of special trains from New England, New York and the East, were those of the following well known troops and organizations:

NEW ENGLAND—Artillery Corps; 5th, 6th and 8th Massachusetts Regiments, Troop D, Boston Fusilier Corps, Worcester Militia, Massachusetts Democratic State Committee, 12th Coast Artillery from Maine.

NEW YORK STATE—West Point Cadets, Tammany Hall Delegates, Hudson County Grand Jury, New York First Cavalry, New York First Regiment, Queens County Democratic Club, National Guard of New York, Richmond County Democratic Organization.

NEW JERSEY—Essex Troops, Hudson County Democracy, Bayonne Democratic Committee, Wilson Democratic League of Newark, Gottfried Krueger Association.

PENNSYLVANIA—Democratic Club of Reading, Wilson Club of Reading, Lehigh Club of Allentown, Democratic Club of Philadelphia, 14th Ward Club of Philadelphia, Miss Dennison's Party of Philadelphia, Philadelphia Temperance Pioneer Corps, Philadelphia Marines.

DELAWARE—Delaware Militia, Wilmington 11th Ward Democratic Club.

BALTIMORE—Governor Goldsborough and Party, Maryland Naval Brigade, First, Fourth and Fifth Regiments, M. N. G., Maryland Coast Artillery, First Special Company, Peabody Heights Association and the Naval Academy Midshipmen from Annapolis.

THANKS FROM OKLAHOMA

The five hundred representatives of the new State of Oklahoma that attended the inauguration were carried across the continent in a special "Booster" train, over the Frisco and Baltimore and Ohio Systems. Their opinion of the service rendered is indicated in the following resolutions signed by the chairman of the committee of arrangements, Judge Conn Lynn:

"WHEREAS, the choice route selected for this journey was over the Frisco System and its connecting lines, the Great Baltimore and Ohio Railroad, both of which systems and their clever, courteous and painstaking officials having endeared themselves to us forever by their many acts of kindness shown on this journey, and;

"WHEREAS, we as passengers making said journey desire to express our true sentiment and feeling toward said roads, the officials and entire train crew from the highest to the lowest as well as to make special mention of certain features, the acts of certain individuals and incidents of the trip, do declare ourselves as follows:

"RESOLVED, that we hereby express our endorsement and approval of the selection of the route made by those

in charge, *i. e.*, The Frisco and Baltimore and Ohio Railways, who have by and through their officials so safely and attentively cared for our comforts and conveniences on said journey; and we point and commend with pride and say to each of said roads and their officials that the trip was made on schedule time, and according to promises previously made; that every stop-over and convenience promised was faithfully carried out to the letter and every courtesy possible was shown; that it was different from ordinary specials, in this fact, that it was not one of broken promises and disappointments, but of system and pleasure.

"We desire to make special mention and express our special appreciation to Mr. J. P. Rogerman, Western Passenger Agent of the Baltimore and Ohio Railroad, for his personal presence and his uniform kindness and courtesy throughout the entire journey; also to Hon. C. O. Jackson, Division Passenger Agent, and J. Cobb, Assistant Passenger Agent of the Frisco, for their many acts of kindness; moreover, we acknowledge indebtedness to Mr. F. D. Gildersleeve, Assistant General Passenger Agent, Baltimore and Ohio Railroad, for his many acts of kindness shown."

THE TALE A HOBO TOLD

J. ALAN MAPHIS

Superintendent's Office, Baltimore



THE railroad track curved out from the tunnel and crept along the foot of the mountain like a huge snake. About a hundred yards from the mouth of the tunnel was a little telegraph office—a box-like structure containing only one room, whose furniture consisted of one chair, a box, and a table upon which were three chattering instruments. It was a lonely and secluded spot. The only company to be had was the incessant cackling of the telegraph sounders and the cheery shout of a fireman or brakeman as a freight thundered by.

One sultry night in the month of June I reported for duty at this desolate place. About midnight the trains

passed less frequently, and I sat down to eat my lunch. I had just taken the lid from my box when I was startled by a voice asking this question:

"Got anything to smoke?"

I looked up. Before me stood a specimen of that class which gives so much trouble to railroad men—the hobo. A tall, rawboned figure he made, standing there in the doorway of the office with the light from my lantern revealing the old faded gray suit, much too small for him, the tattered hat, and the holey shoes. Sleepless nights and whiskey had done their work well. But they had not dulled the lustre of his eyes. Those eyes! I can see them yet. Big, black, feverish eyes with a wild, unnatural look in them—a look eloquent of much suffering and insane from much brooding.

"Certainly," I said. "Come have something to eat also." He accepted my offer, and ate ravenously. When he finished, I passed him tobacco and papers and he rolled himself a cigarette.

"Operator?" I asked, as I saw he was listening to the instruments.

"Yes. Used to be dispatcher."

"What was the trouble—booze?"

"No," he fairly shouted at me. "Didn't touch a drop then. Mostly one of those things." He pointed a finger at my red signal down the track.

"Let's have the story."

He sat there for a moment in silence, but his eyes had a faraway look in them and I knew his story was coming.

"Fifteen years ago," he began, "I was a dispatcher on the O. Y. & A. I had worked like thunder to get in the 'super's' office, because I knew if I once got in with the old man I was fixed. I was happy then, for I had the reputation of being the best Morse slinger on the line and kept the 'hams' a-jumping all the time. But the happenings of one night, a night just like this, changed the world for me and I haven't lived since.

"In the summer of '89, trains became thicker than fleas on a dog's back, and we put night offices at every station. Operators were mighty scarce, and we picked up any old kind to fill the new places.

"Well, one day there dropped into the 'super's' office a young fellow who said he knew how to 'pound the keys,' and the boss sent him to me for examination. As he came into the room I was surprised to see it was my cousin. I

knew he needed a job, bad. But he was the limit; couldn't get a thing. The boss wanted me to turn him down, but I couldn't see it that way and thought it up to me to give him a trial. But I was uneasy when I sent him to take the new night trick at Falls Church, which blocked with Hamilton to the north and Summit to the south. O God! how I have rued that day!

"The 'super' had a daughter who was the pride of the division. She was the prettiest little thing I've ever seen, about twelve years old, I reckon, with real light golden curls and blue eyes. All the men loved her. Dirty, grimy engineers and firemen smiled at her from their engine cabs; conductors and brakemen brought her wild flowers gathered at the country stations along the line. She used to play around in the office by the hour and her childish prattle did much to lighten our work.

"One hot night like this the 'super' came in and asked how number six was.

"'Twenty late now,' I told him.

"'Well, I'll go home and tell cook to get supper. My wife and daughter are on six. Don't delay her.'

"'All right,' I replied.

"Hamilton was calling for orders for number three—a fast freight which ran on passenger train time. I gave three orders to meet six at Summit. Of course, both operators repeated the order, and I dismissed the trains from my mind temporarily, because I knew they were safe.

"About ten minutes later, Summit suddenly broke in on the wire with this:

"'No. 6 by. Signal out. Stop 3 at Falls Church.'

"I knew what that meant. The engineer had forgotten that Summit now had a night operator, and as the signal was out, had run on past. I realized the danger at once.

"'FC,' 'FC,' I called as rapidly as I could.

"'11-FC,' jerked the ham—my cousin.

"'Stop 3 quick.'

"'Can't get you. Send slower.'

"What was the matter with the fellow? Three must be almost there! I bent over my key and made each letter as clear cut and slow as I could.

"'S-t-o-p t-h-r-e-e.'

"'Stop what? Send slow.'

"Perspiration broke out all over me. One cold chill pursued another up and down my back. I had spelled three and he couldn't get it. If three wasn't stopped I knew what it meant: the clash of the huge engines, the red glow of the fire, the death screams of the burned. And the 'super's' wife and daughter! I had forgotten them, and they were on six!

"'Three must be stopped.'

"'S-t-o-p t-h-r-e-e.'

"'Too late. 3 just by.'

"There was nothing to do. I ordered out the wrecking train, cleared the line—and waited. Shall I ever forget those forty minutes? Man, they were forty years! The copying operator phoned the 'super,' and when I caught a glimpse of his face as he entered the office, I almost shrieked. We three sat there in silence. Every tick of the clock on the wall seemed the stab of a knife. I tried to

speak, but my lips were glued together. I tried to pray silently, but my mind refused to work. I was dumb, paralyzed. Finally the sounder began to chatter the words which burnt like the fire upon our brains:

"'6 and 3 together south of FC.'"

"How I got out of that office I never knew. Three days later I found myself in a city two hundred miles away. I have never been back, but every night I see that baby face and hear that baby voice—"

The tramp's voice trailed off into silence; his emaciated face was ghastly; and those great eyes of his were glowing like smothered coals.

But my own brain was also in a whirl. By what strange chance had Fate sent this, of all men, to me?

"Man! What was that child's name?"

"Wilson."

"She was not killed," I blurted out. "That girl is now my wife." He stared at me with features as blank as a sheet of paper. Then, when he understood, his head sank upon his hand and he uttered the one word, "God!"

NEW SAFETY RULES

The following rules for engine and shop men have just been issued over the signature of the General Safety Committee:

SHOPMEN

Do not wear gloves while working around a machine while it is in motion. It is dangerous.

Always wear goggles, which will be furnished you when working cast iron, brass, babbitt metal or when using emery wheel—they may save the loss of an eye.

Do not leave articles of any kind on top of boiler or running board that may fall and injure some one working below. If you know of a tool or a machine that is out of order or dangerous, report it.

Do not attempt to change gear wheel, loosen a set screw or tighten chuck jaws on a machine while it is running.

If you know of a safe guard on a machine or emery wheel that is out of order, report it promptly.

Help reduce the personal injuries in your shop by being careful and caution others to be careful.

ENGINEMEN

The rules, as given in the Book of Rules, are all safety rules.

In being safe yourself, you will make others safe.

Always ring the bell before moving an engine.

If the bell ringer is out of order, or the bell cord does not extend to right side of engine cab, report it.

Don't let the squirt hose hang on outside of cab of engine; it may be mistaken for a handhold or "grab-iron."

Know that the lanterns are in good condition before leaving a terminal.

See that the coal on tenders is not piled up, so that a lump may fall and injure some one along the track or at station.

See that slash bars and ash bars are placed on tender so they will not fall off when engine is running.

Try and take the safe side. Be safe yourself and caution others to be safe.

Where do you place safety in relative importance among the ends
to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR JANUARY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Wellston	\$10,668	.....	.....	.....
Toledo	9,281	.....	.....	.....
Indiana	7,745	.....	\$14,102	.....
Wheeling	6,882	.....	.....	.....
Shenandoah* . . . . .	.....	\$ 6,874	.....	.....
Wellston . . . . .	.....	14,639	.....	.....
Toledo . . . . .	.....	11,014	.....	.....
Connellsville . . . . .	.....	10,692	.....	.....
Illinois . . . . .	.....	.....	11,721	.....
Ohio River . . . . .	.....	.....	8,519	.....
Wheeling* . . . . .	.....	.....	6,903	*\$22,079
Indiana . . . . .	.....	.....	.....	22,611
Newark . . . . .	.....	.....	.....	17,522
Ohio River . . . . .	.....	.....	.....	16,818

* Signifies that these divisions did not have a single personal injury in the class of service indicated. Only intended for Maintenance of Way Department for Wheeling Division.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, JANUARY, 1913

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 7,126.00	\$ 1,086.00	\$13,047.00	\$ 4,017.00
Baltimore . . .	3,616.00	1,116.00	8,724.00	3,030.00
Cumberland . .	2,992.00	1,391.00	3,206.00	2,407.00
Shenandoah . .	6,874.00	731.00	2,719.00	4,295.00
Monongah . . .	4,212.00	2,549.00	4,063.00	3,585.00
Wheeling	4,032.00	6,903.00	22,079.00	6,882.00
Ohio River . . .	5,522.00	8,519.00	16,818.00	6,393.00
Cleveland . . .	4,028.00	1,875.00	14,981.00	4,283.00
Newark	4,929.00	2,754.00	17,522.00	4,731.00
Connellsville..	10,692.00	4,771.00	12,221.00	6,109.00
Pittsburgh . . .	7,637.00	4,300.00	10,187.00	4,847.00
New Castle . . .	2,913.00	1,931.00	7,921.00	3,196.00
Chicago	3,057.00	984.00	7,263.00	2,245.00
Ohio	8,073.00	2,116.00	6,816.00	4,685.00
Indiana	7,583.00	14,102.00	22,611.00	7,745.00
Illinois	3,997.00	11,721.00	5,932.00	6,329.00
Toledo	11,014.00	6,369.00	8,399.00	9,281.00
Wellston	14,639.00	6,125.00	9,961.00	10,668.00
Indianapolis . .	3,473.00	4,100.00	4,930.00	4,687.00
Average	\$ 4,540.00	\$ 2,354.00	\$ 7,494.00	\$ 3,984.00

NINETY-FOUR PER CENT PERFECT IN OBSERVATION TESTS

A total of 100 Observation Tests were made on the system, during the month of January. Of this number fifty-eight, or six per cent, failed. Failures occurred under the following headings:

CHARACTER OF TEST.	NUMBER FAILURES.
Failure to detect Form A or B incorrectly made out.	6
Failure to detect train order incorrectly made out.	2
Failure to detect train order incorrectly repeated.	2
Failure to observe home, block or order signal	2
Did not see signal change	1
Hand signal not given or improperly given	1
Failure to detect signal lights out	19
Failure to notice signal improperly displayed	2
Failure to note markers improperly displayed	5
Failure to note wrong signal given flagman to come in.	3
Flagman not back proper distance	2
Failure to blow flagman back or in	2
Failure to observe slow order	4
Failure to register properly	1
Failure to examine switch points	1
Miscellaneous	5

These tests are made for the purpose of keeping all employes in train service, where human life is at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch tests."

MEMORIES OF TWO BALTIMORE AND OHIO PRESIDENTS

JAMES A. C. BOND

Attorney at Westminster, Md.



PRESIDENT ROBERT GARRETT

I WENT into the B. & O. service almost as soon as Mr. Cowen formed his connection with the company in 1872. He and I were classmates at Princeton College, where Robert Garrett was also a student; and it was there that Mr. Garrett came to know Mr. Cowen and estimated his great abilities. Soon after his graduation, Mr. Garrett brought Mr. Cowen on to Maryland, and affiliated him with the company. There was practically no law department in existence at the time. He soon organized one and under his leadership, its efficiency was generally recognized throughout the country.

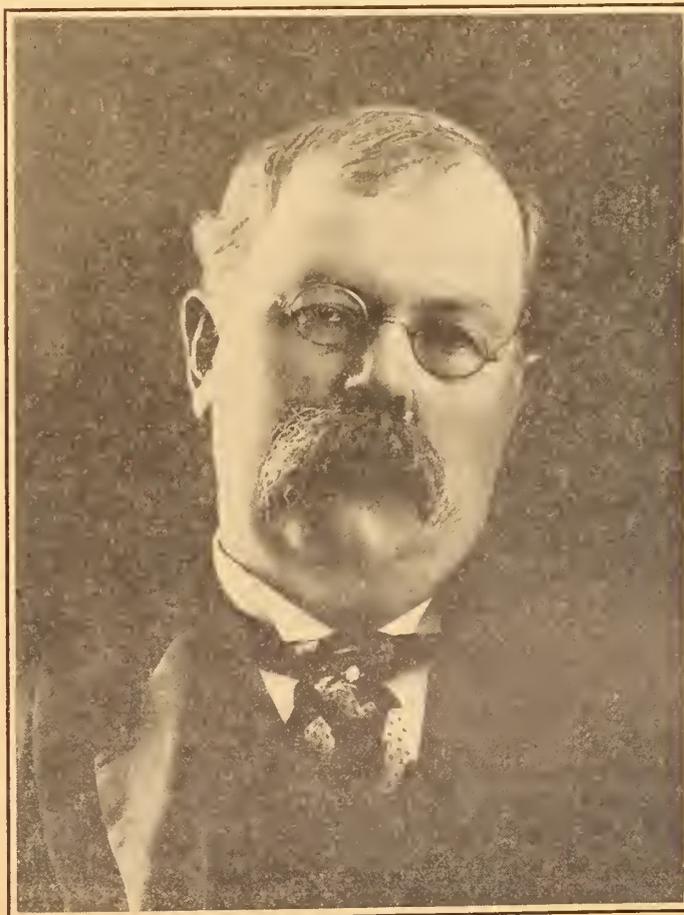
In the beginning, and for many, many years afterwards, practically all the work of the department passed under Mr. Cowen's personal supervision and over his desk. The ease and elasticity with which he discharged it was a constant source of admiration and astonishment to all. No problem, however complicated, but yielded up its difficulties at his touch. He was physically strong, of the breeding of the country; and his mental gifts and acquirements were of so high an order that few men of the whole country could match him. In the time of the company's greatest financial distress he was called in as co-receiver, and so guided its course by his counsel, wisdom and energy that it soon emerged after paying every dollar it owed, and entered upon its present enlarged and vigorous life and activity.

The unique and signal service he performed in this part of his great work was the successful appeal he made to the Courts of Equity to widen their uses and powers so as to comprehend modern conditions and industrial movements, to the end that both private and public interests might be more surely advanced. After the passing away of this dark period of the road's history, he became its president, giving mind and body to its service daily and almost hourly, until the big structure of his abilities gave way and he fell, still young in years, but broken in health. No conventional view of human society ever made him recognize one man as better than another, on account of any accident of birth or position. His mind was too big to take notice of such puerile absurdities.

Robert Garrett came to the presidency during a period of financial depression throughout the country. He devoted body and soul to the interests of the road. His personal generosity was unbounded and went out without distinction to all, high and low.

Were I to trace my own experience, it would lead me afar, through many contests before courts and juries. I have come into relation with men of the service high and low, those manning the offices and those controlling the engines, those giving orders for ties and rails, and those bending their backs laying them down. I number among

PRESIDENT JOHN K. COWEN



my best friends in the world many laborers now working quietly and obscurely for the B. & O. I have come to agree with Thoreau that "the heroes of the world are commonly the simplest and obscurest:" that "the callous palms of the laborer are conversant with finer tissues of self-respect and heroism, whose touch thrills the heart, than the languid fingers of idleness. That is mere sentimentality that lies abed by day and thinks itself white, far from the tan and callous of experience." All that concerns the physical, intellectual and moral life of the Baltimore and Ohio Corporation with which we are identified, will always have an abiding interest for me.

The contribution from Mr. Bond resulted from correspondence growing out of the following letter:

BOND AND PARKE,
Attorneys and Counsellors At Law,
Westminster, Maryland.

Gentlemen:

I have received several numbers of the BALTIMORE AND

OHIO EMPLOYEES MAGAZINE. The January number is so promising and excellent that I enclose my check for five dollars as a subscription. The promise of its initial numbers, both for standard and quality, is noteworthy.

I have been with the B. & O. for forty years, and take pride in the enlightenment and intellectual capacity of its force.

Yours very truly,

(Signed) JAS. A. C. BOND.

This magazine is distributed without cost to employes and to those who are specially interested in the progress of the road. Some have not understood this, and from time to time letters are received offering payment for subscriptions. This one is a good example. The money, of course, was returned, but we appreciate highly such testimony to the worth our contributors are putting into these pages. At Mr. Bond's valuation, every copy of the magazine would bring over forty cents. All that we ask is that every copy be made effective. This can be done if readers and those who have charge of local distribution work together.

LOSS AND DAMAGE

J. G. STRICKENBURG

Agent Committeeman, Belleville, Ohio

SINCE the organization of the safety movement on the B. & O. system, enough has been accomplished along the lines of prevention of personal injuries to employes as well as to the public, to encourage any man with a sane mind to do all in his power to bring still better results. There can be no grander or nobler work than that of helping to eliminate the things that are in any way liable to cause injury to our fellow man. The writer feels that much of the success of the safety movement has been brought about by the kind and efficient leadership of Messrs. Boyd and Coon, and the great interest taken by superintendents and other officials of the various divisions.

Human life is infinitely more valuable than freight. Injury to both, however, proceeds from similar causes. Since the creation of the Loss and Damage bureau, much has been done towards eliminating damage to freight shipments and locating lost and astrayed freight. But in spite of everything that has been done, there is yet much improvement to be made in the manner of handling matter entrusted to the road as a common carrier. We all know that there is an immense drain upon the revenue of the company on account of the damage that is done. In justice to our patrons, also this should be decreased to a slight minimum. It is a fact that many consignees, receiving freight that has been damaged while in the custody of the company, do not file claims, when such damage is slight, because the trouble incident to securing payment is more than the damage. Claims are adjusted promptly, when necessary papers are submitted, with proper evidence of actual loss. But the very submission of such papers is a burden that should not be imposed on the shipper. Those of us who deal directly with the patrons of the company know that many times our attention is called to shipments that have received damage while in transit, over our line; and however

slight the damage, we cannot but feel that some one, somewhere, has been careless in the handling of the shipment. Often the damage is so slight as to result in no action. But the impression on the shipper is bad. Ninety per cent of these cases are directly or indirectly due to carelessness in some form or other.

You ask how we can eliminate or reduce the loss and damage of freight to a minimum. I suggest that we use the same methods that have brought about the reduction of personal injuries. After all, the principal thing is determination, not only on the part of the management, but on the part of every employe, to get results. If every employe will be awake to every opportunity to cut down the loss and damage to all shipments, as well as to the property of the company, the results will be amazing.

I believe if the management will place on each division claim agents, whose duty it shall be to travel over the line with local freights and keep in touch with the various cases of damage and loss, making thorough investigation as to their causes, and dealing directly with the employe at fault, in conjunction with the superintendent of the division, then and then only will these losses be materially reduced. Were such officials placed upon divisions they could save thousands of dollars each month. When it became known that the company was doing all in its power to lessen the loss, damage and delay to shipments entrusted to it, the result would be increased friendliness on the part of the public. If we would be more prosperous and successful, we must have the confidence of the public, and if we are to enjoy that confidence we must perform our duty as a common carrier in a way satisfactory to the public, and just a little better than our competitor. We arouse more criticism by the state in which some of the shipments are delivered to consignees than in any other way; and such criticism is often from those who furnish a substantial amount of revenue.

SALT

H. IRVING MARTIN

Consolidation Coal Company, Baltimore

SALT is one of those juices which, squeezed out of old earth, absorbed and crystalized in man, enables him to live profitably with his fellows.

Our forefathers traveled hundreds of miles for a horse load of salt, but in these days of perfect distribution of products we don't appreciate salt until we feel the lack of it.

It livens food, fertilizes the soil, builds up the supporting power of water, and galvanizes the man who is its temporary or permanent possessor.

The salt tang in the air touches the face of the invalid with a ruddy tint, and marks the cheek of the old sailor with a special decoration.

It preserves meat from decay, and hardens the spirit of man against the power of the knocker.

The chap with salt-filled veins never wears the milk-and-water label.

Instilled into ministerial hearts, it bangs the primeval dust from pulpit cushions and dispels theological gloom in the pews.

In the lawyer it awakens the spirit which fights hard with a weak case and always wins a strong one.

It develops the finger-tingling hand clasp of the railroad president, detaches him from his pedestal, warms his heart for his men, and permits him to see the practical value of suggestions from the ranks.

"Tom," the general manager, with his well salted memory, holds his men with a steel grip by recalling their boyhood names.

It gives pungency to the talk of the after-dinner speaker, and dispels monotony at the meeting of the time schedule club.

It permits the lesser official to wear a hat of ordinary size, and the official who has been hypodermically touched with a saline solution treats his subordinates with courtesy and consideration. Verily, such are the salt of the earth.

It sharpens the eyesight of the engineman and holds him on the job for a hundred-mile run.

It takes the mist from the semaphore on a hazy night, strengthens the "safety first" instinct of the trainmen, takes the burr from the voice of the brakeman when he is enunciating the name of an approaching station, and puts a smile on the face of the conductor after thirty years of service with the ticket punch.

It stiffens the handle of the fireman's shovel, lubricates his backbone, inspires him to pound his lump coal into chunks the size of his horny fist and to distribute his fire evenly.

It brings the engineman and conductor together to read the train order and sends the flagman back the *full* distance to protect his train on a sleety night.

It melts the ice on the track, and, in the muscles of the section hand, to the great amazement of the general auditor when he scans the maintenance of way report and marvels at the low cost of removing snow, sand and ice.

The track walker has it in his system while he plods along his lonely stretch of track; it puts his vigilance in

the balance against the broken rail; it keeps the coroner and the claim agents at their desks and saves the time of the wrecking crew.

It places sand on the grade and retires the helper engine to the roundhouse.

It jacks up every employe to minimize waste and maximize efficiency.

The shop mechanic who "earns his salt" never hides under the engine for a nap, but hammers away while his boss is at the other end of the shop.

It puts the torch of the car inspector near the defective wheel and shows up the broken flange.

It makes every cog and every wheel pull together and no single unit will claim that he is *ir*.

It puts "O. T." in the train schedule, cleans up the rubbish around the country station, sends correct car numbers to the car accountant, "O. K's" the wire from the train dispatcher, and takes the stumbling blocks from the path of the traveling auditor.

It drives a tack in the memory on which to string the book of rules.

It writes "Endeavor" on every time clock, and automatically certifies to the honesty of all overtime on every pay roll.

In the last analysis, *salt is essential*. Salt makes gastric juice in the body without which there would be no digestion, and the salt in the red blood of the railroad man enables him to solve and digest every problem.

Surely those Romans hit it right when they made "salt money" a synonym for "salary."



From Farm and Fireside

One of our oldest and best pool conductors, when he first entered the service as a brakeman, was very young and more green. While switching in the yard, he was instructed to take the engine and spot a car in a certain spur. The yard master cautioned him to be sure to "tie it down" so it would not run out. When he came back with the engine the yard master asked him if he had set a brake and he replied, "No; I don't sed no brake on dot car, but I locked de switch so it don't coom out." We won't mention any names, but if Dutch sees this he will remember it as a fact. Of course he knows better now after twenty years of service.—*T. L. Terrant, Lorain, Ohio.*

ROLL OF HONOR

OHIO RIVER DIVISION

While switching Jackson Mine truck a few days ago, Brakeman G. E. Clendennin saved the life of a small child who was playing on the track. At this mine, cars have to be placed ahead of the engine and a little run taken, as there is a grade with curves. Brakeman Clendennin, on the head car, seeing the child in the middle of the track, with almost no chance for escape, jumped from his train, seized the baby and was off the track a few seconds before the train passed. We think Mr. Clendennin should be highly commended.

Engineer J. F. Taylor was commended by Superintendent Bryan for services performed when the wire was down between Point Pleasant and Kenova, February 13. Being on 719, he picked up a flag at Gallipolis Ferry and carried it to Huntington, avoiding a sixteen-hour violation, and then after arrival at Kenova, finding the wires still down and 740's engine disabled, he interested himself in advising the dispatcher of the situation, so that 739 might continue to Kenova. He followed it up until 704 was due to leave, getting clearance by telephone without delay.

CONNELLSVILLE DIVISION

February 19th, Supervisor M. J. Adams, of Somerset, Pa., while riding over the road on train No. 18, discovered a broken rail in the track at the first curve west of Blough, Pa. He stopped the train and left a man in charge of the broken rail until repairs could be made.

February 22nd, Conductor W. Christner, working in the coal train service at Adams, discovered four feet broken out of a rail in Jerome Junction passing siding.

February 27th, after extra east engine 2808 had entered the eastbound passing siding at Foley, Pa., B. E. Emerick, second trick operator, discovered a piece of broken flange lying on the track in front of the tower. He immediately notified the chief dispatcher at Connellsville who instructed the conductor in charge of extra 2808 to examine his train and it developed that the flange had been broken off a wheel in this train. The car was switched out before the train left Foley.

February 28th, Conductor J. R. Zearfoss in charge of the Jerome Branch coal train, discovered a bent axle on a car at Jerome Mine.

March 1st, Engineer D. T. Flummer discovered a guard rail turned at the east end of No. 2 track, Jerome Junction yard.

On the morning of February 26th, at Mukden, Pa., on the S. & C. Branch, Fireman M. E. Berkley saved from possible injury a lady who was attempting to cross a freight train. The lady, being desirous of keeping an appointment, boarded the train just as it started and was in a very dangerous position when seen by Fireman Berkley who immediately went to her assistance.

On February 18, Walter Adams, steam crane engineer of the Connellsville wreck train, saw a large boulder lying on the westbound track in Rock Cut, near Stewarton. He immediately applied the air by means of the conductor's air brake valve, and going back, removed the obstruction.

PITTSBURGH DIVISION

Conductor F. C. Connor, coming East on No. 82, February 25th, found a piece of steel in the spring rail of the main track frog, at West End Wylandville passing siding. Holding this rail open, he notified section men and had conditions made safe.

On February 8th, Patrolman Charles Weber was the means of saving a passenger at Braddock from injury, by dragging him from the track in front of an approaching train.

On January 11th, while going East with engine 2816, through the stone cut west of Johnson, Engineer J. L. Shriver noticed that the westbound main track was obstructed by some large stones, two of them weighing between three and five tons; glancing over the top of his tank, as they were backing, he saw a westbound train approaching at a high rate of speed; he grabbed a fusee which was convenient, dropped it off his train, the speed of which had been reduced, and flagged the westbound train, which proved to be extra 2575, with five men on the engine. The matter was reported to the proper officials and Mr. Shriver was commended for his action.

NEW CASTLE DIVISION

Conductor A. L. Pierce, by his rare presence of mind, on January 3rd, saved two persons from possible injury. Mr. Fraser was in conversation with Mrs. Felter, wife of the express messenger at Chicago Junction, when both stepped in front of an approaching train. Conductor Pierce instantly seized them and pulled them to safety.

CLEVELAND DIVISION

On March 3rd, Operator Homer C. Chaney, discovered that something was broken on a car passing Freeport, O., and he promptly notified the conductor in charge. It developed that the car had broken trucks, and if Mr. Chaney had not reported, results might have been serious. Superintendent Lechlida has written letters of appreciation to Mr. Chaney and the following employes:

On March 1st, P. Consadine, car inspector at Akron, O., found a broken rail on the New Castle Division on westbound main track near passing siding switch. He immediately reported this to Mr. Batchelder, the general yard master.

H. Rhyne, foreman of trackmen, Seville, Ohio, was the recipient of a letter of commendation from Superintendent Lechlida, for repairing telegraph wires between Seville and Sterling, on the night of February 1st, and also for removing a telephone wire which had fallen on the line and grounded all wires, on the night of February 4th.

M. Carano, foreman of trackmen, located at Uhrichsville, Ohio, received a compliment from Superintendent Lechlida for repairing all telegraph wires between Uhrichsville and Goshen broken by the extreme weather. Mr. Carano is an experienced lineman, as well as trackman, and at his own request was recently furnished with a complete outfit consisting of spurs, pliers, etc., for making repairs to telegraph lines and he made good use of them on this occasion by opening up the line which had been completely paralyzed by the storm.

On February 10th, Engineer A. R. Singletary and Fireman E. R. Humphrey, working on yard engine 1199 in Cleveland yard saw a car door fall on the main track. They knew No. 11 was due and by acting quickly got the door off the track before it passed.

CHICAGO DIVISION

Paul Krabill, operator at Patton Sidding, Ind., is entitled to mention in the magazine for his quick invention and use of a new kind of fire extinguisher. A sleet and wind storm had brought the telegraph and trolley wires into contact so that a number of instruments were burned out along the line. A blaze was started under Mr. Krabill's key, and having no water at hand he dashed his can of coffee upon the fire, putting it out instantly.

TOLEDO DIVISION (C. H. & D.)

Brakeman J. A. Abele, on the Second District local, while at Wapakoneta on February 8th, discovered a broken flange on a car in No. 88 which was pulling out of the siding. He succeeded in getting the train stopped just as the wheel was derailed. It was an easy matter to rerail and cut the car out. He has received a commendatory letter from Superintendent Corcoran.

WELLSTON DIVISION (C. H. & D.)

Close observation on part of Brakeman J. E. Jeffords, no doubt, prevented derailment, when he discovered a broken flange on a loaded car, while picking up cars at Chillicothe.

WASHINGTON'S INTEREST IN TRANSPORTATION

WASHINGTON IRVING

From his "Life of Washington"

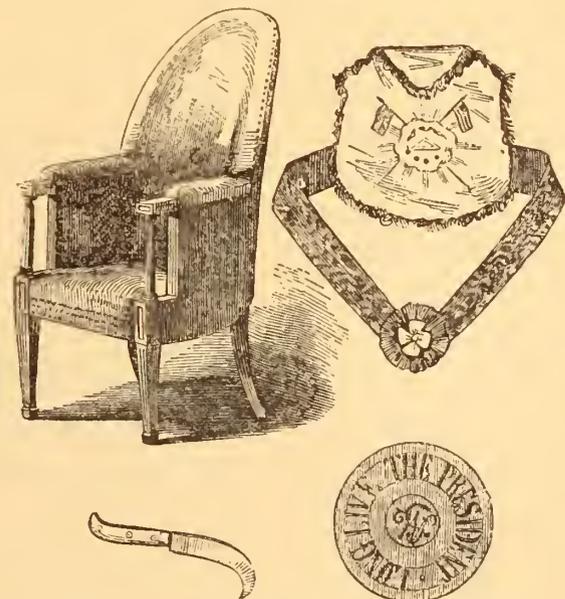
WASHINGTON now prepared for a tour to the west of the Apalachian Mountains, to visit his lands on the Ohio and Kanawha rivers. Dr. Craik, the companion of his various campaigns, who had accompanied him in 1770 on a similar tour, was to be his fellow-traveller. The way they were to travel may be gathered from Washington's directions to the doctor: "You will have occasion to take nothing from home but a servant to look after your horses, and such bedding as you may think proper to make use of. I will carry a marquee, some camp utensils, and a few stores. A boat, or some other kind of vessel, will be provided for the voyage down the river, either at my place on the Youghiogheny or Fort Pitt, measures for this purpose having already been taken. A few medicines, and hooks and lines, you may probably want."

This soldier-like tour, made in hardy military style, with tent, pack-horses, and frugal supplies, took him once more among the scenes of his youthful expeditions when a land surveyor in the employ of Lord Fairfax; a leader of Virginia militia, or an aide-de-camp of the unfortunate Braddock. A veteran now in years, and a general renowned in arms, he soberly permitted his steed to pick his way across the mountains by the old military route, still called Braddock's Road, over which he had spurred in the days of youthful ardor.

He proceeded no farther west than the Monongahela; ascended that river, and then struck southward through the wild, unsettled regions of the Alleghanies, until he came out into the Shenandoah Valley near Staunton. He returned to Mount Vernon on the fourth of October, having since the first of September travelled on horseback six hundred and eighty miles, for a great part of the time in wild, mountainous country, where he was obliged to encamp at night.

During all this tour he had carefully observed the course and character of the streams flowing from the west into the Ohio, and the distance of their navigable parts from the head navigation of the rivers east of the mountains, with the nearest and best portage between them. For many years he had been convinced of the

practicability of an easy and short communication between the Potomac and James River, and the waters of the Ohio, and thence on to the great chain of lakes; and of the vast advantages that would result therefrom to the States of Virginia and Maryland. He had even attempted to set a company on foot to undertake at their own expense the opening of such a communication, but the breaking out of the Revolution had put a stop to the enterprise. One object of his recent tour was to make observations and collect information on this subject; and all that he had seen and heard quickened his solicitude to carry the scheme into effect.



WASHINGTON'S CHAIR AND MASONIC EMBLEMS

"But smooth the road," he wrote to Benjamin Harrison, Governor of Virginia, "and make the way easy for them and then see what an influx of articles will pour upon us; how amazingly our exports will be increased by them, and how amply all shall be compensated for any trouble and expense we may encounter."

Governor Harrison laid the letter before the State legislature. The favor with which it was received induced Washington to repair to Richmond and give his

personal support to the measure. A committee of five members of the House of Assembly, headed by Patrick Henry, waited on him in behalf of that body, to testify their reverence for his character and affection for his person, and their sense of the proofs given by him since his return to private life, that no change of situation

could turn his thoughts from the welfare of his country. The suggestions of Washington in his letter to the governor, and his representations, during this visit to Richmond, gave the first impulse to the great system of internal improvement since pursued throughout the United States.

BLOW THE WHISTLE, RING THE BELL

W. R. PRICKMAN

Blow the whistle, ring the bell;
Let their clarion notes resound
O'er the hill and through the dell
As you swiftly cross the ground.
Do it promptly, do it well—
Blow the whistle, ring the bell,

Blow the whistle, ring the bell;
From this duty never swerve.
You can never, never tell
Who may be around the curve;
But your coming they foretell.
Blow the whistle, ring the bell.

Blow the whistle, ring the bell,
Send their message far and wide;
For their mission is to tell—
"Engine coming. Step aside."
Anxious moments they dispel.
Blow the whistle, ring the bell.

THOSE GOOD OLD DAYS

This facsimile of a letter, concerning a man who still works on the Philadelphia Division, will recall the time when employes had to pay half-fare. It also indicates the nature of some of a vice-president's duties in that earlier day.

**MASTER OF MACHINERY'S OFFICE,
BALTIMORE & OHIO RAILROAD CO.**

Baltimore, June 2nd, 1871

*John King, Jr, Esq,
Vice-President*

Dear Sir:

The bearer

*James E. Walters, an employe
at Mount Clare, desires a Half
Rate Ticket for himself and wife
from Baltimore to Washington
and return.*

I recommend they be given.

*Very respectfully,
C. B. Davis
Mgt.*

"I can't understand why we don't have as much snow as we used to have," remarked the veteran B. & O. conductor, Tucker Hunt, in exchanging reminiscences with his old engineer, Fred Carothers.

"You remember when the snow was up to the level of the top of the cut at Mount Braddock and buried a double header passenger train? We ran into that mountain of snow, were buried there and didn't get out for twenty-four hours. It took five engines to pull us out."

"The men now don't know what hardships are in railroading," replied Mr. Carothers. "It used to be regular five or six times every winter the trains would be blocked

by snow. We've started here with two helpers to fight the snow, but would arrive in Pittsburgh six or eight hours late. There are no storms now to compare with the old fashioned kind. Why the wind was so strong I've seen every car window blown out. I used to come home with my clothes so stiff I could stand them up against the wall."

"It used to be fierce," replied Tucker, "up by Mount Braddock and down through Lemont. I remember one Saturday night coming from Connellsville we didn't get into Uniontown till Monday morning.

"And in those days," commented Carothers, "we didn't have steam on the cars, but had to burn wood in the stoves and it didn't take long to run out of wood. And the coaches were lighted by oil lamps in the center and candles on the sides. When we got caught in drifts and couldn't get water for steam we shoveled snow in the tanks, turned on the heater and melted the snow."

"No sir, railroad men now don't know what hardships are," agreed both men as Tucker started to mount his train for the trip to Pittsburgh.—*Daily News Standard, Uniontown, Pa.*

The following is a true story, vouched for by our efficient captain of police, J. Faller. He was going to Painesville on No. 169 when the train stopped at Concord. A man put his head in the doorway and said: "The tire came off the engine and I'm going with the conductor to that house up there to telephone to Painesville for another engine." Two women were sitting behind the captain and one of them said: "The idea! Who ever heard of a tire on an engine?" The second replied: "There must be something in it, as there goes the conductor up to the house." Her companion was not satisfied and kept repeating, "Well, well, who ever heard of a tire on an engine?" Finally the other one suggested, "I suppose it is made of rubber of some kind." And they wondered why the captain was laughing.—*New Castle Division.*

Mike said that he stopped at a hotel in New York that was so large that he had room 5440 on the first floor.

"That's nothing," said Pat, "I had a room, 71836, in Holloway."

"Where was that?" asked Mike.

"In the B. & O. freight yard," replied Pat.—*Wheeling Division.*



The Editor's Turn Table

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor.*

HERBERT D. STITT, *Staff Artist.*

GEORGE B. LUCKEY, *Staff Photographer.*

THOMAS H. MACRAE, *Advertising Manager.*

A FRIENDLY WORD

A conductor of good standing on his division makes the suggestion that many times a little personal talk would do more to correct an error than a written report. "I am trying to do my duty," he said, "but sometimes I fail because I don't think or don't understand. Maybe a report goes through and gets to me several months later when I don't know what it's all about. A friendly word spoken at the time would have helped me far more. You can educate men better than you can drive them." This man practices what he preaches, for he is using his personal influence to lead men to safer ways. "I didn't bother with statistics," he said. "I used to notice for myself and find out from others what the chief causes of accidents were; and there was no getting around it, most of them could have been avoided by a little more care on the part of some man. I figured out that the only cure was education. When I see a man breaking rules I warn him and also urge him to attend safety meetings. The pictures and the facts given by the speakers hardly ever fail to convince even the man that thinks he knows how to take care of himself."

GETTING OUT THE POWER

One engine on the line is worth a hundred in the round-house. A study of the present method of distributing the magazine appears to indicate that while some changes may prove helpful, a good deal can be done by the readers themselves or by those who should be readers. A trainman on one division said that he and his comrades got their magazines regularly. "Of course we get them; *we go after them.* One of my friends went to the usual place and found the supply was out. He had to go to three other places to get his, but he got it." On the other hand a trainman on a division where the superintendent is unusually prompt in doing his part, said that he had never had a copy. He appeared to be interested, but when it was suggested to him that he inquire at the trainmaster's office or some other point, he said he had not thought of that. It is probable that enough magazines are printed to supply every man that will read them. If this is not so, an honest and persistent demand will bring results; but there ought to be no waste. If you know of any magazines that are not being used or any anxious would-be-readers that are not getting them, try to bring these together. Naturally our safety committeemen are doing good work in this field. They find that sometimes calling the attention of a comrade to a picture or a paragraph in the magazine will change his whole attitude toward the safety movement.

TWO WAYS TO SPEND A DOLLAR

Did you ever see one of those photographs, taken by means of mirrors, that show the same man from half a dozen points of view. It is always a good thing for a man to look at his real self in a similar way. We overheard an employe telling a few of his comrades of the change that came to him after such a glimpse.

"At the other end of the run from my home, I went into a saloon to pass the time. A line of men was standing at the bar and it cost me a dollar to get out. There was no particular reason why I should give those fellows that dollar; it did them no good. As I left the saloon, this thought ran through my head: 'I've docked myself a dollar. If the company fined me that much, I'd make a dreadful row.'"

When he got home, there was company in the house, and after awhile his daughter remarked, "I wish we had some oranges to pass around."

"O! we don't need any oranges," he snapped, and before the words were out of his mouth, he remembered the money he had freely spent on comparative strangers—and he was ashamed. He pulled out a dollar and his daughter soon came back with a big heaped-up dish full of tempting wholesome fruit. It was so unusual an occurrence in his house that one of the boys cried out, "What's this? Going to have a wedding?" Aside from the effect of alcohol itself, if men could see the situation in this light, more dollars would go for oranges and less for liquor.

THE BOY AND THE CROWD

In the next generation some of the hard jobs that have proved too much for strong men are going to be done by the boys. A situation observed repeatedly during inauguration day in Washington will serve as an illustration. A six-foot policeman was finding the crowds along Pennsylvania Avenue too much for him. They would draw back a little and then surge forward with the relentless pressure of a hydraulic ram. Near by stood a twelve-year-old lad in the uniform of a boy scout. In his hand was a small stick that looked about as well fitted to hold back a crowd as young David's sling did to knock out the giant Goliath.

"Here scout!" called the big policeman, "push back a few thousand of those people, will you?" The boy never even smiled. He held out his stick horizontally and started for the mass of humanity. At the sight, it stopped being a mass and became a friendly group of men and women with a big place in their hearts for a plucky small boy—and it was the place in their hearts that made a place in the road. Shouting with laughter they moved back, and the boy held them securely there with his magic wand of youth.





THE HOME

BETTY'S DUTY.

E. J. R.

THE engineer's pretty fifteen-year-old daughter gaily ran to the garden gate of the little cottage she called home, calling to her only playmate and constant companion "Duke!" It was Betty's habit to help her mother with the dishes, after their early supper, while her father went to get his engine ready for the night run. He took as much pride in its appearance as a lover of horses takes in his animal's sleek, shining coat and well-brushed mane. Betty would often go to the engine-house while her father was making a final inspection, and she had caught something of his enthusiasm as he had explained again and again the workings of every part of the big black monster that had been associated with every day of Betty's short life. She could have passed the road foreman of engines' examination without any trouble. She loved to ride in the cab to the cross road nearest their home, and tonight she was particularly anxious to do so, for a new automatic attachment had been put on the engine and she wanted to see how it worked.

The air was damp and chill that evening and Betty wrapped her shawl closer. Presently when she rounded the bend in the road she saw Duke show his teeth and point his ears. Three burly figures were coming directly toward her. She tugged at Duke's collar with all her strength and dragged him into the underbrush at the side of the road. One of the voices was saying:

"I guess mebbe Bill finished fer dat engineer."

The person speaking stopped to light his pipe, and Betty trembled under the fear of detection and the strain of holding Duke. The voice went on.

"It don't pay to refuse Bill information. Anyhow he found out No. 5 passes Kane Junction at 8.24, and that's about the dope we was after. Now if we——" The remainder of the sentence trailed off into darkness.

Betty's poor head swam. What did they mean by "Bill finished the engineer?"

"Come, Duke" she gasped, and letting go her hold on his collar, sped on to the station, which was between her and the enginehouse. Betty noticed that the door, which was usually closed and locked by the agent when he went to supper, was open and something prompted her to look in. She saw a man lying on the floor just outside of the ticket office where the safe was. Betty ran in and found her father unconscious beside the safe he had tried to guard with his life. He had seen the robbers breaking in and had interfered. Panic-stricken, she tried to rouse him but her efforts met with no response. Her chaotic thoughts ran,

"No. 5 is due at Kane Junction at 8.24—those men have robbed the safe—of course they were highwaymen—Daddy couldn't warn No. 5."

In the flash peculiar to some minds under crucial strain she remembered her father's interpretation of Nelson's warcry—"England expects every man to do his duty." To the engineer of the Baltimore and Ohio the English sailor's message meant "The Baltimore and Ohio expects every man to do his duty." Poor Betty reasoned that Daddy couldn't be dead and mother would attend to him. In a frenzy of haste she scrawled a line on the back of a calender sheet, and putting it into Duke's mouth cried in a voice trembling with terror and excitement,

"Duke, Home!" Duke went like the wind.

She dragged the safe door shut and locked it. She wrapped her shawl around her father's shoulders and after one last frantic effort to wake him, sobbingly kissed him and ran to the engine which was waiting for its engineer. The fireman, already in his place, knew how well Betty understood the engine. He shovelled coal. She threw the throttle forward and as the engine started to move, she saw her mother running up the station steps and believed her father was safe.

With flying hair and eyes wide with suppressed excitement, Betty flew on in the engine she scarcely knew how to control. Her eyes were riveted to the dial of the clock which pointed to 8.02. At 8.24, No. 5 was due at Kane Junction. She had to stop it before it reached Kane. She was glad now she had spent so many afternoons in the hot station poring over the road-maps and listening to the men talking "shop." She did not know how far Kane Junction was from her home, but she knew where she and Mother had left Daddy's train to catch No. 5 when they went to the city at Christmas time. Six minutes after eight. Seven minutes after. Once more she examined the lantern with which she meant to stop No. 5. (Betty's Daddy observed safety rules and the lantern was in perfect condition, torpedo and all.) The cold, damp air was cutting her face. The thought drilled its way through Betty's half-numbed brain that the torpedo would perhaps refuse to go off because of the dampness. As she leaned far out of the window to watch for the curve which she knew must come before she could stop the engine, she felt raindrops on her face. Still Betty sped on, watching the clock, which now pointed to fourteen minutes after eight. At last the engine rounded the curve, and Betty caught the throttle and let her weight drag it back. Almost in a stupor she climbed down the step of the engine clutching her red lantern. She fancied she heard a whistle. The sound stimulated her, and she half stumbled, half fell a score of yards up the track and placed the torpedo on the wet steel. She breathed a prayer that the rain would not soak the powder. Then she planted herself firmly between the tracks and whirled her red lantern in the darkness and rain. Would No. 5 never come? A rumble in the distance—a continuous grating pulsating grind. Three staccato shrieks pierced the night air, and Betty hoped that the engineer of No. 5 had seen her lantern. She listened for the torpedo. But before the explosion came the engineer had seen her lantern and that was the refrain that sang itself through Betty's consciousness as she sank

exhausted on the wet ties. To the exasperated brakeman's inquiry she answered "Robbers—Kane Junction—hurt Daddy,"—her voice sinking lower—"Don't go on." Then Betty lay quite still.

During the investigation that followed, a detective, who was among the two hundred passengers whose lives Betty had probably saved, said that Betty had outwitted and caused the arrest of the leaders of a gang of highwaymen

who had terrorized that part of the West for months.

When Betty was taken home on Daddy's engine and her anxious parents were told of their brave daughter's Yankee grit, the little heroine with her arms around her father's neck laughingly explained.

"Daddy said, 'The Baltimore and Ohio expects every man to do his duty,' and he couldn't do his; so I'm glad I was his daughter to do it for him."

LIVING HISTORY

On January 27th, the White River Chapter of The Daughters of the American Revolution gave a charity ball at the Pi Chi Club Hall at Washington, Indiana, on the Illinois Division, in commemoration of the wedding anniversary of George and Martha Washington. Over a hundred couples were present. The feature of

the evening was a tableau representing the marriage scene, which was followed by the minuet danced by eight couples attired in colonial costume, with Will Kennedy as George Washington and Miss Elizabeth May as Martha Washington leading. Others participating were the Misses Ethel Evans, Inez Bonham, Ruth Seifert,



Ethel Bowling, Willoughby Stampler, Marjorie Gardiner and May Lyhan, and Messrs. Edward Kellar, Randal Harlan, Joseph Cavanaugh, Hal Summers, Roy Summers, Foster Reuss and John Lyhan. The old Virginia Reel was danced by those who took part in the minuet.

The success of the ball was due to the untiring efforts of Mrs. William Borders, wife of Engineer Borders, who is Regent of White River Chapter, assisted by Miss May Lyhan, daughter of Engineer John Lyhan, and Mrs. Harry V. Hyatt, who drilled the minuet.

LABOR-SAVING IN THE KITCHEN

The woman in the home must help herself by studying her work. The greatest saving in household labor, as in other lines, will come from a saving of steps. In factories one operation succeeds another with no loss of motion or unnecessary steps. The kitchen is our workshop and yet how few are arranged with that in view. The housekeeper must make a study of saving steps, strength and time. She must "cut corners" and make one step answer for three. If she makes a study of her housework she will grow more and more interested in it, and as soon as she learns to do it in a systematic way she will be astonished

at the number of steps she is able to save herself.

One kitchen was remodeled and every kitchen utensil used was listed, measured and fitted into its own place. The following figures show the number of steps saved:

For one meal in the old way 605 feet were traveled, for one meal in the new way 247 were traveled; for three meals in the old way 1815 feet were covered, for three meals in the new way 741. The saving in twenty years—allowing one holiday per year—amounted to about 1480 miles. Is it not worth while to save steps by planning one's workshops more carefully?—*Country Gentleman*.



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. STIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

GENERAL OFFICE, BALTIMORE

T. B. Burgess, supervisor of locomotive operation, who has been located at Cumberland with jurisdiction over Cumberland-West End and Monongah Divisions, has been transferred to Wheeling, where the territory covered by him will be the Wheeling District and Chicago Division. F. Kirby, road foreman of engines, of the Chicago Division, has been appointed supervisor of locomotive operation at Cumberland. J. B. Daugherty, former supervisor of locomotive operation, has been transferred to the Wheeling Division as master mechanic.

Mr. and Mrs. Charles W. Robinson, of Cowenton, gave a birthday party to Herald Stark, our agent there.

We extend our sympathy to Charles Lewis, one of our fellow-clerks, on the sudden death of his father.

John B. ("Watts") Oldson, a clerk in the auditor passenger receipts' office, believes in walking as an exercise, and leaving his home at six o'clock one morning, decided to walk to Frederick, a distance of fifty miles, arriving at that city at six o'clock in the evening.

He has walked to Laurel often, and has made trips to Washington and numerous other places, and enjoys these walks immensely.

On February 22nd, Mr. Oldson and George Huber, of the auditor of passenger receipts' office, walked from Baltimore to Cowenton to visit their fellow clerk C. A. Rogers at Cedar Croft. Just before Christmas, by the way, George Huber invested heavily in a diamond ring and the ring of wedding bells will soon be heard.

O. P. McCarty, passenger traffic manager of the Baltimore and Ohio Railroad, has announced the appointment of Edward Emery, who formerly represented the road at Denver, Colorado, as traveling agent of the passenger department. The position was created with a view to improving the passenger service of the Baltimore and Ohio through an educational campaign.



EDWARD EMERY

Mr. Emery entered the service in the baggage department at Pittsburgh in 1903, and acted later as ticket clerk,

city ticket agent and city passenger agent. In July, 1912, he was appointed traveling passenger agent at Omaha, Nebraska, and later transferred to Denver. H. C. Strohm has been appointed to the Western field, with headquarters at Omaha.

J. Lee Barrett, our northern passenger agent, with headquarters at Detroit, Mich., has been elected first vice-president of the Detroit Transportation Club. Mr. Barrett is also the editor of "Detroit Traffic," the club's official organ. Mr. Barrett entered the service of the C. H. & D. at Dayton in 1906 and has represented that road at Detroit since 1909.



J. LEE BARRETT

We desire to extend our heartfelt sympathy to Bernard Reynolds, clerk in the office of auditor of passenger receipts, on the sudden death of his father, Captain James J. Reynolds, of No. 32 Engine Company of this city. Mr. Reynolds left a widow, one daughter and three sons.

G. Fred Miller has been promoted to the position of secretary to C. H. Poumairat, auditor of passenger receipts, vice Robert L. Jones, resigned. W. LeRoy New takes his place as secretary to L. M. Grice; and Otto Rosenbauer becomes secretary to G. W. Jentner, assistant chief clerk.

CAR SERVICE OFFICE

George I. Black, who has been in this office for the past twelve years, has accepted a position with the government in Panama. Mr. Black will be missed.

Miss Ella M. Jones and Miss Emma V. McClayton recently visited New York City as the guest of Miss Reba Gore, a former employe of this department, who is now employed in one of the New York libraries.

Messrs. Quesnel, Smoot, Barker and Heinz, of this office, were sent to Washington on two weeks' work growing out of the inauguration.

Harry Householder, who had charge of repair bill checking, has gone to the purchasing agent's office. Mr. Householder is one of the Carnegie Medal heroes, having earned that distinction through a boating mishap in Spring Gardens.

K. O. Munroe, who left this department recently to accept a position with the Maryland & Pennsylvania R. R., has been advanced to the position of car accountant of that road.

NEW YORK DIVISION

Correspondent, W. B. Biggs, Agent, New York

PIER 22

F. W. Garlichs has joined the ranks of the married men. He became a benedict on last Saturday, March 1st, and enjoyed his honeymoon in Washington, D. C., viewing the inauguration. He says he would not be single again for anything, and only regrets that he did not get married sooner.

"Joe" Cherny, on the balancing desk has been laid up with an attack of tonsillitis for the past two weeks, but is now back at his desk very much improved.

Clarence Davis, of the collector's force, has become imbued with the "Back to the farm" spirit. Mr. Davis, after about nine years of hard labor at Pier 22 has decided that the farm is the best place to call home, and has accordingly purchased a tract of ground on the eastern shore of Maryland which he will take possession of about the first of April.

We occasionally hear from John Bell, our former assistant rate clerk, who is now located at Dallas, Texas, with the Dallas Light & Power Co.

Mr. Bausmith, our cashier, is having a siege of sickness at his home. He has had two of the members of his family ill with scarlet fever, and was himself away for a week suffering from Grippe. He is now back at his desk.

Mr. Maul, our always pleasing lighterage agent, made the long journey all the way to Washington to see that Mr. Wilson was properly inaugurated. He reports that everything went off O. K. Well—he's a Democrat.

PIER 7.

Paul Mulvey has resigned his position as cashier and his place has been filled by one of his former assistants, A. Massimino.

Edward Kehoe reports that he is the father of a boy. Congratulations from every one, as Edward is a very popular man.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING *Chief Clerk*, Clifton, S. I.

CLIFTON SHOPS

M. J. Westerman, boilermaker, has been off duty for some time owing to a serious accident at his home.

All the boys are glad to see James Dunn, boilermaker, back at work again.

T. Minnick is still confined to his home. The boys recently got up a benefit for Tim, and all helped splendidly.

All the force is congratulating Eddie O'Connor, son of the assistant master mechanic, on becoming a "Papa" recently.

Warren Becker, engineer, has returned to duty after a long and serious illness.

Every one had a good time at the Engineers' Ball.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia

R. E. Seigman, stenographer to the commercial freight agent, has resigned to accept a position as purchasing agent in the Philadelphia Electrical Bureau.

Mrs. W. N. Brown, wife of our soliciting agent, is making a visit to Los Angeles, Cal., having been in poor health for some time.

A. C. Felsch, of the maintenance of way department, was married on February 12th to Miss Florence Bunting, of Philadelphia. Congratulations and good wishes are extended.

V. P. Drugan, assistant division engineer, is on special work, temporarily, on the Chicago Division. During his

absence, H. L. Gordon of the engineer maintenance of way's office is looking after Mr. Drugan's work.

At the January meeting of the Railroad Association of Philadelphia, composed of the representatives of the Freight and Passenger Departments of all lines, Col. Bernard Ashby, our district passenger agent, was elected vice-president. The genial Colonel is known not only to all our own employes but to men of all roads. He entered the service in 1880 in the sleeping car department, then in charge of J. S. Merrill, who was afterwards superintendent of the Pullman Company. He has been district passenger agent at 834 Chestnut Street, since 1899 and is also a member of the Veterans' Employes Association.

Paul Didier, principal assistant engineer, Pittsburgh, Pa., was in the city on business the first of the month.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER, *Chief Clerk*, Baltimore

The jurisdiction of J. P. Kavanagh, assistant superintendent in charge of Baltimore Terminals, has been extended to include Washington and Brunswick Terminals.

A. O. Arthur, secretary to superintendent, has resigned his position to become chief clerk to superintendent of the Western Maryland Railroad, headquarters at Baltimore.

Supervisor A. O. Tederick is the proud father of a ten-pound boy.

R. N. Begien, assistant general superintendent, is decorating the walls of his office in an ornamental and instructive manner. The subjects represented in the various designs are: Gross Ton Mileage, Terminal Delays, Excess Service, Overtime, Etc.

Conductor W. R. Hutson, who was injured near Laurel in January, died in hospital at Baltimore on March 15th. He had been in the service forty-five years; a widow and three sons survive him. The funeral on the 19th was in charge of the Brotherhood.

The Ladies Auxiliary of the Riverside Y. M. C. A., will repeat, on March 28th, their entertainment "The Colored Jubilee Singers," which has already been twice given with great success.

MOUNT CLARE

Correspondent, H. A. BEAUMONT, *General Foreman*

Alexander Ruhl, gang leader at Baileys, has again taken to matrimony.

John Klausing, air brake inspector at Camden, has joined the ranks of married men. John says, No suffragette for him.

The captain of the Mechanical Engineers' Team in the B. & O. Bowling League is agitated over the unfortunate showing of his team, which occupies the cellar position in the league.

There is a pleasant smile in No. 2 machine shop that won't come off. If you don't believe it ask our friend, Jos. Hamilton, and he will smile and tell you it is a fine 9 pound boy born on February 20th, 1913. Papa, we wish you luck but don't learn to walk all night trying to amuse him, it is a bad habit.

Leslie Sprigg is in hospital, fast recovering from an operation.

WASHINGTON TERMINAL

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

The employes of the Washington Terminal Company and of the railroads running into Washington, are to be commended for their faithful and loyal performance of the great amount of extra work incident to the inauguration. The vast crowds came and went without accident and the station equipment proved equal to the occasion. Railroad men always found a place for rest and refreshment in the Y. M. C. A., and in the employes' dining room.

The meeting Sunday afternoon, March 2nd, in the R. R. Y. M. C. A., addressed by Congressman James T. Lloyd, of Missouri, Chairman National Democratic Congressional Committee, was largely attended. He spoke particularly of the bond of sympathy that should hold men together, causing each to work for the greatest good of all.

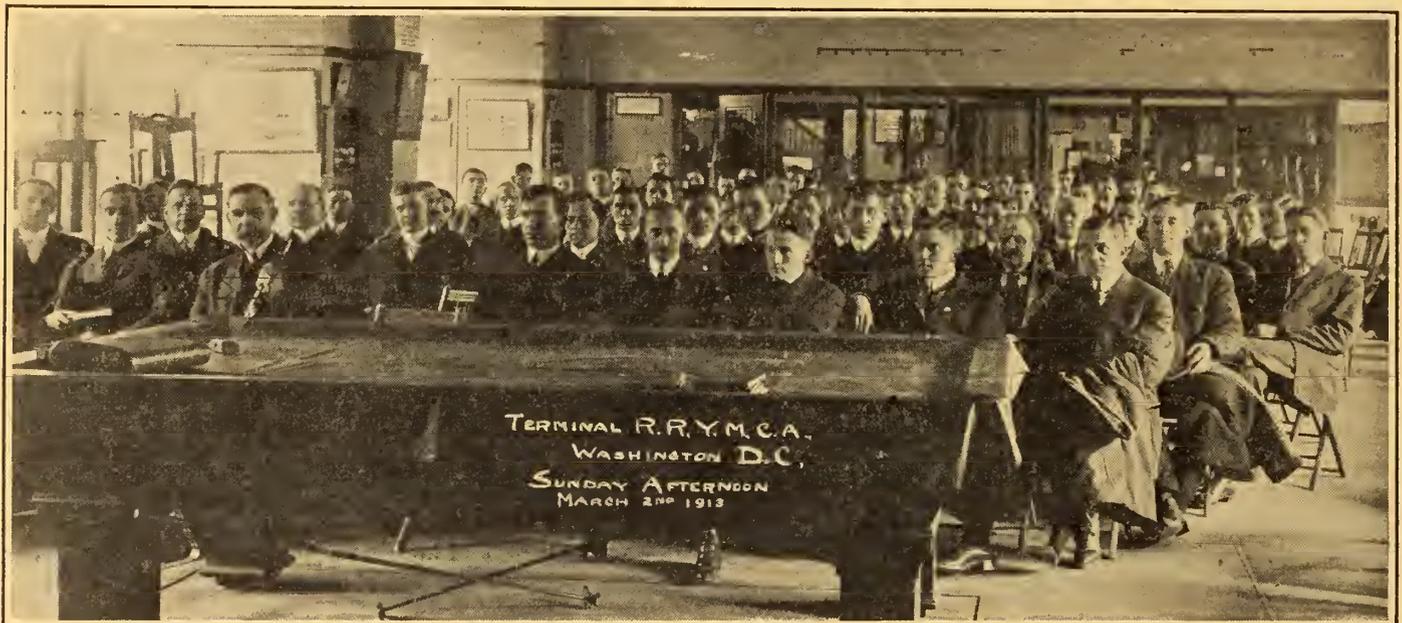
CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, *Y. M. C. A. Secretary*
Cumberland.

We are glad to report that Mr. Deetz, one of the oldest shop employes, who was hurt a few days ago by a ratchet falling from the scaffolding, is getting along very well.

We regret exceedingly to have to announce the sad death of Ernest Henry, who was caught between couplers, in South Cumberland yards. Mr. Henry had expected to be married in June. The sympathy of all his friends is extended to the bereaved family, including two brothers who are employes of our road.

The Sunday meetings at the B. & O. Y. M. C. A. are proving intensely interesting, especially the boys' meeting in the afternoon when between two hundred and fifty and three hundred boys attend. Helpful moving pictures are thrown on the screen, after which a Scripture-quoting contest is held. A jury of twelve boys is appointed to



Plans for the sixth season of the Terminal Y. M. C. A. baseball league are well under way. The grounds at Sixth Street and Florida Avenue, the best amateur baseball grounds in Washington, will soon be in good condition. All the players in the league are railroad men and members of the R. R. Y. M. C. A. at Washington.

The Terminal basket ball team astonished the soldiers by defeating the Army Engineers 23 to 12, and the Fort Myer team 27 to 21. Also the Terminal team of New York went down on a score of 51 to 10. At each game the railroad rooters were very much in evidence.

Thomas R. Zepp, supervisor of the Union Station building and well known by the B. & O. men, is anticipating fresh vegetables and fruit next summer in his new suburban home, while the rest of us have to make pilgrimages to the market.

The lectures by W. H. H. Smith, chief clerk of the bureau of the navy department, on "King Solomon's Temple" and "The Return of the Battle Fleet" were exceedingly interesting and instructive. Mr. Smith has made a study of the construction of the ancient temple. By the use of blocks he erected a model that gave a very vivid idea of its original appearance.

judge the contestants, and it is exceedingly interesting and profitable to watch the little fellows as they listen with rapt attention to the various answers. The men's meetings at four o'clock are also proving attractive. The meetings are free to all men and boys and we hope our Cumberland readers will give us the pleasure and inspiration of their presence.

We are glad to report that Conductor Tolbert of the Second Division who had his arm badly crushed, and who is still in the Western Maryland Hospital, is able to be up and around and hopes soon to be able to return to his home in Brunswick.

Fireman C. C. Lowery, of the Second Division, who is in the Western Maryland Hospital with typhoid fever, is doing as well as could be expected.

S. J. Richard, the assistant secretary of the B. & O. Y. M. C. A., has received a call to the secretaryship of an industrial association at Dekota, W. Va. Mr. Richards will look over the field before accepting the call.

The work on the new roundhouse is about completed, and preparations are being made now to erect a fence, entirely around the shops and roundhouse. There isn't a busier man in South Cumberland than the already pop-

ular master mechanic, Mr. Conniff. He goes about his work with an enthusiasm which is truly infectious. We bespeak for him the loyalty of all the men on this division.

The Y. M. C. A. bowling alleys have all been replaned and are in A. No. 1 shape. On the opening night the Association Team played the Clerks. After a hotly contested game, the Y. M. C. A. Boys managed to defeat the Clerks by a total of thirteen pins.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Frank Keedy, dispatch clerk, has tendered his resignation and accepted a position at the Y. M. C. A. His departure brought forth many expressions of regret from the shop boys. Success to him.

William J. Healey, planer hand in the frog shop, has been transferred to the department of tunnel construction and is now located at Cambridge, Ohio. He will be an assistant to his father.

F. S. Gettle, of the frog shop force, is erecting a new dwelling on Berkeley Place. The boys of the shop are getting the home-building habit. It's a good one.

A little daughter has come to brighten the home of Mr. and Mrs. Floyd Fawver.

The Elizabeth Fitzgerald Ladies Auxiliary to the Brotherhood of Locomotive Engineers, held a supper at the home of Mr. and Mrs. Thomas H. Hobday, North High Street. A neat sum was netted for the benefit of the division.

The Ladies Auxiliary to the O. R. C., delightfully surprised Mrs. E. E. Entler on her birthday. Mrs. Entler was out when the ladies came and when she returned she found the rooms decorated for the occasion, and the dining table piled with refreshments.

It gives us pleasure to note the good fortune of G. Newton Cage, a former townsman, who has recently been promoted from road foreman of engines on the Conneltsville Division, to a passenger run out of Cumberland. His fellow employes presented him with a diamond ring and his wife with a traveling bag. May our old schoolmate continue to get a clear block on prosperity's railroad.

Yards A and B and the Hedgesville subway at Cumbo were thrown open a short time ago. A rest house has been erected there that will accommodate thirty lodgers. The place is equipped with baths, toilets, lunch counters and sleeping rooms.

Mrs. Sarah Catherine Grubb, wife of A. J. Grubb and mother of Charles E. Grubb, night ticket agent, died at her home here, after a long illness. The sympathy of friends goes out to the stricken family.

James M. Billmyer, seventy-seven years old, for about seventeen years our agent at Vanclevessville, died very suddenly of heart failure while performing the duties of his office. He was an old confederate soldier. His widow, who was a Miss Rush, is the only near relative surviving.

The shopmen were given a staggering blow some days ago, by the untimely death of nineteen-year-old Burke Hill, who came to work on a Monday morning and in the afternoon of the same day was struck in the forehead by a flying crane handle. He was able to walk to the King's Daughters' Hospital, but complications set in

which necessitated his removal to the University Hospital, Baltimore, where he died. The shop boys purchased a beautiful floral tribute and about fifty men marched to the house, and together with the local Order of Red Men, of which he was a member, acted as escort to the cortege. The funeral services in charge of Dr. C. S. Trump and Superintendent Z. T. Brantner, were held in St. John's Lutheran Church of which the young man had been a member for six years. Eloquent tribute was paid to the clean Christian life of this young man and his fellow workmen were urged to follow his example. Young Hill was highly thought of by his comrades, who offer their heartiest sympathy to the family, realizing that there is but One who can take away the sting of death.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

We regret to learn of the serious illness of Maurice O'Connor, the veteran pensioned supervisor, at his home in Winchester. Mr. O'Connor is nearing the four-score mark, and until the last six months has enjoyed excellent health.

Conductor J. A. Bowers, has been off his run for several weeks suffering with rheumatism. We are glad to hear he is improving. Conductor F. G. Donovan has been taking his place.

Conductor J. Roderick has resumed duty after his recent illness.

William Blanchfield, of Strasburg, Va., has been appointed foreman at Brookewood Quarry, vice J. H. Fix, who returns to Raphine as track foreman. Frank Craig, who has been acting foreman at Raphine, returns to Decatur to serve as trackman until there is a vacancy in a position of foreman.

J. E. Glenn, ticket agent at Harrisonburg, Va., who has not been in robust health, accompanied by Mrs. Glenn and their daughter Esta, has gone to Florida, for several weeks vacation. We hope he will return greatly improved in health.

T. E. Whitman, carpenter in Cavey's camp, who has been taking treatment for rheumatism at Hot Springs, Ark., is reported to be improving.

Engineman E. A. Langley, of Brunswick, was a visitor at his brother's home near Winchester, several days ago. His brother, J. H. Langley, who was formerly employed as fireman, has been an invalid for a number of years, being afflicted with a form of rheumatism which has caused him to become entirely blind and helpless. Notwithstanding this affliction, he is bright and cheerful and enjoys the visits of his friends. He enjoys having news from the magazine read to him.

On February 2nd, a good short-time record was made loading rail on the Valley Railroad. On Section 6 with an air-tight loader and eight men, Superintendent Lichliter loaded 115 sixty-four-pound rails in fifty minutes; this was at the rate of 2.3 rails per minute. Superintendent Lichliter worked the rail loader, foreman A. B. Landram was in the car with two men; J. H. Harlow hooked the rails, two men steadied them and two men handled the boom ropes.

We regret to learn that Brakeman M. Bowers is ill with fever at his home in Brunswick.

Conductor R. L. Evans, has been off for several weeks with a sprained back.

FAIRMONT

J. A. Price, assistant car foreman, is the proud father of an eight-pound boy, who arrived February 7th.

F. J. Lenhart, clerk to general foreman, has returned to his duties after losing several days on account of sickness.

I. L. Laughlin, boilermaker, has returned to his duties here after working some time at M. & K. Junction.

Charles Powel, boiler inspector, was in Fairmont on February 24th.

E. L. Pendergast, machinist helper, is confined to his home with the measles. Don't worry, Pat.

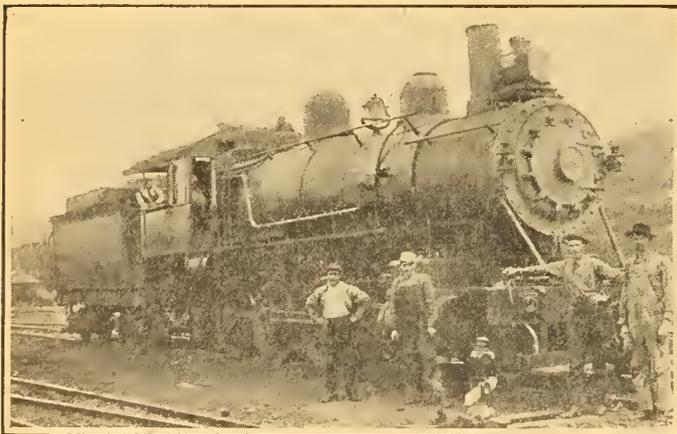
J. J. Dorsey, day foreman, has returned to his duties after spending a short vacation with his friends in Cumberland.

J. W. Harrington, assistant yard master at West End, said he was going to Washington to see the President "set down."

A. J. Boyles, conductor, has been appointed safety committeeman, of M. R. Division, filling the place of Mr. Gump.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*, Glover Gap



ENGINE 1692

Engine 1692, the pride of the Wheeling Division, is the one that so pleased Mr. Thompson that he presented the engineer, G. J. Ballinger, with a copper long oiler, and the fireman, S. R. Gardner, with a copper torch. This is the only Yard Engine on the system that can boast of having polished branch pipes. It has not been in the shop for any repairs for more than a year, yet it looks as well now as when it was new. It was the first engine on the system to have the green and gold number plate, put on by our general yard master, R. W. Burns.

WHEELING

Vinton Garbesi has resigned his position as bill clerk at the freight office and has gone to Winter Park, Fla., where he has accepted a position as pitcher for the Rollins team, Rollins College.

H. H. Jackson, yard conductor, who has been laid up with an injured knee for several weeks, expects to return to duty soon.

Mrs. L. H. Dugan, wife of the yard master, was called to Parkersburg by the death of her niece.

J. Elliott, yard conductor, and wife are at Jacksonville, Florida.

L. E. Wilson, operator at W. R. tower is off duty nursing a severe case of the mumps.

H. Stoler, station master, is taking a much-needed vacation.

H. E. Board, yard conductor, attended the funeral of Mrs. Board's mother.

A. T. Foster, yard conductor, is able to be out, after being laid up several months with an injured leg; blood poisoning set in, which gave him no little trouble.

H. Harold, yard clerk, is back on the job, after visiting at Charleston, West Virginia.

Peter Pearl, yard flagman, has purchased a small farm on Boggs Run where he expects to start a chicken farm. No more storage eggs for Peter.

BENWOOD

G. Adlesberger, car foreman, is on the jury at Moundsville.

Machinist F. E. McMillan, of Washington, Ind., was a two-days' visitor with his parents here recently.

T. A. Daily, first trick operator, has returned to duty after a brief vacation.

Wreckmaster R. Lough is on the sick list.

Machinist J. Porter is off duty on account of a slight injury to his face, received while in the discharge of his duties.

F. Slonaker, car inspector, is ill.

It is with deep regret that we announce the death of the wife of Foreman G. W. Jewett.

G. Miller, car repairer, has tendered his resignation and will go to Canton, Ohio, where he has accepted a position with an automobile company.

Nick Criswell, foreman hostler, has been transferred to yard brakeman.

J. J. Jefferson, engine inspector, has resigned.

The air brake instruction car is here giving the boys the latest points.

A. J. Nay, chief clerk, to the master mechanic is the proud father of a bouncing baby girl.

Great interest is being manifested in the "First Aid To Injured" corps and the organization is about perfected.

C. McGuyre, car repairman, has returned to duty after a short illness.

A. Garris, car repairman, is off duty on account of the serious illness of his mother and of his child.

ON THE LINE

Machinist S. Sloan and wife of Cameron are visiting at McMechen.

Miss Shirley Wayman, daughter of Engineman J. E. Wayman, was in Wheeling lately.

Engineman G. E. Tribett is still on the sick list

Engineman Addison Tribett is in Arizona and the Southwest for the benefit of his health.

Miss Helen, daughter of Agent W. C. Nesbitt, Cameron, is attending a theatrical school in New York.

Firemen Howard and Miller are visiting their Glover Gap freinds at Jacksonburg.

Joe Gatewood, assistant road foreman of engines, has returned from a brief visit with friends at New Orleans.

Mrs. C. A. Flanagan, wife of the conductor, has returned home to Fairmont after spending a pleasant week with freinds at Glover Gap.

Firemen R. A. Wooton and J. Holler recently joined the benedicts.

Engineman J. S. Wilson (Smokebox), has been assigned to the Fairmont-Benwood local.

Miss Ethel Murtaugh, daughter of Supervisor Murtaugh is visiting at Jacksonburg.

Division Operator M. B. Rickey, wife and daughter, Engineman M. Horan, and wife, Ed Gannon, manager FY Wheeling, Operator Thomas Hagerty and wife and Operator Miller took in the inauguration at Washington.

The third trick operator St. Clairsville Junction, has gone to Florida for the benefit of his health.

Firemen E. Springfield, Bridgeport and G. C. Poorman, who have been on the sick list for some time are improving.

Assistant Yard Master Weatherall, of Benwood, has been appointed night yard master at Bridgeport, vice W. E. Johnson, who is now conductor in the pool.

Ode Corcoran, train dispatcher, reports having seen a real bull fight in Mexico.

R. E. Parkinson has been appointed agent at Mannington, W. Va., vice R. S. Nesbitt, transferred.

James Noffsinger has been appointed relief agent, vice J. H. Keller, transferred.

Engineman George Swisher of the Fairmont-Grafton local who got his foot badly mashed some time ago, while assisting the local crew to unload a heavy piece of machinery, is able for duty again.

A part of our February items split the switch and ran in on the Monongah Division.

The company has spent large sums of money, as well as time and labor, for the prevention of accidents. All its employes are asked to assist in the work by using constant care to prevent accidents to themselves and others. Cultivate the safety habit. More accidents are due to defective employes than to defective equipment. Especially is this true with beginners; a vast number of accidents could be eliminated if foremen would give the new man a little schooling in his line of duty and point out to him the many ways in which he might become injured or injure his fellow employes. The conductor and engineman also cannot be too careful in instructing the new brakeman or fireman as to the many duties and responsibilities that go with train service.

A brakeman, who is now an extra conductor, has just related his first experience on the Wheeling Division; he had been employed as brakeman on another road before coming here, and consequently knew something about the duties of a brakeman. After making the required number of trips over the division he was sent out on duty. The conductor expressed satisfaction in the new man's work till he found that this was his first trip on duty. He immediately flew into a rage, saying, "If I had known that, I wouldn't have come out with you. I hope you'll never get on with me again." This outburst of indignation somewhat ruffled the brakeman and he retorted that if he had known before starting that he was coming out with that kind of a conductor, he would not have done so.

On the front end it was entirely different. The engineman took pleasure as well as pains in instructing him

as to his duties and the location of low bridges, tunnels, etc. First impressions are said to be lasting ones. It is needless to say that this brakeman retains a brotherly feeling toward the engineman and finds no task that he may set for him too great. We frequently hear some one spoken of as making a good man. The older men that taught him are not slow to let it be known. But let a "no-account" spring up, and who claims the honor of his tutorship?

February 19, the division safety committee, accompanied by John Hair of the general safety committee, visited the National Tube-Riverside Mills at Benwood; Dr. B. G. Byrne of the mills and Superintendent S. K. Dunkle of the Terminals met the committee at the train and took evident pleasure in piloting us through the entire plant. Vessels of molten lava hurried from furnace to furnace by the dinkey engines, troughs filled with the same hot fluid, streaming from furnace to molds, long sheets of flaming steel and iron darting here and there, in many cases without any visible means of propulsion, the screeching whistle of the dinkey engines, the buzz of the saws and pounding of the giant hammers mingled with the whirr and rumble of the massive machinery—it was wonderful to see and hear.

Crude ore comes out in finished form in the shape of tubing, billets, pigs, and, for all I know, the whole hog. One could not well go through this plant without thinking of the lower regions, except that there were no signs of brimstone or of any one being in torment.

Best of all, the dangerous places are well guarded with safety appliances which make it almost impossible for employes to get injured. Danger signs are conspicuous in all danger zones, the index finger pointing out the location of dangerous parts that cannot be covered.

HOLLOWAY

Machinist Jackson Grannon was called to Columbus by the death of his aged mother.

John Ray, chief caller, has a smile that won't dry on the face. There's a reason; it's a boy. Mother and child doing well.

Machinist H. C. Hooven, now on the sick list, is improving.

Mrs. D. K. Hull, wife of the general foreman, and Mrs. E. E. Hooven, wife of the roundhouse foreman, with their children are visiting and shopping in Newark, Ohio. Miss Pearl Hooven has returned, with her aunt Mrs. H. C. Hooven.

Machinist P. V. Bannan and wife are in Newark.

Wreckmaster Largent has been visiting in Columbus. It is rumored that Mr. Largent is growing tired of single blessedness.

We regret to chronicle the death of the infant son of Mr. and Mrs. William Coates. Mr. Coates is engineman on 2294.

John Tarbett, shop carpenter, was called to Cleveland recently by the serious illness of his daughter.

R. W. Burns, our general yard master, was the lucky man at the Pythian Sisters' Supper and Organ Raffle at the K. of P. Hall. He is thinking of placing his prize in the switchmen's shanty to cheer the Hump Riders.

The following railroaders from Holloway took an active part in the inauguration ceremonies at Washington: C. K. Burson, assistant shop clerk; E. H. Meekstroth, car foreman; F. S. Cappel, coal billing clerk; and P. A. Hamilton, chief clerk to storekeeper.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A. Secretary
Parkersburg

Traveling Auditor F. E. Eubank and his new wife are on their way home from Cuba where they spent the honeymoon.

J. D. Burk, storekeeper, who recently underwent an operation for appendicitis is reported to be improving.

W. G. Layman, night yard master at Parkersburg has recovered from his injury.

R. D. Webb, conductor, is off duty on account of illness.

Brakeman A. G. Smith and wife are visiting relatives and friends at McKeesport, Pa.

A very successful "Safety Meeting" was held in the Y. M. C. A. at Parkersburg Sunday afternoon, March 9. About six hundred men and women were present. The address was delivered by Claim Agent C. W. Egan. A splendid orchestra led by Will Bryan, son of the superintendent, rendered good music. Cecil Freed, a fine tenor singer, employed in the superintendent's office, sang a solo which he had composed himself, both words and music, entitled "Safety First." It was very well received.

P. Cunningham, yard brakeman, is off duty on account of illness.

C. Beaty, engineer, who has been on Monongah for the past year, has returned to the Ohio River yards and has taken day yard engine.

J. O. Boyd, engineer, who was injured last December, is improving.

N. G. Cologne, engineer, is in New York, sight-seeing.

W. V. Burke, assistant baggagemaster is planning to build a home in the near future.

N. G. Tenant has been appointed agent at Willow Island.

H. Parker, agent at Belleville is ill.

Captains Page, Paden and Roush attended the inauguration.

Fireman R. Roush is the proud father of a bouncing boy, born in February. Congratulations.

T. B. Hutchinson, day caller, has returned from Elizabeth, where he has been visiting relatives.

Engineer "Dutch" Bachman and Conductor "Jimmy" DeVal have returned from the East where they have been on an extended business and pleasure trip, which included the inauguration at Washington.

A grill car has been put in service on trains 704 and 723 between Parkersburg and Pittsburgh.

Engineer A. M. Sayer of Ripley is spending a few days with friends in Parkersburg.

E. R. Hallen has been assigned to duty as passenger brakeman on trains 711 and 712 between Spencer and New Martinsville.

E. L. Taylor, agent at Hartford, is off duty on account of the serious illness of his son, who has pneumonia.

J. W. Dugan, crossing watchman is ill.

Grant Uhl, one of the oldest car builders employed on the Ohio River Division, lost the fingers of his right hand, trying to lift a block of wood out of the frame of a circular saw while it was in motion.

Brakeman C. G. Seaman is ill.

W. M. Kirkbride, yard engineer, had a rib fractured, a few days ago, when the reverse bar on his engine struck him.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, Office of Chief Clerk, Connellsville

Since the last issue of the Magazine, cigars have been plentiful at Smithfield and it will not be necessary to deadhead so many men to that point in the future, owing to recent births at that point. Born to Fireman and Mrs. F. G. Stuck a boy; to Brakeman and Mrs. Fleming Fields, a boy; and last, but not least, to Fireman and Mrs. C. R. Hoon, twins, both boys.

Brakeman Sylvester Wilson has been confined to his home at Smithfield, Pa., with rheumatism.

Fireman L. Fee, of Smithfield, Pa., is off duty on account of sickness.

Friends of Mrs. J. W. Riffle, wife of the operator, of Smithfield, Pa., who underwent an operation at the Allegheny Hospital, will be pleased to learn that she has returned to her home very much improved.

Born to Mr. and Mrs. B. S. Rush, on January 25th, a baby girl. Mr. Rush is agent at Garrett, Pa.

Engineer J. H. Strong of Rockwood, Pa., attended the funeral at Dickerson Run, of his cousin, Ernest Burton, a P. & L. E. freight conductor.

Engineer R. A. Kirkpatrick, of Holsopple, Pa., with his family, has been visiting his brother at Rockwood, Pa.

The wife and daughter of Engineer J. H. Bittner, of Connellsville, have returned from a visit with relatives at Rockwood, Pa.

B. H. Miller, assistant road foreman of engines at Rockwood, Pa., will move his family from Connellsville to that point.

Engineer C. E. Randall and Brakeman E. S. Gaither of Uniontown, Pa., have been off duty, through illness.

Brakeman W. L. Solomon of Uniontown, Pa., was called to Carmichaels recently, owing to the illness of his uncle.

On February 24th, G. A. Pigman of Pittsburgh and Miss Bertha Grace Haines of Connellsville, were united in marriage at Cumberland, Md. Mr. Pigman was formerly chief clerk to division operator at Connellsville. We wish them both happiness.

C. E. Badnall, assistant shop clerk at Connellsville, Pa., is wearing a large smile owing to the arrival of a small baby girl at his home.

A. V. Donnelly, John Irwin and A. J. Faulkner, clerks in the mechanical department at Connellsville, witnessed the inauguration.

Joseph Hartigan, stenographer in the office of the master mechanic at Connellsville, who has been off duty for a considerable length of time with the typhoid fever, is now able to be about again. He has resigned his position at Connellsville to accept a similar position in the

office of the district superintendent of motive power at Pittsburgh, Pa.

William Guthrie, clerk in the office of master mechanic, who has been ill at his home for some time past, is able to resume duty.

E. W. Mitchell, labor distribution clerk, of the mechanical department at Connellsville, has been promoted to the position of timekeeper in the office of the master mechanic. R. B. Spackman, formerly fuel clerk, takes his place. John Hall, from the scale office at Connellsville will be fuel clerk.

We are pleased to announce the marriage of Charles E. Stoops, stenographer for the road foreman of engines at Connellsville, to Miss Elizabeth Burke of this place. Cupid is doing a thriving business among the stenographers in this section.

George W. Scott, shop clerk at Connellsville, has returned from a visit with friends and relatives in Baltimore, Md.

Miss Florence Cummings, second trick operator at Uniontown, Pa., has returned to duty after an absence of a few weeks spent with friends and relatives near Confluence, Pa. She was relieved by Operator R. H. Brewer.

Mrs. L. M. Keck, wife of the assistant train master at Uniontown, Pa., was visiting in Pittsburgh recently, with her two children.

Born to Mr. and Mrs. W. M. Eicholtz, February 17th, a charming baby girl. Mr. Eicholtz is first trick operator at Uniontown, Pa.

JOHNSTOWN, PA.

Otto C. Emerick, baggagemaster at Johnstown, Pa., recently purchased a home at that point which he will occupy on April 1st. A. L. Sweitzer, freight house foreman, has built a double house on Cooper Avenue, Johnstown, Pa. Both properties were purchased through the Baltimore & Ohio Savings and Loan Department. The easy terms by which an employe can secure a loan to buy or build a home appeals to a number of employes at this station, as there are several contemplating loans in the near future.

E. P. Mauk, car service clerk, visited his parents at Freedom, Pa., recently.

James Neilson, car service clerk, was in Pittsburgh recently.

Agent J. T. Griffin has in his possession a copy of timetable No. 1 of the Parkersburg, W. Va., Branch, in book form, size 3x6 inches, with gold lettering on the face, dated May 17th, 1868, signed by John L. Wilson, master of transportation. Instead of being numbered as in the present day timetables, the trains are classified as "Fast Line," east and west, "Mail," east and west, "Tonnage" and "Stock" trains, etc. The rules printed therein, while not very numerous, are very concise.

A TRIP OVER THE MOUNTAINS

CALVIN P. ZUFALL

Late Engineer, Connellsville Division

We leave Cumberland, going west,
Doing with might and main our best,
With a huge iron monster, powerful and tall,
Sixty steel "battleships" to haul.

First to Viaduct we set out,
Where the "Snakies" take their route.
Eckhart Junction next we see
And the branching C. & P.

Mt. Savage Junction we'll not spurn,
Where C. & P. takes another turn.
Past Ellerslie, old state line, we leap,
And on to Cooks Mills we quietly creep.

Next comes Hyndman, a noted town,
With Hoblitzell two miles further down.
From Williams, a dreary looking place,
To Welsh we go, at a very slow pace.

Fairhope is lying between the hills;
Southampton, among the rippling rills,
Glencoe follows in our rhyme;
From there to Philson takes but little time.

Mance comes next, we can't go wrong;
And on to Manila—it won't take long,
Through Sand Patch tunnel we must go,
To get to Sand Patch is our only show.

Then comes Keystone, where they make brick,
And Glade City farther down the "erick."
Into Meyersdale next we roll,
And Salisbury Junction noted for coal.

Garrett comes next to keep in mind,
Your transfer here to Berlin you find.
Then McSpadden we must not forget,
To get to Stotler's, we must pass it yet.

Now comes Rockwood, a booming town,
"All out for Johnstown," of great renown.
Casselman lies below Middle "Crick";
And Markleton, where they cure the sick.

Pinkerton comes—a queer old name,
And then Fort Hill of ancient fame.
At Brooks we have not long to rest;
Take the old route when going west.

Ursina we pass, down hill we ride
To Confluence, where they tan the hide.
Here you transfer to the C. & O.
When to Friendsville or Kendall you would go.

From Confluence to Bidwell we call a flat,
Sipes and Saltspring Bottom west of that.
From "HK" Tower the downgrade hauls
The heavy train to Ohio Pyle Falls.

Jim Run comes next and then Bear Run;
In the club house the Masons have their fun.
Yough comes along, with an Indian name;
Of Stewarton we'll not make game.

Through Rock Cut and Wortman Run we trace
The road to Indian Creek, ill-fated place.
Then to Yowlers, Joyces and Bluestone we run,
And into Greene Junction, our trip almost done.

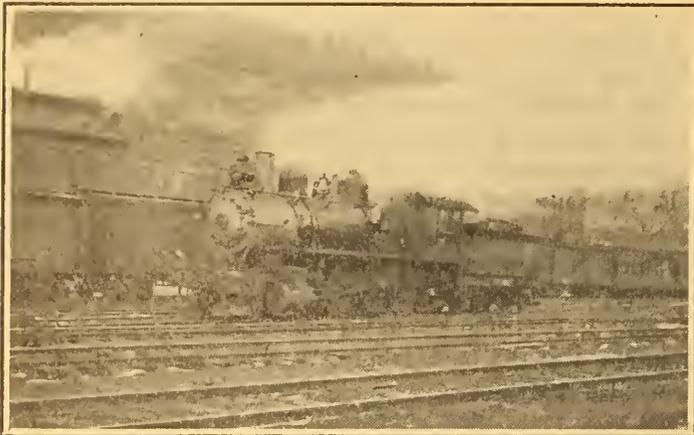
Here you transfer to the F. M. & P.,
When Uniontown or Fairmont you wish to see.
"Gibson Junction," the captain cries out;
"Next stop Connellsville," the end of our route.

I've given you a list of the many stops
Between Cumberland and Connellsville shops;
So you can see what the trainmen do
When they take a train all the way through.

The suggestion is made that space in the magazine be given to the discussion of rules governing the sale of tickets, to enable agents and clerks to retain the patronage of the traveling public through their ability to furnish information more intelligently.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, Chief Clerk, Pittsburgh



PITTSBURGH YARD ENGINE 1525

PITTSBURGH

Operator H. N. Landymore of the central telegraph office, Pittsburgh, has given up his residence at Hazelwood and moved his family to West Newton.

Operator C. A. Capehart, of Bessemer, on furlough for his health, is now at Riverside, Cal., being relieved by Operator C. H. McElhinney.

R. J. Carrier, formerly operator at Wheeling Junction, has left the telegraph department and is now with Frank Bryne, claim department, Pittsburgh, being relieved by J. B. Moon.

Operator S. J. Harper, Demmler tower, has left the service.

Ben Williams, operator at MK Tower, McKeesport, recently made a flying trip to his home in Canada.

Agent J. W. Hancock, of Taylorstown, has applied for a furlough and will shortly leave for California.

Operator Charles Risherberger, Schenley Tower, is in California for his health, relieved by J. V. Young.

Operator E. A. Toulon, of Demmler, is planning an extended trip through the West.

Operator R. E. Fulwider has been sent to Butler as operator while Extra Dispatcher T. L. Swisher relieves the regular dispatchers for their days over the road. Mr. Fulwider's place will be taken by Operator H. C. Rison, Laughlin Junction.

J. A. Woofter, agent at Foxburg, has gone West for his health.

Passenger Conductor James Tonks, of the Northern District, has resumed duty.

KANE, PA.

Conductor T. W. Gary, of the Kane work train, who has been off with a lame back, is improving rapidly.

Switch lights have been placed in upper and lower yards, making them much safer.

Passenger Conductor James Tonks of the Northern District has resumed duty after an attack of La Grippe. Extra Conductor Mattern relieved him.

Mrs. George Wingard, wife of the fireman, recently presented him with a fine baby girl.

Operator Wright, third trick at Clarion Junction, had his left hand seriously injured while handling a dynamite cap; he was very fortunate in not losing the member.

Passenger Conductor F. X. Jarvis, of trains Nos. 158 and 159 who has been visiting his family at Kane, has returned to duty. Frank says he is going to move them to the wilds of Clarion Junction this summer.

Agent V. C. Smith, Tylersburg, was off recently, visiting friends in Chicora, being relieved by Relief Agent Stoops.

The following bulletin is posted in Demmler, Pa.:

TO EVERYBODY:

"Whether an employe or not, good or bad, friend or enemy, millionaire or tramp, always keep in mind that Safety comes *First*. Teach other fellow-workmen, who have not the understanding you have, how to go about their work; and by doing this you will brighten their ideas and within a short time you will see what a change has been made in the performance of their duties by your courteous dealings with them. Your friendly ways to them will turn work into pleasure, bringing better results than working in an unfriendly way.

There is so much good in the worst of us
And so much bad in the best of us,
That it ill behooves any of us
To find fault with the rest of us.

"This sentence, when diagrammed and thoroughly thought over, contains worthy information to achieve

success. Now let us all join together and avoid accidents. *It can be done* if the proper attention is given and the two words, *Safety First*, kept in mind. In the month of January, 1912, 23 employes were killed and in January of

this year 9 were killed, which figures a difference of 14. This is encouraging and *we know* we can in the near future make it read 'O.' "

Miss Lois Williams, stenographer in the freight office at Butler, Pa., is an ardent supporter of woman suffrage, and has done her part to enlighten the boys in the office.

Engineer W. J. Heberburg is happy over the arrival of an eight-pound baby boy. Congratulations, Bill.

The stork visited on the same day, February 5th, the homes of Brakemen J. N. Reynolds and Jacob Holt and left a girl for one and a boy for the other.

Engineman J. J. Kamp has just returned from a visit at Cleveland, Ohio.

D. S. Thomas, freight brakeman, and Miss Garnett Gibson were married on February 19th.

On the same day, Brakeman J. M. Battvel took unto himself a wife, Miss Mary McCullough of Tarentown, Pa. A prosperous future to them.

GLENWOOD, PA.

Here is a photograph of former engineer R. S. Gore, who has been in the service since 1884 and was at one time supervisor of engines and trains on W. & P. District. Although retired, Mr. Gore still is much interested in rail-



ENGINEER R. S. GORE

SAFETY FIRST

road work, as well as in all other questions of the day, making daily visits to the shops and spending much of his time in reading and observing everything in connection with the railroad; also occasionally relating interesting stories of "The good old days."

Engineman E. R. Shupe and wife are wintering at Fort Meyer, Fla. His run (Duquesne Limited) is being handled by John Carruthers, extra passenger engineer.

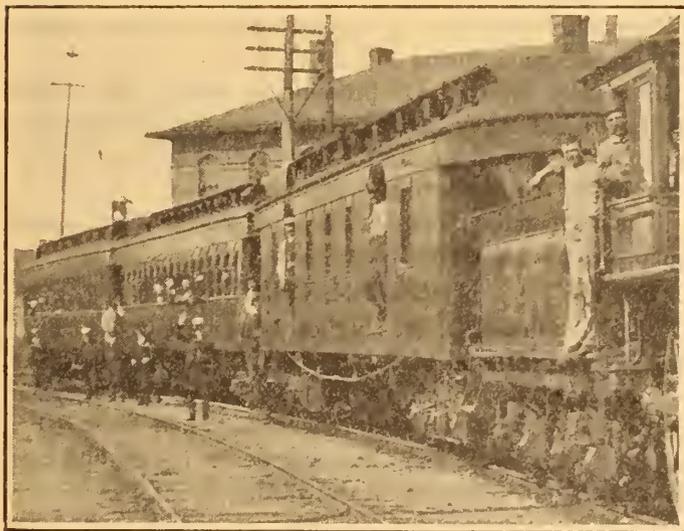
John Howe, boiler maker foreman, has been promoted to general boiler maker foreman, Pittsburgh System.

Fireman M. D. Mason desires to express his sincere thanks and appreciation to all who kindly assisted him during his recent misfortune; especially does he wish to thank the Glenwood Shop Volunteer Fire Department for their efficient service under the direction of Lieutenant James Shuck.

Engineman S. W. Beal has returned to service after burying his father. Our sympathy is extended to Mr. Beal.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark



TAYLOR SPENCE'S TRAIN, NEWARK

The picture of "Taylor Spence's Train," here printed was taken twenty-five years ago. The crew consisted of Engineer John B. Gorby (recently retired on pension), Fireman Jones, Conductor Taylor Spence (retired on pension), Train Baggage man Jefferson Hanna (retired on pension), Brakeman John Hamilton and Express Messenger William Morrison. The photograph was taken at Newark, O., and Conductor Spence is giving the signal to proceed. This conductor was referred to in an article on loyalty, printed in November, as an example of the kind of employe whose helpfulness to passengers brings goodwill and increased traffic to the road.

Employes of shops who received card passes for 1913 wish to thank the management for them, through the columns of this magazine.

On February 14th, the wife of Machinist Clyde C. Hupp of the erecting shop presented him with a ten-pound baby girl, a valentine that was very much appreciated.

John Hair of the general safety committee on his recent visit to Newark Shops, found that a great many new safety devices had been applied since his last visit.



GEORGE BURD



MRS. GEORGE BURD

We herewith present a likeness of George Burd and his wife. Mr. Burd is the efficient section foreman of the C. & N. Division at Newark, Ohio, who has been in the employ of the company thirty-five years. In that time he had been strictly in accord with the safety movement, never having had an accident from negligence. Mr. Burd has a host of friends who wish him a continued career of success and usefulness.

Machinist William H. Glaunsinger has returned to work after several weeks of illness.

John Stockmaster, whose jaw was injured by a blow from a piston rod, is again on duty. The employes of the lower machine shop are all pleased to see Mr. Stockmaster at work, keeping the shop in a clean condition.

Charles T. Buckingham, the assistant foreman of the lower machine shop is off duty, suffering with rheumatism. His many friends wish him a speedy recovery.

Newark Division Safety Committeemen Arnold and Strickenberg, representing trainmen and station agents respectively, were recent visitors to Newark Shops. These gentlemen made a close inspection of the many safety devices placed on machinery, and said it would be well for any one who doubts the genuineness of the safety movement to visit the shops and be convinced. We feel gratified that our work along these lines is receiving a boost from committeemen representing other branches of the service.

Yard Engineer Floyd takes a great deal of pride in keeping his engine in good working condition at all times, doing considerable mechanical work upon it. The engine's number can be read any time without a micro-



FLOYD'S YARD ENGINE

scope. Mr. Floyd was employed as fireman in 1891, promoted in 1899, and has a clear record. Floyd is the center man in the group.

ZANESVILLE, OHIO

Mrs. J. I. Parsons, wife of the foreman in the stores department, was operated on for a tumor at the hospital. We hope for her speedy recovery.

Frank Gabele, of the paint department, is extending the glad hand to the boys on account of the arrival of a valentine on February 14th. It was a boy and weighed ten pounds.

Mrs. Elwood Adams, wife of a machine shop hand, has been taking treatment at the Good Samaritan Hospital.

Charles S. Prosser, of the office force, spent Sunday in Columbus.

Fred S. Pearse, of the office force, sprung a surprise on his many friends by entering his name in the Matrimonial Bureau Ledger. He was married to Miss Minnie Phillips on February 12th, by the Rev. Holden at the bride's home on Dryden Road. After the wedding trip, they will be at home on 8th street. Here's wishing them many long, prosperous and happy years.

O. F. Stoneburner, has been transferred from the passenger to the freight department, as piece work inspector.

D. P. Luby, of the freight department, is at his post after being off several weeks with a badly injured foot.

Leo Yaest, of the stores department, spent a few days at Akron, O., visiting a friend.

H. W. Booth, of the office force, has been placed on the petit jury of Muskingum county for the spring term.

J. F. Houser, of the night roundhouse force, is off duty, having injured his right foot.

L. E. Greer, of the blacksmith shop, spent Sunday with his parents at Malta, Ohio.

G. S. Barrick, of the planing mill, has recovered from a two weeks' siege of tonsillitis.

F. E. Haney, of the machine shop, whose foot was injured, is able for duty.

W. T. Davis, has been transferred from Huntington, W. Va., to this station as assistant freight car foreman.

Mrs. Anthony Factor, wife of the tinner, is ill in the Good Samaritan Hospital.

Frank Hammond, former conductor on the shop yard engine at this point, has been transferred to Newark, O., to serve as road brakeman.

H. G. Wallace, fireman in the Marietta Yard, is enjoying himself in the sunny South. He expects to return to duty in about two months.

Albert Zinsmeister, of the M. of W. department, is seriously ill at his home. All the boys hope for his speedy recovery.

C. E. Craig, of the saw shop, greeted his many friends, the other day, with the pleasant news of his marriage to Miss Fogel.

Pickup Conductor Atherton has been off duty for a few days. Conductor Whitford has been handling the bills.

Engineer Roderick has been off duty for a few days.

The employes of the B. & O., Pennsylvania and Erie roads have given Captain C. W. Linn, whose retirement from the W. and I. Bureau, was mentioned last month, a leather rocker, as a token of esteem. The Captain says that he will have time for rocking now, and as he and his

wife had only one such chair, the new one will save family jars.

MANSFIELD, OHIO

C. B. Sipes, the new traveling freight agent, has been visiting the L-E Branch.

E. N. Kendall, D. F. A., Columbus, Ohio, has been visiting the city.

Superintendent C. W. Gorsuch was in town lately.

SANDUSKY, OHIO

When the burden of life I am called to lay down,

I hope I may die in Ohio.

I never could ask a more glorious crown

Than one of the sod of Ohio.

And when the last trump makes the land and the sea

And the tombs of the earth set their prisoners free,

You may all go aloft, if you choose, but for me,

I think I'll just stay in Ohio.

Frank Cooper, district passenger agent, of Columbus, Ohio, was calling on Sandusky friends recently.

Traveling Auditor Pollack, has checked up the passenger station in favor of Norman K. Olemacher, the new ticket agent.

C. T. Wight, division freight agent, of Fostoria, recently visited in Sandusky.

Traveling auditor G. L. Jones, checked up the freight station accounts during January.

Sandusky enjoyed its prominence before the nation owing to The Perry Centennial Commission meeting here in January. In the plans for the Centennial, the week of September 7th has been allotted to Sandusky.

The ice men are feeling much happier over the late cold snap, when ice was five inches thick.

NEWARK, OHIO

Yard Conductor J. W. Hughes, better known as "Bo," has been transferred to the North Lead—better hours.

Ben Varner, one of our oldest yard clerks, resigned recently. It was rumored that Benny had accepted a position with Uncle Sam, but now we see his smiling face among the air inspectors in the yard.

F. W. Montgomery and Charles Rittenhouse, have been appointed assistant yard masters. Both men are hustlers.

L. J. Savey, location clerk, is taking the place of General Time Keeper Sachs, while Mr. Sachs is in Baltimore. Mr. Daly knows where to get a good man when one is required.

J. L. Montgomery, our oldest yard conductor, is slowly improving after a serious all-winter illness.

M. E. Davis, yard engineer, has resumed duty after being on the sick list for three weeks. It is the general belief of the men that his engine, 1528, was sympathetic, as she did not do the good work for any one else that she does for M. E.

C. D. Callentine, yard conductor, had the misfortune to lose his wife in January. Mr. Callentine has the sympathy of all.

C. A. Varner, night assistant yard master, has been transferred to day duty. Charles is a good bit of an owl, but expects to learn to see in daylight.

Harry Kale, who had the misfortune to lose his left leg at Wilmington, is improving, at the Protestant Hospital, Columbus, O.

William Trimble, yard brakeman, is wearing the big smile over a ten pound boy. Mother and child are doing well.



CAR REPAIRMEN AT PAINESVILLE, OHIO

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*, New Castle

This picture shows the car repair forces at Painesville, Ohio, rallied around their motto for the year 1913, which motto they are going to keep in mind for the rest of their lives. No. 1 is H. A. Geldbaugh, general car foreman; No. 2 is T. J. Rafferty, assistant car foreman and safety committeeman; No. 3 is E. W. Schorndorfer, engine house foreman; No. 4 is Robert G. Goff, shop clerk; and No. 5 is W. H. Connor, storekeeper. The others are loyal employes and are in the "Safety First" movement to the last ditch. Geldbaugh and Rafferty, in particular, have the safety bug right.

F. W. Andrus, chief clerk in the stores department at Painesville, twelve years in the service, has taken a position in the county auditor's office. He has the good wishes of his co-employes at Painesville. His position as chief clerk has been taken by Charles F. Cannon.

Peter McManus, conductor, is back on the job after spending a couple of weeks in his Florida orange grove.

The new electric sign placed on the B. & O. passenger station at Painesville shows up well at night.

T. J. Kelley, flagman for Conductor Guthrie on the Akron "Buck" has returned to duty, having been off on account of a broken arm.

Assistant Train Master Yohe, who has been ill for a week or so with a bad attack of quinsy is again on the job.

The people at Chicago Junction are all "stuck up" about the picture of the Ladies' Band of that place being in the magazine, and they have the right to be. While Chicago Junction is on the Chicago Division, still it is the western terminal of the New Castle Division, and we are going to keep a fatherly eye on it as a number of New Castle Division men live there.

In sending the picture of engine 1292, we unfortunately omitted to state that the fireman, Verne Bryson, had a

hand in making her the cleanest engine on this division. We know that there are two sides to an engine, and that the New Castle Division firemen are always busy with their waste when not heaving the black diamonds. All honor to the firemen; what should we do without them. We understand on pretty good authority that a few engine crews are after 1292 and we of course will be glad to recognize every "cleanest" engine on the division. Come on, boys, and get your picture in the best magazine of its kind on the globe.

Harry Watson, the busy switch tender at New Castle Junction, is sporting two dandy badges. One is his "Safety" button, and the other is a gold button presented to him by the Brotherhood of Railroad Trainmen, showing him to have been a member of that organization for twenty-five years. Harry has been in the service of the B. & O. for over twenty-seven years and the busy little bee is a drone compared with him.

Richard N. Foltz, chief clerk to the train master, visited in Cleveland the other Sunday. "Red" Crill's turn is next. Wonder what is so attractive in Cleveland?

We have wondered for some time what possessed Barney McDowell, clerk to chief dispatcher, to take the P. & L. E. train every Saturday night and go to Wampum instead of going home.

CLEVELAND DIVISION

Correspondents, W. T. LECHLIDER *Superintendent*, Cleveland
C. H. LEE, *Dispatcher*, Cleveland

On February 20th, a gold watch, chain and charm, were presented to J. T. Johnson, for many years superintendent at Cleveland, now general agent of the Cleveland and Akron territory. The watch strikes the hour, quarter and minute. The inside cover is appropriately engraved with an expression of "loving appreciation of his sterling friendship and impartial administration." The funds were

obtained from voluntary contributions from employes in all branches of service on the Cleveland Division. Superintendent Lechliden said that he knew the feeling towards Mr. Johnson was not local to the Cleveland Division but extended to the other divisions and to headquarters. C. A. Witzel, supervisor of transportation, delivered the presentation speech. "Usually," said Mr. Witzel, "such matters are left undone to a later time, when the ears cannot hear. In this case we determined to alter the rule and say now what we have to say, so that what comfort you may derive may be yours to enjoy so long as you live. Pleasure comes by flashes, while happiness is a steady glow and it is the latter we hope may be yours for many years to come.

"It is our belief that this great company of ours never had in its employ a man more loyal or one who subordinated every personal interest to that of the company more than yourself.



J. T. JOHNSON

"We know that your corrections and admonitions were those of a father to his children, actuated, first by the sense of loyalty, sturdy, rugged and unflinching, coupled with the desire to have 'our division' foremost in all respects and your boys equal to the best or even a little better. This fact, known to most of us when rebuked (and I have had my full share, thank you) caused us to

accept the corrections without any feeling of rancor and I know also that you held none.

"I have upon more than one occasion, when called upon to dismiss a man, sent him to you instead, if in my judgment the error was not one of the heart. The result was always the same, a rebuke, some good advice with the order to return to duty. It gives me pleasure to say that in some cases we retained in our employ men now looked upon as some of our best.

"Your interest in and work for the company suggests the words of Phillips Brooks, who said, 'Pray not for easy lives, nor for tasks equal to your powers, but for powers equal to your tasks.' I think he must have had a man like you in mind when he wrote those words."

Mr. Johnson replied feelingly, expressing his thanks to all and promising to wear the watch while he lives, which we hope will be many years.

On the evening of February 20th, the general safety committee and the Cleveland Division safety committee held a public meeting in the Brotherhood of Locomotive Engineers' Auditorium, a thousand persons being present. The speakers were: W. T. Lechliden, Chairman; J. W. Coon; W. J. Lee, President, Brotherhood of Railroad Trainmen; C. W. Egan; Major Pangborn; G. W. Sturmer; D. F. Furd, traffic commissioner, Cleveland Chamber of Commerce. President Lee, speaking for the Trainmen gave the unqualified endorsement of his brotherhood to the safety campaign. He claimed that the movement had its origin in the ranks of his organization twenty-five

years ago, when the safety appliance act became a law and automatic couplers were placed on freight cars. He said that every railroad employe should consider it his duty to make conditions of employment as safe as possible for himself and for his fellow workmen. The insurance feature of the Brotherhood of Railroad Trainmen indemnified its members to the amount of \$2,000,000 in 1911, for deaths and injuries; in 1912, the indemnities increased to \$2,250,000. The Brotherhood has a membership of 125,000 men.

Mr. Lee declared emphatically that the safety cause had no motive behind it other than the saving and conservation of lives, the general improvement of conditions and the consequent elevation of society. Mr. Lee added that certain employes were always ready to take exception to any instructions issued by the superintendent or some one else in authority, not because there was anything wrong with the instructions but simply because the company gave them. "I was one of them," confessed the speaker. But he said that attitude was changing and that most employes now realized that they could get the best results by working in harmony with their employers.

J. G. Tope, third trick operator at Canal Dover, who has been ill for several weeks has returned to duty. C. E. Robinson "subbed" for Mr. Tope.

S. B. Shafer, first trick operator at Goshen, plans a trip West for the benefit of his health.

O. D. Sale, chief clerk, M. of W. department, attended the meeting of maintenance of way clerks in Baltimore.

Operator F. H. Mowrey, known as "MO" has taken a short vacation from his duties in "CS."

Engineer "Jakey" Carr, has been running Highballs 90 and 93 and showing the other fellows how to do it.

Operator "Sunny Jim" Shanks and "Strike-Out" Baul have exchanged tricks at Lorain.

Trainmaster J. B. White and family, have returned from their vacation in the East.

Ground has been broken for the construction of a large steel and iron plant along our right-of-way in Cleveland Yard.

E. M. Heaton, division operator, has assigned J. H. Spence to second trick, South Park.

Conductor McCutcheon has returned to duty on Trains 3 and 8, after a short vacation, and Conductor "Bill" Mentzer is again chasing cars around Newburg.

J. D. Fahy, from the Monongah Division, spent a few days visiting his father, chief dispatcher at Cleveland.

F. J. Batchelder, division engineer, has returned from his vacation in Chicago and the East.

Conductor "Cherry Bill" Osborne, says that when Herr Eddy is running train No. 15 and you give him a signal to go, you want to hang on to your hat and make for the step—he's gone.

Superintendent J. F. Keegan, of the Monongah Division, visited his parents and old friends at Cleveland over Washington's Birthday.

Superintendent Lechliden gave Conductor A. R. Spring, running in the pool out of Lorain, a standard copper-plated B. & O. lantern, with name plate, as a token of appreciation for the cleanly manner in which he keeps the interior of his caboose car.

LORAIN, OHIO

It was indeed unfortunate that two of our men should have received such bad injuries during the month. Conductor C. M. Wait slipped on ice while crossing from one side of a car to the other, fell beneath the wheels and lost his leg. Brakeman W. C. Gibson had his foot badly mashed pushing the coupler over with it.

All the men are looking forward with pleasure to the opening of the Lake trade at this point, with the hopes that it will be the means of building a "fence" between

Holloway and Chicago Junction for them. The work has been heavy out of Chicago Junction and the fellows living at Lorain only get home about once in a week or two.

At Akron Union Station, one of these, Conductor Stang walked up and asked the correspondent in a most woe-begone voice, if he would not buy him something to eat. He certainly looked as if he needed financial assistance for he had a week's growth of beard, greasy, dusty clothes, an old hat pulled down over his eyes, and a stogie (one of his well-known brand that looks like a chrysanthemum

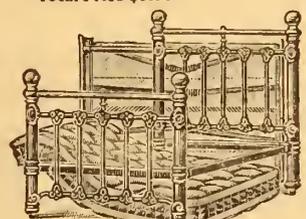
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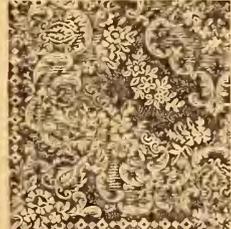


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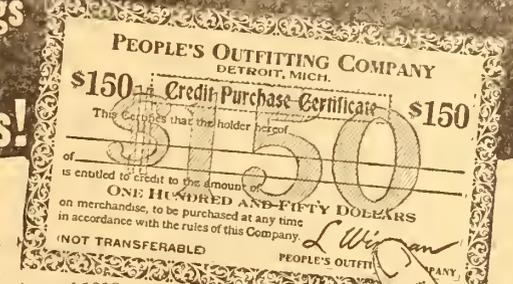
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on the end) stuck in his mouth and a bundle under his arm. The young man behind the counter, hearing the conversation and getting a glimpse of "Dutch," took him for a tramp and threatened to have him arrested, till the truth was told. Conductor Stang is only one of many of our men who have put in some hard knocks this winter and done it without a grumble, taking conditions as they find them and at all times performing their duty willingly and cheerfully. It is a pleasure to come in contact with men of this kind.

The safety meeting held at Cleveland, was enjoyed by about 200 of our Lorain boys and their families, in addition to 80 odd more from the National Tube Co., and points along the line. They went over and returned by special train which was run by our superintendent. The men saw pictures which recalled many foolish things they had done, not fully realizing the danger. Many of them have openly said "Never Again" and it is gratifying to learn that the affair has been productive of real good. Let's get together boys and have another meeting along the same lines.

We extend our thanks to Mr. Lechliden for furnishing us yard engine 1695, fresh from Mount Clare shop. Good results are being obtained from the engine every day and night, and, Mr. Chief Dispatchers, we beg of you not to make "Just one" trip on the road with this engine as you did with 1696.

Have you seen the card which some consider a "knock" and some a "boost"? It reads like this: "Things are moving so fast nowadays that people who say it can't be done are interrupted by some one doing it." It is not a knock or a boost, it's a fact. Think it over—stop saying "can't."

CHICAGO DIVISION

Correspondent. L. B. Hart, *Engineer*,
Garrett, Ind.

W. J. Duffy, road foreman of engines, Wheeling Division, has been spending some time in Garrett examining firemen for promotion. The increased demand for engineers and other employes on this division is due to the unprecedented freight traffic. On February 9th, 4,013 cars were handled. General Manager Galloway, Engineer Maintenance of Way Stimson and General Superintendent Peck have been inspecting the division.

The new tower and interlocking signals have been put in full service at Babcock and "West End," Chicago Junction. R. W. Brown, C. F. Mases and H. O. Porter are in charge at Babcock, while A. J. Connor, S. W. Savage and John Eyler handle the keys at Chicago Junction.

C. F. (Doc.) Fullmer, A. J. Stickney and Wilber Zimmer are now located in the tower at Keller, west of Tiffin, and Tiffin office is closed.

Charles Murphy, a lineman, whose home was at Fostoria, Ohio, died recently, soon after a fall from a telegraph pole.

William A. Evans, son of Engineer A. Evans, died on February 27th, of Bright's disease, aged twenty-three years. Will learned the machinist trade in the shops at Garrett, afterward joining the U. S. Marines. He was stationed at Mare Island Navy Yard, California. Engineer Evans had lost a son, Archie, in December, 1909, and a daughter in February, 1911. Mr. and Mrs. Evans have the sympathy of the B. & O. employes.

The home of Mr. and Mrs. I. D. Moore, on Randolph St., Garrett, temporarily occupied by Fireman Randolph Snyder and his wife, was partially destroyed by fire on March 2nd. Mr. and Mrs. Moore are spending the winter in California, but we are informed that Mr. Moore's health is not improving as he had hoped it would. Their many friends sympathize with them in their troubles.

Engineer and Mrs. F. W. Creviston returned March 2nd from Minneapolis, where they had been called by the death of Mr. Creviston's mother.

Arthur Gallatin and Thuron Cole, sons of Engineers C. E. Gallatin and L. G. Cole and Paul Jack son of claim adjuster J. D. Jack, attended the inauguration in Washington.

Mrs. J. F. Bowden has taken the children for a few weeks' visit in Washington, D. C.

Mrs. F. M. Garber and children, have been visiting relatives at Keyser, W. Va., and Cumberland, Md.

Engineer A. W. Hayles is on the road to recovery from smallpox.

C. C. Lindorfer, of Garrett, in writing to thank Third Vice-President Thompson for his annual passes, recalls the fact that he entered the service at Garrett in 1875 and has served as engineer continually since 1882.

Conductor W. A. McDowell has taken charge of the Akron local.

Edwin A. Peck, general superintendent of the Pittsburgh Division, has had his authority extended over the Chicago Division.

A new block telegraph office has been opened in the tower at the west end of Chicago Junction yards.

The office of crew dispatcher has been created, with S. C. Rumbaugh as day dispatcher and J. E. Rowan night dispatcher. R. H. Crook succeeds Mr. Rumbaugh as chief clerk to General Yardmaster Hamilton, and Bennie Tomlinson succeeds Mr. Rowan as night clerk.

CHICAGO FREIGHT OFFICE

Tim Lynch, our star third baseman will leave for Englewood for spring training. "Shorty" Lahota our crack first baseman has already left for that point.

H. J. Biehl, otherwise known as "Little Jeff," is leaving us to work for an insurance company.

Miss Marguerite Cline, our cash clerk, is sick at her home at St. Louis Ave. The boys of the office have been sending flowers.

Frank Walling, president of the I. O. B. S. League has left the service to go to Winnepeg.

Irwin Hudgins, the star indoor pitcher, sprained his arm while wrestling with a barrel.

A. E. Kort, the assistant cashier from Pittsburgh, who is with us temporarily, was sick last week. He says there is no place like Pittsburgh.

Rip Van Winkle, otherwise known as T. L. Holton, says he wouldn't go back to Baltimore for a barrel of money. He likes Chicago too well.

Clarence Percival Sweetman, who had charge of the night force, is very much pleased to be back on days, as he says his kids would not let him sleep.

We hear that E. A. Phillips our chief collector is engaged to be married to the telephone operator of the C. B. & Q. exchange. Our best wishes go with you, Chief.

E. Palmquist the clerk from Braddock, Pa., was visiting Mr. Finnegan recently and he says Mr. Finnegan has a great place.

Clyde North has been down with La Grippe.

L. J. Crossley, with his wife and family, is visiting at Barnesville, Ohio.

Barney Henry, of the Auditor of Merchandise Receipts office, is leaving for

Holgate, Ohio, with W. G. Currin to visit friends.

M. Glassman, the West Side light weight will have a "go" with Jake Jakadopyk, the bantam weight from "Little Bohemia", this month.

CHICAGO TERMINAL

Correspondent, H. E. HANSON, *Chief Clerk,*
Chicago

Philip Meininger, chief clerk to the president, has completed his two weeks on the jury.

After an absence of one year H. O. Wertenberg, formerly clerk in the M. of W. Department, has re-entered the service as maintenance clerk in the division engineer's office.

F. J. Eddy and wife spent two weeks in Miami, Fla.

Dr. F. H. Hutchison is the proud father of a twelve-pound boy.

H. Selburg, conductor, who was seriously injured in November, has returned from a visit to his orange and pecan farm in Alabama.

We regret to say that Conductor C. T. Ridge, while attempting to uncouple cars in Whiting Yard, slipped and fell under a car, injuring his left leg so badly that amputation was necessary.

Mrs. J. O'Callahan, wife of chief clerk to master mechanic, is visiting with her parents in Susquehanna, Pa.

Mrs. S. Bloye, wife of the conductor, has returned from Colorado improved in health. She expects to return to the high altitude for a prolonged stay.

John Sheets, chief clerk to the agent at East Chicago, is back at work after an attack of La Grippe.

P. Healy, assistant car foreman at Empire Slip, is celebrating his twenty-fifth marriage anniversary. All of his relatives from St. Paul are here.

Walter Rzyszczymski, car repairer, received painful injuries on February 3rd, while jumping off a gondola car.

February 27th, Ole Houge, carpenter in the elevation department, had his left leg broken at the knee and his left arm lacerated by being struck by a hand car in charge of car repairers.

O. J. Lozo, chief clerk to car accountant, spent a week in Detroit, on business pertaining to his department.

W. J. Dudley, special accountant, called on Auditor Huntington recently.

CINCINNATI

The general safety committee called a meeting at the Y. M. C. A. building, 7th

and Walnut Sts., Cincinnati, February 25th. The terminal safety committee succeeded in filling the hall to its capacity. Many ladies were present.

Baggagemaster J. G. Hoover, running on trains 10 and 11 between Cincinnati and Lima, returned a few days ago, after visiting his daughter at Phoenix, Ariz.

The boys from the Toledo freight office bowled with the team of the Cincinnati freight office, in Covington. Cincinnati boys came out 401 pins ahead. The Cincinnati boys expect to visit Toledo shortly for a return match.

The friends of J. L. Orbison, former superintendent of telegraph, C. H. & D., were sorry to hear of his death. Mr. Orbison was buried on February 22nd, at Spring Grove Cemetery. Several orders and societies, including Masons and Knights of Pythias attended funeral. Mr. Orbison commenced his railroad career on the C. H. & D. as a telegraph operator.

A. B. Hillbrecht, day ticket agent, and his brother J. C. Hillbrecht, night ticket agent at Northside, were called to Chillicothe on account of the serious illness of their mother.

C. L. Brevoort, superintendent terminals B. & O. and C. H. & D., Cincinnati, was compelled to take a trip for his health February 2nd. He returned the latter part of February much improved. He visited friends at Toledo, Detroit and Mt. Clemens, Michigan.

Conductor J. W. Wadsworth, who was injured in a collision at Fairmount on September 16th, has left the hospital and is now able to move around with the aid of crutches and take short walks in the neighborhood.

Switchman J. P. Arters, injured at Kenyon Avenue freight shed, Cincinnati, February 13th, left Seton Hospital, February 27th, for his home on Ninth Street. Arters lost his left hand while coupling cars in the shed. His foot slipped and to keep from falling under moving cars, he caught the draw bar with both hands as the couplers came together.

If, any day in the year, winter or summer, early or late, you were to visit C. H. & D. Yard No. 2 in Cincinnati, you would find there in charge of affairs a man who commands the situation with a hand as active and a mind as clear as they have always been throughout his fifty years' service in this one position. John Eagen, now seventy-three years old, has been in the employ of the C.

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When interviewed, he said, "I was first employed as brakeman on the wood train with Engineer Charles Bigelow. Train loads of wood were hauled from Trenton, Middletown, Poast Town, Carrollton and Carlisle, Ohio, and shipped to Hamilton, Cincinnati and other stations for engine use.

"In 1861 I was made freight delivery clerk in the C. H. & D. freight depot at Cincinnati and remained there until October 1, 1863, when I was appointed to my present position as foreman of the bulk delivery yard, which was the first one built by this railroad for the delivery of carload freight, and was opened for business on the day of my appointment.

"When I first took service with the C. H. & D. there were but four train crews on the road—two passenger and two freight. Freight trains made but a single trip between Cincinnati and Dayton, while the passenger made a round trip daily between these stations. Engineer Seth McGune and Conductor Potter were in charge of one passenger train, and Engineer Green Suthers and Conductor Sanders were in charge of the other. Engines in those days were not numbered. Freight engines were named after stations on the line, *i. e.*, Carthage,



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3
12

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Lockland and Trenton, while passenger engines were named after officers and directors of the Company, *i. e.*, L'Hommedieu, Fosdick, Ellis and Carlisle. The switch engines at Cincinnati Terminal were called 'Tom Thumb' and 'Jenny Lind.' These were very small and would prove a rare curiosity at the present time. No less a curiosity would be a freight train such as pulled into yard No. 2 in 1863, consisting of twenty-five cars, each twenty-four feet long, and 24,000 capacity. This was considered a very heavy train at that time.

"I have personally known every superintendent since my connection with the road. Daniel McLaren



JOHN EAGEN

was succeeded in the early sixties by Lew Williams, who, prior to his appointment, had been conductor of the Cincinnati & Columbus Express. He was the most popular superintendent of the early days, and when he left to accept the superintendency of the Nickel Plate, he carried with him the love and affection of all employes on the system.

"The C. H. & I. or Junction Division of the C. H. & D. was completed to College Corner, Ohio, in 1859, and that was the terminus of that division for several years. Dan Delay was the engineer of 'The Johnny Woods' that ran between Hamilton and College Corner. This engine was returned to Hamilton each night, and in severe weather was placed in an arch built over the main track just in the rear of the present depot where two large old fashioned Cannon stoves fired with wood kept it from freezing."

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AND
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FREIGHT EQUIPMENT
STEEL UNDERFRAMES
ALL TYPES

Railroad Men

Study Traffic

Attract the Favorable Attention of the Men Higher Up

The station agent or operator who wants to rise in the railroad ranks; the freight and traffic department clerks who want to get in the G. F. A. class; the man whose light is hidden under a bushel and who wants to attract the attention of the higher officials, should get busy now and study rate adjustment, tariff-reading, interstate commerce requirements, the new rate systems, and the many other matters necessary to success in this field, which lead to the better paid positions.

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The chief traffic man of your road is on the lookout every day for men who show a superior knowledge of traffic matters. Attract his favorable attention by showing him that you have it.

Many men have some of the knowledge necessary to qualify for bigger positions, but they fail to systematize and collect it and add to it a more complete knowledge.

Hundreds of good men in railroad service are sticking to one spot year after year doing specialized work simply because they lack the all-round knowledge which will complete their traffic education.

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101

who have actually written this course and who will lead you through it step by step are traffic men, railroad experts, men who have spent their lives in traffic work and who are today actively engaged in the traffic business. Any man who can read can master this course as the lessons are short, easy, and progressive. Capitalize your present knowledge. A little training added to what you already know will point the way to the positions higher up.

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Send me your book. I am interested in traffic work.

Name

Occupation

Street and No.

City and State

Mr. Eagen, having been in charge of the bulk delivery yard since it was built, has seen it grow from the delivery of a few cars a day to its present business, when 170 cars a day will be placed for unloading at one time. Produce dealers in Cincinnati have for years made Yard No. 2 the chief point of distribution; but because of the foreman's close and careful attention to the company's interests, records fail to show that the company has ever suffered any loss due to improper delivery.

Mr. Eagen at seventy-three is hale and hearty and has never, during this long period of service, had to remain away from his duties for a day on account of ill health. An athlete in his youth, he has conserved, by a most temperate life, the strength and vigor with which nature so plentifully endowed him. He was married on April 12, 1863, to Miss Anna Mulvey, and they have been blessed with four daughters and three sons, five of whom are living. Mr. Eagen's home life, always a very happy one, has been characterized by the same sunny and even temperament that has pervaded his business life, and if he and his wife continue in the same good health that they now enjoy they will on April 12 of this year celebrate the "Golden Anniversary" of their wedding.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

FLORA, ILL.

W. H. Keller, the active head of the mechanical department, has returned to his headquarters after a month's stay on the C. H. & D. at Moorefield, Indianapolis shops, where he was acting master mechanic, pending the arrival of Richard Pendergast.

Charles Renner has returned after a pleasant visit at his old home in Grafton, W. Va. Charley used to run an engine on the Monongah Division, but gave up the throttle to make good at the mechanical trade.

E. H. Robinson, boilermaker, recently suffered a bad injury to his left eye while at work in the shops, and has gone to the Vincennes hospital.

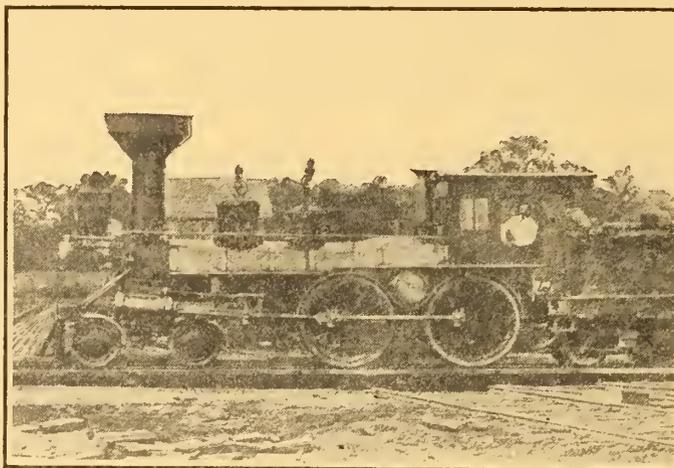
WASHINGTON, IND.

W. F. Rathwell, one of our hustling young freight car men, has recently been appointed freight car foreman, with

headquarters at Washington, Ind., vice C. E. Neifer, resigned. Young Rathwell was assistant freight car foreman at the same shops for two years. Another acknowledgement of good services is the appointment of C. J. Stone, piece work inspector, to the position of assistant freight car foreman.

Frank Teed, passenger car foreman, and John Frederick, cabinet shop foreman, have returned from a short business trip to Zanesville, Ohio, where they inspected the works. They report Zanesville an up-to-date shop.

Engine 32, shown in the cut, was built during the Civil War for the Marietta



CIVIL WAR ENGINE, ENGINEER MONTY, FIREMAN WELLER

& Cincinnati Railroad. R. E. Weller, the oldest engineer and probably the oldest conductor on the Southwestern, whose picture was printed in February, acted as fireman when this photograph was taken. He is in the gangway and Engineer Monty appears in the cab. Later Mr. Weller ran the engine, which was changed from a wood to a coal burner. Mr. Weller acted as conductor for a time in the early seventies after the dismissal of the only conductor on that section of road. But he liked the engine better and returned to it as soon as another conductor could be found.

Harry Dixon, clerk in the master mechanic's office at Washington, Ind., has been made shop clerk with headquarters at Seymour, Ind., under General Foreman W. F. Harris, vice A. E. Gabard, who is now chief clerk to W. W. Calder, general car foreman, at Washington.

E. E. LeMasters, boilermaker, has gone to Miami, Florida, on a pleasure trip. He was accompanied by Benny Yeager, machinist apprentice.

Machinist Charles Fullerton, wife and their little children, are visiting friends and relatives at Mount Dora, Florida.

Jimmie Smoot, the efficient and popular checking in boy of the locomotive department, is taking a business course at night. We congratulate Jimmy on his good judgment.

M. H. Oakes, formerly night round-house foreman at Chillicothe, and later foreman at Mill Street, and at West Street, Cincinnati, has accepted the position of day enginehouse foreman at Washington, Ind. He was formerly connected with the M. K. & T. and Santa Fe roads.

Passenger Car Foreman Sterling, of St. Louis, writes that he overheard a conversation between two prominent railroad men of that section, in which one of them remarked that the B. & O. was taking the lead in safety work, and incidentally publishing the best railroad employes magazine going today.

Washington, Ind., friends and relatives of Mrs. F. H. Lewis and her son Harold, of St. Louis, were delighted with a short visit from them. Mr. Lewis is a car inspector.

We are glad to hear that Mrs. G. W. Hensley, wife of the passenger car builder, who has been an invalid for a long time, has returned from the hospital, much improved.

The following machinists formerly employed at Washington, Ind., shops are now working for the C. H. & D., Moorefield, Indiana: F. M. Colbert, Charles Smith, Jack O'Connors, Charles Bullard and James Organ.

Luke Kennedy, our efficient erecting and machine shop foreman, says: "Don't waste your time figuring out why a black hen lays a white egg, but *get the egg.*"

Bob Vaughier, stenographer to master mechanic and his chief clerk, has been making frequent week-end trips to St. Louis lately, but is going to discontinue them and invest his extra change in a diamond ring.

N. B. Davis and wife are making an extended trip through the Southwest. Their destination is Colorado Springs, where they will remain indefinitely.

Mrs. Harry Smith, wife of the machinist, has returned to her home here after an extended visit with Mr. Smith's parents at Stockton, Ill. Mr. Smith's father, F. J. Smith, formerly master mechanic here, is now with the Chicago Great Western.

Blacksmith Shop Foreman Smeltzer is unfortunate in having considerable sickness in his family.

Al. D. Walthers, formerly chief clerk to master mechanic here and at Lorain, Ohio, and later assistant chief clerk to the superintendent of motive power of the Pittsburgh and Southwest Systems, is now assistant chief clerk to general superintendent of motive power at Baltimore, succeeding John Peach. W. H. Moorehouse follows Mr. Walthers in the Cincinnati office. This change also brings out another Washington boy, Earl Hair, who has become statistical clerk.



The accompanying photograph shows Thomas Cowie and A. E. McMillan, old friends who met accidentally in St. Louis. Mr. Cowie is known on the Cleveland, Wheeling and Ohio River Divisions. He entered the service in the Benwood shops, and later became shop clerk at Lorain, Ohio, under George F. Hess, for whom he is now working at Shreveport, La., on the Kansas City Southern road, as chief clerk to the master mechanic. Mr. McMillan was considered one of the best of roundhouse foremen at the time of his recent advancement to the position of travelling general locomotive department foreman. Both have won their spurs by good, hard and conscientious work.

J. H. Cooper, representative of the Dearborn Chemical Company, of Chicago, was with us for several days last month. Joe was formerly master mechanic and mechanical engineer of a Mexican road, but likes the States better.

Baggage man Pettitt tells a good joke on himself. He had a very severe headache, and some kind friend gave him a wafer with instructions to hold it in his mouth till it dissolved. Dan dropped it in his coat pocket and started for his room. Later, remembering it, he reached in his pocket and put the wafer in his

mouth. The dissolving process seemed to be very slow. When he reached his room and turned on the light he found that he had been trying to dissolve one of his own coat buttons.

Engineer McDonald has returned from Baltimore.

Operator Booth of Springfield has been away on another extended hunting trip, this time to Edinburg, where he found the rabbits more gentle than they are at Gurney.



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Locomotives 108 and 109, mentioned in the following item from the Cincinnati *Enquirer*, of May 11, 1884, are still in active service on the Illinois Division.

"In the month of March, William Day, engineer on the Ohio & Mississippi Road, ran engine 109 seven thousand four hundred and twenty-nine miles, or nearly two-thirds the distance around the world. John Halvey, engineer on engine 108 made seven thousand and twenty-eight miles. The total mileage run by the one

hundred and fifteen engines over the road during the month of March was one hundred and forty-four thousand two hundred and sixty-eight. The entire length of the road, including the branches, is six hundred and twenty miles."

Mrs. Julius Hager, wife of a fireman on the division, submits the following toast:

Here's to W—G—,
Our R. F. of E.
As right as right can be.
He's on the square,
In need he's there.
Hats off to W—G—.

In spite of all those letters, this can hardly be called Mrs. Hager's *initial* effort. Other verses by her have already appeared in this magazine.

The B. & O. does something at St. Louis that it is not able to do at any other terminal on the entire system. It is able to land its patrons at a station where they make direct connections with twenty-two roads leading out to all parts of the United States and where they have the choice of 311 trains daily carrying on an average 1600 passenger cars.

VINCENNES, IND.

A joint car service meeting was held here, all roads entering the city being represented. Our interest was taken care of by J. H. Bell, of Baltimore.

G. A. Hamer has gone to Bedford, Ind., to attend the funeral of his brother-in-law. Polly Smith, assistant yard master, is holding down the job.

George Smith, former switchman, has gone to the southwest to recover from injuries received lately.

Jesse Scott, a young shop employe of Washington, who sustained a compound fracture of his left arm is a patient at the Good Samaritan Hospital.

INDIANAPOLIS DIVISION (C. H. & D.)

E. T. Ambach, assistant signal engineer, who directs the installation of automatic signals on the Indianapolis Division, has been conducting a school of instruction at Indianapolis for the benefit of the employes.

The division officials have been receiving some very flattering comments on handling of the Ford Motor Company special from Indianapolis to Detroit on

March 5th. This movement was made without a hitch, the special leaving Indianapolis at 9.00 p. m., and arriving at Toledo at 4.40 the following morning.

W. C. Dougherty, agent at Camargo, Ill., has tendered his resignation after several years' service with the C. H. & D. as agent and operator, to accept a position in other lines of work. We are sorry to see him leave.

J. T. Clemons, road supervisor, who has charge of the Springfield Division from Indianapolis to the Indiana-Illinois line, has just completed one of the finest gasoline speeders ever seen on the division. Mr. Clemons is very proud of the



J. T. CLEMONS AND HIS NEW SPEEDER

machine, as it is his own idea and was constructed under his own supervision.

J. A. Simmons, division freight agent, who has been located in the Claypool Hotel building at Indianapolis, has removed to his new and handsome quarters in the Merchant's Bank building. District Passenger Agent Alexander, who occupied offices with Mr. Simmons, also expects to move shortly.

C. W. Havens, formerly first trick dispatcher on the Indianapolis Division, has been promoted to the position of assistant trainmaster, vice F. M. Connor, who relieved E. W. Hoffman as trainmaster, Indianapolis Division. Mr. Havens will make Hume, Ill., his headquarters.

R. Q. Prendergast has been appointed master mechanic of the Indianapolis Division, with headquarters at Moorefield. Mr. Prendergast began his railroad experience with the B. & O. at Fairmont, W. Va. After serving his apprenticeship, he worked as machinist and foreman in the shops at Cameron, W. Va., Cum-

berland, Md., and Mt. Clare. While holding the position of erecting foreman at Mt. Clare, he received an offer from the D. & R. G. and went to that line as master mechanic at Pueblo, Col., returning later to the C. H. & D. Mr. Prendergast has made some beneficial changes in the Moorefield shops.

P. H. Baker has been appointed erecting foreman at Moorefield shops. He comes from the D. & R. G. where he made an enviable record.

Mike Nash, formerly roundhouse foreman for the Missouri Pacific at Pueblo, Col., has taken the position of roundhouse foreman at Moorefield. He has had charge of some of the largest round-houses in the West.

W. G. Rose, formerly master mechanic of the Indianapolis Division, has accepted a position with the Proctor & Gamble Co., at Ivorydale.

A safety meeting was held at Indianapolis on the evening of February 26th, under the direction of the general safety committee. Those that attended were well paid for coming out, as the members of the committee talked interestingly on this important subject.

C. G. Gardner's mother recently died at the age of seventy-three, of Bright's disease. Mr. Gardner has been agent at Woods for a long time, having succeeded

his father, who was agent at that point from the time the station was opened until his death in 1907.

William Glynn, clerk at Dayton freight office, still keeps the path warm between Dayton and Hamilton on Sunday. The date is set for June, 1915, and he expects to take the trip to California to see the Panama Exposition. He has already spoken for transportation.

Howard Kelly, the car demurrage kink at Hamilton, recently returned from Phoenix, Ariz., after visiting his brother, and to hear him talk is better than to read "Treasure Island."

Charles Rohrkemper, who has been connected with the C. H. & D. for over ten years, and now holds the position of chief clerk at Hamilton freight office, will resign to take effect April 1st, on account of ill health. He intends to go to farming.

Tim Hagen, who was acting supervisor during the illness of Supervisor Sullivan, has returned to his former duties. Tim says he does not like to wear boiled shirts.

Fisherman Joe D. Warwick (also crack Third District conductor), dropped in a few days ago from an extended visit with relatives in Florida.

We are very sorry to learn of the death of Mrs. Mary Coffey of Lima, mother of James Coffey, first trick operator at North Lima yard office and John Coffey, chief car inspector, Lima. Mrs. Coffey was injured in a street car accident some time ago, and internal injuries developed.

John Dixon, roundhouse foreman at Perry Street, Dayton, witnessed the inauguration. He made the most of his time, inspecting the various government departments.

William Wilbank, assistant yard master at South Yard, Dayton, has been off duty on account of sickness.

A. Stephenson, yard foreman at East Dayton, went with his wife to Wellston to attend the funeral of a relative.

**WELLSTON DIVISION
(C. H. & D.)**

Mrs. J. J. Fitzmartin, wife of the chief dispatcher, has returned from a visit with friends and relatives at Grand Ledge, Mich.

C. Greisheimer, for a number of years bridge foreman, has been appointed master carpenter with headquarters at Dayton.

The happy look noticed by the boys on face of J. L. Walker, operator at Wellston, is explained by the fact that his home has been blessed by the arrival of a big little boy.

T. H. Corson, formerly chief clerk to superintendent, whose home is in Saginaw, Mich., is the father of a fine little girl.

F. O. Johnson, formerly relief agent, was reported to be in the vicinity of Spencerville, Ohio, recently.

G. A. Rugman, supervisor, and C. Greisheimer, master carpenter, attended the American Railway Engineering Association meeting in Chicago.

It is reported that after the coming June, Conductor J. M. Ginan will be private property, and his many admirers will kindly take notice.

Yard Conductor E. M. Jones is on the sick list at Wellston.

Jason Redfern has returned to work after an illness of two months.

Conductor Dudley is entitled to the leather medal for handling the greatest number of cars in a single train over the Wellston Division—75 loads and 23 empties.

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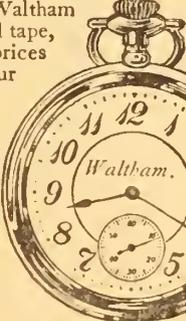
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AMERICAN BOX BALL COMPANY
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William Long has been transferred from Austin to the position of agent at Ottoville.

P. D. Fairman and family are planning a trip to the Pacific Coast.

TOLEDO DIVISION (C. H. & D.)

Correspondent, R. B. MANN, *Chief Clerk*,
Dayton, Ohio

Trainmaster Reel and Road Foreman Hoban are mighty nimrods. The other day coming down on No. 5, passing the North Dayton Gravel pit, they descried a large flock of wild ducks, and immediately intimated to Superintendent Corcoran, who was on the train, that they would like to go duck hunting. Mr. Corcoran, however, said the birds were nothing but crows, and that they could get all the duck hunting they wanted on freight trains.

A general safety meeting was held at Lima, Thursday evening, February 27th, over which General Superintendent Voorhees presided. The evening was thoroughly enjoyed by all who were present. Will Thompson, committeeman and foreman of the Dayton house crew, came home full of enthusiasm, repeating the words: "Safety first, safety last, safety all the time."

Chief Dispatcher Hoffman has just returned to duty after being off sick four weeks, with neuralgia of the spinal nerves. All are glad to see him back at the old desk again.

J. E. Thomas, abstract clerk in the local freight office at Dayton, resigned, to take charge of the Western Union office at Thurmond, W. Va. Ohmer Leshner has taken his place.

Russell Green, clerk in the local freight office at Dayton, has recently become the proud father of a fine baby daughter, and the force has daily accounts of the wisdom, etc., shown already.

Dispatcher Hufford is taking his vacation, visiting his mother and other relatives around Perrysburg.

General Agent E. F. Holbrock spent several days at Cleveland, Lorain and Sandusky, inspecting the coal and ore docks at those points.

J. Thomas White, road master's clerk, is getting to be an expert autoist, and extends welcome on board to all the boys.

Miss Cora Rans, stenographer to division engineer, has returned from a pleasure trip to New York and Boston.

Mrs. J. F. Morland and children, the family of our assistant engineer, are on

an extended trip through the South. Jeff has that lost look.

We are glad to see the ever-smiling face of John Glancy, passenger conductor, again. John has been spending a few months in California with Mrs. Glancy.

Is it possible that "Mickey" Shea has at last put his nose to the grind stone, after spending nearly all winter with the Western Union Line gang? It will no doubt be a task for Mickey to get posted on modern railroading; but we see him and the "Kentucky Hill Climber" with their heads together, and we surmise the "Hill Climber" is giving him a few pointers.

It was certainly very sad news to hear of the death of the wife of Conductor P. A. Light while undergoing an operation in the Lima Hospital. In behalf of all his friends we extend heartfelt sympathy to Mr. Light.

B. F. Spreng, clerk in the superintendent's office, spent several days in Chicago, visiting relatives and friends. Ben says it is too windy.

Herbert Miller, master carpenter, will move from Lima to Dayton this month.

W. E. Moran, who has been in charge of the Ivorydale power plant, has been promoted to the position of chief engineer of the docks at Toledo.

It was reported that Joe Luckey, of Hamilton freight station, was going to Lima to get married, with Ed. Henkel as best man.

Gus Sherman, chief clerk to the division freight agent at Dayton, has been promoted to a responsible position in the freight tariff department at Cincinnati.

MORE FLOWERS BETTER STEEL

IT is a common saying that labor is ennobling. It is not so common to hear it said that labor is healthful.

It is natural for us to work. We have the testimony of thousands who have lived long and useful lives that one's greatest happiness is to be found in work. Physiologically, work is an important factor of longevity. To create is the supreme appetite of the human race. But in order that work may be healthful and productive of happiness, much depends upon the surroundings.

The great causes that underlie the misery of the world are said to be ignorance, prejudice, neglect, poverty, sensuality and appetite. But if I were to indicate what seems to me to be the

greatest in this network of associate factors, that which obstructs most the path of social reform, that which is responsible for more than half of the world's troubles, I would say ignorance. Schopenhauer expresses it conversely in saying that nine-tenths of our pleasures come from education. If this be true, how very important is education in solving the fundamental problems of human life.

How shall people be educated? There is no method of education so potent as that received through the eye. Example is stronger than precept.

Working in clean and orderly yards is not only more pleasant but also more safe. How frequently have nails in planks been the direct cause of injury! How often have people fallen upon fruit skins, or stumbled over blocks of wood! And in a busy yard, with the moving of engines and the swinging of cranes, to fall may mean bodily injury.

A visitor to the Bethlehem works last summer jokingly asked the general manager, Mr. Grace, whether they were making steel or raising flowers. Mr. Grace answered, "We are primarily engaged in making steel; but we make better steel and more of it by also raising flowers and having them in our yards."

Here was the deliberate judgment of a hard-headed practical business man. The answer did credit alike to his heart and his head. It not only revealed a humane disposition but also expressed a profound economic and hygienic truth.

The making of iron and steel is no parlor employment. It demands strength of body and of mind. Smoke and dirt have seemed unavoidable. The works have naturally been surrounded by cheap and unattractive tenements. The very fact that flowers will grow in a steel plant yard is proof that many unhygienic conditions have been eliminated. Clean yards and grass plots and flowers within plants have a very beneficial effect on the minds of the men. That this has a reflex effect on the homes is shown in hundreds of cases. For the beauty of order and decency is persuasive everywhere, and few people can resist it.

With proper environment, with the proper adjustment of work and recreation, the performance of one's daily duties may come to be regarded as promotive of the highest kind of joy.—*Thomas Darlington, M. D., American Iron and Steel Institute, formerly Health Commissioner of New York City.*

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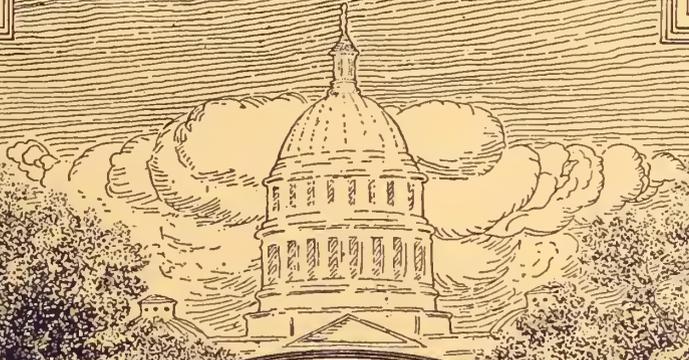
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 7



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APRIL 1913

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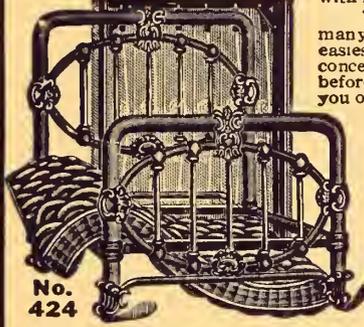
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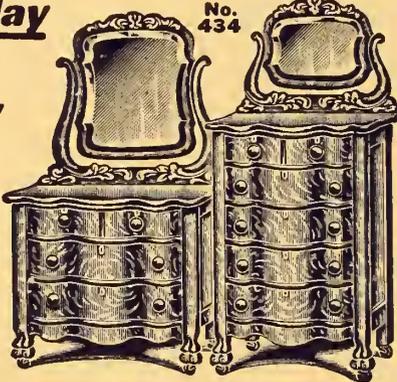
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When the Union Pacific-Southern Pacific line was being pushed across the plains and threaded over the Rockies and Sierras, the Great Salt Lake of Utah lay directly in its path. The railroads did the obvious thing and carefully made a detour around the lake. When Mr. Harriman took over the Union Pacific, then in a state of physical decadence, and linked it with the Southern Pacific, he surveyed the situation carefully. He decreed that the Great

Salt Lake should no longer cause a trunk-line railroad to double in its path. He caused a line to be surveyed direct across the marshy lake from Ogden to Lucin, and when that was done he had a line—on paper—103 miles long as against 147 miles by the old line. The engineers hesitated, but Mr. Harriman urged, and they courageously began the construction of miles and miles of embankment and trestle across the lake. Then new difficulties arose. Sink-holes

showed themselves. In a few minutes road-bed structures that had been the work of long months silently disappeared. The engineers in charge came to Mr. Harriman.
"It is not possible," they told him.
"You must carry it through whether it is possible or not," Mr. Harriman replied.
They carried it through.—Wells Fargo Messenger.

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 1

BALTIMORE, MARYLAND, APRIL, 1913

Number 7

THE OLD MAIN LINE*

FOLGER MCKINSEY (The Bentztown Bard)

Twenty miles from Baltimore, then the world begins,
Like a quiet sacrament after city dins;
Hills upon the left hand, river on the right,
Rippling in its rocky bed on the way to light!
Twenty miles from Baltimore, swinging to the west—
All aboard for valley dreams and the lanes of rest;
All aboard for granite hills and the glens of green,
With the lovely waterfalls leaping down between;
Woodstock, Sykesville Woodbine and away,
Up and over Parr's Ridge, panting hard for steam;
Frederick Junction, Winchester, then the shadows gray
And the lands of witchery in the vales of dream!

Twenty miles from Baltimore, creeping on we go,
Up the old main thoroughfare of the B. & O.
Winding as the stream winds, trailing through the blue
Of the rifted sky line and the hills of dew:
All aboard for bloomland, curving in and out,
Through the April wheatfields and the orchard rout,
Jouquils in the springtime, and with dainty head
Hepatica to greet you from her clefted rocky bed:
Orange Grove, Ilchester, Gaither's and the hills,
Mount Airy on the summits with the blossoms and the breeze;
Bartholow's and Ijamsville—now her whistle shrills
Across the muddy river as it windeth to the seas!

Twenty miles from Baltimore, here the daisies shine,
Buttercups and laurelbloom and the columbine;
Miles of mossy lichens, the bluet, and for sure
Arbutus in the melting drift, waxen white and pure:
All aboard for Relay, here's the valley train,
Roaring round the long loops, in and out again;
Plunging in the tunnel-mouth, out and then away
To the golden hilltops of the golden day.
Point of Rocks, Catoetin, Harper's Ferry, ho!
Bounding by the towpath fearlessly and fine,
Through the happy homelands merrily we go.
A hundred miles of beauty on the old main line!

FINDING A LOST LAND

HERBERT D. STITT

IN the month of April, 1911, an ox-team started from Wolf Gap to climb a long and weary trail over the crags of the Cumberlands and the ridge of Pine Mountain. Not an extraordinary occurrence; save that this wagon carried the first load of machinery into Elkhorn; and the western sun dropping over the long ranges of Letcher County, slanted its golden rays into the faces of a band of Empire Builders. With the strong winds that blow continually through the lofty gateway of Pound Gap, in the gloaming of that April day, came the rear guard of modern industry which has reclaimed a lost wilderness and re-discovered a host of lost Americans—lost and land-locked since the days of Daniel Boone. Soon after the entry of the town builders at the head of the valley, work started on the Sandy Valley and Elkhorn Railway at Shelby, Pike County, Kentucky, thirty miles down Shelby Creek and located on the Big Sandy Division of the C. & O. R. R.

From there a dream unfolds, takes form, and lives before our eyes. Had Aladdin rubbed his magic lamp no greater wonders could have been performed, no larger transformation could have taken place. As the mur-

murous tributaries of the Little Sandy began grudgingly to share their narrow beds with the tracks of the railroad, so the forest began to give its mighty hard-woods to the saw-mills, and as the railroad stretched its sinuous way to link the city of Jenkins to the outer world, so the city of Jenkins grew to meet the railroad—marvelously and as by magic.

The walls of Shelby Gap went down before the railroad builders and the upper end of Elkhorn Valley widened and took shape and became the main street of Jenkins. The railroad tunneled its way through the mountain side while the miner's pick scratched the face of the mountain and giant tipples grew to meet the scratch. The railroad threw its steel bridges across the winding waters of Shelby Creek and the Elkhorn, while a schoolhouse pointed its spire to the sky above the humming valley.

While this work was going on, an army of indomitable men with oxen and mule teams toiled its way over the mountain trail, hauling boilers, engines, mining and electrical machinery and accomplishing Herculean tasks—seemingly impossible. A wall of masonry reared its massive crest at the end of a valley and a hundred million gallons of water lay dammed behind it, while below ap-

*From *Songs of the Daily Life*, Williams & Wilkins Company, Baltimore



SITE OF JENKINS

peared a power house with turbine engines set in concrete; and along the lakeside, thus formed, the houses and bungalows of the officers with their setting of forest trees and rhododendron, gave the valley the appearance of a mountain summer resort. The mountain trails, ragged and dangerous and overhanging dizzy precipices, gave place to solid grades, and in the valleys the creek bottoms were reclaimed and widened out to meet the mountain roads.

Just two years ago this work began. The accompanying photographs give only in small measure an idea of the marvels worked in that short time. A thoroughly equipped railroad operating over thirty miles of track, and a corporate city of four thousand and population now exist, where before was a narrow valley locked away from all the world and sparsely settled by a mountain people as primitive as were their Highland ancestors



JENKINS TODAY

CONSOLIDATION COAL COMPANY
TIPPLE

two hundred years ago. The railroad was constructed by the Consolidation Coal Company to develop their field of 100,000 acres of splendid coal land and upon its completion—October 1, 1912—was sold to the Baltimore and Ohio Railroad. The line runs from Shelby, Pike County, Ky., to Jenkins, Ky. It is a descending grade in favor of the loads. It connects at Shelby, with the Chesapeake and Ohio Railway and that road delivers the traffic to the Baltimore and Ohio System at Cincinnati. The road is laid with ninety-pound steel rail on stone ballast and is modern in every respect. The credit for reclaiming this vast and beautiful territory, including the construction of a modern electric light plant, churches,

homes, schools, etc., belongs to the Consolidation Coal Company. They will mine three million tons of coal each year from this region so full of history and romance. The coal is bituminous and of exceptionally fine quality, the vein ranging from six to twelve feet in thickness. There is no foreign matter in the vein except a stratum of slate ranging from nothing to ten and twelve inches in thickness and this is removed by mining machinery designed for the purpose.

Less than two years ago the land of Elkhorn, shut in by its mountain ramparts, was a place apart from all modern civilization.

The people who lived along the banks of Shelby and Elkhorn Creeks, so far as the great world was concerned had ceased to exist. For them there were no roads, no schools. News of the



A TYPICAL MOUNTAIN HOME

outside world, when it reached them, was history of the past to all other people. They lived apart and in themselves—in the world but not of it.

Lincal descendants of men who fought with Washington to create a nation were here, hemmed in by the Cumberlands and forgotten by the people for whom their forefathers died.

Following in the wake of Daniel Boone, the ancestors of these people came to win their homesteads in the dark and bloody ground. In coonskin cap and fringed buckskin, with their flintlock rifles they came and fought the Indian and the

wild beast and the elements for a land in which to live. They came into the mountains and the mountains closed around them. The years slipped by and the great world of progress rolled ahead. For them there was no change. Spring came and the arbutus bloomed delicately beneath the last thin snows. Indian Summers lingered with the glory of the hills, then slipped away through rustling fallen



OXEN HAULING THE WELL DRILL

leaves. The world forgot these mountain people until three-quarters of a century slipped by and Lincoln sent a call for volunteers. Then one hundred thousand of them marched from their wilderness to fight for one flag. As their fathers fought that this country might exist, so, when word of danger came to them up the waterways and down the wind and over the "grapevine telegraph," they marched forth to fight that this country might endure.

When the war was over the old trail led them back to the mountains, back to their silent places, and again the silence closed around them. Here they have remained, alone, illiterate and untaught, but very real Americans. The great-grandfather who saw the surrender at Yorktown lives again in the person of his great-grandson, for this great-grandson lives only in the past. His ways are primitive, his speech as well. His habitation is the old log cabin, windowless, with mud-chinked walls. The old squirrel rifle hangs above the smoke-smirched fireplace. The spinning wheel, lard kettle, candle mold—even the hand grist mill—still have their places with his household gods. These mountaineers, Americans of a hundred years ago, locked in behind the rock-ribbed doors of their mountain fastnesses, are today a treasure house of patriotism and valor, a strain of true pioneer blood; not the least of our national resources.

When we speak of the Southern mountaineer we designate three million people living in five states. Advanced civilization will come—is coming—to them.

The world needs them even as they need the chance for advancement of which they have so long been deprived. The world will reach out to them and gather them in and they will bring courage and unthinking honesty into the world. But in many ways they are as children untaught and as they are amenable to the best influences so are they open to the vices of a more enlightened and less Spartan people.



MOUNTAIN CHILDREN OF THE NEW SCHOOL

With this knowledge in mind it is good to know that the people of the Elkhorn are fortunate with respect to the men who have come to develop their country. Than the two gentlemen in charge of the railroad and the mines, H. R. Laughlin and Everett Drennen, they could find no better friends. The city of Jenkins for all its bustle, has an air of quiet content, of cleanliness and order.



ROCK CUT, NEAR SHELBY GAP

The educational advantages are as adequate as those of any city of equal size; and as the miner's children foregather at the schools one sees the fresh young faces of our little old American citizens together with the sturdy children of our new Americans, children of another mountain people, who, far away in the Balkans are even now fighting to change the map of Europe to fit a better purpose.

An eminent writer of modern fiction has used these Kentucky and Virginia mountains for the scenes of many of his stories, and the people of whom he writes are for the most part natives of these hills. "The Trail of The Lonesome Pine"

leads straight out from Jenkins past Picket Rock and through wind-swept Pound Gap on into the hazy blue hills of the Cumberlands, and out there on some lonesome peak the blighted monarch of the forest may still be standing, brooding in solitude and, when the wind stirs his branches, singing a requiem for the departed souls of "The Red Fox of the Mountains" and the many victims of his ambushes.

"June Tolliver's" little flower garden flourished where the depot now stands at Jenkins. The man from whose character her father grew into the story is a respected citizen and the people of his clan have given a welcoming hand to the men who have come to help them build up their valley.

High above Jenkins and overlooking range after range of the Cumberlands, hangs Raven Rock where the "Red Fox" lay with his five-foot telescope and watched the distant approach of his enemies ere he crept away on noiseless mocassins, with toes turned backward, to slay them deliberately from some tangled hiding place. An old stone chimney and the scattered walls of his cabin are lying by the side of the windy trail through Pound Gap near the line where Kentucky and Virginia join. His ghost still hounds the gap—or so it is claimed by some—

and on a moonlight night a belated traveler down the mountain side may be startled by a silent apparition which will step from behind a fern-clad rock and shuffle swiftly by, only to vanish in the night.

"June Tolliver" has long since gone away from her mountain home; but other "Junes" still linger in the hills, winsome slips of girlhood, looking out with shy bright eyes from the baffling shadows of their sun-bonnets.

The land of the Elkhorn is a pleasant land in which to dwell and the city of Jenkins is destined to be an important city and the sturdy people of the hills have now the roads and the schools for lack of which they have so long remained locked within themselves. So it is not hard to look ahead into a future bright with promise; but when one looks upon the marvelous transformation which has taken place in two years one can but wonder at the ingenuity and power of the men who have accomplished it.

SPEED AND SAFETY IN THE HISTORY OF THE LOCOMOTIVE

E. L. BANGS

Speed Recorder Inspector, Baltimore

IN the Seventeenth Century, Sir Isaac Newton conceived the idea of a vehicle which could be run by steam faster than horses could travel. When Cugnot, the French artillery lieutenant, the father of both steam locomotive and automobile, built his famous engine in 1769 his idea was to produce a vehicle for the flying artillery of France which would be, not only swifter, but safer than any drawn by horses. Safety was one of the distinct purposes he tried to serve. If he had only been a little more careful of the behavior of his invention during its first trip, and had steered a straighter course than he did, Cugnot, instead of Stephenson, might have left on the pages of time the title, "The Father of the Locomotive." But, with no experience and no safety rules to guide him, Cugnot made so erratic a trial trip that the citizens of Paris who had the privilege of witnessing this first attempt to use steam as a motive power were compelled to "Step lively" in order to keep out of the way of the new invention. As Cugnot had no recorder on his engine, we have no idea of the speed attained on this most important occasion. After he had taken off a portion of the steps of the great Church of the Madeline and caused some of the staid citizens to run for their lives, the police force of the city put an end to the inventor's trial trip. The engine was stored away and remains to prove to future generations how great the inventor really was and how much the wonderful locomotive of the present owes to this great Frenchman.

When Richard Trevithick, the Cornish miner, began to experiment in locomotive work, his idea was, of course, to save time and trouble as well as expense, in conveying the coal and timber of his locality to market. Trevithick, like Cugnot, had no device to determine the exact speed of his train; he managed, however, to reach the high rate of six miles per hour, and when speed control was considered desirable, a long piece of timber was allowed to drag on the road bed and this brought the speed down to a *reasonable* rate!

When Peter Cooper's little engine was beaten by the horse car in the first trip which it made between Baltimore and Ellicott City in 1830, the need of a speed controlling device was not very pressing. Yet in looking over the papers relating to velocimeters and speed recorders in the United States Patent Office at Washington, D. C., we find that just about this time the first attempts were

being made to produce a machine which, while enabling the engineer to keep his engine within a reasonable rate of speed would also furnish at the same time a record of the trip which could be inspected by those in authority. Since the filing of the first papers on this subject, more than a hundred distinct inventions have been recorded. Many of these machines, however, are of no practical value.

The modern speed records described in Mr. Muelheim's article are turned in regularly and checked up by the local inspectors, who deliver them to the master mechanics of the various divisions. These tapes finally reach the office of the superintendent of telegraph, who, on a sheet similar to a train sheet, keeps a daily record of the work of every engine equipped with the speed recorders on the entire system. As these records go through from the local inspectors to Mr. Selden's office, they are carefully examined, all excesses of speed indicated thereon are noted, and the engineers responsible for the excess are required to explain why the speed limit was exceeded. Every division of our road has a speed limit which those in authority establish. When this limit is fixed, grades, curves, average length and weight of trains, and other important details are considered, and the rate fixed is made with the view of securing the safety of the train and its passengers.

All the locomotives of any importance operating on the railroads of Europe are required by law to have a speed recording device in operation. The tapes are applied and removed by inspectors in the employ of the government. When a tape is placed in position, the machine is sealed by a government seal, and only those in charge of the machines are allowed to remove the tapes at the end of the runs.

The fact that an engineer has in plain sight at all times a gauge which tells him how fast he is running, is in itself as good an example of safety methods as can be noted, and is of inestimable value to the public. In addition to this, the fact that the records are checked up and followed up closely in order that the speed limit shall not be exceeded, is another factor in safety. The purpose of fixing and maintaining a speed limit on the various divisions is to secure Safety First. This great idea is kept before the minds of every one in the service of our road from our president down to the employe who performs the humblest task.

SPEED RECORDERS ON LOCOMOTIVES

L. C. MUELHEIM

Speed Recorder Inspector Western Grand Division

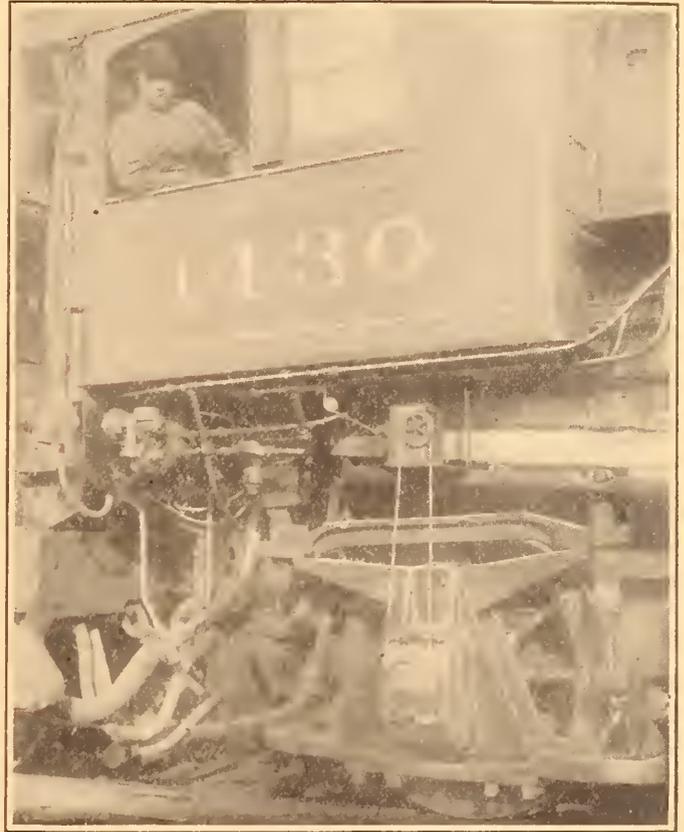
THE extensive use of the railway speed recorder by many of the railroads of the United States, including the Baltimore and Ohio, has given rise to numerous questions relating to the construction and operation of the device and as to the benefits derived from its use. All the engines of our system on through runs are now equipped with the recorders, which receive constant attention from the engineers and from the members of a special department created for this particular work. Our president, Mr. Willard, has taken a personal interest in this, as he does in all matters in any way pertaining to the improvement of the service in general and particularly to safe methods of train handling.

This interesting machine in addition to its other merits, may well be considered a safety appliance. It enables an engineer to keep his train within the exact speed required by his orders. This is especially important on dark nights, with bad weather conditions, when it would be impossible to "judge" the speed by gazing out of the cab window. By means of the recorder he can tell instantly whether he is maintaining a given average speed, or decreasing it in observance of a slow order.

The type of recorder most extensively used, and that here described, is the Boyer railway speed recorder. These machines are so designed and constructed as to show at a glance the exact speed at which a train passes any point on the road, the number of stops and their locations, the entire distance traveled and the speed and location of any backward movement. On the speed gauge in the engine cab, in view of the engineer, every perceptible variation in the speed of the train can be plainly seen.

The two pump gears, while rather ordinary in appearance, are said to be among the most accurately out of all gears made in the United States. Indeed, in the fitting of certain parts of the recorder, the adjustment is made to one two-thousandths of an inch. Other parts are finished with a similar care, the top cover plate of the machine undergoing no less than thirty-six distinct milling operations.

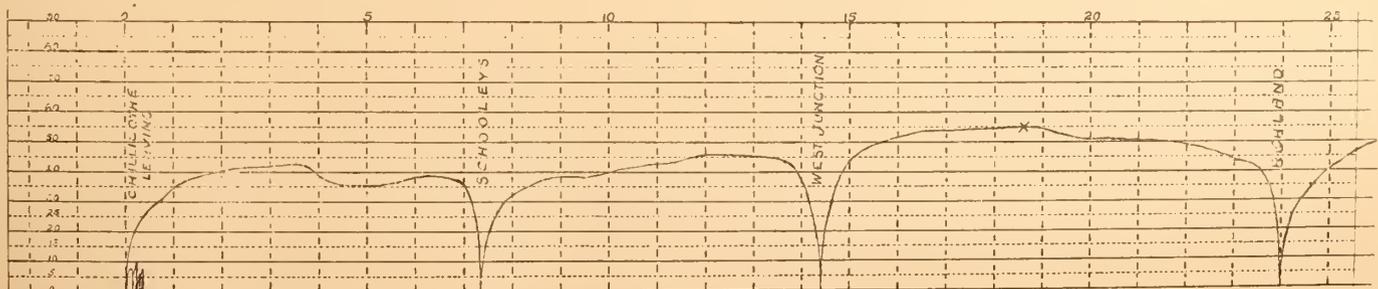
The record tape is graduated along its length by perpendicular lines half an inch apart, each of these lines representing a mile post along the road. Graduating lines, also running horizontally throughout the length of the tape, represent the miles per hour, each line from the base or zero representing five miles. As the locomotive moves, the piston rises, by the impulse of the oil pressure in the cylinder, carrying the pencil upward to a height on



the chart corresponding to the rate of speed. For example, at twenty-five miles an hour, the pencil will trace its mark on the fifth line from the base.

At the foot of this page is a reproduction, somewhat reduced from natural size, of part of the actual record made on a run east from Chillicothe. The small irregular marking at the beginning shows the movement of the engine on its way backing up to the depot. The first stop was made at Schooleys, 7.3 miles from the depot; the second stop at West Junction 14.4 miles out; the third stop at Richland, 24 miles out. The highest speed attained was 55 miles per hour, at a point about 4 miles beyond West Junction.

It is essential that the diameter of the driving and driven pulleys be accurately determined in relation to that of the engine wheel, since if these are not correctly proportioned not only the speed shown may be incorrect, but the mileage of the chart will be more or less long or short. The driving pulley of the machine is so constructed as to be adjustable, providing for any wear or change of the truck wheel tires.



In testing the recorders, a device is used that gives the necessary variety of speeds. The recorder to be tested is taken off the engine and placed in the test case, the wire connected up and a chart applied just as for a regular trip of the engine. The motor is then started at some

desired speed and the number of revolutions in exactly one minute by the stop watch carefully noted. This method provides an absolutely accurate test, and is decidedly more satisfactory than the method adopted by some, in which one recorder is tested against another.

FLAGGING

C. H. TULL

Ohio Division

A conductor for whom I used to flag would say to me, "It doesn't make any difference how long you hold 'em, don't let 'em hit you."

It should be the constant purpose of any one who has to flag a train to *first get that train stopped*, and then arrange for a movement that will give a minimum amount of delay.

After a man has learned all of the tricks, he may be caught up suddenly, because of a slight inattention. To be successful at all times he must be wide awake and on guard against the hundred little things that may occur.

The American Railway Congress is at present considering Rule 99 with an addition in view. It is the intention of this body to amend the clause, "A sufficient distance to insure safety." A flagman may go back a sufficient distance and then be run by. An addition to the rule might read, "A flagman must put down a torpedo when he goes to flag." This would reduce the chances

of being run by to a minimum. This torpedo could be taken up if he did not need it or another left with it, if it were necessary to leave two as provided in Rule 99.

Some railroad men will say that every flagman knows he should put down a torpedo when he flags a train. Every trainman does *not* know this. If a man sent to flag has not had long experience or has not been told what may happen if he is run by, he will never think of placing a torpedo to attract the engineer's attention which can so easily be drawn to other things. But when a flagman puts down a torpedo and displays his signals properly, the train will stop.

There are many precautions which are known to experienced flagmen and can be used under the various conditions that may arise. Flagging is a duty of railroad men that is rarely discussed in print. Why not have a discussion of it in our magazine and thus help to enlighten all.

ALONG THE LINE OF THE BALTIMORE & OHIO

T. L. TERRANT

Yardmaster, Lorain, Ohio

Drawings by GEORGE H. RUHLING, BALTIMORE

"WHY, hello! Harvey (Pa.)," said Boyd (Md.) Randolph (Md.), as a young man alighted at the station from a B. & O. train. "When did you get back from the Orient (O.)?"



"I arrived in New York just a week ago, and believe me it is good to be back home after an absence of three years. Tell me all the startling news."

"Well the place has changed but little, but Old Man Van Bibber (Md.) has astonished everybody by his actions. You will no doubt remember he lived in the dilapidated High House (Pa.), and was always considered a miser, never spending a cent except in the education of his three daughters, Grace (W. Va.), Flora (Ill.) and Lillian (W. Va.). He has at last shown his Independence (W. Va.) by starting a new Enterprise (W. Va.), having built a Lime Kiln (Md.), also a Paint Mill (Pa.).

"About a year ago he bought Avilla (Ind.), just around The Bend (W. Va.) from Altamont (Md., also Ill.) and has improved the place by building a New Castle (Pa.) high up on a Point of Rocks (Md.), which overlooks a Pleasant Valley (O.). It is a Stone House (Pa.), with Terra Cotta (D. C.) trimmings and a Slate (W. Va.) roof, and is two stories and a Garrett (Pa.) in height.

"The place is surrounded by a Park (W. Va.), there being a Willow Grove (W. Va.) down by the Valley Falls (W. Va.) and a Grove (Md.) of Magnolia (O.) and

Laurel (Md.) in the rear. Included in the purchase is also a Deer Park (Md.) about Ten Mile (W. Va.) long, with a Timber Ridge (Va.) marking the entire Border (Pa.).

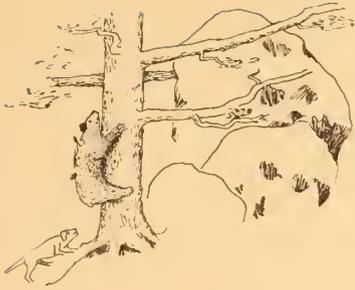
"The drive leading from the Toll Gate (W. Va.), at the State Road (O.), to the house is through an Apple Grove (W. Va.). Massive

Twin Oaks (Pa.) stand as sentinels at the entrance.

"Last year, after his girls returned home from College (Md.), he gave them a house party, and invited a Hundred (W. Va.) guests; but only Eighty-Four (Pa.) could attend. A Hunt (O.) for Bruin (Pa.) was arranged for the men on the last day of the party, while the girls were to have an Outing (W. Va.) at an old Gypsy (W. Va.) camp and there prepare a feast to be served in an old Tea Garden (Ind.), when the hunters returned.

"The hunt was an unusual one, no firearms being used. The men were armed with bows and arrows and took one dog, old Bruno (O.). There was but one gun in the crowd and that was carried by Old Man Van Bibber (Md.), who discarded his Kane (Pa.) and took his Winchester (Va.).

"The start was made early, before the Frost (Pa.) was off the ground, and after a Long Run (W. Va.), a trail was struck and each Archer (W. Va.) became Benton (O.) killing the bear, in order to present the pelt to the lady of his choice. The Bear Run (Pa.) to the West End (W. Va.) of De Forrest (O.), where it was cornered.



a cliff, and, losing his footing turned a Somerset (Pa.) into the Cuyahoga Falls (O.) and was washed upon the Shoals (Ind.) beneath a high Gravel Bank (O.).

"A rope was secured and tied to a big Red Rock (W. Va.) and Duke Fitz-Henry (Pa.) volunteered to slide down and get the body. After the bear was pulled up, the rope was thrown back and the duke came up Han-over (Md.) hand. A cheer of victory was then given, the Echo (O.) of which rang through the valley, and preparations were made for Wheeling, (W. Va.) the bear to the Gypsy (W. Va.) camp.

"In the meantime the girls had been having the time of their lives preparing the luncheon. Miss Flora, who was in love with the duke, wanted to show her culinary skill by baking some Vienna (Pa.) bread and making some Graham (W. Va.) wafers, but could not get the Heaters (W. Va.) to burn, so she sent the Butler (Pa.) away and he Botzum (O.) Petroleum (W. Va.) to keep the Blaser (W. Va.) burning.

"When the hunters arrived, the duke presented the bear skin to Miss Flora and received from her a Sterling (O.) silver arrow as an Emblem (Pa.) of the hunt. They sat down on the grass to the feast, there being no tables to Eaton (W. Va.). Everson (Pa.) of them declared the repast was the best they Everett (O.).

"After luncheon the men enjoyed the Brandy-wine (Del.), Kimmell (Ind.), and Catawba (W. Va.), and finished up with a good Havana (O.).

"The duke, wishing to Seymour (Pa.) of Miss Flora, slipped away from the crowd and finding her, asked if

"He became Savage (Md.), and, with a show of Defiance (O.), made a rush for those nearest him, but on being struck with several arrows made a retreat, climbing a Big Walnut (O.), from which he sprang to a Boulder (W. Va.) on the side of

she would like to stroll down to the Cool Spring (W. Va.).

"'Justus (O.),' he said, 'and no one else, and then hunt some Paw-Paw (W. Va.). I want to enjoy a Friendly (W. Va.) chat with you before I return home as I have not had a Fairchance (Pa.) on account of your popularity.' They soon became absorbed in conversation, the duke telling her of his admiration for her, Chester (Pa.) see if it would be safe for him to propose. They did not notice a Black (Pa.) cloud arising until a gust of wind blew the Dukes (W. Va.) Derby (O.) off and big drops of rain began to fall.

They ran to the Hazelwood (Pa.), where they found an old Hogsett (W. Va.), which they turned over on its side and took refuge therein from the storm, the duke putting up his coat as a Curtin (W. Va.) to keep the rain out. While waiting for the storm to abate, he proposed and was accepted and it was a happy couple that started back to the castle walking in the glow of a beautiful Rainbow (O.).

"Flora's father was found and gave his permission to the Union (Pa.), and also his blessing, and as the guests were departing for their Holmes (Pa.) he announced the engagement and the happy pair received congratulations.

"The duke received an invitation to remain longer at the New Castle and gladly accepted, being afraid to leave his sweetheart so soon, Lester (O.) mind be changed by some other suitor.

"When the crowd had gone, he drew his fiance to him and kissing her Flushing (O.) cheek, they returned to the house to discuss the coming marriage and honeymoon."



THE TRACKMEN AND THE PUBLIC*

GEORGE MULLIGAN

Wilmington, Del.

THE relationship of the public to the road, beginning with the management and ending with the trackmen, is one of confidence or one of distrust. Now when we look the country over and see the bands of silvery steel extending from New York to San Francisco and from Maine to Texas, we may ask who has more to do with the cultivation of a bond of friendship for the railroads than the men whose duties are the taking care of the bands that bind the East to the West and the North to the South. While they are taking care of this, they can and should be binding the public—in other words, the people along the line—to the road by which they are employed. When any question comes up about the road's ability to do business, or as to the character of our officers, we trackmen should assure the public that our road is able to do business safely and

that its officers are honest human beings, serving man with the best ability that is in them.

The managements must rely on the trackmen for the safe passage of trains over their roads, and when they give the president of our country or some other man of eminence a fast and safe passage over their lines, let the trackman pass the information along to his neighbor with the assurance that if he wishes to enjoy a trip by rail, he may safely try this road; since our engine crews are reliable and the trainmen are courteous and obliging and there is nothing within reason that can be done for the traveler's comfort that they will not do. In this and many other ways, traffic and good will can be gained for a railroad by its trackmen's "Boost, don't knock."

When he looks down the line from New York to San Francisco, and remembers that these gray strands of steel

* Spoken at a banquet of the Philadelphia Division Veterans.

have been the very means of spreading to the utmost parts of our country Christianity in all its forms, the trackman is justified in taking a high view of his work. His position is humble, but it is no less responsible than that of the president of the road. While he may be

honored by statesmen and by men of position in the business world, our trackmen are going over mountain and through dale, from one end of the land to the other, and they can do as much to hold the people's confidence in the road as can those who employ them.

COMBUSTION

R. M. BOWMAN

Traveling Fireman, Baltimore Division

THERE are two ways of doing everything, and there is hardly any better example of this than the firing of a locomotive. So many opportunities exist nowadays for a man to study the different branches of science that it seems unreasonable not to take advantage of these opportunities to try to dive a little deeper into a subject that should be of so much interest.

A fireman doesn't have to be a proficient chemist to understand all that is necessary about combustion. Let us take a little experiment with a tumbler, a saucer of water and a piece of paper. Float the paper on the water with a dry end turned up. Set this end on fire and cover the burning paper with an inverted tumbler, so that the edge of the tumbler will entirely be in the water. The water will be seen to rise in the tumbler about one-fifth of the way up, and then the fire will go out. The water rising in the glass shows that something must have gone out of the tumbler and that the water is taking its place. This "something" that has gone is a portion of the air which is called oxygen, and is actually about one-fifth of the air's whole volume. This gas is the very life of the air. The remaining four-fifths of the air does not support combustion, for the paper is extinguished as soon as the life of the air has been consumed.

This little experiment should be of some help to the thoughtful fireman if he will think carefully over it. We have learned that only one-fifth of the air is of any use to combustion, and that the other four-fifths is worthless. Now let us jump from the tumbler to the fire box. Of the whole volume of air that passes through the grates, only one-fifth is used in the combustion of the coal and the other four-fifths is exhausted through the stack. The successful fireman is the one who puts this one-fifth to the best use. The fireman who carries about ten inches of fire finds that his fire can be burnt to a white heat all over, or through the surface, but the man who carries twenty inches or more, finds that his fire is dull and sluggish. This is easily explained. After the air that goes through the grates has passed through the first ten inches of fire, all the life of the air has been used up, and the fuel on top of the first ten inches is only getting the dead air, such as was left in the tumbler after the paper had been burnt. This does not aid combustion in

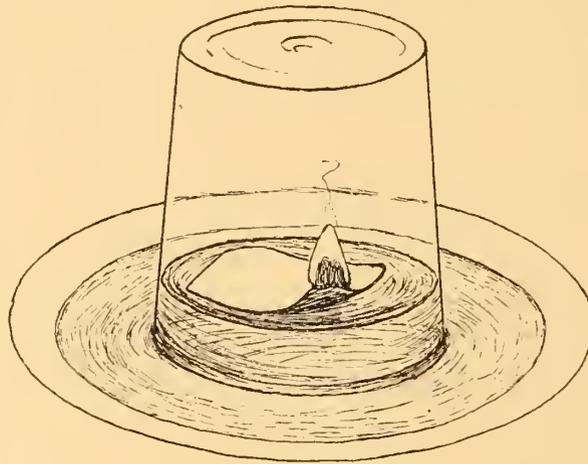
the least; the surface of the fire is only getting a violent draught of impure air that rather hinders than helps.

It is true that a banked fire will at first appear to give good results. Coal is chiefly composed of two substances; one is a solid called carbon, which is practically coke, and the other is a gas, called hydrogen, which we will call simply coal gas. A free supply of oxygen, or pure air, and intense heat is required to burn the carbon or coke, but coal does not require to be exposed to such a great heat to drive the coal gas out of it. This coal gas is easily burnt, but does not give anything like the number of heat units that are produced from burning carbon. The man who carries a banked fire is simply supplying coal enough in the fire box to keep the engine hot with coal gas. All the valuable carbon is left in the fire box and cannot burn, since there is not oxygen enough to cause its combustion. The first ten inches of fire is giving all its heat to the mass of coal on top of it, and is being used to drive the gas out of the coal. Now a ten inch fire, which burns the carbon, can be kept reasonably clean, while the banked fire cannot possibly be kept clean, as the carbon, having no chance to burn, simply lies in the fire box and forms dirt and clinkers.

The banked fire is also very wasteful, as only one of the substances in the coal is being used, while the carbon, which is the body of the coal, is being practically wasted.

Of course, as we said, a man might get very fair results with a banked fire just as long as it stays fairly clean, but when the engine has been out on the road for five hours or so, it is played out *and so is the fireman*; for all this mass of coal has never had a chance to burn, but has simply had the gases driven out while the carbon still remains in the fire box. And in the end, the more coal we waste the more we have to shovel.

The most common excuse offered by firemen for not carrying light fires is that if the engine gets slipping, the light fire is all torn away; but this is entirely wrong. When the engine slips, it simply means that a greater vacuum is created in the front end, which means that a greater volume of air must pass through the grates to supply it. The lighter the fire is, the less resistance is offered this increased draught, as the air can pass through the separate particles of burning carbon without disturbing them, but if the fire is heavy, then a greater



resistance is offered the draught and it will tear away the fire in holes at the lightest places.

Of course a light fire should be of an even depth and should be kept up to ten inches. When there is not enough depth of burning carbon to extract all the oxygen from the air, so that some pure air gets above the surface of the fire, we generally get what we call drumming.

If there is a hole in the fire, we often get the same result. As soon as oxygen comes into contact with hydrogen, or coal gas, it naturally mixes, this being one of its chemical properties, and after it has mixed it forms a highly explosive gas, which is the same gas that is used to run a common gas engine; this drumming noise is simply a continual succession of minute gas explosions.

CAPTAIN WALTER ANCKER

Captain Walter Ancker, superintendent of floating equipment of the Baltimore & Ohio, died on April 5th, at his home in Baltimore. The direct cause was pneumonia, but an injury received several weeks ago on the coal pier at Locust Point had so weakened him that he was unable to rally as he might otherwise have done.

Captain Ancker was born in Germany in 1852. He served an apprenticeship in the Union Iron Works at Koenigsburg, and after some experience of the sea, entered the Royal Engineering College of Berlin, from which he graduated in 1877. In 1879 he went to Scotland. Denny Brothers, ship builders, sent him to Egypt, where he assisted Commander Gorrings of the U. S. Navy in the difficult task of loading the obelisk which had been presented to this government by the Khedive. When Commander Gorrings returned to this country he left the navy and organized a shipbuilding plant at Philadelphia; remembering Captain Ancker's services in Egypt, he induced him to come to Philadelphia as constructing engineer. The steamer Frostburg was built for the Consolidation Coal Company of which Charles F. Mayer was president. Later the Frostburg ran ashore and Captain Ancker was asked to take charge of the owner's interest, in that crisis.

He did this so well that on coming to the presidency of the Baltimore & Ohio, Mr. Mayer brought in the Captain as supervisor of floating equipment. He continued to serve the Consolidation Company, but from 1908 he has devoted himself entirely to the service of the railroad.



CAPTAIN WALTER ANCKER

Captain Ancker has won a high place in public esteem. Various governors of Maryland have asked him to represent the State in gatherings of distinguished men. He was called upon to aid in the survey of an Eastern Shore Canal. He was a mason, member of the American Federation of Arts, Society of Naval Architects, American Association for Advancement of Science, and the Baltimore, Maryland, Merchants, Baltimore Country, and Baltimore Yacht Clubs.

Captain Ancker naturally had a special liking for men of the sea and among his acquaintances were many captains, mates, and steamship engineers beside the host of railroad men who valued his friendship. He was a delightful story-teller. He leaves a widow, one son, Mason, and two daughters, Marian and Gretchen.

The active pallbearers at his funeral were: Robert Ramsay, George F. Patterson, Carter Osborn, John R. Bland, Charles Mackall, Harry G. Skinner.

The honorary pallbearers were: George M. Shriver, Oscar G. Murray, B. S. Mace, William T. Moore, William Ewing, W. W. Symington, Howard Bland, Jacob H. Hartman, Townsend Scott, Robert Cole, Key Compton, Sterritt McKim, Thomas Goodwillie, Henry G. Hilken, Erhard von Knoblock, Colin McLean, Columbus O'D.

Lee, T. Keaton Stewart, Wilbur Miller, J. V. McNeal, C. W. Galloway, F. D. Underwood, James H. Clark, Hugh L. Bond, Jr., H. B. Gilpin, Dr. M. G. Porter, Edward M. Vickery, J. Hugh Cottman, William L. Marbury.

In response to a request from the Interstate Commerce Commission, the American Railway Association has issued its first report on home and foreign cars in service. The data was furnished by 311 railroads. Light is shed on car shortage in so far as it is due to the slow return of a freight car from a foreign line to the owning road. The commission has urged greater promptness in such returns. There is a reported total of 2,251,541 freight cars owned, of which only 1,071,014, or 47.57 per cent, were home cars

on home roads. Home cars on foreign roads were 1,176,673, while foreign cars on home roads were 1,210,740. The total number of cars on line reported was 2,281,754, an excess over those owned of 34,067 cars. At the same time there was a surplus of freight equipment reported of 26,135 cars, and shortage of 62,536, a net shortage of 36,401. As to cars in shops there were 97,240 home cars in home shops, or 4.53 per cent, and 32,436 foreign cars in home shops, or 1.51 per cent.

Where do you place safety in relative importance among the ends

to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR FEBRUARY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Wellston	\$10,668	\$14,639	.....	.....
Toledo	9,281	11,014	.....	.....
Indiana	7,745	.....	.....	.....
Illinois	6,329	.....	.....	.....
Ohio River .....	.....	9,114	.....	.....
Monongah .....	.....	8,218	.....	.....
Shenandoah* .....	.....	.....	\$ 645	.....
Indiana .....	.....	.....	14,102	.....
Illinois .....	.....	.....	11,721	.....
Connellsville .....	.....	.....	7,096	.....
Newark* .....	.....	.....	.....	\$33,042
Ohio River* .....	.....	.....	.....	14,095
Indiana .....	.....	.....	.....	22,611
Cleveland .....	.....	.....	.....	13,257

* Signifies that these divisions did not have a single personal injury in the class of service indicated.

STATEMENT OF WAGES PER INJURY FEBRUARY, 1913

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY	TOTAL.
Philadelphia..	\$ 3,223.00	\$ 1,347.00	\$ 9,009.00	\$ 3 650.00
Baltimore	4,159.00	1,171.00	6,223.00	2 910.00
Cumberland ..	3,465.00	1,413.00	3,383.00	1 833.00
Shenandoah...	3,281.00	645.00	1 945.00	2 869.00
Monongah	8,218.00	2,198.00	7,495.00	3 896.00
Wheeling	4,604.00	3,899.00	1,936.00	4 157.00
Ohio River ...	9,114.00	1 746.00	14,095.00	5 668.00
Cleveland	3,166.00	2 005.00	13,257.00	3,519.00
Newark	2,225.00	1,995.00	33 042.00	3 331.00
Connellsville..	6,873.00	7,096.00	10 970.00	5,733.00
Pittsburgh...	5,960.00	3,387.00	4 128.00	4,654.00
New Castle...	3,933.00	1,844.00	7,664.00	3 738.00
Chicago	2,883.00	1,315.00	3 056.00	2,488.00
Ohio	8,073.00	2,116.00	6,816.00	4 685.00
Indiana	7,583.00	14,102.00	22,611.00	7,745.00
Illinois	3,997.00	11,721.00	5,932.00	6 329.00
Toledo	11,014.00	6,369.00	8,399.00	9,281.00
Wellston	14,639.00	6 125.00	9,961.00	10,668.00
Indianapolis..	3,473.00	4,100.00	4,930.00	4,687.00
Average.....	\$4,374.00	\$2,285.00	\$5,892.00	\$3,688.00

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



NINETY-FIVE PER CENT PERFECT IN OBSERVATION TESTS

A total of 969 Observation Tests* were made on the system, during the month of February. Of this number forty-seven, or five per cent failed. Failures occurred under the following headings:

CHARACTER OF TEST.	NUMBER FAILURES.
Torpedo	2
Failure to detect form A or B incorrectly made out.	6
Failure to detect train order incorrectly made out.	3
Failure to detect train order incorrectly repeated.	2
Failure to observe automatic signal.....	1
Failure to observe home, block or order signal.....	2
Failure to detect signal lights out.....	10
Failure to note markers improperly displayed.....	2
Failure to note wrong signal given flagman to come in.	2
Flagman not back proper distance.....	3
Failure to observe if torpedo, etc., was attached to lantern for flagging	1
Failure to observe slow order.....	4
Failure to register properly.....	1
Cut engine loose for water.....	2
Miscellaneous.....	6

47

These tests are made for the purpose of keeping all employes in train service, where human life is at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch tests."

The number of Tests for January was 1001. By an error this was printed 100.

SAFETY POPULAR AT PITTSBURGH

The largest audiences that have yet gathered to hear discussions of safety on the railroads crowded two halls in Exposition Building at Pittsburgh, on March 10th. Between six and seven thousand persons filled the first meeting place, and as many more made an overflow meeting necessary. All the lines running into Pittsburgh were represented. The meetings were presided over by General Superintendent O'Donnel, of the Pennsylvania Railroad, and General Manager Code, of the Wabash-Terminal. The following paragraphs are partly selected from Pittsburgh papers:

Long before the hour of starting, the street in front was densely lined with the railroad men who came from all along the lines entering this city and from radiating lines far to the compass points. The number of women present made instant impression and it was a subject of constant reference by all the speakers. They were recognized as having the deepest and most rational interest in the movement, which looks to safeguarding the employe in shop or on the track, and as possessing the strongest influence that may be exerted over the men folks to observe the rules and meaning of the new safety first proposition.

In opening the meeting, Chairman O'Donnel said, in part: "The Safety First movement is of much greater magnitude than is apparent at first thought. We are apt to think of it as applying to railroad work only, when, as a matter of fact, it extends to all fields of human labor. Great nations build lighthouses on their rock-bound shores to save the lives of those who 'go down to the sea in ships.' Great nations organize and maintain large armies and navies for the protection of the lives of their citizens.

"The great railroads of the country have enlisted science in the safety movement. We refer particularly to the work of the test departments, and would cite the chemical analysis and physical tests of practically all material entering into railroad construction, maintenance and operation. Such analysis and tests in the past have developed defects and weaknesses which have been corrected, resulting in greatly improved and strengthened material.

"We desire particularly to prevent the accidents that result in personal injury to the employe, not only on account of the physical suffering that is caused, but because, in many instances, dependent ones are deprived of their breadwinner, entailing upon them the loss of comforts and frequently of the necessaries of life.

"Many of these accidents are shown to be due to failure of the employe to heed instructions or exercise ordinary care. Often if we could pursue the investigation further, even into the home and private life of the employe, it would develop the real cause of his failure or oversight. Sickness, loss of sleep, trouble at home, financial difficulties, the use of intoxicants—any one, or a combination of these causes, may have contributed to the employe's failure by diverting his attention from his duties."

J. W. Coon, assistant to the general manager of the Baltimore and Ohio Railroad, said in part: "The first

essential in safety work is cooperation; not only must the men be loyal to each other and the company, but the company must be loyal to the men. To have proper cooperation each must thoroughly understand the other, understanding the moves that are to be made, as on a football team. We found that there were enough rules and regulations so that if they were observed, few accidents would occur; but they did not seem to have the desired effect in protecting employes on the firing line. The men themselves had not become personally interested; but with the formation of these committees they have become so. They have joined hands with the company.

"An article appeared in the newspapers, written by Mr. Fagan, wherein he stated that the safety movement was a grand one, both men and company being interested; but that the various organizations were against it. Speaking for the Baltimore and Ohio, I can say this is not the case. The General Committee went before their lodges and was promised hearty cooperation after it was explained that on one side of the ledger was the desire of the company to preserve the old experienced men instead of breaking in new ones with their many costly mistakes, beside the natural desire of the officers to preserve life and limb.

"On the other side of the ledger is the pain, suffering and worry which the men must suffer, and, when death results, the grief and privation that cannot be reckoned in money.

"On the Baltimore and Ohio, for over five years not a single passenger has been killed in a train accident, yet during that time almost as many people have been carried as there are in the United States."

Ten railroaders then gave five-minute talks. James Spellon of the B. R. & P. denounced the "chance taker" as a dangerous colleague on the road. He advocated such an organization for protection of life that an offender against rules could be cited before the lodge. F. B. Gower, of the Dennison shops, Pennsylvania Lines West, described the safety devices introduced there. But he said that many working on piece work sacrifice safety to time.

D. G. Spindler, engineman of the Union road, counselled his fellow workmen to abstain from drink, to stop playing poker in the caboose and to stop smoking cigarettes. Good judgment was the keynote of safety, he said. A. E. Hedden, telegraph operator for the Bessemer & Lake Erie, talked about the concentration of thought necessary to avoid mixing or mistaking orders.

E. H. Rex, engineman, Pennsylvania Lines West, spoke like an exhorter against the use of liquor. He recommended two books, the Bible and a bank book, and said both could be enjoyed if safety first rules were observed. Other speakers were H. B. McGuire, engineman, Pittsburgh and Lake Erie Railroad; N. P. Good, Pitcairn shops, Pennsylvania Railroad; L. B. Howenstein, conductor, Wabash-Pittsburgh Terminal Railway; W. J. Heberling, engineman, Baltimore and Ohio Railroad.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor*

HERBERT D. STITT, *Staff Artist*

GEORGE B. LUCKEY, *Staff Photographer*

THE DIVISION AND THE WHOLE ROAD

The late James McCrea never allowed division lines to limit his point of view. That is one reason why he rose to the presidency of the Pennsylvania Railroad. Engineer Buckley once told this anecdote in the Railroad Employee, referring to the period when Mr. McCrea was superintendent of the New York Division.

"I went into the Coal Port roundhouse to draw some oil. We had a new engine and our supply had become exhausted. The roundhouse foreman, who was conversing with Mr. McCrea, evidently seeing a chance to display his wisdom in the presence of his superior official, replied that he couldn't give me any oil as I belonged on the Amboy Division. Quick as a flash, Mr. McCrea turned on the foreman with the remark:

"What difference does it make where he belongs? It's all the Pennsylvania Railroad.' And addressing me, he said, 'Young man, when you need oil, get it at any station.' Silence was golden as far as that particular roundhouse foreman was concerned, for some time thereafter."

It is not so hard to forget differences in a time of stress. No man would fail to do what he could for his brothers on the divisions affected by the flood. Let's keep a bit of the moment's abundant sympathy for tomorrow's need. In the daily fight for advantage, in the wear and tear of office correspondence and road operation, we might well write these words above all our rivalries—which have their own place and value:

"What difference does it make where he belongs? It's all the Baltimore and Ohio Railroad."

SATISFYING MR. SMITH

A member of that large family to whom Mark Twain dedicated one of his books told this to one of our employes:

"Way down in Tennessee where I live I got a mileage book. I didn't read it very carefully and simply took it for granted that it was good all over the Baltimore & Ohio System. One of the Eastern conductors took it up and collected cash for the rest of my trip, but in doing so he didn't scold me for my error as some folks like to do; instead he said he was sorry that I had to suffer inconvenience and loss of money. After going through his train he came back and told me exactly how to get my money refunded. The spirit he showed made such an impression on me that I have made a point of trying to get

every one in my town to travel by the B. & O.'" It is safe to say that what appeals to Mr. Smith is pretty likely to warm the heart of Mr. Jones, Mr. Brown, Mr. Robinson and all their relatives and friends.

THE MACHINE AND THE MAN

The best element in human service is that which comes without compulsion. Orders are necessary, but if men did no more than obey these, the railroad would be only a machine and a mighty poor one. No, there must be something else; you can't explain results on a machine theory. Machines work only when conditions are right. It is men that are the masters of circumstance. The floods come and hard steel crumbles like straw and the centuried rock is uprooted; but in the receding water stands the man—his heart unquenched, his grasp on duty firm.

As this number goes to press there is space only to refer to the many late instances of unselfish service. All along the road, trainmen and other employes have held meetings and sent delegations to superintendents asking how they could help. At Lima, Ohio, on the C. H. & D., engineers, firemen, conductors and brakemen held a joint meeting and sent a representative of each class to the superintendent, offering their services freely to relieve suffering wherever they were needed. Such a spirit is beyond the praise of men; we can only thank God for inspiring it.

FLOOD NEWS

A few very interesting paragraphs have come in from the flood section and are printed in this issue. Many pictures are also in hand. But in the next few days after this issue is printed, there will be a far better opportunity to select the best material. Therefore a great deal of space will be devoted to the subject in the May and June issues. Our people are acquainted through the newspapers with the general situation. We shall all want to know, however, the extent of the loss which the road will have to meet. Above all it will be an inspiration to the rest of us to read the story of the reconstruction which our fellow-employes began, with courage and resourcefulness, even before the waters had subsided. The picture given shows Wheeling Station, one of the finest on the system, resembling a palace in Venice more than it does an American traffic center.



WHEELING STATION



THE HOME

THE SECOND CHANCE

THE TRUE NARRATIVE OF A BOY THAT LOST AND THEN WON

ALUETTE MONTGOMERY WALDRON
Wife of Trainmaster, New Castle Division

"WHAT a dirty boy!" exclaimed his mother. "No indeed you can't put on these fine new shoes, until you have scrubbed your feet. If anything should happen to you and folks see you so dirty, I'd be ashamed."

So Byron Painter of the little town called Coulter, grudgingly scrubbed his pedal extremities, then proudly put them into the fine "two-dollar-and-a-half" shoes his mother had brought him from McKeesport the day before. As he skipped happily off the wide back porch, on his start for school, mother and sister stood in the door, fondly watching the lithe little figure and the twinkling new shoes. He was only eleven and the baby of a large family.

But alas, the sorrow those new shoes helped to bring about. Right in front of the Painter home lies the Baltimore & Ohio Railroad and when a slow-moving coal train came along, just as our hero reached the road, the temptation was too much, and Byron "hopped" it. In less time than it takes to tell it, the beautiful new shoes slipped and down he went. Heavy wheels ground off the left shoe and the freshly scrubbed foot that was in it. Tenderly the train crew placed the little unconscious form in the caboose, while horror-stricken comrades ran to his mother with the news.

No time was lost. Soon the cars were shunted to a siding, and the engine and caboose with the injured boy and his terrified mother were making record time toward McKeesport and the hospital. In three months the boy came home, but for five more months mother and son travelled back and forth between home and hospital, three times each week, paying their own fare every time, for the pride of Mrs. Painter kept her from accepting that much from the railroad.

When her friends and certain lawyers looking for business urged her to sue the company for the injury to

Byron, Mrs. Painter steadily answered: "No, my boy had no business on the train and I cannot ask any pay, although the accident nearly broke my heart."

All that happened in 1907. Years later, on the very anniversary of the accident, Byron Painter again walked beside the railroad track. This time it was evening and the boy swung along on crutches, returning from a nutting expedition; for his injury had not quenched his spirit and he still joined his companions in frolics of all sorts. When he came to the spot where he once paid so dearly for a thoughtless act, Byron was all alertness. His keen eyes picked out a break in a rail. Stooping down he lifted a ten-inch piece completely out; and for one startled moment he knew not what to do.

Then all the energy within him surged to the top. He knew The Duquesne Limited was almost due. This is the flyer of the Pittsburgh Division and is always crowded. At Coulter, "The Duquesne" is at its highest speed, for it makes no stop between McKeesport and Connellsville, and booms along with wonderful rapidity. Byron's thought flew first to the section boss, who lives half a mile away. There was no time to get him. The rapidly darkening twilight falling about him urged to immediate action.

A cousin, who is in the employ of another railroad, lived close at hand, and Byron knew where he kept some fuses. Having found one, the boy swung down the track on his crutches toward the coming train. Just in time he waved the danger signal frantically before the swiftly moving engine and the big panting flyer stopped with its nose almost touching the broken rail.

Byron Painter is now the possessor of letters from Superintendent Gorsuch, of Pittsburgh, and Dr. S. R. Barr, of the Relief Department, commending his action and giving him an order for an artificial foot; also transportation to Washington and return and the promise of a position with the company when he is ready to go to work.

So the cheerful cripple is packing his grip to journey to Washington. And when he walks into a position on his new foot, we may expect to hear worthy mention of him in connection with the work of "Safety First."

Enough nourishing food is absolutely wasted in this country every day, through carelessness or ignorance in preparation or failure to save what is left over, to feed every man, woman and child in 18 of its largest cities, from New York to Portland, Ore. Part of this loss is due to servants, but a very large portion is waste for which the housewife is responsible. At only 10 cents per meal the above loss amounts to \$4,500,000 per day, or \$1,642,500,000 per year.

The only wonder is the "high cost of living" is so low.

—*Popular Mechanics.*



BYRON PAINTER

LETTERS FROM OUR MEN

SENIORITY AS AN ASSET

No one knows the true value of old, experienced, loyal men better than a yardmaster. Neither does any one experience more trouble when he has an untried or an intemperate man. This is demonstrated at every turn, by derailments, draw heads mashed in, work laid out not being completed, cars marked wrong and cars switched wrong.

Newark Yard claims the championship for sobriety and the length of time the majority of its men have been employed as foremen and switchmen. The ten oldest men have been in the service 223 years in the aggregate, or an average of 23 and a fraction years. The next ten oldest men have served a total of 152 years, or an average better than 15 years. The next ten oldest men claim a total of 86 years, or an average of better than eight and a half years each.

Newark Yard has never had to abandon a crew on pay day, and never worked short handed. This is a challenge to other yards—thirty oldest men totalling 461 years, or an average of fifteen and a third years to the man. Can you beat it?—*General Yard Master.*

DON'T CARE, TAKE-A-CHANCE, KNOCKER OR BOOSTER—WHICH?

At the Pittsburgh "Safety First" rally, which I had the pleasure of attending, were given the best talks I have ever heard. There we learned what it means to railroad men to be "Don't-cares," "Take-a-chancers" or "Knockers." And I believe a great many members of these classes, if they had heard those talks, would have been converted in good faith to the "Booster" class.

The opinion has been expressed in my hearing that if chances were not taken nothing would be accomplished and employes would fall below the respect of their officials. I can assure those of this opinion that they may expect and will receive the hearty support of the officials of the Connellsville Division for they are greatly interested in this work.

The Don't-care man makes work a burden to himself and himself a burden to his fellow workmen: for they have to keep a close watch to see that he does not get himself and them in trouble. As for the knocker, if cars were made of gold and engines were heavenly beings he would not be satisfied—no, not even if every other day were pay-day and the rest of them Sundays and he could spend Sunday home!

Well, here comes the Booster and makes life and labor a pleasant pastime. If things are not what they seem or what he expects, he always has a good word to suit the occasion. He nearly always makes the rest of his companions laugh, which lightens work and makes worry disappear quickly; for worry and good cheer cannot be companions for any great length of time.

So, Boys, let us forsake Don't-care, Take-a-chance and Knocker for otherwise fate will find us. After you are crippled for life or have been the cause of some fellow workman's death, taking the only support from a home

that was once so happy, it will be too late to be sorry; so let us be sorry before it is too late. Let us join the Safety Boosters' class, with a firm determination never to forsake it.

I have experienced working with the four classes and when there is one of each on a crew it is anything but pleasant. A dispute usually arises before the train has proceeded very far—and the train seems to know, for it joins in the mix-up, boxes running hot, air hose bursting, carrier plates coming down, high and low drawheads parting, bad tripples showing up, and engines failing for steam or breaking down. The weather even favors you with a drenching rain about the time the work begins, or it snows. As you all know, these things are more than interesting when you are trying to get in to go to a hop or theatre or wedding or some holiday meal at home.

I appeal to you all once more to join hands and attend the funeral of Don't-care, Take-a-chance and Knocker and shine with a radiant face at the reception Booster has planned for you.—*A Divisional Committeeman.*

SAFETY FIRST VS. NO DELAY

In this great move of Safety First, which is the most important, I should like to ask, safety first or no delay? The reason for this question is that sometimes chief dispatchers lose sight of the fact that an engine needs more or less attention after running a hundred miles. A short time ago when a run was scheduled to leave a terminal, no engine was there, but the leading caller was informed that one was coming. The engine arrived just in time to take the run, but it was reported that some work must be done to make it safe. Of course, if the work was done there would be a delay. The engineman going on duty, in looking over the report of the incoming engineman, noted what was reported, but found it was not done. The roundhouse foreman put the responsibility on the dispatcher because he wanted the engine without any delay, regardless of work.

A good deal of criticism is dealt out to the general and division officers, because some one else wants to make his reports look good. What would the result have been if some of the employes who had to work with that engine had got crippled or killed because the necessary work wasn't done at the shop before starting?

Now, as the president and all the officers ask our cooperation, why shouldn't it be given? It does not look right that, as the general officers are trying to build up, some of their subordinates should tear down, not intentionally but thoughtlessly. Let us all strive to the end of safety, adhering to the old proverb—self-preservation is the first law of nature. And while we are saving ourselves we shall be helping some one else. We as employes do not have to kill some one to win, as the soldier does; we win by saving our lives and the lives of our fellowmen. A harmonious cooperative spirit and action will bring about the desired results, and once we get in the habit the task will be easy and a pleasure.—*John Coxon, Engineman and Member of Safety Committee, Wheeling Division.*

ROLL OF HONOR

CUMBERLAND DIVISION

A train was running loose down Cheat River grade. Engineer J. M. Carrico, on the ground at Rowlesburg, heard its approach. Another train of 32 cars was standing on the passenger track with helper behind it. Carrico had the presence of mind to throw the switch and head the train running loose in on the freight track, thus probably avoiding a serious accident. The engine and cars passed the switch before the train stopped.

CONNELLSVILLE DIVISION

On March 5th, Conductor E. H. Stahl, working in Adams coal train service, found five inches broken out of a rail in the main track near Hooversville, on the S. & C. Branch. He immediately notified the trackmen who made the necessary repairs.

On March 6th, Engineer L. M. Farling, in charge of train No. 18, running between Johnstown and Rockwood, on the S. & C. Branch, discovered twelve inches broken out of a rail at the first curve west of Johns Mine. He stopped the train and notified crews of three trains which were lying on the siding at Hooversville, thereby preventing what might have been a very serious accident.

On March 8th, Engineer Bowman of Extra 2777, West, noticed that a switch at West End, Rowena, set for siding, stood open about one inch. He notified the dispatcher who had the necessary repairs made.

On March 8th, Engineer E. T. Flummer noticed and reported doors swinging on train 86 at Mukden. The train was stopped at Roberts and the doors closed.

These cases, bearing testimony to the vigilance observed by employes in this territory, are a source of pleasure to the officials of the company and to the superintendent personally.

PITTSBURGH DIVISION

Committeeman Heinbaugh of Connells-ville Division reported that on March 14th, while the yard crew was using the third track between Connellsville and Broadford, they were flagged by Flagman Harry Varnosdale of the train ahead and notified of a broken rail discovered by him in the track. The Connellsville safety committee have suggested that Varnosdale, a Pittsburgh employe, be commended for action taken.

Flagman C. M. Brown discovered a broken rail on Layton Westbound passing siding about five rails west of the water plug, at 9.30 a. m., March 10th.

On March 1st, Merchandise Local East, engine 205, was rounding Oakdale curve about 4.45 p. m., when Conductor Pickard, who was riding on the left side of the engine, noticed a rock weighing between 500 and 600 pounds lying on the west-bound main track. He immediately notified the engineer to stop. He sent a flagman out ahead and started back himself to remove the rock, but before he got back to where it was, Brakemen White and Molyneaux had rolled away the stone. Extra West, engine 1697, running light, showed up just after the rock had been removed. The prompt action of this crew is highly commended.

E. G. Keown, brakeman on No. 82, coming East March 9th, discovered brake rigging on the track as the caboose passed over it at Wzde (Washington), got off his train and removed the rigging and walked to Vance siding to catch his train, which had gone in there for No. 109. The action of Mr. Keown is very much appreciated by the officials.

On February 22nd, Conductor Darby, in charge of Extra East, engine 2400, discovered that B. & O. 85405, in his train, had a bent axle and set the car off at Sharpsburg. Actions of this kind are highly commendable.

NEW CASTLE DIVISION

George Snyder, an employe of the Thomas Steel Works at Niles, Ohio, discovered a broken rail in the B. & O. track at Niles and reported it to our people at that point. This no doubt avoided an accident and the superintendent wrote Mr. Snyder, thanking him for his prompt action in this matter.

We are very glad indeed to note that our employes on the line are using their powers of observation. Brakeman P. J. Philpott on February 27th, while flagging work extra, discovered a broken rail at Niles Junction. He reported this to the section foreman who repaired the track at once.

On March 2nd, this brakeman in passing through the yard at Haselton found five inches of the ball of a rail in the main track missing and took immediate action to have repairs made.

W. A. Moore, switch tender at Ravenna, noticed a brake beam down on New York Central extra 5961 at that

point. This train was stopped and repairs made. It is such things as these that count, for if any of these things had gone by unnoticed, no doubt trouble and expense would have resulted.

Operator Committeeman Green is commended for his watchfulness in finding loose tie bars. He has just reported the fifth case.

Timothy O'Leary, flagman with Conductor J. E. Crill, spent three hours flagging at a point where there was a broken rail at Sterling. As the temperature was below zero on this night, February 1st, we desire to acknowledge his fortitude in sticking to the job.

Flagman R. E. Burdge, going west on extra 1271, February 25th, noticed something on the eastbound track after leaving Hereford. He notified Conductor Cavany and after the train had been stopped, both men went back and found half a car roof on the eastbound track, right ahead of the first 94 and No. 10. Had Mr. Burdge not noticed the obstruction, a bad accident might have occurred.

During a severe windstorm, Mrs. J. E. Loomis, residing a short distance south-east of Warren, on the Painesville Branch, saw two big trees fall across the tracks. She realized that the "local" was nearly due and telephoned to the B. & O. target some distance away. Then fearing that proper precautions would not be taken she ran up the track nearly a quarter of a mile to make certain that the engineer and crew on the train would receive the warning. She met section men in a hand car traveling for the point where the trees fell. The train was flagged and the debris removed after some little delay. Some time ago Mrs. Loomis observed a broken rail and immediately notified employes of the railroad.

CLEVELAND DIVISION

On March 13th, Operator F. R. Landis, at Massillon, Ohio, discovered a mashed rail in the main track, just west of pole 94-30, west of Columbia, and made prompt report of the matter. Superintendent Lechluder has written Mr. Landis a letter of appreciation.

The divisional safety committee reported pig iron along the track of the Penn Iron & Coal Company at Canal Dover, making a dangerous condition for trainmen. After trying without success to get the coal company to remove



MAGNETIC CRANE

the iron the division sent its magnetic crane from Cleveland, and did the work. The pig iron in question was on the coal company's property and the railroad men had no direct authority over the unloading of it; but here was a plain case of public duty and they did it.

CHICAGO DIVISION

The twin steel stacks at the Garrett power house were blown down by the wind, on March 27. Jacob Starry, foreman in charge of the electrical equipment, happened to be near the power house when the wind was at its height and was afraid the stacks would fall. When he saw them start he rushed through the shops to the electrical plant, just east of the machine shop. He had

only about a minute's time and workmen in the shops thought he had gone crazy when he ran past them at top speed. He reached the plant and had just turned off the current when he heard the crash of the stacks. Had the current not been turned off, the generators would have been ruined when the stacks broke the wires. Loss of life might have resulted, since the high tension wires fell across wires running into the shops. Fortunately the stacks missed the shops and boiler house where they would have done most damage.

The stacks are five feet in diameter and a quarter inch thick and weigh twelve tons each. The job of replacing them is a big one. Three locomotives have been put into emergency use to furnish power to run the shop machinery.

CHICAGO TERMINAL

Charles Weydert, locomotive engineer, one of our safety committeemen, while running north on the northbound main track at 4.30 P. M., March 8th, noticed a broken rail on the southbound track, south of Forsythe Avenue. He immediately reported this to the track foreman, who replaced the broken rail.

OHIO DIVISION

A live wire in the Chillicothe freight

station set fire to some papers. Paul Coppel, a tonnage clerk, saw the smoke coming from a window, from the general offices across the way and the freight office was notified. The fire was put out with chemical extinguishers.

INDIANA DIVISION

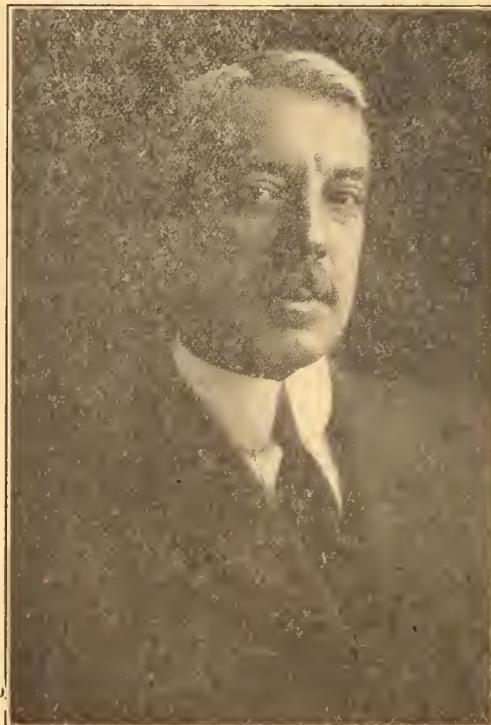
The Indiana Division boys feel very proud over their record during the past winter as it shows that they are living up to "Safety rules." From August 5, 1912, the date of our last fatal injury, to the present date, we find that in the entire transportation department only three men have been injured seriously enough to cause them a loss of seven days or more. On November 5th, J. H. Bruning, yard foreman, in climbing to the top of a car, slipped and fell with a slight injury to his back. On January 24th, Conductor A. J. Myers caught his foot in a guard rail, breaking his toe. On March 5th, Brakeman C. McCully was thrown out of a cupola, at North Vernon, and had his leg broken. You will note that none of these accidents was of a serious nature. We feel that the Indiana Division has an enviable record, especially when we take into consideration the number of employes constantly on the road and in shops.

DR. SUMMERFIELD B. BOND

The influence of a good and helpful man lives long after he has departed this life. April ninth was Doctor Bond's birthday. A little over a year ago he died. His heart was bound up in the safety work and as chief medical examiner of the Baltimore and Ohio he took much interest in launching the movement. His entire thought seemed to be to do something to better the conditions of the men.

His life was full of helpful deeds, done so quietly that you only heard of them in talking with the man he had helped. Old pensioned employes, when taken sick, were frequently visited not only professionally but to cheer them up, making them forget, momentarily, their illness. Employes coming from off the line for serious operations in one of our Baltimore hospitals were visited daily for fear they might get discouraged, being away from home and friends.

He was very ill for many months prior to his death, but this could not kill the smile and good cheer in the University or his familiar "Hello, old fellow, you look fine this morning: Dr. Bond.



DR. S. B. BOND

must have a good night's sleep." During all his illness—and I saw him frequently—I never heard him complain. Speaking of him, an officer said a few days ago "My regard for the Doctor was more like that of a man for a woman; his very gentleness and constant cheerfulness drew you to him, more so than any man I ever knew." The Doctor died December 21, a year ago, and was buried Christmas eve. In his illness he said, "If possible I would like to live until after the holidays so as not to interfere with any of the Christmas plans; my going might make some one sad." Always thinking of the comfort and happiness of others.

It is hard to lose such a worker and cheerful companion, but such a life is an inspiration to all who knew him, and there are many men on the road whose days were cheered, when they were very ill, by this gentle friend.

A ward has been established and equipped for the Baltimore & Ohio Hospital, Baltimore, as a memorial to



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.
A. HUNTER BOYD, JR.
C. W. EGAN.

E. STIMSON.
DR. J. F. TEARNEY.
JOHN HAIR.

GENERAL OFFICE, BALTIMORE



C. D. POWELL AND HIS CHILDREN

C. D. Powell, a new member of Mr. Prendergast's force, is here shown with his two youngest children. Their father was born January 1st, 1865, commenced service with the company in 1881, cleaning shops, etc. He completed his boiler-maker apprenticeship at Grafton and served at several shops as boiler-maker, staybolt inspector and assistant boiler-maker foreman. In 1910 he was transferred to the B. & O. S. W. as general boiler inspector, and in 1912 his jurisdiction was extended over the C. H. & D. On February 17th of this year, he was appointed general boiler inspector on the B. & O. proper covering all territory under the jurisdiction of Mr. Prendergast.

Another new man on the same force, R. W. Salisbury, commenced service at Glenwood as special machinist. In 1905

he was appointed inspector in the office of superintendent motive power at Pittsburgh. He was transferred to the mechanical engineer's office on special shop and road work. In 1912 he was transferred to the southwest as motive power inspector, and during the same year his jurisdiction was extended over the C. H. & D. On February 23rd, 1913, he was transferred to Baltimore as general mechanical inspector over the territory in charge of superintendent motive power.

The group photograph shows seven of the employees of the car service force who have been in the department thirty years and over, their combined service aggregating 227 years. Two of these employes were with the company when the office was located at Mt. Clare under the late John T. Rigney, who had the title "Manager Trace Office." It is sometimes the case that employes of this length of service are found trailing along more as pensioners than as active workers, but the seven shown in the photograph will be found from day to day grinding away with the same vigor as in years past. Reading from left to right, their names are: H. T. Davenport, W. M. Woods, W. G. Vincenbeller, F. H. Schley, W. D. James, A. H. Greenfield and S. T. Wright.

Walter B. Dudderer has been appointed chief clerk to auditor coal and coke receipts, to succeed J. P. O'Malley who has



CAR SERVICE FORCE

been promoted to the chief clerkship in the office of auditor merchandise receipts. C. G. Pollock who was former chief clerk to auditor merchandise receipts, has been promoted to the position of special accountant.

J. F. Schutte, chief clerk to general auditor, was taken sick on March 11th, and the attending physician diagnosed his trouble as appendicitis. After two weeks treatment it was decided to operate on March 26. The operation was apparently successful. He has our best wishes for a rapid and complete recovery.

The employes in the office of auditor passenger receipts desire to express their sincere sympathy with Arthur H. Schwatka, their fellow clerk, on the sudden death

of his father, William F. Schwatka, Sr., who died at the residence of his son, William F. Schwatka of 106 West Woodland Avenue, on March 21st, aged sixty-nine years. His wife died a few years ago; he is survived by three sons. Interment was made in Baltimore cemetery.

PASSENGER TRAFFIC DEPARTMENT

The annual meeting and election of officers of The Traffic Club of Baltimore, was held at "The Emerson" on March 7th, and the following officers and committees were elected to serve for the ensuing year: President, N. J. Elliott; first vice-president, A. E. Beck; second vice-president, H. A. Haines; treasurer, C. H. Porter; secretary, C. C. Kailer; assistant secretary, C. E. Muller. BOARD OF GOVERNORS: E. A. Walton—chairman, T. E. Barrett, C. A. Fifer, W. W. Erdman, Paul Gessford, J. L. Hayes, Allen W. Graves. MEMBERSHIP COMMITTEE: John H. Doebler—chairman, Allen W. Graves, J. L. Hayes, A. E. Beck, Paul Gessford. ENTERTAINMENT COMMITTEE: W. W. Tingle—chairman, J. Frank Ryley, J. E. Harrison, L. B. Burford, J. E. Bingley. AUDITING COMMITTEE: E. B. Hoskins—chairman, A. M. Hoblitzel, S. A. Mortimer, A. L. Richardson, G. R. G. Smith. PUBLICITY COMMITTEE: E. A. Walton—chairman, A. E. Beck, W. T. Moore, C. H. Porter, Edward Gordon. SPEAKERS AND PAPERS: J. L. Hayes—chairman, W. W. Finley, Jr., C. E. Muller.

The entertainment committee arranged for an entertainment to be given the first Friday in April. The president recalled the history of the old association, and outlined the policies of the new club, declaring that it was the aim and object to establish and promote good fellowship and closer relationship between manufacturers and shippers of Baltimore and those identified with transportation interests. Since the incorporation of the club the membership has increased materially, forty-three new members having been elected since February 7th.

ENGINEERING DEPARTMENT

The boys of the drafting room mourn the loss of W. R. Higham, who died on March 18th, after a brief illness.

M. M. McCracken, of the drafting room, has returned after several weeks visit to Daytona, Fla.

P. F. Pie, of the drafting room, has leased a summer home at Halethorpe, Md. We are waiting for an invitation.

William H. Fraley, bookkeeper, is rapidly improving after a short stay on

his uncle's farm near Belcamp, Harford County, Md. If eggs will do it, he hopes to become a heavyweight.

L. W. Heatcote, draftsman, has taken unto himself a partner, and established his residence at Severn, Md. We wish him success and happiness.

A. J. Burnette, draftsman in the architectural department, has been making frequent trips to Kernsville, N. C. We hope it is not serious.

B. S. Hunter, chief inspector of the bridge department, from Frederick County, Va., is talking a great deal of the big time he will have at the opening of the new athletic field of the Delaware College, Newark, Delaware, on May 30th. He will be the guest of J. T. M. Grant of his department and J. M. Connor of the real estate department. He will take in an automobile sight-seeing trip.

GENERAL OFFICE, BALTIMORE

Arthur Remington, auditor disbursements clerk, is taking unto himself a wife. He has our best wishes. His bride hails from Still Pond, Md., on the Eastern Shore.

It's strange how the good work keeps up, but Willie Lewis of the same office sprung a surprise on his friends by the announcement the other day that he had been married the early part of last winter. We wish him luck, also.

J. R. Eder, until recently one of our bookkeepers, has been appointed general auditor of the Easternshore Steamboat & Development Company, with offices at Annapolis, Md. Mr. Eder has the right kind of stuff in him and we hope to hear of his further advancement in the railroad world.

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York

DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.

W. B. BIGGS, Agent, Pier 22, N. R.

J. J. BAYER, Agent, West 26th Street.

E. W. EVANS, Agent, St. George, S. I.

J. T. GORMAN, Agent, Pier 21, E. R.

E. SALISBURY, Agent, Pier 7, N. R.

JOHN B. HICKEY, Foreman, Pier 22, N. R.

M. E. DEGNAN, Foreman, West 26th Street.

TIMOTHY DINNEEN, Foreman, St. George, S. I.

C. J. TOOMEY, Foreman, Pier 21, E. R.

E. SHEEHY, Foreman, Pier 7, N. R.

LOUIS POLLY, Laborer, Pier 7, N. R.

FRANK COOK, Laborer, Pier 22, N. R.

SAM GILESTA, Laborer, 26th Street.

J. BOITANO, Laborer, Pier 21, E. R.

MIKE DEMAYO, Laborer, St. George.

C. H. KOHLER, Tug Despatcher, Marine Department.

A. W. MAUL, Lighterage Agent.

A. BOHLEN, Captain, Marine Department.

JAS. HEWITT, Engineer, Marine Department.

PATRICK MEADE, Oiler, Marine Department.

R. MULLEN, Fireman, Marine Department.

T. HALVERSON, Deckhand, Marine Department.

H. M. NIELSEN, Captain, Marine Department.

PIER 7 AND PIER 22

Through our magazine, we, the employes of this division, wish to extend to our fellow-employes in the affected districts our sympathy in the losses and sorrows which some of them have suffered through the recent floods.

John Whalen has been promoted from the accounting department to the collector's force. F. J. Dahlhouse has been promoted from assistant to chief clerk to the accounting department. These two changes are due to Mr. C. C. Davis' "back to the farm movement."

H. J. Petty took a trip to Philadelphia last week, we understand, to act as best man for a Bayonne friend who was married in that city. Petty was always handy for this line of work. Weddings, christenings, etc., seem to fall in his way very often.

We are all pleased to note that Mr. Bausmith, our cashier, has discarded his hospital service at home, all of the patients having recovered. Mr. Bausmith had a severe siege.

Mr. Garlichs reports that married life is a very satisfactory arrangement.

We are exceedingly glad to hear that work has been started at Pier 22, North River, and sincerely hope that we shall be able to get back soon. It is believed that the little things which make life worth while in a large and hustling office will not be forgotten by the management.

Mrs. Seaman, wife of W. K. Seaman, in the accounting department, contemplates a trip to her home in Wales next month via the White Star Line steamer "Adriatic." We all wish her Bon Voyage.

Edward Kehoe, of Pier 7, North River, has been on sick leave for the past two weeks, having had an attack of appendicitis.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. L.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE, Trainmaster, Chairman.

B. F. KELLY, Assistant Trainmaster.

R. H. TAXTER, Road Conductor.

M. SCHAFER, Road Brakeman.

JOHN GIBB, Yard Conductor.

ALEX CONLEY, Road Foreman of Engines.

HARRY WOOD, Fireman.

E. ALLEY, Track Supervisor.

BRADFORD CRUM, Master Carpenter.

W. L. DRYDEN, Signal Supervisor.

H. E. SMITH, Shop Foreman.

C. J. O'CONNOR, Passenger Conductor.

F. E. HORAN, Engineer.

D. A. McLAUGHLIN, Yardmaster.

R. E. COLLINS, Passenger Trainman.

The first of a series of baseball games between the North and East Shore Railroad teams resulted in a sweeping victory

for the East Shore boys with a score of 14-4. The game was played on the South Beach ball field, and despite the brisk wind and occasional snow-flurry, the whole nine innings were played with a snap and jump.

At the end of the series the best men of both teams will be consolidated into one team which will constitute the B. & O. Baseball Team, New York Division. This team will then issue challenges to the other divisions of the B. & O. System

EAST SHORE.			
	R	H	E
Condr. C. Ball, 2n b.....	0	1	0
Condr. P. Whelihan, r. f.....	3	3	0
Bkman. W. Dwyer, c. f.....	3	4	0
Bkman. Mayhew, 1st b.....	3	3	0
Engr. P. Meaney, c.....	0	0	0
Bkman. C. H. White, Jr., p.....	2	2	0
Car Insp. Burns, 3rd b.....	2	2	0
Bkman. Muraldo, s. s.....	0	0	1
Opr. E. Bernstein, s. s.....	0	1	0
Fireman J. Stell, l. f.....	1	2	0
	14	18	1
NORTH SHORE.			
Bkman. Rosendale, d.....	1	1	0
Opr. R. Bernstien, 2d b.....	1	3	0
Bkman. Lorenz, p.....	1	1	0
Fireman J. White, p.....	0	0	0
Bkman. F. Weiss, 1st b.....	0	0	0
Condr. J. E. DeWaters, r. f.....	1	1	0
Bkman. Kauffman, s. s.....	0	0	1
Bkman. E. Whalen, c. f.....	0	0	0
Engr. (R. F. E.) A. Conley, l. f.....	1	1	0
Condr. Schaeffer, 3rd b.....	0	0	0
	4	7	1

Struck out by C. H. White, Jr., 9.

Struck out by Lorenz, 3.

Struck out by J. White, 1.

Umpires Conductor Tilton and J. W. Ritchie.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON,
Chief Clerk, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
J. P. GIBSON, Machinist.
J. M. KELLY, Engineer.
CONNELLY, Fireman.
C. E. UHLER, Freight Conductor.
W. R. COLLINS, Yard Conductor, Wilmington, Del.
J. S. ROUSH, Yard Conductor, Philadelphia, Pa.
T. B. FRANKLIN, Terminal Agent, Philadelphia, Pa.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Division Claim Agent.
DR. A. L. PORTER, Medical Examiner.
R. C. ACTON, Secretary.

George Barks, day yardmaster, East Side, has been promoted to night yardmaster (in charge).

E. T. Seibert, agent and assistant yardmaster, East Side, preached at Cookman M. E. Church, Wilmington, Del., Sunday morning, March 30th, and at Chester Bethel M. E. Church in Chester, Pa., the same evening.

R. H. Tideman, general yardmaster at Philadelphia, has just returned from a visit of several days at Brunswick. He speaks very highly of the facilities there and thinks the yard compares favor-

ably with any other similar one on other systems where he has made observations.

Employees at East Side car shops have organized a baseball club for the season of 1913 and under the guidance of Manager "Jimmie" McCann, are fast rounding into shape. They would like to make dates with similar teams nearby. J. T. Corgee, general car foreman's office, East Side, is business manager.

H. H. Carver, has been appointed freight agent at Wilmington, Del., vice J. F. Higgins, retired.

Mrs. L. A. Lloyd, widow of Frank M. Lloyd, formerly agent at Holmes, Pa., has been appointed ticket agent at Folsom, Pa., vice Mrs. L. L. Hill, resigned.

F. G. Shepperd, has been appointed agent and operator at Bradshaw, Md., vice W. R. Hanna, resigned. Mr. Shepperd comes to Philadelphia Division from the office of auditor of merchandise receipts.

M. J. Wann, has been appointed agent at Joppa, Md., vice A. C. L. Roeth, resigned.

C. C. Cook, our division engineer, was called temporarily to the lines West recently to assist in rebuilding some of the track washed out by the recent floods.

Mrs. J. L. Maphis and Miss Edith Maphis, wife and daughter of the chief clerk, Shenandoah Division, are visiting friends in Wilmington, Del.

W. E. Frasher, operator at East Junction, Del., was on a business trip to Cincinnati, when the recent floods prevailed and will no doubt bring some interesting reports when he returns.

W. R. King, bill clerk at Wilmington freight office, is the happy father of a son, born March 14th.

James Dougherty, brakeman, East Junction, Del., has been appointed assistant chief of the voluntary fire department, City of Wilmington, Del.

Frank Larrimer, a fireman of this division is in Panama on leave of absence. He has been writing of his experiences to friends back home. T. E. Stacy, secretary of the Riverside Y. M. C. A., permits us to quote from a letter to him, dated at Pedro Miguel:

"I took a walk from here to Panama City today, about 7 miles. I started out about 8.00 a. m. and walked to Corozal about 4 miles; went to the Y. M. C. A. there and made myself known and showed my card. I rolled 4 games of duck pins.

"I am an engineer now. I only hostlered two weeks when I was called up for examination and started running the

11th. We handled between 115 and 120 engines here at Pedro Miguel while I was hostlering; there were ten of us and the work was evenly divided; we had every other Sunday night off, but worked from 6.00 p. m. to 6.00 a. m. the other nights. Every white man had a negro helper, termed a brakeman, who coupled and uncoupled engines and threw the switches. Since I have been running an engine, we have had three shifts. A man with a regular engine goes out one week and works from 6.30 a. m. to 2.30 p. m.; the next week from 6.30 a. m. to 10.30 a. m. and from 2.30 p. m. to 6.30 p. m. The third week he works from 10.30 a. m. to 6.30 p. m. The power is in first-class condition and it is a pleasure to work on these engines."

Frank enjoys the experience and thinks Uncle Sam is a pretty good old gentleman to work for. But he still prides himself on being a B. & O. man. And he is trying to uphold the standard of self respect and manly character as well as of skill.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER,
Chief Clerk, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. II. HOBBS, Superintendent, Chairman.
C. W. MEWSHAW, Trainmaster, Vice-Chairman, Baltimore, Md.
R. B. BANKS, Claim Agent, Baltimore, Md.
E. W. BURCH, Brakeman, Brunswick, Md.
W. T. BURNS, Engineer, Brunswick, Md.
J. A. CHAMBERS, Machinist Helper, Brunswick, Md.
B. J. CORWIN, Conductor, Camden Yard.
W. L. EWING, Brakeman, Locust Point.
J. H. FEINOUR, Brakeman, Mount Clare.
D. M. FISHER, Agent, Washington, D. C.
J. C. FOGLE, Fireman, Riverside.
M. D. GRANEY, Car Inspector, Washington, D. C.
A. M. KINSTENDORFF, Agent, Camden Station.
J. E. LEOPOLD, Car Inspector, Brunswick.
DR. E. H. MATHERS, Medical Examiner, Camden Station.
W. T. MOORE, Agent, Locust Point.
J. F. NOBLE, Operator, Bay View.
J. W. RIVES, Conductor, Washington, D. C.
W. E. SHANNON, Transfer Agent, Brunswick, Md.
E. SHUCKHART, Brakeman, Curtis Bay.
E. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
T. E. STACEY, Secretary, Y. M. C. A., Riverside.
C. H. STEPHENS, Machinist, Riverside.
G. R. TALCOTT, Assistant Division Engineer, Camden Station.
S. C. TANNER, Master Carpenter, Camden Station.
G. T. TIERNEY, Conductor, Camden Station.
G. H. WINSLOW, Secretary, Y. M. C. A., Washington, D. C.

T. A. Goldsborough, a passenger brakeman, died on March 17th, after an operation from neuritis. His many friends extend their sympathy to his family.

C. A. Thompson, signal supervisor, accompanied by his wife, is spending a short time at Atlantic City, recuperating from an illness.

Fireman D. Pearl has been appointed assistant traveling fireman on the Baltimore Division.

L. W. Strayer has been appointed assistant supervisor on the Baltimore Division, to take charge of the "Efficiency System," on the Washington Branch. Mr. Strayer was formerly employed as transitman on the Pittsburgh System.

MOUNT CLARE JUNCTION

As a result of the efforts of the safety committee, trespassing on Viaduct Bridge which is a dangerous structure, is prohibited entirely; also the air pipe lines are changed so there will be no more danger from that source.

Eastbound Dispatcher Shearer is off duty, seriously ill; Howard Martin is holding down the job.

G. W. Turner, yard conductor, who was hurt some time ago, is working again.

Yard Master Kavanagh and family made a visit to Philadelphia, lately.

Nichols is the "Beau Brummel" of the Junction. Dazzling raiment is little Willie's forte.

CAMDEN STATION

The B. & O. R. R. Freight Office Baseball Team at Camden Station, has organized for the season, with the following members:

- Catchers—Davidson & Thompson.
- Pitchers—Stone and Bohn.
- 1st Base—Quinn and Harp.
- 2nd Base—Sapp.
- 3rd Base—Payne.
- S. S.—Gallagher.
- L. F.—Scott.
- R. F.—Spurrier.
- C. F.—Hardy.
- Substitutes—Regan, F. Hardy and Amey.
- Umpires—Pritchard and White.
- Official Scorer—J. Ludwig.
- Mascot—George B. Dick.
- Manager—W. P. Harp.

Challenges have been issued to all railroad teams, as well as outside teams. The manager would particularly like to arrange for games with the commercial freight office, Philadelphia, and also with Washington. Send all challenges to the manager, care of Agent, Camden Station, Baltimore, Md. Sunday and holiday games only.

One of the experts at the Riverside Y. M. C. A., offers this checker problem:

Blacks' move to win:

Black 5-6-7-14-17-22-K32; White 13-15-16-23-24-30-31.

White's move to win.

White 7-16-23-30-K6-11; Black 3-4-5-15-18-21-K27.



ERECTING SHOP FORCE, MT. CLARE

"Larry" McWilliams of district engineer M. of W.'s office, made still another trip to Newark, O., and it is now a "hopeless" case, for "Mac" was seen visiting the jeweler's a short time ago.

L. M. Chew, a lamp trimmer fell from a pole at Riverside, thirty-five feet and was severely injured. He will recover.

MOUNT CLARE

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

- H. A. BEAUMONT, Chairman.
- C. A. DAVIS, Piecework Inspector, Freight Repair Track, Mount Clare.
- J. T. BRENNAN, Car Inspector, Freight Repair Track, Mount Clare.
- W. R. SHECKELLS, Piecework Inspector, Cabinet Shop, Mount Clare.
- R. S. COLLISON, Gang Foreman, Passenger Shop, Mount Clare.
- J. E. CARLTON, Painter, Paint Shop, Mount Clare.
- J. ZISWARCK, Car Builder, Camden.
- C. P. LEHRER, Gang Foreman, Baileys.
- J. D. BLINKE, Piecework Inspector, Curtis Bay.
- G. F. STINER, Piecework Inspector, Locust Point.
- J. W. PENN, Gang Foreman, Locust Point.
- J. KALB, Assistant Foreman, Bay View.
- T. H. TATUM, Car Repairman, Freight Car Repair Track, Mount Clare.
- C. W. KERN, Stenographer, Baileys.
- H. C. ALBRECHT, Inspector, Locust Point.

MACHINE SHOPS

- J. W. BREWER, Chairman.
- S. A. CARTER, Erecting Shop.
- H. OVERBY, Erecting Shop.
- J. P. REINHARDT, Blacksmith and Axle Shops and Power Plant.
- H. C. YEALDHALL, Boiler Shop.
- ROBT. W. CHEANEY, Brass Foundry.
- V. L. FISHER, Iron Foundry.
- GEO. F. KLINE, No. 1 Machine Shop.
- J. O. PERIN, No. 2 Machine Shop.
- W. E. HAESLOOP, Pipe, Tin and Tender Shops.

MOUNT CLARE SHOPS

The above photograph shows the employees of the locomotive erecting shop.

Those in the front row are in supervising capacity, and reading from left to right they are as follows: H. Emerick, P. W. inspector; Charles Lyman, P. W. inspector; E. W. Dill, gang foreman; T. S. Torback, foreman; L. G. Torney, specialist; W. G. Holbrook, P. W. clerk; M. R. Colaham, shop clerk; J. J. Smith, locomotive inspector, is sitting on the ground between Messrs. Dill and Torback. We congratulate the erecting shop on having such a fine-looking set of men.

The safety committee meeting in the general foreman's office on March 20th, was well attended. We are glad to see that the men are taking interest in this work.

We were unable to secure the date, but the stork glided over the home of S. N. Stickels some time this month and left a bouncing baby boy. Mr. Stickels is assistant foreman at Curtis Bay.

The meeting held recently under the auspices of the Square Deal Club of Mt. Clare, at the West End hall, in Baltimore, was one of the most successful and promising events in the history of the club. It was a strenuous meeting and much business was transacted. The discussion of various points indicates that this club is striving to understand and practice the spirit of Square Deal in its broadest sense. Harry Davis, presiding chairman, proved to be a genius in this capacity, maintaining the finest of order, and preparing the

members by his opening remarks for the brilliant speeches that were to follow.

The committee comprised the following men: Messrs. Kline, Day and Letzer, representatives on the Mediator staff, Mr. Roche of Philadelphia, and our most esteemed friend C. B. Bartlett of the Mediator.

Superintendent J. W. Brewer, Foreman Weber of the foundry, Foreman Conan of the erecting shop and ex-foreman Peach were much in evidence, and each in turn announced his willingness to support the cause.

Mr. Bartlett gave a serious talk upon the term "Square Deal;" he took the impartial view of justice to all, favoritism to none. There were forcible speeches by Messrs. Kline, Roche and Day. These men delivered practical views, which were warmly received and imprinted on the minds of their fellow workers.

WASHINGTON TERMINAL

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

By attendance at the evening class in stenography at the Terminal Y. M. C. A. the past winter, one of the members has received promotion with a substantial increase of salary. Naturally he feels much elated and the benefit received pays for the sacrifice made in giving his evenings to study.

The Union Station No. 2 team won the pennant in the Bowling League.

The season proved a very enjoyable one, with 255 league games played. An exciting finish promises even more interest in this department in the future.

The Terminal Y. M. C. A. Baseball League elected as officers for the season of 1913, President E. Birch, ticket agent; vice-president W. J. Wilson, trainmaster; secretary G. H. Winslow; treasurer C. H. Spencer, engineer, Washington Terminal Co.

John Callow, who recently underwent an operation at Providence Hospital, will soon be at work again. He thinks it rather hard to have to lie quiet so long and is anxious to get in his old position behind the bat in a red-hot ball game.

The men all sympathize with E. C. Van Buskirk on account of the recent death of his wife.

During the inaugural period, March 1 to 8 inclusive, 2484 men slept in the rooms fitted up in Union Station. Beds

were always ready for the tired railroad man in from his run, and no man delayed a train for failure to be called in time.

Ernest Plasket, who has been at Providence Hospital for several weeks on



WASHINGTON TERMINAL BASKET BALL TEAM

account of an injury, is able to be out again and is well on the way to recovery.

More lockers have been placed in the Y. M. C. A., making over 600 altogether, and the lighting system has been rearranged.

The serious illness of his mother called L. C. S. Mattison, night assistant secretary to his home in Columbus, Ga.

H. O. Williams of the International Railroad Y. M. C. A. force, gave an interesting address before the meeting of the membership committee recently, commending them for excellent work done the past winter.

Clark Griffith, Manager of the Washington "Nationals" and the officers of the Amateur Base Ball commission of the District of Columbia, were guests of honor at the Fifth Annual Smoker of the R. R. Y. M. C. A. Baseball league and made a hit with the 225 men present.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, Y. M. C. A.
Secretary, Cumberland

DIVISIONAL SAFETY COMMITTEE

H. C. McADAMS, Chairman.
W. L. RICHARDS, Conductor, East End.
J. F. BARNETT, Engineer, East End.
J. S. CAGE, Conductor, Martinsburg Yard.
W. L. STEPHENS, Martinsburg Shops.
J. T. FOREBECK, Brakeman, Cumberland Yard.
D. ZILEK, Car Repairman, Cumberland Mill Yard.
J. V. YARNALL, Machinist, Cumberland Shops.
T. A. MORAN, Machinist, Keyser Shops.
J. W. RAVENSCRAFT, Car Inspector, Keyser Shops.
A. E. RICE, Brakeman, Keyser Yard.
M. F. NAUGHTON, Conductor, West End.
W. M. PERRY, Engineer, West End.
DR. J. A. DOERNER, Medical Examiner, Cumberland.
W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland.
W. HARRIG, Assistant Claim Agent, Cumberland.
F. A. TAYLOR, Master Carpenter, Cumberland.
D. CRONIN, General Supervisor, Cumberland.
C. M. GEARHART, Chief Clerk, Secretary.

S. J. Richard, assistant secretary of the B. & O. Y. M. C. A., resigned his position the first of this month to accept a call to the secretaryship of the Young Men's Christian Association of Dekota, W. Va., Mr. Richard, during his four years of service here, endeared himself to all who knew him. The committee of management, on behalf of the Association, expressed its appreciation in a very tangible way, by presenting him with a purse containing a goodly sum. The staff of the Association did likewise.

The many friends of Engineer Kendle, of Baltimore, who has been running a passenger train between Baltimore and Cumberland, and who has been in the employ of our company for forty-seven years, are glad to see him

back on his run again, looking hale and hearty. He made his first trip to Cumberland, since last December, on April 5th. In speaking to a group of men at the morning Bible study class, he referred to the many changes he had witnessed. He reminded the firemen who think they have a much harder time than they had in years gone by that while new duties were placed upon them, and the engines were larger, other duties had been taken away which once fell to their lot, such as keeping the engines clean, taking in coal themselves, along the route, getting the engine ready for the run, etc.

Brakeman J. Yeager, of Lafayette Avenue, South Cumberland, is ill at his home, with typhoid fever. He has good care, for six weeks ago he married Miss Long of Cumberland.

Ward Hauger, assistant secretary of the B. & O. Y. M. C. A., brother of Conductor Charles Hauger, of the Second Division, was operated on at the Western Maryland Hospital for throat trouble. He is doing as well as can be expected.

At the suggestion of one of the members, the local safety committee has tried the experiment of meeting in the company's offices, the morning of the 20th, breaking up into groups and inspecting the yards, shops, etc. The committee meeting is held in the afternoon, and helpful suggestions are made as a result of the inspection.

G. H. Winslow, secretary of the Washington Terminal Y. M. C. A., delivered an illustrated address at the local association on Railroad Associations of America. Mr. Winslow showed over one

hundred views of railroad buildings, explaining the special features of the work done at each of them.

On Monday, March 31st, Mr. Wilmoth, road foreman of engines, arranged an "economy" meeting at the Y. M. C. A. Auditorium. Over one hundred and fifty men were present. The discussions were lively and practical.

The iron fence around the new shops at Cumberland is now completed, and will certainly help to keep out stragglers and non-employees.

A Harrier Club has been organized by Jack Kemp, physical director of the Y. M. C. A. A large number of our younger employes have joined. The members meet twice a week and take long runs into the country, returning to the Association for a good bath and rub down. Many of them say they are greatly benefited by this healthful recreation.

We are glad to welcome to our division the new day yardmaster, R. A. Grames, formerly of Grafton, W. Va. He succeeds John Niland. We are also glad to welcome from Pittsburgh, L. Moore, who will take charge of the yards at night.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Miss Mabel J. Breneiser, daughter of Operator H. E. Breneiser, of Cumbo, and Thomas J. Doyle an engineer in the Cumbo works, were married recently in this city. After a ten days' trip to the groom's former New England home, they returned to Martinsburg where they will reside.

Ray H. Meadows, machinist in the scale shop, has resigned to take a position as foreman of the Southern Railway scale department at Chattanooga, Tenn. Ray is a fine machinist and his place will not be easily filled. We wish him success.

Yardmaster Grey F. Gannon recently suffered a fracture of his right leg and the loss of two toes from attempting to board the tank of a backing engine. Mr. Gannon had come to this city only about three weeks before the accident from Grafton where he held the position of assistant yardmaster. The efficient manner in which he took hold of the work here was rapidly winning him favor with local railroad men and shippers.

Jacob D. Mullen, aged sixty-eight years, died at his home, 626 North Third Street on March 20th. Mr. Mullen was a native of this city where he entered the employ of the B. & O. as a young man, learning the trade of boiler-maker.

When the motive power department was moved from here he went to Mt. Clare where he remained until his retirement. He returned to this city and having purchased the old Mullen homestead on Third Street, resided there until his death. Interment was made in Green Hill Cemetery.

William Henry Keller, a retired B. & O. employe, died on March 27th, at the age of 73 years. Mr. Keller began to work for this road when he was nineteen years old and served the company in various capacities for nearly fifty years. His first job was helping with the masonry work in the erection of the stone bridge at Cherry Run. He afterwards became a brakeman, and later a conductor, in which capacity he served until he lost his arm coupling cars in the West End yard at Cumberland. He filled various positions as watchman until his retirement almost five years ago. The funeral was held at the late home, North Queen Street and was attended by many railroad men. Interment was at Green Hill Cemetery.

John Alburtis Bowers a retired employe, died at his home in the city April 2nd, aged seventy-eight years. Mr. Bowers has been for about fifty years a resident of Martinsburg where he enjoyed a large measure of popularity. For many years he served as engineer and later became foreman of one of the shops here. He was long a member of United Links Division No. 353 B. of L. E. and for more than twenty years served as secretary and treasurer of the division. He was a charter member of Washington Lodge K. of P. in the affairs of which he was influential. The funeral services were held in St. John's Lutheran Church of which Mr. Bowers was a member, many members of the fraternal orders being in attendance.

Miss Lizzie Starliper, daughter of Mr. and Mrs. Starliper, and Joseph Prather, a B. & O. employe, were recently married. They will make their future home in Martinsburg.

Miss Celia V. Shipe and Robert L. Wolford went away to Chambersburg, Pa. a few days ago, where they were quietly married. Bob is on the bridge erecting gang. The boys were a bit peeved at not receiving a bid, but gave him a royal send off on his return from the honeymoon.

Henry C. Butts, of the shop yard force and Miss Emma Estella Grove were recently married in this city. Henry is a

popular young fellow in the shops. He and his bride have the best wishes of the local force.

Miss Mabel V. Gerbric and Harris J. Fortney, one of our brakemen were married a few days ago. Mrs. Fortney is a daughter of C. R. Gerbric of the shop force and Mr. Fortney is a son of Engineer E. T. Fortney. They will make their future home with the bride's parents.

SHENANDOAH DIVISION

Correspondent, W. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman.

E. D. CALVERT, Supervisor.

S. J. LICHLITER, Supervisor.

Maurice O'Connor, pensioned supervisor, who was critically ill for some time, passed away at his home in Winchester, Va., March 24th, aged seventy-eight years. He was buried at Martinsburg, W. Va., his former home, on the 26th. Mr. O'Connor had spent the greater portion of his life in the service of the B. & O., and was a general favorite with those with whom he came in contact. He entered the service at Martinsburg in 1857, as trackman. He was made supervisor on the Shenandoah Division in 1884 and retired March 23, 1904. He leaves a widow, one daughter, Mrs. Richard Welsh, wife of Engineman Welsh, of Harrisonburg, Va., and six sons: Francis, foreman in Mount Clare shops; M. B., operator in "GO" office Baltimore; John, assistant round-house foreman, Brunswick; and William, Charles and Dan, connected with the shops of the S. A. L. Railway, Portsmouth, Va. All of Mr. O'Connor's sons learned their trades in the shops of the B. & O. R. R.



SUPERVISOR MAURICE O'CONNOR

We are glad to learn that Fireman T. B. Phalen, is progressing well in the hospital at Harrisonburg, after a very successful operation for appendicitis. He was taken suddenly ill on his engine between Staunton and Lexington on the 22nd, and was operated upon the following day. Fireman Phalen is a son of Conductor T. H. Phalen, running between Harrisonburg and Staunton.

R. M. Colvin, pensioned engineer, of Harrisonburg, Va., attended the funeral of Supervisor O'Connor at Winchester.

Agent P. S. Rogers and his brother, the clerk, C. L. Rogers, have returned to East Lexington, after taking in the inauguration and visiting friends in the Eastern cities.

F. M. Brannum, station baggageman of Harrisonburg, Va., has returned from a visit to friends in Washington and other Eastern cities.

Agent J. M. Swann, of Greenville, Va., is off for a few days attending the conference of the M. E. Church, which is being held in Staunton, Va. T. B. Farnsworth, of Summit Point, is holding his job down during his absence.

Ticket Agent J. E. Glenn and family, of Harrisonburg, Va., have returned from a two weeks' vacation in Florida. Mr. Glenn is greatly improved in health.

Engineman L. T. Stickley, who has been laying off on account of a slight indisposition has returned to work.

Trackman Charles S. Cox and G. H. Gladwell, of the Valley R. R., are on the sick list.

T. E. Bonds has been appointed foreman of Brookewood Quarry, vice William Blanchfield, resigned.

MONONGAH DIVISION

Correspondent, F. J. PATTON,
Chief Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

E. D. GRIFFIN, Trainmaster, Grafton, Chairman.
DR. C. A. SINSEL, Medical Examiner, Grafton.
P. MADDEN, Engineer, Clarksburg Yard.
H. BRADENBURG, Conductor, Grafton Yard.
B. E. JEFFRIES, Conductor, W. Va. & P., Weston, W. Va.
H. E. KLOSS, Assistant Division Engineer.
WM. C. DECK, Machinist, Grafton.
A. P. LEVELLE, Train Dispatcher, Grafton.
A. J. BOYLES, Conductor, Fairmont.
J. J. LYNCH, Car Repairer, Fairmont.

R. M. Krause, B. & O. rest house and restaurant inspector of Cleveland, Ohio, has been here for several days. He made inspection of the rest house here and found it in first class condition. He has also opened a restaurant car in the rear of the roundhouse under the management of J. H. Murphy. This is a clean place and a square meal can be enjoyed here at all times.

A delightful surprise party was given to J. S. Watkins, freight car builder, on Saturday, March 29th, which was his forty-fourth birthday. About twenty-five of his car shop friends helped to carry out the surprise, presenting him with a handsome chair. The out-of-town guests were Mr. and Mrs. R. P. Watkins, Mr. and Mrs. J. H. Wiles of Morgantown, and Mrs. Walter Michales of Terra Alta.

H. E. Kloss, the efficient assistant division engineer, has been transferred to Cumberland Yard. Henry was a member of the Monongah Division safety committee, and his services in the capacity of committeeman, will be missed.

Dan Coyne, operator at Salem, is taking his vacation, visiting New York City and other Eastern points.

Miss S. L. Graham, agent at Central, is laying off for a few days visiting at Clarksburg.

Conductor M. Gaughan, of trains 71 and 12, is at his home in Parkersburg, very low with typhoid fever. We hope for Mike's early recovery.

Captain Ed. Owen, of Nos. 3 and 4, has just returned to duty, after a long siege of rheumatism. His many friends were glad to see him out again.

C. R. Lilly, station master at Grafton, has been off the past two weeks on account of illness.

John T. Staples, train dispatcher at Grafton, is visiting his home in Virginia.

F. E. Feuqua, train dispatcher at Grafton, has been off visiting friends at Wheeling.

Mr. and Mrs. W. P. Cline are receiving congratulations over the new baby girl at their home.

Ray Thrasher, operator on "J" Tower, is spending a few days with his home folks at Deer Park.

Conductor Conley has resumed duty on the Flemington coal train, after having been off for some time with an injured knee.

E. T. Brown, division engineer at Grafton, is in Flora, Ill., looking after the damaged track in the flooded district. His place is being filled by H. E. Kloss.

WHEELING DIVISION

Correspondent, A. G. YOST, Operator,
Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN, Superintendent, Chairman.
DR. C. E. PRATT, Medical Examiner, Wheeling.
M. C. SMITH, Claim Agent, Wheeling.
H. E. FOWLER, Assistant Division Engineer, Wheeling.
R. W. BURNS, Yardmaster, Holloway.
J. COXON, Engineer, Benwood.
V. B. GLASGOW, Conductor, Fairmont.
W. J. CARTER, Shop Foreman, Benwood.
W. J. CARTER, Shop Foreman, Benwood.
C. M. CRISWELL, Agent, Wheeling.

E. F. RAPHEL, Md., Medical Examiner, Fairmont.
E. E. HOOVEN, Shop Foreman, Holloway.
H. H. HIPSLEY, General Yardmaster, Benwood.
W. A. MORRIS, Fireman, Benwood.
E. MCCONNAUGHY, Engineer, Bridgeport.
G. ADELSBERGER, Car Foreman, Benwood.
J. C. MOORE, Traveling Fireman, Benwood.
A. G. YOST, Operator, Glover Gap.
C. McCANN, Engineer, Benwood.

The maximum flood stage here was 51 feet according to the record kept at the freight station. The water was stationary at this stage for five hours and then dropped slowly. There were no thrilling rescues or accidents around this station, as we have become so accustomed to floods several times a year that our forces are well drilled, and being always on the alert, see to it that no avoidable accidents occur.

All freight was loaded from platform to cars and taken to high ground, and all records moved upstairs. It was then a case of careful watching the buildings to prevent accidents or fire, a force of men being kept continuously on duty to protect the buildings.

Water got into the pipes of the Natural Gas Co. and we were without gas, which made work very difficult. We were very successful in getting rid of mud and rubbish by the use of fire hose and brooms. There were three feet of water and mud in the passenger depot; trains from Grafton did not get into Wheeling for four days. On April 4th, trains had not yet come in from Parkersburg and Cleveland, but we had through passenger service with Newark Division, passengers and baggage being transferred at Zanesville. Train service between Wheeling and Pittsburgh was not interfered with. Passengers for Pittsburgh and Wheeling from Roseby Rock east on Wheeling Division had to go via Fairmont; some, however, walked from Roseby Rock to Wheeling over the hills. Regular passenger service was maintained between Grafton and Roseby Rock.

We understand that all employes affected by the flood are able to care for themselves and will not be compelled to call for outside assistance.

The suburban district east of Wheeling, including Woodland, Echo Point, Pleasant Valley, Elm Grove, Triadelphia, Fulton and Mt. de Chantel were practically cut off from the city on account of street car service being discontinued. To accommodate this section, which takes in a population of from eight to ten thousand, Mr. Green put on a shuttle train between Wheeling and Elm Grove, giving practically hourly service, making all local stops. This enabled a large

majority of Wheeling's business men, who reside in these suburbs, to reach the city and return to their homes without inconvenience.

While several of the dispatching force were marooned at the depot, our general utility man, William Frederick Von Wallrabenstein, came to their rescue with a cooking outfit and served them until they were able to get home. Dispatcher Murphy became very restless during this period of isolation, having a longing to visit the bid stone at Roseby Rock.

The yard master, L. H. Dugan, on a ten-day vacation, had to spend most of the time at home on account of high water. He has a houn dawg which he overlooked and left in his office; it subsisted on card manifests until rescued by some of the yardmen.

All the employes who live on the island were flooded with from three to eight feet of water in their homes, some of them having to be rescued by boat from the second story. Operators L. E. Wilson and R. F. Fetty, WR Tower, who live in South Wheeling, were also flooded. B. B. Gorsuch, a conductor, was rescued by a signalman, L. G. Sheets, who carried him across the street through two feet of water. Yardmaster McDonald started to wade across the street, but found the water too deep and had to swim. William Criss, of the freight house, lost all his household furniture.

Wheeling, Martin's Ferry, Bridgeport, Bellaire, Benwood, Moundsville and New Martinsville were the principle cities in the flood zone on Wheeling Division, New Martinsville being the last to emerge from the murky water.

W. P. Cogley, our platform foreman, has held this position continuously for twenty years.

A. E. Medley, chief delivery clerk, has also held his position for twenty years, except for a short period while he was agent at Bannock, Ohio.

ON THE LINE

Marshall Grimes, pumper at Maynard, died March 10th, of tuberculosis. He had a multitude of friends, many of whom attended the funeral.

Judge Lovett and a party of Union Pacific and Southern Pacific officials passed over Wheeling Division Sunday, March 16th, in charge of Conductor W. H. Lowe and Engineer L. M. McFann, making but one stop on the division, that at Glover Gap, for orders and water. Superintendent Green accompanied them.

The stork has again called at the homes of Conductors G. O. Crisswell and T. W. Morris, leaving each of them an heir.

Engineman J. A. Schaffer pulled the age book on Engineman "Smokebox" Wilson of the Fairmont-Benwood local, and is now in charge of the Choo-choo on that run.

J. L. Carpenter, engineman, and F. R. Davis, conductor, have been placed on the "rules" examining board with the assistant trainmaster, C. H. Bonnesen and the chief train dispatcher, W. L. Cockerell, who will examine all the train-service employes on the new rules which are soon to go into effect.

Operator Thomas Hagerty, while carrying a sack of chicken feed, slipped and fell on his arm in such a manner as to tear the ligaments loose. This will incapacitate him from work for several weeks, as he has an Armstrong lever machine to manipulate.

Operator Frank Jones slipped under a moving train at Cameron, badly mashing his foot so that amputation was necessary. He is the only support of a sister and a widowed mother, which makes the case more pitiable.

Operator Russel Nicholas of Colfax Tower, while cutting wood, accidentally made a deep cut in his foot, which will put him in shop for some time.

Engineman George Gillingham has joined the benedicts, and is now enjoying his honeymoon on the lakes.

Pick-up service has been established between Cameron and Mannington, with Conductor G. O. Crisswell and Engineman P. E. Chaddock in charge, the Benwood-Fairmont pick-up being taken off.

O. E. Partlow, agent at Smithfield, has resigned his position to live a retired life, having made a fortune in the oil business in the last few months. James Noffsinger, former relief agent has accepted the agency.

Engineman F. Grimes has been assigned to the Underwood mine run, and George Reese to the Fairmont yards.

Jack Cero, employed in Benwood yards, sustained a badly crushed foot while repairing a rail on the turntable. Another employe, unaware that Cero was on the table, began to shift it; Cero's foot was caught between the turntable and the wall.

General repair work which was recently started on the track between Narrows and Glendale is temporarily suspended on account of the flood.

The bins containing a supply of bolts, joiners, etc., to be used in repair work in

Benwood yards, are now covered with a substantial waterproof roof. Heretofore these supplies were exposed to weather and suffered more or less damage.

Robert Burnapp, general foreman of Fairmont yards, recently started in the hog-raising business on an expensive scale, purchasing a lot of shoats. He expected to feed them on the refuse from the new B. & O. restaurant, but finding that inadequate to supply the hungry horde, he has been obliged to purchase feed; consequently he finds it a losing business.

Engineman M. Horan and wife are visiting friends at Fairmont and Monongah. Mrs. A. G. Youst, wife of our corresponding operator at Glover Gap, is visiting at Moundsville, and Mrs. G. L. Webner, wife of the operator at Narrows, is visiting at Glover Gap.

The population of Hartzel is still increasing. J. W. Jennings has just completed a fine new dwelling and is now occupying it. The railroad company recently erected two new dwellings, which were occupied as soon as completed.

BENWOOD

Yardmaster C. C. Steel is on a ten-days' vacation, looking after business in the East.

T. F. Cady, yard conductor, is off attending to important business.

C. Frankouser, clerk for road foreman of engines, has returned to work after a few weeks' visit with friends at St. Louis.

The office force, the master mechanic's men, C. Haley, yard clerk, the machinist's force, E. O. Knohe, H. Megale, W. Brinkman, J. Jefferson, Mutt Jefferson, and H. Haberfield—all flood sufferers, have returned to duty after several days spent readjusting affairs at home.

Mrs. N. Huffman, wife of the car foreman, is flood-bound at New Martinsville.

W. B. Porterfield has been appointed machine shop foreman.

A. E. Green, pipe fitter, has returned to duty after a short visit with friends at Parkersburg.

F. Gordon, car inspector, was a business caller at Grafton recently.

Hostler Ed. Morris has been assigned to daylight turntable duty.

A large new safety sign has been placed at Benwood shops. It reads "Positively no admittance. Go to office." The first sentence is placed at the top, with the SAFETY badge directly under it. The second sentence appears below. The sign is neat in appearance and will doubtless serve a good purpose.

Signal Foreman Eckman has completed the installation of a new ninety-pound interlocking plant at Underwood and is now improving the Cameron plant.

HOLLOWAY, OHIO

DAME NATURE ON A RAMPAGE

On Tuesday, March 25th, the high water between Holloway and Piedmont began to overflow the railroad tracks. I took yard engine 2248 and went west from Holloway, getting as far as a quarter of a mile east of Piedmont station, where the line was washed out in three different places in a space of thirty car lengths, the water being about five feet deep, and rushing through like a mile-race. Being unable to advance any farther with the engine or without a boat, we returned to Holloway, took the steam-crane and started to load large stone in the cut west of the yard office.

The next morning we took the work train out with sixteen bridge men and worked all day east of Piedmont.

On Thursday morning we started out again and went west of Piedmont, and there found the track completely gutted for about one mile. I then saw it was time for some extraordinary measures to be taken to restore traffic, and returning to Holloway, called out all the yard and road engineers, conductors and brakemen, shop men and repair trackmen, bought all the shovels in Holloway, and took six dozen scoop shovels from the store-room. We then loaded all the ties about Holloway and took them with us.

With the big gang of men we repaired the track as far as one mile east of Freeport, the second day as far as bridge No. 11.

It was somewhat amusing to see the engineers, conductors and brakemen tamping ties. Engineer W. K. Kennedy, who stands over six feet in his stockings, was tamping ties part of the time and it was necessary to give him a long-handled shovel so he could reach down to the gravel, without uncoupling his spinal column.

On Sunday we split the gang in two parts; Mr. Brieker, from Baltimore, took engine 990 with ties and cribbing and forty men, and I took the other gang with seventy-five men and followed him out, dumping slack coal, ashes, etc., with engine 2248. The 990 went as far as Midvale on Sunday, and I got as far as Tippecanoe with the ballast train. We were reinforced on Sunday by Supervisor Stonecipher with about fifty men.

On Monday we had engines 990, 1507, 2248 and 2325, all taking material to re-

pair the track. We got as far as Auld's cut, east of Stillwater, on this day.

On Tuesday we got to Uhrichsville and notified the dispatcher he could run trains 17 and 18 between Uhrichsville and Holloway. All the trainmen, enginemen, shopmen and yardmen worked well, and it was certainly gratifying to see the spirit that was manifested by all the employes in Holloway. They certainly showed the proper spirit when the Baltimore and Ohio was in distress. I desire to thank one and all for the support they gave me in endeavoring to open the line to Uhrichsville.

R. W. BURNS,

General Yardmaster.

Holloway, Ohio.

Engineer George Ballinger and wife have returned home after a few days' visit in Columbus.

Engineer W. E. Henry left today for Hot Springs, Arkansas, in search of health.

Pipe fitter A. V. Macklin was called to Granpen, Pa., quite recently by the illness and death of a near relative.

Conductor and Mrs. William Foley are visiting their daughter, Mrs. A. B. Hubbs, of Uhrichsville, Ohio.

Fireman William Coates is suffering from a badly sprained ankle.

Mrs. W. E. Henry, wife of Engineer Henry, is spending a few days visiting relatives and friends in Pittsburgh, Pa.

A number of the employes and their families were sight-seeing in Wheeling, Sunday.

Engineer William Brewer and family have returned home from Bridgeport, Ohio, where they were called by the illness and death of Mrs. Brewer's sister.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A.
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
S. T. ARCHER, Engineer, Vice-Chairman.
A. MACE, Trainman.
P. J. MORAN, Yardman.
R. L. COMPTON, Shopman.
C. L. PAIR, Fireman.
W. B. WINKLER, Agent, Operator.
F. H. D. BISER, Medical Examiner.
W. M. HIGGINS, Maintenance of Way.
W. E. KENNEDY, Claim Agent.
J. H. OATEY, Y. M. C. A.

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent, Cleveland*

C. H. LEE, *Dispatcher, Cleveland*

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Cleveland, Ohio, Chairman.
E. H. CLINEDINST, Division Claim Agent, Cleveland, Ohio, Vice-Chairman.
O. C. SPEITH, Assistant Division Engineer, Cleveland, Ohio.
DR. J. J. MCGARRELL, Assistant Medical Examiner, Cleveland, Ohio.

W. K. GONNERMANN, General Foreman, Lorain, Ohio.
J. E. FULP, Foreman, Machine Shops, Cleveland, Ohio.
J. WEISS, Engineer, Lorain, Ohio.
E. G. LOWERY, Engineer, Cleveland, Ohio.
E. A. MYERS, Conductor, Cleveland, Ohio.
T. L. TERRANT, Yardmaster, Ohio.
J. C. SHIELDS, Yardmaster, Canal Dover, Ohio.
W. H. RUCH, Agent, Massillon, Ohio.
C. OLDENBERG, Acting General Yardmaster, Cleveland, Ohio.
E. D. HAGGERTY, Yardmaster, Akron, Ohio.
C. H. WALKER, Yardmaster, Canton, Ohio.
R. H. THROESCHER, Acting Agent, Cleveland, Ohio.
J. M. HUTCHINSON, Fireman, Lorain, Ohio.
T. KENNEDY, Supervisor, Cleveland, Ohio.
GEO. ELFORD, Operator, Seville, Ohio.

The superintendent desires that the following notice be printed in the magazine:

"This division has suffered the greatest catastrophe in its history. We have seen expensive bridges swept away, stations and platforms carried off and our roadbed washed from one to six feet and we were helpless to prevent it. Our division south of Seville was under water for three days. No man could have asked for more loyal support than that given me by the employes of this division. They were not only willing to do as instructed, but took the initiative in many cases, even though it entailed the remaining away from their homes for as long a time as two weeks."

During the rehabilitation of the roadbed after the recent high water, G. G. Tope, operator at Freeport, was doing duty as sectionman. And there's a new baby boy at home, too.

Dispatcher C. W. C. Wright was marooned at Uhrichsville, and there being no way to get home, he promptly organized a section crew from the various train and enginemen who were unable to get home on account of the high water. Among the members of this brigade were Engineers R. W. Bair, C. Roenbaugh and Washburn, and Conductor Dickerman. The prize for being the best sectionman belongs to Engineer "Rosy" O'Grady who had a shovel about three times the regulation size—and how the ballast did fly. In addition to his duties as section foreman, Dispatcher Wright acted as bridge inspector, caller, train dispatcher, yardmaster and hostler.

Fireman Harig had been away from home for about two weeks and had been complaining about not having had a bath during the days one of the work trains was on bridge 27. During the early evening, he accidentally stepped off the platform of the caboose and got a good ducking in the river. He had his bath.

C. H. McCulley has taken his regular summer job as copy operator at Cleveland. "MAC" is there with the copy.

Clerks at Clark Avenue yard office were driven out by water early Tuesday morning, leaving their noon lunches. Sometime later construction men building road in that vicinity went through the office in order to reach the bridge, and were marooned there until Thursday. The only food they had during this period was the lunch left by the boys.

Tuesday night a city officer requested the loan of one of the teams being used to haul freight from warehouse to train shed, to rescue several families on Leonard Avenue. All families were taken out and safely landed.

Water left tracks at Columbus Street in bad shape, but forty per cent being available. Temporary repairs were hurried, and we now have full use of the tracks.

LORAIN, OHIO

W. E. McCauley, Jr., formerly of the general offices, Baltimore, and recently of Akron, has been transferred here to fill the dispatching clerk's desk.

S. W. Terrant, recently made chief clerk to general yard master at Akron Junction, has been transferred to Lorain yard to fill the chief clerkship here. We are glad to have Buck back with us.

Yard Clerks Beechy, Pfeiffer, Caller and "Paperweight" Septer have returned to work, having been on furlough since last fall.

Yard Conductor Dernier has been off sick for three weeks.

It was with regret that we learned of the death of L. H. Butler, one of our C. L. & W. flagman. Mr. Butler died at Mansfield, after having undergone an operation at a hospital at that point. Mr. Butler was very popular with the trainmen here as well as with the clerical force. He will be missed.

"Smiling" Frank Billings, of the Hump Yard, is hard hit with the poetical bee since a meeting not long since with a lady in an adjoining town. He is making strenuous efforts, the result being something like this:

"She has went, she has gone;
She has left me all alone.
Can I never went to she?
Can her never came to I?
Oh, it cannot was!"

Brakeman Stump was injured the latter part of the month by the 2624 overturning, on running through the derail. Mr. Stump suffered a couple of broken ribs and an injured jaw.

During the disastrous floods in the state this month, Lorain Yard was indeed fortunate in not being put out of service.

We were in no way affected, except as we suffered through the tying up of the line. The Black River, on which our coal docks are located, was a regular torrent, and the rapidity of the current broke the cables which were holding two large boats at the American Ship Yard and took them toward the lake. Fortunately the draw bridge tender was able to get the draw open, and one boat went through O. K. The other one grounded.

Several of our men were caught away from home and unable to get back because the track was washed away. Some walked from Holloway to Massillon and Warwick. The fifty-mile hike was rather rough on shoes, and the shoe stores here have been doing a good business since the men returned.

Among the walkers were Conductors Elrick, R. R. Ryan, W. T. Ryan, Stewart, Tomasheska, Burton, Hoffman, Smith and Dickerman, and Engineers Reinflesh, McMillan and "High-Ball" Fisher. After about twenty miles, "High-Ball" Fisher's name was changed to "Drag," for he could not handle the tonnage he started with. Reinflesh and R. R. Ryan stopped in various pools of water and mud puddles to play poker, but even with the rest they were all in when they laid up at Canal Dover. McMillan had to be thrown over all the fences, being unable to climb them, and also had to be put in the round house and rubbed down with oil as all his joints had become rusty.

In a few more weeks the balmy sun will begin bringing the "Boomer" brakemen to Lorain. They resemble the geese and ducks in migrating from North to South and back again as the season changes. Rambling all over the country and working many kinds of yards and for various railroads, they become well posted on various lines of railroad work, and frequently pull off some move that is instructive and entirely new to the observer. Most of them are good fellows, but hard to handle, as they do not care whether they remain in one place or not.

St. Patrick's day morning meant more than the usual routine in the dispatcher's office. Mrs. Malloy, the matron, came rushing in about 4.30 a. m. armed to the teeth, as they say in the novels. In addition to a broom in each hand, she had a brush between her teeth and very gently exclaimed that she was after the miscreant who had decorated the door to her room with flaming orange ribbon. Each dispatcher immediately swore allegiance to St. Patrick, and they probably

saved their lives. But it has got out, and now our chief, John Fahy and C. H. Webster, the stationmaster, are making a quite hunt for "the man that done the job."

It is with pleasure that we read of men who are veterans in the service of the company. Lorain is proud of the fact that one of the pioneers of the old C. L. & W. is still with us, performing service every day, and he is good for many more years, judging by the present state of vigorous health which he is enjoying. L. H. Eddy is the man in question, and every day he is found on the right side of the passenger engine handling Nos. 26 and 27. He has been pulling the passenger trains on this division for the past thirty years.

Mr. Eddy entered the service of the L. S. & M. S. Railway in 1870 as a laborer about the round house and was soon fascinated by the locomotives and determined to become an engineer. He secured a position as fireman on the B. & O. in 1874, having been given up by the L. S. & M. S. with regret, and being sent to his new duties with a most glowing letter of recommendation from the master mechanic of that road. The letter is still in the possession of Mr. Eddy and is very much prized. At the station at which he boarded the train a delay occurred, due to the fireman being taken sick. When Mr. Eddy inquired the cause of delay he learned that the engineer of the train was the man with whom he was to work when he reported for duty. He made his acquaintance, and on being asked when he would be ready to go to work, said "Right now." Doffing his hat and coat he got on the engine in his good clothes, white shirt, etc., and took the train to the terminal. Having a natural aptitude for this kind of work, he became an engineer before he was of age and handled local freight for awhile. In 1880, when the new extension was built to Bridgeport, he was assigned to passenger service, and on May 9th, 1880, he pulled out of Bridgeport with his engine, the first mail train that had been run over the new road.

During the thirty-three years of passenger service he has never killed or injured a passenger or member of his crew.

On one occasion while he was passing a small station, just at the hour when the daylight was fast fading, he spied alongside of the track ahead of him, a white object, which he at first took to be a bundle of papers, but when it moved he

shut off and gradually applied brakes, only to realize that the object was a little tot of a girl, standing on the end of the ties and ignorant of any danger. Acting immediately, he made every possible effort to stop the train, blowing the whistle and opening the cylinder cocks. He lost sight of the child as the engine seemed to run upon her, and was relieved to find her lying alongside of the track just opposite the engine. On examination it was found that the only injury was a couple of toes hurt. The sharp lookout ahead and the prompt handling of the brakes had prevented anything more serious. The parents, appreciating the efficiency of Engineer Eddy, wrote him a letter expressing their happiness at still having their daughter and giving him due credit. Although many of their friends urged them to sue the road, they refused to do so, knowing that one of the company's employes had really saved the life of their baby. The child has since grown into a young lady and frequently rides Mr. Eddy's train.

Mr. Eddy has letters from general managers of the old C. L. & W. and other men in authority as well as from B. & O. officials, commending him for efficient service, rendered in times of emergency.

Through steady work and careful investments Mr. Eddy has succeeded in accumulating enough to take care of himself and family for the balance of their lives, after he retires from the service. He owns a comfortable home in Lorain, besides considerable other property.

Being fully in accord with our modern Safety First methods, he is sure to call any man's attention to carelessness. Trying at all times to follow instructions to the letter, he insists that the same observance be given by those with whom he comes in contact on his train, being stern and deliberate while on duty. At home, his manner is entirely different, and any one entering his house cannot help but feel the sincere hospitality extended by himself and his wife, making a visit a thing of deep pleasure. He is a most interesting talker, relating many incidents in his career without the least show of egotism. He lays his success in life, together with his good health, to hard work, regular hours, love for his home and clean living.—*T. L. Terrant, Lorain, Ohio.*

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put the thing concretely, the freight portion of this commerce alone reached tremendous totals in 1912. In the navigation months of this last year exactly 47,435,477 tons of iron ore and an even greater tonnage of coal moved upon the Lakes, while the enormous total of 158,000,000 bushels of grain were received at the port of Buffalo. The business of the Lakes seems to increase at the rate of seven per cent annually, and 1912 more than held its own.

Already the tonnage of Cleveland, Ohio, is comparable with that of Liverpool, and yet there are tens of thousands of sailormen upon the salt seas who have never even heard of Cleveland. Detroit boasts that in the season of eight months of open navigation a tonnage ten times that which the full year gives on the Suez Canal passes her wharves on the narrow river that bears her name.—*Edward Hungerford, in Harper's Magazine.*



EARLY VIEW OF OLD BELLAIRE BRIDGE, OF SPECIAL INTEREST SINCE THE FLOOD

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

W. T. EAGAN, Trainmaster, Chairman.
 C. G. MILLER, Shopman.
 BERT SMITH, Yardman.
 C. C. O'HARA, Yardman.
 J. G. STRICKENBURG, Agent.
 A. R. CLAYTOR, Claim Agent.
 R. W. LYTLE, Yardman.
 A. N. GLENNON, Trainman.
 E. C. ZINSMEISTER, Superintendent Buildings and Bridges.
 C. C. GRIMM, General Yard Master.
 H. M. EVANS, Engineer.
 DR. W. A. FUNCK, Assistant Medical Examiner.
 E. V. SMITH, Division Engineer.
 G. F. EBERLY, Assistant Division Engineer.
 J. KIRKPATRICK, Master Mechanic.
 W. F. ROSS, Road Foreman of Engines.
 G. R. KIMBALL, Division Operator.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Connellysville

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 J. M. BOXELL, Conductor.
 J. H. BOWMAN, Yard Conductor.
 J. H. BITTNER, Locomotive Engineer.
 M. H. KOEHLER, Medical Examiner.
 T. V. DONEGAN, Machinist.
 F. BEYNE, Division Claim Agent.
 H. M. HEINBAUGH, Fireman.
 E. L. LINT, Car Repairman.
 A. K. LONG, Track Foreman.
 J. W. RYAN, Dispatcher.
 H. W. FOWLER, Conductor, S. & C. Branch.
 J. D. GRAHAM, Conductor, S. & M. Junction.

Effective March 13th, C. E. Bagnell, assistant shop clerk at Connellysville, was promoted to the position of shop

clerk at New Castle Junction. He is succeeded by J. A. Davis, formerly assistant shop clerk at New Castle Junction.

T. E. Miller, master mechanic at Connellysville, is undergoing an operation in a Baltimore hospital, for an injury to his leg.

Earl Barnett, passenger brakeman, who has been working out of Pittsburgh, during the past three years, has resumed duty on his old run between Johnstown and Rockwood.

J. J. Walker, section foreman at Holsopple, has been off duty for the past three weeks, with a severe attack of rheumatism.

A new record in the construction of water tanks was established at Kaufman Run, Pa., on the S. & C. Branch recently by Foreman F. S. Sanner and four men. The erection of the new tank required only four days.

Electric lights have been installed in the new station at Paint Creek; also in the yard office and yards at Johnstown.

Cigars are very much in evidence at Holsopple owing to the arrival of a baby boy at the home of Fireman E. C. Berkley.

H. F. Habel, first trick operator at Manila, Pa., has returned to duty after

an absence of several weeks, visiting friends in Florida.

Engineer J. Hughes and Conductor W. A. Nicewarner made on March 10th, what is considered the fastest running time of recent years, for this division. Engine 2127, drew the train, which consisted of one baggage car, containing the effects of the "Gertrude Hoffman Company" enroute from Cumberland to Pittsburgh, and two empty coaches. This was a special movement and the run from Cumberland to Connellysville (a distance of 92 miles), was made in two hours and three minutes. The train left Cumberland at 1.51 p. m. and passed Sand Patch at 2.38 p. m., making the run of 33.4 miles to the latter point in 47 minutes. This was exceptionally good, taking into consideration the steep grade on the eastern slope of the mountains, particularly between Hyndman and Sand Patch (19.5 miles), where the grade averages 1½ per cent. The distance of 58.6 miles from Sand Patch to Connellysville was covered in 1 hour and 16 minutes. The movement over this territory was considerably retarded owing to the necessity of observing ordinances restricting the speed of trains to eight miles per hour through Meyersdale, Garrett and Rockwood boroughs and a stop of three minutes at Confluence, for

water. W. S. Toomey, assistant train-master, accompanied the train over the division.

Agent J. L. Leonard, at Star City, W. Va., is the proud owner of a White Orpington hen which recently laid an egg measuring 7½ inches, at the greatest circumference and 6¼ inches at the lesser. It weighs four ounces, and is perfectly formed. This record-breaker was produced very appropriately at the approach of Easter.

The following employes of Connellsville attended the inaugural ceremonies at Washington, D. C.: Yard Conductor T. J. McKittrick and wife, Yard Brake-man R. S. LaRaw and F. M. Sullivan, and Callers F. E. McDavitt and L. D. Fagan.

Daniel Getty, our operator at Sand Patch, Pa., and his wife, have gone to California where they will spend about six weeks visiting friends and relatives in San Francisco and Los Angeles. Operator E. S. Keppner is filling the position during the absence of Mr. Getty.

Brakeman J. L. Wilson of Connellsville, is the father of a baby boy which arrived recently.

Thomas J. Harrigan, chief clerk to commercial freight agent at Uniontown, Pa., recently moved from Washington, D. C., where he was employed as cashier in the freight agent's office.

Brakeman M. J. Fabian of Connellsville has taken his sister to a Cleveland, Ohio, hospital where she will undergo treatment.

W. E. Mathews, stenographer in the office of commercial freight agent at Uniontown, Pa., is visiting relatives in Columbus, Ohio.

Two extra passenger conductors of Connellsville, W. C. Fisher and J. A. Mullin, have been transferred to Pittsburgh to assist in handling the increased traffic brought about by the recent floods in Ohio and Indiana.

E. S. Mourot, chief clerk to division operator at Connellsville, has returned from a visit with relatives in Moundsville, W. Va.

The friends of Brakeman H. M. Lawver, who was taken to the Mercy Hospital at Pittsburgh recently for the treatment of a complication of diseases, will be pleased to hear that he is getting along very well.

Mrs. W. P. May, wife of the passenger brakeman, running on trains 50 and 51,

was called to Terre Alta, W. Va., recently owing to the illness of her mother.

The call for relief of sufferers in the flooded districts of Ohio and Indiana was very liberally responded to in this territory, in all about \$10,000 being donated. Four cars of provisions were also furnished by the people of Johnstown and one car from Meyersdale.

S. M. Lowery has been appointed clerk at Somerset, vice P. B. Glessner, resigned.

M. L. Lohan, clerk in office of time-keeper at Connellsville, has been off duty several days, owing to the death of his brother.

Effective March 25th, J. J. Brady was appointed to the position of clerk to chief dispatcher at night, located at Connellsville, vice N. A. Driscoll, resigned.

Engineer W. C. Dunham attended the funeral of his father-in-law at Indianapolis, Ind., recently.

Engineer George Miller and family of Meyersdale have moved to Johnstown, where they will make their home. Mr. Miller has accepted a run out of Johnstown over the S. & C. Branch.

C. H. Scandlon, until recently second trick operator at Stoyestown, has been appointed second trick operator at Wilson Creek.

On the occasion of the departure of G. N. Cage, formerly road foreman of engines of the Connellsville Division to resume the duties of passenger engineer on the Cumberland Division, he was presented with a diamond ring for himself and a traveling bag for his wife, as tokens of remembrance from employes in this territory. The presentations were made by Superintendent C. L. French and Engineer W. E. West, at the close of a meeting of employes held at Connellsville, February 17th. Among other things, Mr. West said:

"The changes wrought by the succeeding years are truly marvelous. Comparatively few of those whom we once knew are with us now. During the time that these changes have taken place many friendships have been formed which will endure through life; especially is this true in our official family. Perhaps, in no other line of work are there as many changes as in the official staff of any large railroad.

"A short time ago there was sent to our division to fill the position of assistant to our road foreman of engines, a gentleman who was unknown to the



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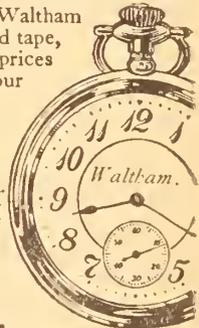
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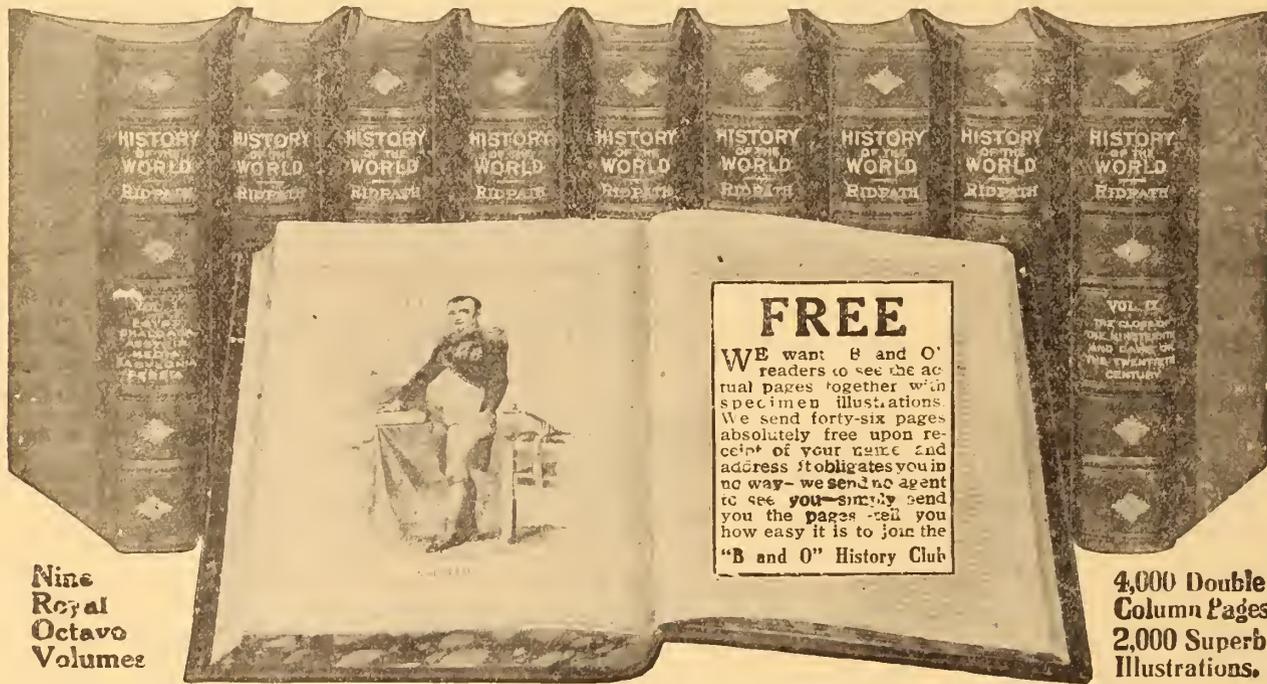
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greater number of employes on the Connellsville Division. By his kindly disposition and fair dealings with the men he soon won for himself the confidence and esteem of all employes working under him. It was a source of gratification to all of us when Mr. Cage was promoted to the position of road foreman of engines, and I know you will agree with me when I say that he filled the position with credit. We, the employes of this division, felt we could not allow him to leave us without expressing our appreciation for his kindness and consideration.

"We wish to assure you, Mr. Cage, that you take with you from the Connellsville Division, the best wishes of the employes, and we hope that you will have all the success that is possible of attainment in your calling. It now gives me pleasure, Mr. Cage, to present to you this ring and it is our heartiest wish, desire and prayer, that you may be spared many years to wear it and that you will find as much pleasure in the wearing of it as we find in the presenting."

Mr. Cage's reply was brief:

"I did no more than I thought was my duty to all of you," he said. "I never expected anything like this. I thank you all."

These words gave Superintendent French the cue for his first remark:

"He always struck me as a flowery orator; he has so much to say. I think after what Mr. West has told him tonight he will have to get one of those 5000 gallon tubs for a hat. We don't want to allow him to think he is the whole thing. Away back in the beginning it was said that it is not good for man to be alone; as he would be wandering around and would not know what to do with himself. There was some one else made for that man. I have always been of the opinion that the second attempt was the best. While I haven't had the pleasure of meeting the lady that resides in his home, I am satisfied by the amount of work that Mr. Cage has performed on the Connellsville Division, that he has had the right kind of a person there. It always takes a good home to make a good man. I am

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who have actually written this course and who will lead you through it step by step are traffic men, railroad experts, men who have spent their lives in traffic work and who are today actively engaged in the traffic business. Any man who can read can master this course as the lessons are short, easy, and progressive. Capitalize your present knowledge. A little training added to what you already know will point the way to the positions higher up.

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Name

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City and State

satisfied from my knowledge of Mr. Cage that he has a good home.

"Mr. Cage ought to feel proud of what you men have done for him, that have presented this token. I know he appreciates it. I know he can't express in words what he feels in his heart, and when he says 'I thank you' he means a whole lot, as 'Newt' Cage is a man from the ground up, as engineer, as assistant and as road foreman. The biggest fault I have to find with him is that he did not have sense enough to know when to go to bed. He was always in harness and always working; but a man must take care of himself as well as take care of the company he works for.

"Well, now, in his travels he must have some one to go with him and I don't know how well he has prepared for Mrs. Cage. Some of his friends have provided for this by purchasing a traveling case so there will be no excuse for her not being ready."

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

J. J. DRISCOLL, Trainmaster, Chairman, Butler.
J. L. BOWSER, Shopman, Glenwood.
P. W. KEELER, Yard Brakeman, Demmler, Pa.
G. W. GARRETT, Conductor, W. & P. District.
G. W. BORGARDUS, Engineer, River District.
W. H. HEISER, Conductor, Pittsburgh Yard.
C. A. SMITH, Brakeman, Allegheny Yard.
J. J. McGOOGAN, Conductor, 36th Street Yard.
R. BROOKS, Assistant Division Engineer, Pittsburgh.
E. N. COLEMAN, Brakeman, Glenwood Yard.
J. E. HONTZ, Conductor, Willow Grove Yard.
J. M. CONNOR, JR., Assistant Car Foreman, Glenwood.
B. C. WADDING, Fireman, Passenger.
J. KELLY, Freight House, Pittsburgh.
FRANK BRYNE, Division Claim Agent.
DR. N. B. STEWARD, Assistant Medical Examiner, Glenwood.
WM. FELLOWS, Manager, Telegraph Office, Pittsburgh.
J. F. MILLER, Secretary.

PITTSBURGH

Thomas F. Donahoe, formerly supervisor in Pittsburgh Terminal District, has been promoted to the position of general supervisor, Pittsburgh Division.

A recent fire in the Pittsburgh freight house, which originated on the upper floor, damaged the building to the extent of approximately \$6500.

The "heroine" of the fire was an old black cat who, after rescuing two of her kittens, while she was making her last trip, with the third one, was overcome with smoke and died. She seems to have

been an exception to this rule of her species. Only the one death has been recorded, whereas we have always been taught that a cat has nine lives. We



THE PITTSBURGH SQUAD OF THE B. & O. POLICE

understand that the little ones are being properly taken care of.

The local feight office at Grant and Water Streets, Pittsburgh, has organized a baseball team, and are practicing daily for their opening game. The roster of the team contains the names of a number of well known amateur players, and all are looking forward to a prosperous and successful season.

GLENWOOD

Fireman W. G. Sample has returned to duty after being off three months on account of sickness.

Engineman J. A. Woodcock has returned to duty on trains 105 and 106, after several months illness.

Caller Robbins has a severe attack of measles. We all miss "Spooks" presence.

Engineman Joe Donahoe has started a chicken farm. The writer, while passing the home of Mr. Donahoe a few days ago, was called in to look the henery over. As the fowls were brought forth for examination, it was discovered that one had met with an accident and was left with defective vision. Joe is one of the advocates of "Safety First," and to avoid further accidents of this nature has placed goggles on the rest of the chickens.

The Broken Knuckle Quartet met at the home of Engineer J. W. Eustice March 17th to celebrate the birthday anniversary of Mr. Eustice. Those present had a very enjoyable evening. Piano solos were pleasingly rendered by the Misses Kane and O'Malley; also cornet solos by Messrs. Darr, Kane and McAfee. Mr. Eustice, a member of the quartet,

sang "The Rosary," assisted by Chief Caller Stombaugh. The ability of these gentlemen is so well known that further comment is unnecessary. At the conclusion of the musical program Mrs. Eustice proved herself to be the best entertainer of the evening with a very fine supper.

Congratulations are extended to Joseph E. King, engineer, on the birth of a son, March 14.

The excellent condition of helper engine 2289 has been commented on very highly by one of our officials. It presents a good appearance both inside and out. This engine is crewed by Engineers W. J. McNanamy and Gomer Thomas.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*,
New Castle

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFERSBERGER, Chairman.
F. W. GREEN, Operator.
M. J. GARRETT, Engineer.
H. D. HORNER, Fireman.
J. B. TALBOTT, Brakeman.
M. C. WOOLDRIDGE, Conductor.
T. J. RAFTERY, Car Foreman.
W. H. WATSON, Switehtender.
P. J. McCANN, Conductor.
E. H. BARNHART, Assistant Division Engineer.
C. J. MAISCH, Claim Agent.
J. E. CRILL, Conductor.
G. H. HAMMER, Foreman.
DR. E. M. PARLETT, Medical Examiner.

Just at present everybody is talking "flood" and directing all efforts to bring the New Castle Division around to its former state. Train No. 8 from Chicago Junction, arrived at Warwick, Monday evening, March 24th, and was delayed at that point three days and three nights by washouts and high water. Conductor W. H. Budd for a time made up a situation report every hour. As this train had 83 passengers, it wasn't very long until they had Warwick pretty well cleaned out of provisions.

Superintendent Temple laid over at Akron on Monday evening, March 24th, and on April 1st had not returned. He is superintending the reconstruction work from Ravenna to Akron. Master Carpenter H. L. Forney was the first man to reach the trouble at Cuyahoga Falls during the flood. He walked from Kent to Cuyahoga Falls, mostly by road, hitting the high spots, and walking part of the time in water up to his knees. As Mr. Forney is a powerful man, he never minded the water or the walk, and is assisting in the work of building trestles where the fills were washed away.

We understand that Division Engineer John T. Andrews borrowed Forney's boots the evening of the flood, and Forney made his trip in his shoes.

A. F. Kelsey, car tracer, is in on the side wire, and J. H. Haun has accepted the position of car tracer.

During the high water, a chicken dinner was held in the Center Yard office at New Castle Junction. The yard clerks, together with the patrolman on duty and a clerk from the superintendent's office devoured the chicken, and pronounced "Red" Updegraph a good cook.



S. C. WOLFERSBERGER

Here is an excellent likeness of S. C. Wolfersberger, who has been promoted from train master on this division to supervisor of transportation, reporting to C. C. Riley. Mr. Wolfersberger first entered the service at Rockwood, Pa., as warehouseman, and has been yard clerk, fireman, engineer, road foreman of engines and trainmaster. When on this division he was chairman of the safety committee, which office he filled very acceptably. He is a man big of stature, standing about six feet two inches high and weighs about 240 pounds; and his heart is big correspondingly. We are sorry to lose him as chairman of the safety committee and trainmaster on this division, but wish him all the success possible in his new duties.

Charles H. Waldron, who succeeds Mr. Wolfersberger as trainmaster, is not a new man on the division. Mr. Waldron was general yardmaster at New Castle Junction before going to Connellsville as assistant trainmaster,

from which point he is returned to us.

Conductor W. A. McFarland has been very ill with typhoid pneumonia in a Pittsburgh hospital. He has recovered far enough to go South for convalescence.

G. T. Wooley, track foreman at Greenwich, Ohio, went to Washington for the inauguration. George, being a Democrat, had been contemplating this trip for sixteen years.

Supervisor E. D. Billings took a short vacation, riding over parts of the system for pointers and comparing his subdivision with others on the road. F. M. Palmer, extra gang foreman looked after his territory during his vacation.

Conductor John Kay, who has been on the sick list for about three months, has returned to work.

Operator C. F. Adams, third trick at OD Tower, Lodi, Ohio, has returned to duty after a sixty-day leave of absence. Extra Operator Case relieved him.

Frank Millburn, first trick operator at OD Tower, Lodi, Ohio, relates that when he first went to work for the P. & W. at Downieville, Pa., on the Pittsburgh Division, one night a train came down Bakerstown hill in two pieces.

He tried to get the occupants of the caboose by signaling them with a lantern, but they did not see him. Soon there was a rumbling sound away down the hill, and after a while a wild Irishman came to the office and spent about fifteen minutes composing the following report:

DI 3-17-1893.

J. H. K., Supt. N. C. Jct., Pa.

Dear Sir:

The night was dark and foggy.
We could not see the cars,
We broke into at Downieville
And piled them up at Mars.

John Walpole, Condr.

Mr. Millburn gave this gem to a reporter for the Pittsburgh Post, a Mr. Baskin, and it was copied by nearly all of the papers at that time.

Conductor J. E. McConaughy, Millersburg Branch run, has returned to duty, having recovered from an attack of rheumatism. He was well cooked at Mt. Clemens, Mich., and looks O. K.

Please mention this magazine.

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Texaco Motor Oils and Greases
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Your Own Suit for Nothing by making enough on the first two or three orders to pay for it. Why not dress swell, get your clothes at a confidential, inside figure and easily make from \$5 to \$10 a day? *Non-moneyor experience needed.* Agent's complete outfit sent FREE—60 rich wooler samples—perfect measure system—full instructions—everything necessary to start you in a big paying business. All clothes made to measure. **Remember We Pay Express Charges** and take all the risk. Everything sent subject to examination and approval before payment is made. Clothes must fit and satisfy or your money back. *Send no money—we furnish everything FREE* Just mail a postcard today and the dollars will soon be flowing your way. We appoint only one agent in a town, so write quick and be the lucky man to get in on the big money.

RELIABLE TAILORING COMPANY
369 S. Peoria St., Chicago, Ill.



(7)

F. H. Whitmore, night pumper and ticket clerk at Lodi, Ohio, is off duty on account of a broken foot.

H. B. Meagher, shop clerk, has been promoted to M. C. B. Inspector, reporting to Mr. Pryor. Claude Bagnall, assistant shop clerk at Connellsville, Pa., has been promoted to Mr. Meagher's place at New Castle, Pa. Claude's face is not a new one on this division, as he worked up to assistant shop clerk on the New Castle Division before being transferred to Connellsville. J. A. Davis, assistant shop clerk at New Castle, has been promoted to Mr. Bagnall's position at Connellsville, and George Lane, the slender M. P. timekeeper, has moved downstairs to Davis' desk. Peter McDowell, car foreman's clerk, has been promoted to M. P. timekeeper.

New Castle Division suffered severely during the flood, from March 24th to 28th. The line was badly washed out, and the officials have been on the road since the 24th. The flood at New Castle was the worst in its history, in point of damage and height of water. Janitor Joe Williams' house was under water, as well as Mail Clerk Albert Stritinger's home. During this period, the B. & O. was the only railroad running trains into New Castle, sending through No. 11 from Pittsburgh every day during the high water.

One of the clerks in the superintendent's office learned the other day that in some parts of this country, B. & O. stands for "Best & Only." A pastor of an M. E. Church told him that a bishop of that church had, in one of his lectures, given the B. & O. that name. Of course, all the employes in this district now know that the B. & O. stands for "Best & Only."

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*,
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT, Superintendent, Chairman, Garrett, Md.
J. B. HERSH, Yard Master, Garrett, Md.
H. S. LEE, Yard Master, South Chicago, Ill.
C. SCHOMBERG, Shopman, Garrett, Ind.
J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
D. PARRODY, Shopman, South Chicago, Ill.
W. G. CAMERON, Conductor, Garrett, Ind.
T. E. WAYMAN, Agent, Chicago, Ill.
T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
A. CREW, Claim Agent, Chicago, Ill.
C. A. STIERT, Shopman, Chicago Junction, Ohio.
F. DORSEY, Medical Examiner, Garrett, Ind.
R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction, Ohio.
W. C. FRANCE, Agent, Tiffin, Ohio.
O. M. BAILEY, Engineer, Garrett, Ind.
D. G. THOMPSON, Fireman, Garrett, Ind.
A. D. GINGERY, Brakeman, Garrett, Ind.
J. S. BARN, Operator, Galatea, Ohio.
J. D. JACK, Claim Agent, Garrett, Ind.
J. W. HAMILTON, General Yard Master, Chicago Junction, Ohio.

Notable work was done by our officers and men at Tiffin, Ohio, during the flood, the food and supplies for the city being handled over the Baltimore and Ohio bridge after all city bridges had gone down. For several days the B. & O. maintained the only wire communication with the stricken city. Credit is due Superintendent T. W. Barrett and those who assisted him at Tiffin and Defiance.

The mother of Conductor Thomas Squires died recently at the ripe old age of ninety-four, having enjoyed fairly good health until the last.

Engineer Charles Mitchell went to Peru, Indiana, during the flood to see what had become of his son and daughter-in-law. On arrival there, he found them safe, but many others had not yet been rescued. So Charley volunteered, and taking charge of a row boat, he brought a number of people to dry land.

Engineer John G. McLaughlin, retired, died on March 13th. Mr. McLaughlin was a native of Scotland. He was a Veteran of the Civil War, and had served the Baltimore & Ohio for forty years, most of the time as engineer. His health had not been good for several years and



ENGINEER McLAUGHLIN

he was retired in December, 1906. He contracted pneumonia about ten days before his death. Mr. McLaughlin entered the service at Martinsburg as fireman, was promoted in 1871, remaining on that division until 1876, when he was transferred to the Chicago Division. Thereafter he resided at Garrett. Besides the family, he left a host of friends who will long remember him.

J. H. Murphy expects to reopen the Garrett restaurant about April 1st.

The company has greatly improved the place.

DeLoss H. White, a yard clerk of Garrett, recently married Miss Ada Fales Chaney of Spencerville.

Fireman R. J. Adams, who was severely hurt in a fall from a tank at Rosedale, is out of the hospital.

Medical Examiner Frank Dorsey has been visiting his mother, who lives near Baltimore.

Dispatcher A. R. Moore has sold his house to Fireman Ralph Snyder and will proceed to build a modern bungalow for himself on another lot.

Engineer Charles L. Welty of the New Castle Division has been visiting friends in Garrett.

FREIGHT OFFICE

The clerks in this office have subscribed liberally toward the relief of sufferers in the flooded districts.

F. W. Armstrong, cashier's claim clerk, recently left the service to take a position with the Chicago Association of Commerce. We all wish you success, Fred.

The clerks in all the local freight offices of the railroads entering Chicago are forming a baseball league. Of course the B. & O. boys will join.

C. T. Pollock, special accountant from Baltimore, is in Chicago.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS, Chairman.
C. P. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX CRAW, Claim Agent.
E. J. HUGHES, Medical Examiner.
J. F. RYAN, Captain of Police.
C. L. HEGLEY, Examiner and Recorder.
H. McDONALD, Supervisor.
WM. HOGAN, Supervisor.
J. W. DACY, Trainmaster.
J. W. FOGG, Master Mechanic.
F. S. DEVENY, Road Foreman of Engines.
CHAS. ESPING, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
J. E. SHEA, Passenger Conductor.
JOHN ROGERS, Locomotive Engineer.
F. DOTZAUER, Locomotive Engineer.
JOHN CABIG, Switchman.
JOHN LOCKTON, Boilermaker.
JAMES HAJEK, Car Inspector.
CHAS. STANGE, Locomotive Engineer.
MARTIN SCHUB, Car Foreman.
CASPER WEYDERT, Locomotive Engineer.
P. H. BILLITER, Locomotive Fireman.
H. SELBURG, Conductor.
R. C. ATKINSON, Conductor.
WM. GEOTZINGER, Machinist on Floor.
LAS LANGTON, Machinist in Shop.
CARL HOFFMAN, Blacksmith.
FRANK KAPANRO, Car Repairer.

T. J. Walsh, telegraph operator at East Chicago, spent Sunday, March 30th, in Blue Island, Illinois. There seems to be some attraction in that city for Tom, but he won't tell us much about her.

Joseph French, day yard clerk at East Chicago, suffered an attack of La Grippe recently, but lost only one day. It takes more than the Grippe to knock Joe out very long.

F. N. Hickok, agent at East Chicago, resumed his duties April 1st, after a two-weeks' trip, with Mrs. Hickok, to California. William Quirk, who was acting agent at East Chicago during Mr. Hickok's absence, took charge of Argo station on April 1st. Mr. Hickok reports having had a very pleasant trip.

R. C. Ott, day yard master at East Chicago, returned to work April 1st, after an absence of several weeks. Conductor L. F. Murphy was working in his place.

T. L. Gilchrist, freight forwarding clerk in Agent Markey's office at Blue Island, was off last week on account of one of his children being sick with scarlet fever. Mr. Gilchrist is back at his desk this morning and reports that the little girl is improving.

William Beatty, who has been employed in the local office for the past few years, was transferred to Hammond, to assist Agent Cross. He resides in Hammond, and being the father of a bouncing boy, "the first," desired to be nearer home.

In the interest of safety, the B. & O. C. T. is just completing the erection of about 4,000 lineal feet of iron railing on the retaining wall and on the edges of bridges over streets. A like amount will be built during 1913.

Brakeman Ed. Curran has returned for duty on the Chicago Heights engine. He has been at Chicago Junction for some time on account of the serious sickness of his sister.

The John Mansville Co., asbestos manufacturers, will build a factory at Riverdale, which will employ a large number of men. This means more business for the B. & O. C. T.

AUDITING DEPARTMENT

W. C. Oliphant, chief clerk, representing F. B. Huntington, auditor, recently participated in a joint audit and examination of the accounts of the General Superintendents' Association and Chicago Car Interchange Bureau.

H. J. Burg, chief clerk to auditor, recently participated with the traveling auditors of the C. & E. I. R. R., E. J. & E. R. R. and the M. C. R. R. in a joint audit and examination of the accounts of the Chicago Heights Terminal Transfer Railroad Company.

F. B. Huntington, auditor, recently spent four days at the State Capitol, at Springfield, Illinois, appearing before the corporation committee of the senate in the matter of Senate Bill No. 55, providing for the payment of freight claims within sixty days.

L. H. Reinke, general bookkeeper in the accounting department, was transferred to the office of the district engineer, March 21st.

W. W. Dingee, bookkeeper, was promoted to the position of general bookkeeper.

E. A. Mueller, stenographer and clerk, was promoted to be bookkeeper.

O. J. Lozo, chief clerk to car accountant, has just returned from Detroit.

CLAIM DEPARTMENT

T. A. Gracie, claim agent, who has been assisting Alexander Craw, division claim agent, has returned to Baltimore, Md. We learn that Mr. Gracie's family, including himself, are down with the measles.

R. L. Watkins, claim agent for the Pittsburgh, Pa., District, will assist Mr. Craw permanently on the B. & O. C. T.

L. H. Simonds, formerly connected with the office of the general claim agent at Baltimore, Md., has been transferred to Chicago, and is now with the division claim agent.

Mr. Craw was seen assisting the operators in the Baltimore & Ohio station during the flood period. Mr. Craw is an old telegrapher, train dispatcher and former member of the Train Dispatchers' Association of America, and is still a member of The Old Time Telegraphers and Historical Association. He meets Andrew Carnegie, Tom Edison and many railroad officials, who formerly were telegraphers, at their annual meetings, and talks over old reminiscences.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

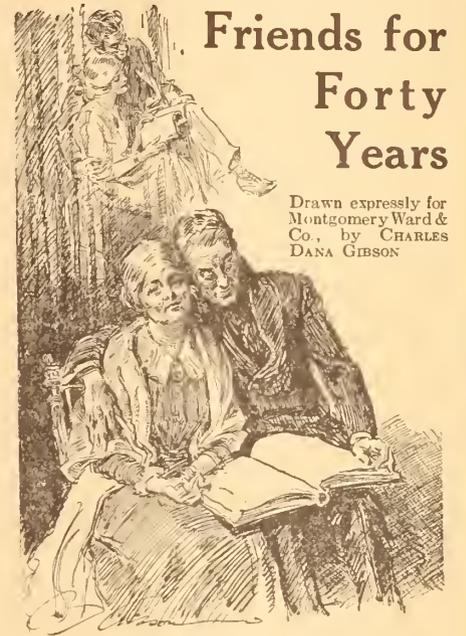
DIVISIONAL SAFETY COMMITTEE

E. R. SCOVILLE, Superintendent, Chairman.
J. R. NEFF, Trainmaster.
R. MALLEN, Road Foreman of Engines.
C. W. PLUMLY, Division Operator.
R. R. SCHWARZELL, Assistant Trainmaster.
C. E. WHARFE, Relief Agent.
L. A. PAUSCH, Supervisor.
L. C. MUELHEIM, Speed Recorder Inspector.
O. D. MONTE, Train Dispatcher.
O. C. CAVINS, Engineer.
E. O. BROWN, Fireman.
J. A. CARSON, Yard Foreman.
G. F. OBERLANDER, Claim Agent.
P. S. LANSDALE, Medical Examiner.
T. E. BANKS, Conductor.
J. W. JAMES, Brakeman.

R. Barber, engineer, has taken a ninety day leave of absence.

Please mention this magazine.

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AMERICAN BOX BALL COMPANY
1323 Van Buren Street Indianapolis, Indiana

Engineer Elmer Hathorn has taken the express run on the west end of the division between Chillicothe and Cincinnati.

Brakeman C. J. Bainter has resigned.

H. M. Hayward, division engineer, and C. H. R. Howe, assistant division engineer, have returned from the convention of the Maintenance of Way Association held at Chicago.

Conductor Pat Murphy, who has been confined to his home for some time, is able to be out.

General Superintendent H. B. Voorhees went to Philadelphia lately. Superintendent Scoville accompanied him as far east as Parkersburg.

Clifford Duncan, chief clerk to Superintendent E. R. Scoville, has been in Columbus visiting his mother.

Orlando Keller, who has been employed in the shops, has resigned and gone to Norfolk, where he will play ball this season in the Virginia league.

W. E. Dunnington and G. B. McCallister of the employment bureau at Baltimore, who have been in this city for the past few weeks, have left for Flora, Illinois.

General Manager W. C. Loree went to Baltimore on March 17th.

Frank Conley of Flora, Ill., chief clerk on the Illinois Division has been visiting at his home in Chillicothe.

George Hamm, Jr., who has been in Dayton, has returned to resume his work at the local offices.

Conrad Griesheimer, C. H. & D. master carpenter and George A. Rugman, C. H. & D. roadmaster, have gone to Chicago on a business and pleasure trip.

Word has just come of the sudden death at Scott's Landing, on the night of March 23, of D. A. Scott, an engineer well known in railway circles. Mr. Scott took service with this company as a fireman, October 17, 1866, was promoted to engineer September 3, 1870, and was active until December 18, 1902, the last seven years being spent in passenger service.

CHILLICOTHE

Henry Iuler, wife and baby spent Sunday with Mr. Iuler's parents in Chillicothe. Mr. Iuler is secretary to the general superintendent of the B. & O. at Cincinnati.

The following B. & O. men are on the sick list: C. D. Thompson, C. E. Greathouse, J. Starky and P. H. Kale.

Claim Agent DeCamp of Cincinnati, has been calling on us.

George I. Connor of the road foreman's office has accepted an excellent position in the Postoffice Department at Washington, D. C. He took the civil service examination about a month ago for stenographer, and passed it with a very high average. He will report for duty on April 5th. He will be accompanied by his wife and daughter, and will move his household goods later.

High winds blew down a number of telegraph poles across the tracks at Harpers and near Anderson, but no damage to trains resulted. Similar trouble was experienced on the east end, at New Marshfield, Torch Hill, Little Hocking and Rockland.

The crew of freight train No. 98 did a quick bit of rerailing at Grosvenor, when two cars got off the track. They had the cars back in place before the local wreck train could get there. The crew of No. 92 helped in the work.

On March 5th, John B. Gallivan, formerly an engineer on this division, was made a superintendent on the Santa Fe, with headquarters at San Bernardino, California. Mr. Gallivan once fired on the old C. W. & B. After his service on the B. & O., he was engineer with the Missouri Pacific, out of Adjutant, Kansas. On the Santa Fe he has been engineer, road foreman of engines and trainmaster. His brother, the late William Gallivan was road foreman of engines here.

Brakemen George Goheen and John Blackburn, will take trains 4 and 1, and B. W. Sands and Lee Caldwell 2 and 3, in the new "full crew" arrangement between Cincinnati and Parkersburg. The additional crew required by this change is made up of the oldest employes that applied; Conductor W. R. Brown and Brakeman J. Irwin, on the east end, and Conductor Pat Murphy and Brakemen H. O'Brien and O. G. Miller, on the west end.

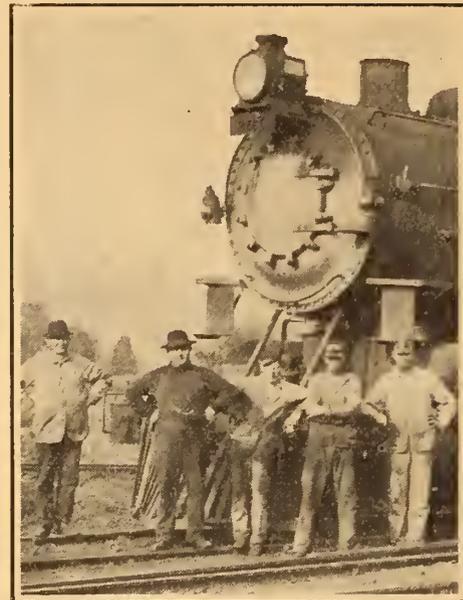
INDIANA DIVISION

Correspondent, O. E. HENDERSON,
Conductor, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY, Superintendent, Chairman.
H. S. SMITH, Trainmaster.
W. F. HARRIS, Shop Foreman.
J. B. PURKHISER, Assistant Trainmaster.
E. O. HENDERSON, Conductor.
C. E. HERTH, Assistant Division Engineer.
J. J. GIVAN, Claim Agent.
C. B. CONKEY, Agent.
M. A. MCCARTHY, Division Operator.
E. MEYERS, Brakeman.
J. D. FRAZER, Fireman.
J. P. LAWLER, Medical Examiner.

Conductor H. B. Hoopengartner has taken a sixty days' leave of absence.



COCHRAN, IND., HELPER CREW

T. B. M., W. J. Leeds, is on sixty days' leave of absence, and is visiting in California.

Conductor George Downey, who is on through freight runs between Cincinnati and Shops, has moved to Cincinnati, where he lies over.

Brakeman L. B. Carr has taken ninety days leave of absence and will assist his father on their farm during the busy season.

Brakeman Charles Carr has resigned his position and gone back to his old home to engage in farming.

Brakeman G. H. Sauders, formerly with the C. H. & D., has moved his family here from Oxford, Ohio.

Conductor Riley Everhart has been off duty recently on account of the death of his sister.

Conductors Riley and James have been permanently assigned to the New Cincinnati-St. Louis express run, No. 47.

Brakeman William P. Dowling has resumed duty after attending the funeral of his sister at Fort Ritner.

Yard Clerk Shortridge was absent several days in March on account of the serious illness of his wife. He has returned to work—although, as we are sorry to learn, Mrs. Shortridge is not much improved in health.

Albert Walters, who is attending the Illinois Holiness University, at Olivet, Ill., has been home visiting his father, Engineer C. A. Walters.

Dr. H. R. Kyte, who for a number of years was B. R. T. medical examiner, and known to every employe on the Indiana Division, will leave for an

indefinite visit with his daughter, who is teaching school and has taken a home-stead at Moore, Mont. The doctor expects to visit all principal places in the Northwest, before returning to Seymour. He will start April 15th.

Joseph Arnold, one of the oldest operators on the Indiana Division, after an absence of many months in the South, is now handling third trick at Oakdale.

The boys in train service are all pleased to see Joe back at the key again.

Orville Gibson, formerly caller of the B. & O. S. W. at Seymour, has entered the reclamation service at Poplar, Mont. He left Indiana in company with Clyde Patton, his half brother.

During the extreme cold weather the stork has not made us many visits, the only one recorded being upon Fireman

George Wallace and wife, February 16th.

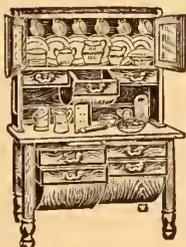
Conductor Carroll Bush, his wife, daughter and son, have returned from an extended visit in California.

Ira Dowell of the B. & O. office and Miss Goldie Abbott slipped away to Jeffersonville, Ind., and were quietly married on February 22nd. They have many friends here, where they will reside.

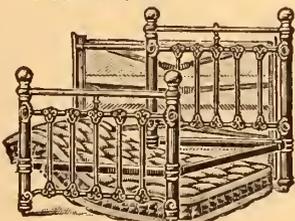
\$150 Credit Certificate FREE!

You Can Buy Carpets, Rugs and Home Furnishings With "PEOPLE'S" Credit Certificates!

Forced to Stop Advertising in 1912 by Tremendous Business—Now Ready to Open 50,000 New Accounts



\$1.50 Cash, 75c a Month
Total Price \$9.95



Brass Rail Bed, Iron Spring and Mattress, complete... \$10.85
\$1.50 Cash, 75c a Month

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Choose from the Products of 180 Mills and Factories

We are distributors for 180 factories and are selling these surplus stocks on credit at 50 cents on the dollar. Michigan is the world's greatest furniture-producing state. All dealers come here to buy. Now we sell direct to you just as low as we sell the dealer, and you can buy with Credit Certificates.

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The retail dealer buys on credit. Now you can do the same. You can take a full year to pay, without notes, interest or security.

Gold Medal Brand Furniture at Lowest Prices—On Credit!

The best evidence as to the superiority of our furniture is the fact that the State of Michigan awarded us the Gold Medal.

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Brussels Rug, 9x12
\$1.50 Cash
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Total Price \$9.85

The explanation of the amazing growth of this concern, the largest of its kind in the world, is found in the magic word—CREDIT! Our Credit Certificates will actually do the work of dollars. They are good on the purchase of anything and everything in our great Easy-Way-to-Pay Book.

This 300-page book of Bargains shows the products of 180 Mills and Factories, which we will sell on credit at wholesale or less than wholesale prices. Each article pictured perfectly and described accurately, with the wholesale price in plain figures. The book is like a great Department Store, from which the cream of the world's best merchandise can be selected while you sit in your own home.

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It's Easy to Pay the People's Way



Price \$17.89
\$2.50 Cash, \$1 a Month

and illustrated in the great Easy-Way-to-Pay Book, all offered on credit and at extraordinarily low prices.

Our plan enables you to save 50 per cent of the regular store prices. Even those who are short of ready money can now buy at wholesale prices, thus saving all middlemen's profits.

30 Days' Free Trial

We let our customers prove the quality by 30 days' free trial and actual use in their own homes.

Every article must be thoroughly satisfactory or we agree to take it back.

Good for Free \$150 Credit Certificate Easy-Way-to-Pay Book

Send the Coupon for \$150 Certificate and "Easy-Way-to-Pay" Book—FREE

Simply send your name and address and one \$150 Certificate will be issued in your name at once. We will also send you our great big 300-page Easy-Way-to-Pay Book free, all postage paid.

Describes and illustrates many thousands of articles for the home—Furniture for Parlors, Dining Rooms, Living Rooms, Bed Rooms, Kitchens and Bathrooms. Complete stock of Carpets and Rugs (shown in actual colors), Pianos, Organs, Phonographs, Sewing Machines, Stoves, Ranges, Curtains and Jewelry. Everything at wholesale prices—everything on easy credit and 30 days' free trial to prove the quality.

Send for your \$150 Certificate and Book today.

PEOPLE'S OUTFITTING COMPANY
462 E Street, Detroit, Michigan

People's Outfitting Co.
462 E Street, Detroit, Mich.
Without any obligation on my part, please send FREE \$150 Credit Certificate and 300-page Easy-Way-to-Pay Book. Issue the Certificate to

Name.....

Address.....

The Quality of Our Goods Is Superior to that of Other Mail-Order Houses—Our Prices Lower

Mr. and Mrs. Alex. Toms and daughter have returned from an extended trip through the Southern States.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

CINCINNATI FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- C. L. BREVOORT, Superintendent Terminals, Cincinnati, Ohio, Chairman.
 HENRY ECKERLE, Chief Clerk to Superintendent Terminals, Secretary.
 DR. J. P. LAWLER, Medical Examiner, Cincinnati, Ohio.
 C. E. FISH, Agent, Cincinnati, Ohio, B. & O. S. W.
 E. C. SKINNER, Agent, Cincinnati, Ohio, C. H. & D.
 T. MAHONEY, Supervisor, Cincinnati, Ohio, B. & O. S. W.
 JOHN SULLIVAN, Roadmaster, Hamilton, Ohio, C. H. & D.
 F. S. DECAMP, Claim Agent, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
 J. M. SHAY, Passenger Car Foreman, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
 R. B. FITZPATRICK, General Yardmaster, Cincinnati, Ohio, C. H. & D.
 S. O. MYGATT, Depot Master, Cincinnati, Ohio, C. H. & D.
 WM. MORAN, Shop Electrician, Ivorydale, Ohio.
 R. E. MCKENNA, Yard Foreman, Elmwood Place, C. H. & D.
 H. W. KIRBERT, Yard Engineer, Cincinnati, Ohio, B. & O. S. W.
 JOHN GANNON, Yard Foreman, Eighth Street, Cincinnati, Ohio, B. & O. S. W.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL, Superintendent, Chairman.
 J. J. CAREY, Shopman.
 E. A. HUNT, Shopman.
 H. R. GIBSON, Maintenance of Way.
 W. D. STEVENSON, Medical Examiner.
 C. R. BRADFORD, Claim Agent.
 C. H. SINGER, Agent, East St. Louis.
 R. C. MITCHELL, Division Agent.
 R. A. KERMODE, Trainman.
 C. E. HENDRICKS, Trainman.
 FRED SCHWAB, Engineeman.
 C. McLEMORE, Yardman—Shops.
 R. SMITH, Yardman, Vincennes, Ind.
 C. W. SHROYER, Yardman, Flora, Ind.
 J. J. RYAN, Yardman, Cone, Ill.
 H. E. PRITCHETT, Yardman, Springfield, Ill.

EAST ST. LOUIS FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- B. J. WINTERGALEN, Foreman.
 BARNEY ULHORN, Receiving Clerk.
 HENRY ZURHORST, Receiving Clerk.
 VICTOR D. EVANS, Delivery Clerk.
 CHAS. PURCELL, Delivery Clerk.
 C. M. HOLMAN, Yard Clerk.
 W. W. HEADLEY, Assistant Delivery Clerk.
 THOS. FRAWLEY, Tally Clerk.
 FRANK FRAWLEY, Tally Clerk.
 EDWARD EVANS, Tally Clerk.
 HENRY SCHAFFER, Tally Clerk.
 WILLIAM O'NEILL, Tally Clerk.
 W. J. CLARK, Weigher.
 JOS. WEHRMAN, Foreman's Clerk.
 A. J. KENNEDY, Tallyman.

MECHANICAL DEPARTMENT

"Things are moving so fast nowadays that people who say it can't be done, are interrupted by some one doing it." Surely there is truth in this phrase and it is a good sentence to have handy on many occasions.

We present herewith a good photograph of the neat residence of Rea Robinson, a locomotive engineer of Washington, Indiana. Mr. Robinson will be seen on the front porch, with his better-half. The residence, in which they take so much pride, is situated some distance west of the famous "Engi-



ENGINEER AND MRS. REA ROBINSON, AT HOME

neer's Row," but this detracts nothing from the beautiful little home, the product of good hard work and effective economy. Mr. Robinson completed last fall a new cement walk and has set cement posts for his gate and at the corner of the lot. House, yard and all about it, are well kept. Mr. Robinson has a passenger run west from Washington to St. Louis and there is something radically wrong when that train comes in behind schedule time.

H. C. Aikman, relief inspector and M. C. B. expert, Washington Car Department, has recently completed making a check of the freight car and M. C. B. situation on the C. H. & D., with General Car Inspector Curran.

Will Larrick, the hustling upholstering foreman in the passenger car shop, has returned from Cincinnati whither he went a few days ago to do some work on General Manager Loree's private car.

Walter, better known as "Budd" Edmondson, of Loogootee, Indiana, has come to Washington where he has accepted a position in the car department under General Foreman Calder. "Budd" is a baseball expert and of course is received with open arms at Washington Shops, where baseball is considered the game of games.

The work of applying steel underframes to freight equipment cars is progressing rapidly and successfully at the shops, under the management of General Foreman Calder and his corps of able assistants. During January and February they equipped 59 cars.

C. M. Bennett, a machinist, has accepted a position at Danville, Ill., with the C. & E. I. lines.

The International Association of Machinists' local lodge, went the limit last month and prepared a spread at their club rooms in the city, under supervision of Toastmaster Walter Kidd, a good Washington shop machinist. Several after-dinner speeches were made by local members and the social session afterwards lasted into the wee sma' hours.

Edward A. Hunt, shop inspector, whose headquarters at Washington cover Southwestern and C. H. & D. territory, could not control his democracy longer and hied himself to Washington, D. C., to witness the inauguration of the man he voted and worked for in the last campaign. While East, Ed. took time to look up his numerous Baltimore and Philadelphia friends, and had a most excellent trip.

Machinist Robert O'Conner was quietly married to Miss Ruby Russell, a charming and accomplished young lady of this town. Immediately afterward the happy couple took a train for Chicago, where they intend to spend some time.

J. B. Casebeer, the local storekeeper, is something of a dog fancier, but he won't talk business to any one on any other kind of a canine than a genuine bull. He can trace the pedigree of his dogs back for 200 years and his kennel is noted for its fine collection. He recently shipped his famous fighting dog "Pike" to a fancier in Texas, but in the first fight Pike had there he was thrown so hard by his opponent that the shoulder was broken and the fight lost.

Shop Clerk Larrick and Freight Car Foreman Marquart, of East St. Louis, Ill., were visitors here a few days ago, in the interests of their departments.

The accompanying photograph shows Herman Kemp, clerk in the office of Storekeeper Casebeer, at Washington Shops, engaged in work that every



HERMAN KEMP TAKING INVENTORY

stores department clerk on the entire system is familiar with—that is, taking the semi-annual inventory. Checking and tabulating the lumber stock at Washington is no small job.

A. E. McMillan, formerly day roundhouse foreman at Benwood, W. Va., and later of Washington, Ind., has been promoted to position of general foreman, with headquarters at Storrs, Cincinnati, vice G. A. Bowers, transferred to other duties. McMillan is one of the bright young railroad men who were born and reared among the good old West Virginia hills, where good railroaders are known to be the rule rather than the exception.

Harry Dixon, shop clerk at Seymour, Ind., formerly of the master mechanic's office at Washington, Ind., was here seeing old friends the other day and to make arrangements for moving to the hustling little railroad town east of here.

G. F. Snyder, general car foreman and his able assistant, Billy Warren, from Chillicothe, Ohio, were at Washington Shops a short while ago, looking over the outlay and noting facilities in use. They are both able freight car men and doing well on the Ohio Division. Mr. Snyder will be remembered by our Lorain and

Cleveland Division neighbors as he was formerly connected with the shops in that territory. Billy Warren first entered the service as a clerk and is showing what a clerk can do in a position of greater responsibility provided the proper inclination is shown.

M. H. Oakes, day roundhouse foreman, has returned to his station after a brief visit with his family in Chillicothe, Ohio, where he formerly lived and worked for this company.

General Foreman F. W. Boardman, of the locomotive department, has returned after spending a few days with his parents and friends at his home near Pittsburgh, Pa. He was expecting to have to be introduced to his folks on account of being away for so long, but they knew him.

Master Mechanic J. J. Carey, accompanied by his good pipe and tin shop foreman, J. J. Rose, formerly of Grafton, W. Va., visited the large and spacious new shops of the Big Four Railroad at Beech Grove, Indianapolis, Ind., last month.

Washington Shops and the entire mechanical department of the Illinois Divisions learn with regret that C. D. Powell and R. W. Salisbury have left for the Main Line System, with headquarters at Baltimore, Md. We are glad to hear of their promotion, but sorry to lose their strong personalities. Before they left, Mr. Powell was presented with a gold watch, chain and charm, and Mr. Salisbury with gold cuff buttons and stick pin, on which was inscribed the letter "S." The presentation was made by C. J. Elk, L. W. Fowler, J. R. Minter, J. P. Kehoe, J. J. Rose and A. E. McMillan, and afterward Mr. Powell was the host at a fine spread in the Grand Hotel, Cincinnati.

It is announced that T. C. O'Brien, from the Pittsburgh Division, has been selected to fill the position of general boiler inspector, Southwestern and C. H. & D. roads, succeeding C. D. Powell, and that Walter Geraghty, formerly air brake inspector of the Southwest, will be motive power inspector, vice R. W. Salisbury. Both gentlemen will report to Superintendent Motive Power McCarthy.

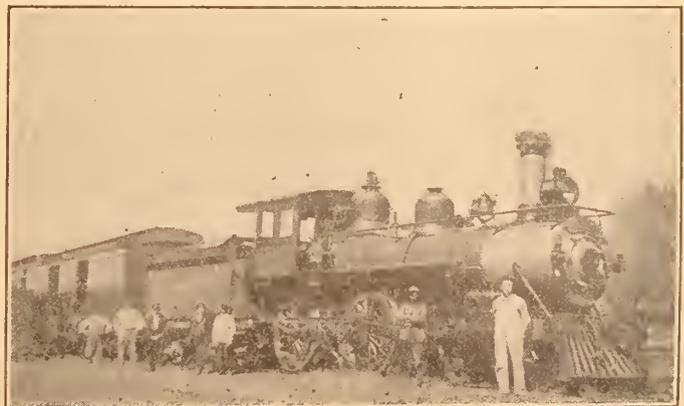
The Mechanical Department of the Illinois Division, whose chief headquarters are at Washington, Ind., has devised a small leather mail bag for handling mail between Washington and the large outlying points, such as Flora and East St. Louis, Ill., and Seymour, Ind. This is the result of an effort to comply more fully with the request of the management to curtail expenses in the stationery line. This bag is made large enough to take more than full letter size paper, the chief object being to reduce the consumption of envelopes by having the different offices consolidate their mailing matter daily and mail once a day, in the evening, unless there are specially important matters that should be handled sooner. It has already been given a thorough testing and the saving in envelopes in one month will pay the cost of manufacture, about thirty cents for each bag.

FLORA, ILL.

Two new hundred-horse-power boilers furnished by the Erie City Co., of Buffalo, New York, have just been received at Flora, Ill., and will be installed at the enginehouse. The Flora shop people are putting forth every effort to keep up-to-date and they now have one of the best freight car departments along the line.

Dan Cupid is making rapid strides among the office people on the Illinois Division and it is not denied, even by the principals at Flora shops, that two weddings will soon take place.

Fuel Inspector D. E. Dick, better known as "Senator Dick," whose home is in Baltimore, was on the Illinois Division last month for several days looking after the interests of his department. Mr. Dick, a few years ago, was a member of the Maryland Legislature from the Cumberland district, but has quit politics for railroad life. He is one of the best-posted fuel men in the country.



ENGINE 682—No. 124 AT BEARDSTOWN, ILL.

TOLEDO DIVISION (C. H. & D.)

Correspondent, D. H. ODELL,
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

J. J. CORCORAN, Superintendent, Chairman.
O. B. GROVE, Agent.
Wm. BAVIS, Engineer.
C. W. DAY, Conductor.
E. F. GORMAN, General Yardmaster.
H. M. SHEA, Trainman.
JOHN F. BUCKLEY, Fireman.
R. H. BOHANAN, Yard Conductor.
W. M. THOMPSON, Trainman.
ARTHUR WEST, Trainman.
M. E. MORAN, Shopman.
FRANK PROCTOR, Shopman.
J. N. HOLMES, Shopman.
M. GLEASON, Shopman.
W. J. TAUBKENS, Section Foreman.
J. H. BRITT, Section Foreman.
D. H. ODELL, Secretary.

WELLSTON DIVISION
(C. H. & D.)

Correspondent, T. J. REAGAN, Chief Clerk,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Trainmaster.
H. G. SNYDER, Division Engineer.
G. A. RUGMAN, Supervisor.
F. S. THOMPSON, Company Surgeon.
J. R. CASAD, Claim Agent.
C. GRIESMEYER, Master Carpenter.
M. KIRSCH, Secretary.
FRANK PEASE, Engineer.
E. F. SURFACE, Conductor.
G. GARRETT, Brakeman.
W. H. COUGHENOUR, Brakeman.
S. J. PINKERTON, Supervisor.
JOE BURNS, Section Foreman.

Since the safety movement was started on the C. H. & D., one of our passenger brakemen, Samuel Borland of the Wellston Division, has patented a red light for the purpose of flagging trains. It has a revolving magazine which holds six torpedoes, also a water-proof match-box and four spring attachments on the side to hold fuses. Several of our officials have complimented Mr. Borland on his invention.

"It used to be the custom when you got a hunch anything was going to happen to clean up, specially. But now, since the Safety movement began around here, it's so spiek and span you'd think we weren't doing any business!"—*A Divisional Safety Committeeman.*

Traveling Man—"I wonder if the landlord doesn't know that it's against the law to use roller towels now?"

Regular Boarder—"Oh, yes, he knows it; but that law wasn't passed when this towel was put up."—*Chicago Tribune.*

INDIANAPOLIS DIVISION

(C. H. & D.)

Correspondent, ROY POWELL,
Superintendent's Office.

DIVISIONAL SAFETY COMMITTEE

ROY POWELL, Chief Clerk to Superintendent, Correspondent.
R. B. WHITE, Superintendent, Chairman.
CHAS. RUFFNER, Blacksmith.
F. HEIDENRICH, Machinist.
T. MURPHY, Boiler Shop.
B. GOOD, Engine Inspector.
V. TAGUE, Car Department.
J. T. CLEMMONS, Supervisor.
J. M. ROURK, Supervisor.
R. KADY, Section Foreman.
J. R. LEE, Section Foreman.
H. NEWTON, Yard Conductor.
C. TYRE, Yard Engineer.
W. A. REISNER, Chief Clerk, Local Freight House.
J. L. FOLEY, Freight House Cashier.
J. W. SPENCER, Passenger Engineer, Indianapolis Division.
J. J. LANGDON, Passenger Fireman, Indianapolis Division.
E. E. TOWNSEND, Passenger Engineer, Springfield Division.
J. F. GOULDY, Passenger Fireman, Springfield Division.
E. A. WYSONG, Freight Engineer, Indianapolis Division.
B. H. SCOTT, Freight Fireman, Indianapolis Division.
F. M. McCRACKEN, Freight Engineer, Springfield Division.
Wm. WEISMAN, Freight Fireman, Springfield Division.
P. T. PORTER, Freight Conductor, Indianapolis Division.
C. A. HADLEY, Passenger Brakeman, Indianapolis Division.
M. MATTHEWS, Passenger Conductor, Indianapolis Division.
C. L. GARRISON, Freight Brakeman, Indianapolis Division.
E. F. WASHAM, Freight Conductor, Springfield Division.
C. A. RIGGS, Freight Brakeman, Springfield Division.
R. L. LAWSON, Passenger Conductor, Springfield Division.
Jno. HORNE, Passenger Brakeman, Springfield Division.
E. A. MCGUIRE, Claim Agent, Springfield Division.
Wm. OSENBACH, Examining Surgeon.
F. L. TRUITT, Examining Surgeon.
Geo. FLEISHMAN, Special Agent.

The joint ticket office of the C. H. & D. and Monon Systems is to be closed up on April 30th, and the two offices will be conducted separately. W. G. Brown, assistant general passenger agent of the B. & O. S. W. and C. H. & D., came



STATION AT COLLEGE CORNER, OHIO—BUILT 1866

from Cincinnati to arrange matters. The C. H. & D. will retain the office on Illinois Street, which has been used as a joint agency for the past twenty-five years.

A girl expects to be perfectly happy when married, because she has had no experience.

There are just two things in life that have no visible means of support—airships and tramps.—*F. J. Patton, Grafton.*

MUCH IN LITTLE

You, as an individual, are a manufacturer. Your body, your mind and your soul are your plant. The quality and quantity of your product depend upon the size of your plant and the quality of your machinery in it.—*Thomas Dreier.*

MONONGAH PROVERBS

The course of true dead-head never did run smooth.

People who "bury the hatchet" usually dig it up again.

The key to success is not the night-latch key.

Hewers of wood and drawers of water are not as steadily employed as chewers of the rag.

It is better to be safe than sorry.

If food no longer tastes the same,
Whatever care you take,
If you are searching for the stuff
Like mother used to make,

Arise at four and milk the cows,
Go out and feed the hogs,
Then just to while the time away,
Split up some hickory logs.

So stop, before you kick about
The biscuits and the cake,
And get the kind of appetites
That mother used to make.

A Chicago politician imported his cousin from the old country and had him appointed a smoke inspector. This was in the old days. He was turned loose to inspect without any instructions whatever, and this is the report he rendered at the end of the first month:

"I certify that I have inspected the smoke of this city for the 30 days past. I find plenty of smoke and apparently of good quality. Respectfully submitted."—*Kansas City Journal.*

Elsie—"After I wash my face I look in the mirror to see if it's clean. Don't you?"

Bobby—"Don't have to. I look at the towel."—*Boston Transcript.*

As the train neared the city the colored porter approached the jovial-faced gentleman, saying, with a smile—"Shall Ah brush yo' off, sah?"

"No," he replied, "I prefer to get off in the usual manner."

The WING Piano

PLAYER PIANOS
UPRIGHTS AND
GRANDS



One of Our 38 Styles

The WING Piano

FOR 44 YEARS
A STANDARD
PIANO



Rock-Bottom!

Yes, Rock-Bottom Prices,
and on a Piano of the highest Quality.

The Wing Piano here illustrated is shown in one of our most popular cases. We offer the greatest variety of styles and (we think) the most beautiful cases in the world. We have just added a number of the finest, most beautiful, up-to-date styles and new designs, plain, colonial, mission and other designs, as well as more elaborate patterns.

The Wing Piano is for those who want such a high-grade piano without paying some distant jobber and some local dealer huge profits, and without allowing a fat commission to some music teacher. Thousands of music teachers expect commissions varying from \$25 to \$100.

The Improved new style Wing Piano in particular, will prove a superb addition to any home, for it has a magnificent tone quality—well, you must hear it! And we have a splendid line of newly designed, up-to-date, beautiful mahogany, French walnut, oak and other up-to-date cases. In fact, we offer the greatest variety of styles of any manufacturer in the world.

Thousands praise the Wing Piano to the highest degree; but there are, of course, dealers who make \$100 and \$200, or much more, on every sale of a piano; and music teachers (whom you would least suspect) secretly accepting commissions from the dealer. These people naturally "knock."

But here is our answer: "A Wing is sent out on approval, returnable at our expense. When our piano must do its talking all alone while glib-talking salesmen stand around 'hoosting' some other make—even then the Wing Piano nearly always stays in the home while the dealer's piano is returned."

The Wing Piano is nearly always chosen when once tried on approval. When the piano is in the house, the dealer's talk cannot get around the fact that we actually do sell a piano—a piano of magnificent tone quality—of the finest appearance and direct to you at our regular wholesale price.

Beware of firms who imitate us by advertising that they sell direct and who are only retail dealers in disguise. We are positively the only firm that builds and sells pianos exclusively to the private purchaser direct.

No other firm combines high quality with wholesale prices and other firms claiming to do so are merely trying to trade on our reputation, by copying our form while afraid to actually give our liberal offer.

The Wing is the only piano sold direct from factory which shows your friends you paid the price for quality.

Now if you want to know more about pianos, do not let anybody tell you second-hand but send the coupon now for "The Book of Complete Information About Pianos" (free and postpaid if you write at once). We'll prove our claims.

WING & SON, - Est. 1868

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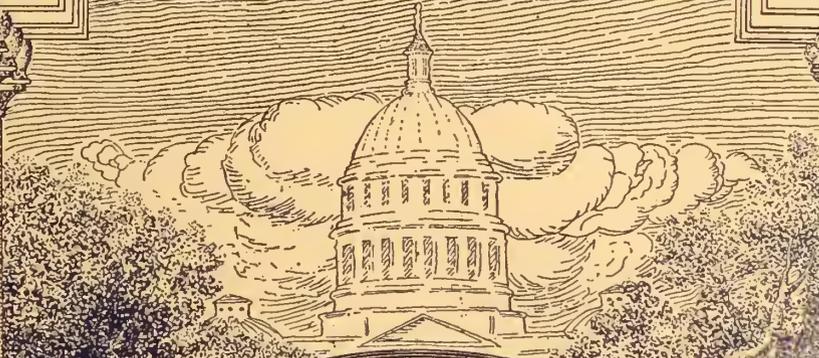
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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

VOLUME I

NUMBER 8



REBUILDING ZANESVILLE BRIDGE
THE OLD SPAN IN THE RIVER.

SAFETY FIRST

MAY 1913



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5
12

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A SERIOUS FLOOD

Everyone is more or less familiar through newspaper and other sources, and perhaps by experiences which he will never forget, with the very destructive flood conditions which prevailed during the latter part of March and the first part of April, 1913. On the night of March 23, a severe cyclone originated in the Rocky Mountain region, passed over the States of Nebraska, Iowa, Michigan, Kansas, Missouri, Illinois, Indiana and Ohio to the Great Lakes and thence followed the natural storm course over the St. Lawrence Valley to the ocean. The damage was most severe at Omaha, Neb., Council Bluffs, Ia., Terre Haute, Ind. Other cities in the above territory were also severely damaged, the storm resulting in the loss of hundreds of lives and destroying millions of dollars worth of property. High winds also occurred in Pennsylvania, New York, Maryland, Virginia, and other States on the Atlantic seaboard.

As was to be expected, following the cyclone and the high winds which prevailed generally through this section, being specially severe throughout the entire southeastern part of the country, there was heavy and continuous rainfall. Together with the usual increased precipitation and high winds occurring during the equinoctial period, there was a total rainfall during the month through Indiana, Ohio, western Pennsylvania and West Virginia of approximately ten inches, the abnormal precipitation averaging four to six inches. During the period from March 23d to 28th, the streams through these sections were unable to take care of the run-off, which was characterized by considerable current.

The rain fell in torrents and not only was the surrounding country flooded, but bridges, buildings and railroads were washed away. The cities of Dayton and West Columbus were greatly damaged by breaks in the levees and the cities of Zanesville, Marietta, Hamilton and Chillicothe and other smaller places were damaged by the rush of waters and the flooded conditions. There is no record of such conditions ever occurring before through these sections and they resulted in the loss of more than 250 lives. It has not been possible to approximate the property loss.

So far as it is possible to estimate, the damage to bridges, tracks, roadway, buildings, etc., of the Baltimore and Ohio System amounted to more than \$3,000,000, and in addition to this, by reason of interruption to passenger and freight traffic, the loss in revenue will be more than \$2,000,000, or a total loss of over \$5,000,000.

Following the conditions referred to in Ohio and with the heavy rains in western Pennsylvania and West Virginia, the Ohio River very quickly assumed a flooded stage with 31 feet of water at Pittsburgh and 51 feet of water at Wheeling, very close to the highest previous stage, which was in 1884. To the west of Wheeling, the streams through Ohio and Indiana, particularly the Muskingum, Hocking, Licking, Scioto, White and Wabash, became so swollen as to cause a flood tide four to six feet higher than in 1884. There was great loss to property through the entire Ohio Valley, principally in the larger cities, and business was at a standstill for about ten days.

With the lack of telegraph and telephone communication to the sections affected, it was several days following the interruptions by reason of the flooded conditions before information could be secured. Meager reports from various sources were received through the press and by runabout telegraph or telephone routes. However, it was generally known that the situation was most serious.

As previously mentioned, it was difficult to secure information as to the exact situation, so that the distribution of material and supplies and the work of reconstruction largely depended upon the men on the ground, and the Management takes this opportunity to express to the employes the appreciation of the Company for their efforts in bringing about normal conditions. It has been most gratifying to learn of the manner in which the crisis was met, it having developed that in a number of instances, where sections of the road were cut off, operators assumed charge of the handling of trains on the sections not affected and the trainmen offered their services and assisted in restoring tracks, reconstructing bridges and trestles, and doing whatever else they could do to open up the line at the earliest possible moment. In this way, large sections of the road were opened and the connecting up and restoring of traffic were facilitated. Trackmen, bridgemen and other employes responded promptly and put forth their every effort, in many instances working continuously for several days.

All of these things are most pleasing to the Management and indicate loyalty and willingness to cooperate on the part of its employes at a time of great trial and danger regardless of the service in which they may be employed under normal conditions.

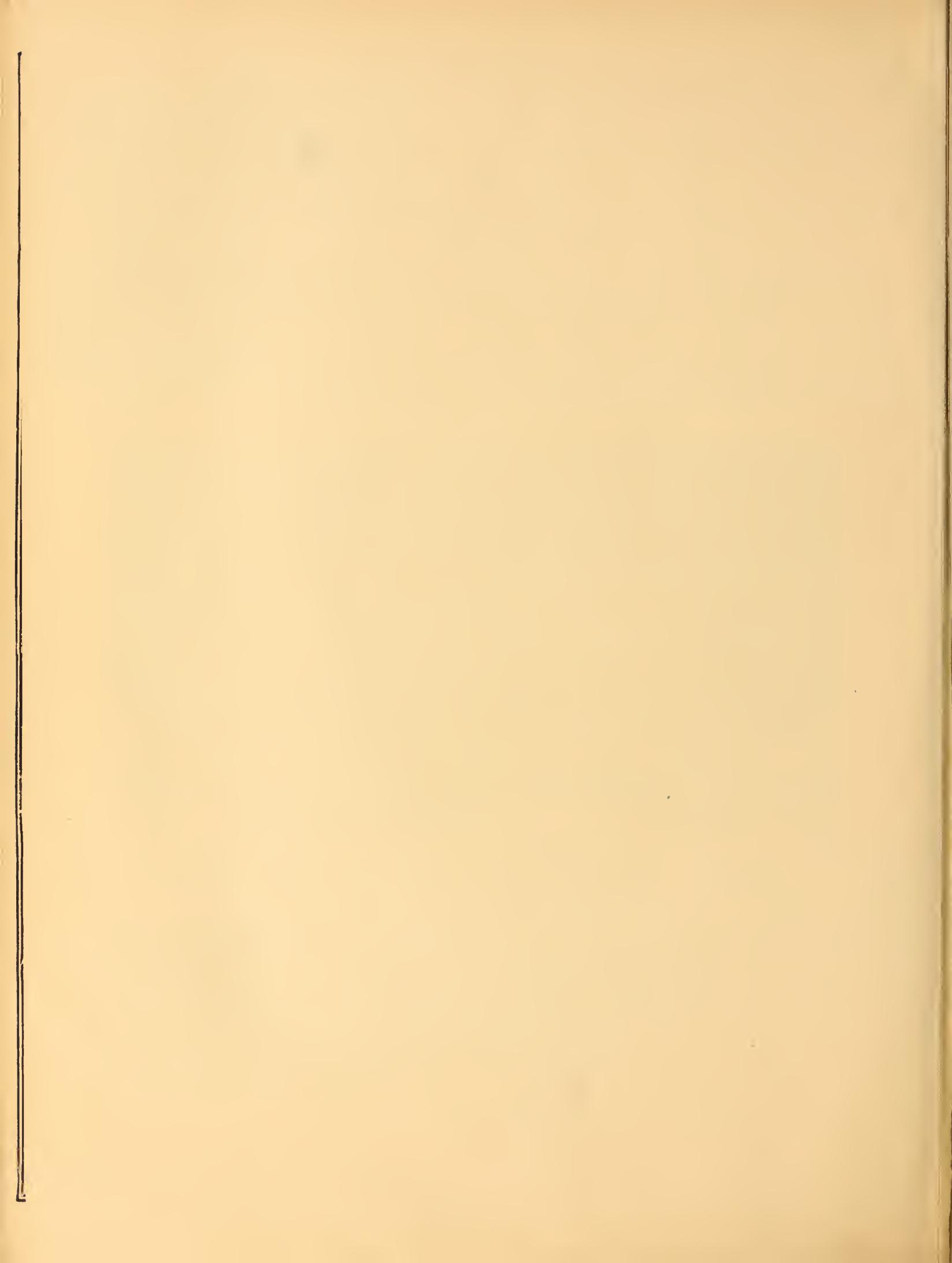
It is difficult to find suitable words of comment. Instructions have been issued to give credit on the service record of every employe who assisted in restoring the road to normal conditions, such notation to be made in red ink so that it will stand out as a mark of conspicuous service.

The pictures that will appear in this month's magazine will explain more clearly the extent of the damage and the enormous expense that must be met out of the earnings of the company. It is hoped that employes will assist in the economical operation of the property so the flood damage can be met without interfering seriously with some of the improvements which were contemplated and which would be of mutual advantage to the company and its employes. It is most unfortunate that the money lost by reason of damage and inability to handle traffic could not have been used for other purposes to advantage for the upbuilding of the property. We must now restore the damaged sections and defer some of the things which we had expected to do. It is hoped employes will appreciate the situation and economize in every possible direction, especially in the use of materials. In that connection, coal is one of our heaviest expenses and its use should be watched.

Let us all be unusually vigilant and see that injuries to our employes are avoided and train accidents kept to the lowest possible point.

The Management most earnestly hopes that the spirit displayed by the employes during the period of floods and washouts will continue and that it will be noticeable in the condition of the property and the performance of trains and in other directions, which are familiar to all.

A. W. Thompson
THIRD VICE-PRESIDENT



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 1

BALTIMORE, MARYLAND, MAY, 1913

Number 8

REBUILDING THE ZANESVILLE BRIDGE—WITH FLOOD PICTURES FROM OTHER POINTS



THEIR WORK WAS CUT OUT FOR THEM

engineer, arrived at CD tower, over two miles out of Zanesville. The tracks were impassable and they tramped into town by a five-mile route over the hills. The town was patrolled by soldiers, which made it hard at times for the railroad men to get around. They could scarcely get their reports to the telegraph office.

The water at the fall had risen during the flood to a height of thirty-eight feet, sixteen feet above the record of 1898. The old bridge had withstood the pressure surprisingly well. In the drift that bore against the sides were three or four cars, parts of many houses and a great

THREE railroad bridges went down in the flood at Zanesville; some trains of all three roads have been running over the wooden structure which the Baltimore and Ohio began while the piers hardly showed above water, and finished in less than eight days. The task looked impossible. The structure had to be placed in a swirling current, under the very edge of a fall, where soundings could not be made, where piles could not be driven. The river bottom was an unknown quantity. Imagine a dentist trying to bridge the back teeth of an unchained Bengal tiger, and you will have a fair idea of the situation.

No one man could do the job alone. No one desires to take the whole credit. It was a well trained army that won the victory—and their general was Paul Didier, principal assistant engineer of the Baltimore and Ohio Railroad. If his part predominates in this story, that is only because the number of pages is limited—not because he has been slow to honor the men who carried out his plans. But if they had failed, the responsibility would have been his.

On Sunday, March 30th, a little company, including Mr. Didier, G. A. Schmoll, superintendent of motive power, Wheeling System, and G. F. Cunningham, resident



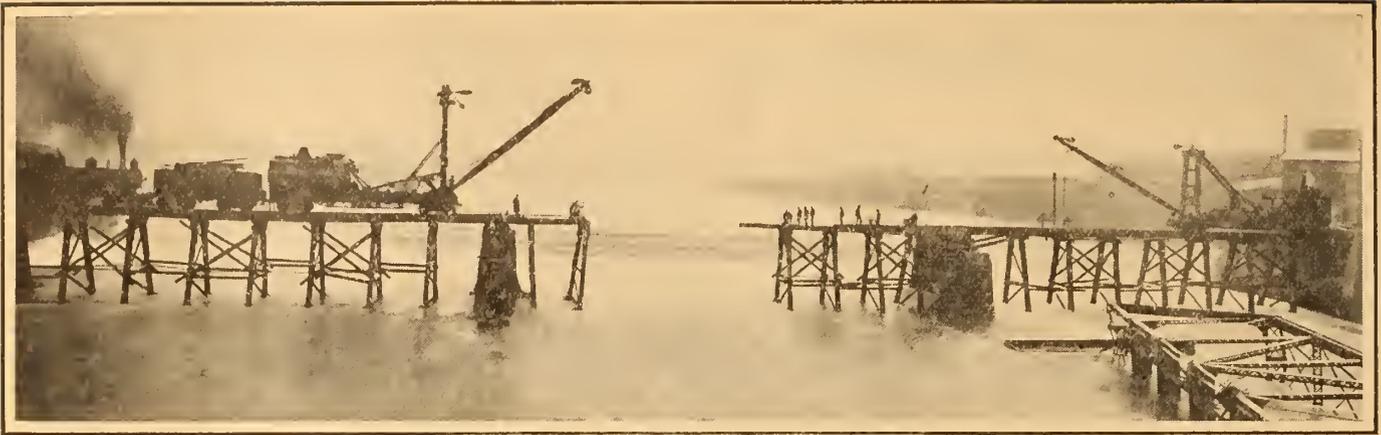
MR. DIDIER (extreme right) AND HIS PARTY AT CD TOWER

mass of undistinguishable wreckage. No engineer can figure the impact of half a town's movables and immovables, riding on the crest of an angry current.

Something of the force of the water can be gathered from the fact that as it spread through the town, it picked up a bin containing three tons of scrap iron, like a baby's cradle, and moved it two hundred and fifty feet. When the first span went down, its hundred and thirty feet



THE CRUMPLED SPAN



THE DUEL OF THE CRANES—FIFTEEN PACES

was twisted and crumpled into half that length and jammed through the low arch of the Y bridge below. Two more spans followed.

In the Zanesville station the water rose six feet in two hours; the various employes who had gathered there were driven out.

"We didn't have our clothes off for three days," said Assistant Trainmaster Haver. "I reported to Mr. Williams at Wheeling by long distance telephone, and he

station had been erected. This was not in the class with the Union Station at Washington, but in its own way it served the purpose. By the time Mr. Didier arrived, the



THE FIRST BENTS

immediately started supplies from all along the road to CD tower. We gathered all the engines and cabooses on the high side and did our best to hold down the bridge with loads of sand on each pier."

The supplies brought in from CD tower were carried over the Y bridge. As soon as the water went down somewhat and it was possible to bring trains nearer, passengers were also transferred over this bridge to the waiting trains on the other side, where a temporary



THE PILGRIMS' CHORUS—"PLEASE BUILD US A BRIDGE"



PAUL DIDIER (Taken at Sand Patch, by E. D. SPARKS)



A FAIR WEEK'S WORK—SUNDAY, APRIL 13

water had gone down from 38 to 18.8 feet, with 12.5 feet going over the dam at twelve to fourteen miles an hour.

"The bridge was gone when I got there," said Mr. Didier. "It looked like a funeral, and they expected me to act as undertaker." Well, he undertook the job. At first there was nothing to do but watch the water go down and make plans. The water fell only ninety-four inches in ninety-six hours.

Meanwhile D. A. Williams, the storekeeper, and W. H. Clifton, the lumber agent from Baltimore were out on a great hunting trip for materials, and they brought down game at every shot all along the line. When it was time to begin the bridge the stuff was there—in fact this is the story of a relay race with no time lost at the meeting points.

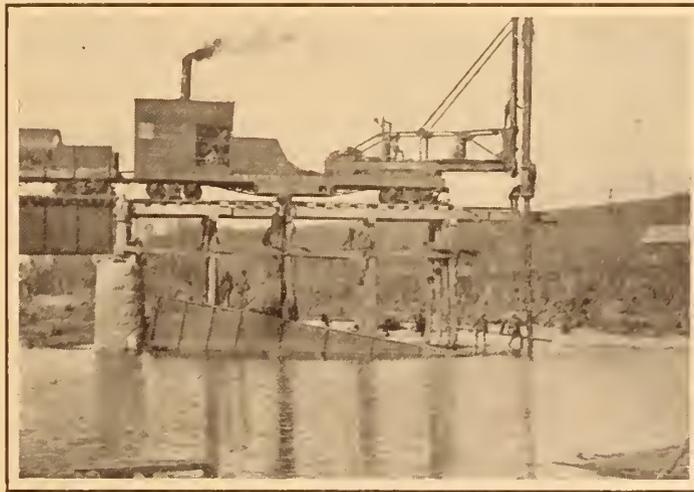
They fastened three hundred-pound rails together and dropped them for soundings. The rails had hardly entered the water before they were swept aside like a feather. It was evident that ordinary methods wouldn't work.

"I had no fixed plan," said Mr. Didier. There was nothing to fix it to. It was a case of "fit and try" as

Master Carpenter Clark said. Two cranes came, one for the farther side from the Lucius Engineering Company of Pittsburgh, and the other from the Seaboard Construction Company of Philadelphia. The latter was in charge of William Fortune, a field superintendent, who had had experience on the great Quebec Bridge. His suggestions were valuable. George Bowers worked one crane, and W. J. Mason worked the other, of which Mr. Clark had charge. He had organized a force of carpenters from Philadelphia, Baltimore and Pittsburgh, his own headquarters.

On Friday, April 4th, a monkey-bent—two short uprights with a piece over the top—was set upon a ledge of rock half way down the bank, to prepare for beginning the work. By Saturday the water had fallen to twelve feet

on the gauge and six feet over the dam. It was decided to risk a bent in the river. These bents, otherwise known as two-legged false-work, looked like saw-horses with two legs instead of four, each leg being composed of two beams a foot square, bolted together. On Sunday the first water-bent was placed. It dangled from the crane,



PILE DRIVING AT BROWNSVILLE—IMPOSSIBLE AT ZANESVILLE



PRESIDENT WILLARD AT COLUMBUS



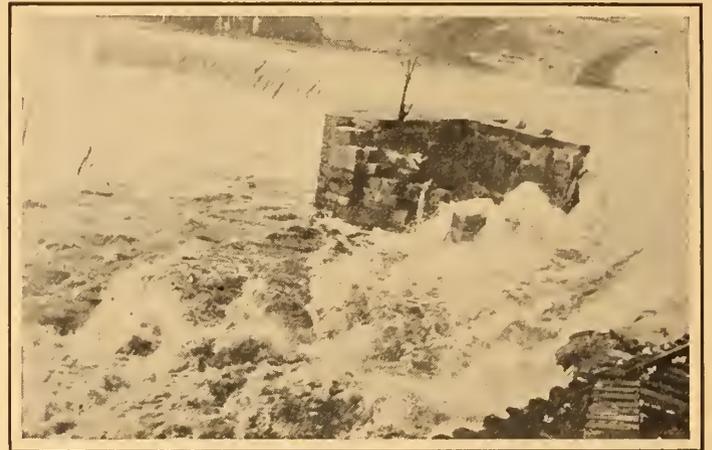
NORTH DAYTON—THE VOYAGE OF A LOADED FREIGHT CAR



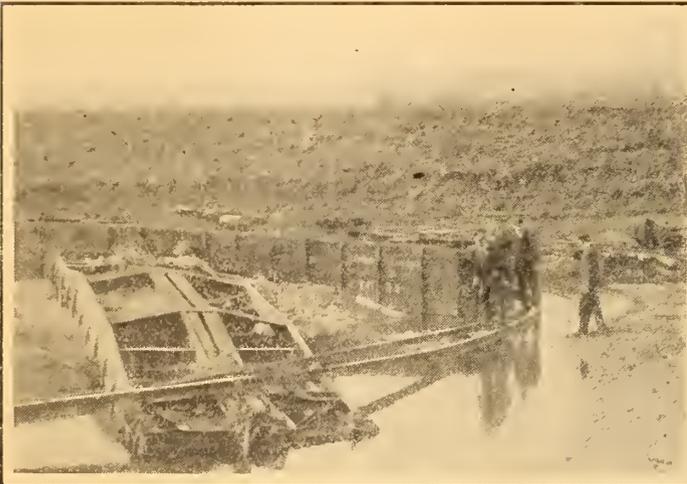
ZANESVILLE—NO THOROUGHFARE

dropped into the water and got its footing like a man on a pair of stilts. One end might strike a rock and the other a hole, in which case it was hauled up and sawed off till the top stood level. A rough john-boat or scow, of the width to be maintained between bents, was launched on

a little ahead of the game, would seize a taut rope and hold himself out horizontally with his hands. They swarmed over the bracing like monkeys or dangled at the rope's end into the very foam. As Mr. Didier said, "the



KENT, OHIO—ONE TRACK IN THE STREAM



NEAR DAYTON—A GENUINE TIE-UP

the foam and held in place by ropes from shore. In each case the foot of the new bent was drawn against the outside of the boat and held there by ropes till it could be made fast to the structure. String pieces and bracing were fitted rapidly in place. The crew of carpenters

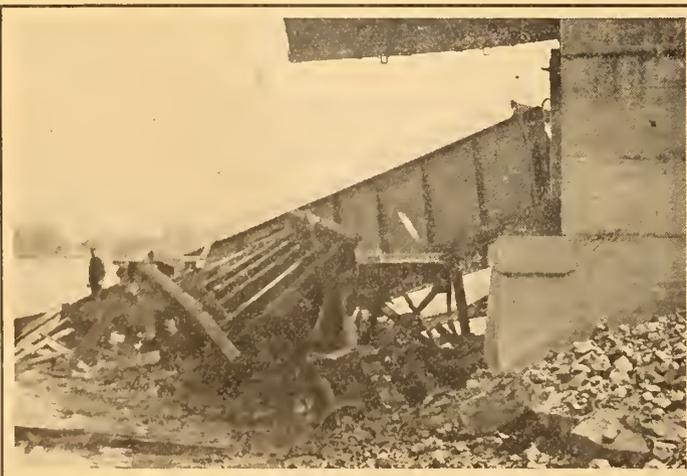
water was both fierce and treacherous." Not a bent nor a tool was lost. (The cover shows a bent being lowered.)

At the beginning the question of night work arose, but the risk was too great. The men appreciated the decision to do without it.



COLUMBUS—AS THE TRACK IS BENT THE ROAD'S INCLINED

"Let us work in daylight," they said, "and all together, and we will do more than as if we worked all the time in shifts." Fourteen boxes of carbide had been furnished for light, but no torch was burned.



AT MIAMI CITY, NEAR DAYTON

always had timbers cut and ready before the bridgemen needed them. They all worked like a lot of boys at play. Every now and then some fellow who had done his part



LOSS AND DAMAGE AT DAYTON

After the work was fairly under way a new bent was placed every two or three hours. The last of the twenty-five was set on the 11th, five days from the beginning. Two plumb-posts were fitted into the middle of each piece of false-work. These also had to be dropped as far as they would go, marked, raised and cut the right length; then the top structure was quickly laid on. A temporary track had been used for the cranes. This was taken up and bridge ties and new rails were laid.

On Sunday, the 13th, Mr. Didier wired to General Superintendent U. B. Williams:

was built by May first, it would be an unusually rapid piece of work. Our own chief engineer, Mr. Stuart, with better knowledge of what his organization could do, set three weeks. Mr. Didier gave himself one week less.

The chief summed it all up in the words of a military man, "I had my old guard with me." It was the combination of good generalship and good fighting that won. The father of the engineer was a soldier of Napoleon. Mr. Didier himself fought in the Franco-Prussian war. When an inspector told of going thirty miles in a day, he recalled the fact that he had walked or rather run seventy-



NORTH DAYTON GRAVEL PIT—THE IRON HAND

"After twelve o'clock noon, Monday, the 14th, you may resume traffic over bridge eleven. Maximum speed not to exceed four miles per hour until further advice."

Here is his own story of the last day:

"Monday morning I got out at daylight and examined every joint myself. At nine o'clock the little yard engine, 1171, ran across, making no impression. The big 2521 followed that; a slight sway could be observed on the bridge, but no variation of track. After we had run fifty-five empties and a coal train over, and I had done everything in my power to avoid accident—safety first you know—No. 14, a passenger train, went over at ten o'clock. This was two hours ahead of the time set."

Forty-four hours were consumed in doing the bent-work proper, all daylight work with only an hour and a half over-time. Mr. Evans, the Zanesville director of public work said emphatically:

"The Baltimore and Ohio have a wonderful organization; I would like to hire those men to clean up our town." Many observers had remarked that if the bridge

four miles in thirty-two hours. Twenty men started on the forced march, and he was one of the four to reach the frontier. The Zanesville bridge called out the same powers of action forty years later, but this time, instead of a retreat, it was a victorious advance.

Mr. Didier came from France, where he received his education, in 1881. He has been in the service of the Baltimore and Ohio most of the time since then.

"On the old P. & W.," he said, "I was everything at once, from chief engineer to office boy; I used to make the drawings every night for the next day's work. I was educated before the day of over-specialization. Now they have one man to drive a round-headed nail and one for the nail with the square head."

Nothing was too small to escape the eye of the engineer. A workman called attention to a little wooden stairway which he had put in where it would save steps.

"I don't see how he keeps the whole thing in his head and thinks of all these little things beside," was the man's tribute.—R. J. C.

THE STATION BAGGAGE MASTER

A. M. McCONNELL

Baggage Master at Braddock, Pa.

I see the sun's first signal
That ushers in the day.

I work into the shadows
That mark the twilight grey;

I see where the moonlight dances
In the streets all white with snow.
The trains they stop, but I do not;
When they go, I do not go.

I work in the public station,
In the lower part of the town;
I take the trunks of travelers
And roll them up and down.

I also carry the U. S. mail
In sacks upon my back;
I put some in the mail car,
And hang some on the rack.

I'm called upon the carpet
If I should miss a train;
I have my days of sunshine,
And I have my days of rain.

RAILROAD METHODS NEEDED ON THE FARM

ONE of the country's truly great railroad men owns a big farm in the West.

"I applied good railroad principles to farming," he said. "I tried to appreciate that a good road-bed had been laid down for me by Nature. All I had to do was to make the best of the opportunity. The man ahead of me had let the road run down at the heels, so the first thing for me to do was to undo some of his misdoings.

"My property had had trouble with its hired men, and so I had to establish a new reputation for square dealing with my hands.

"The water-tank had been allowed to get leaky, and I repaired cisterns and wells, cleaned 'em and patched 'em.

"There was plenty of fuel on the property, but it was going to waste. Therefore, I borrowed money and spent it cleaning up underbrush and systematizing the fuel and lumber supply problems.

"The rolling stock had been allowed to go without repairs. I had to spend more money repairing wagons and buggies and harrows and harvesting-machines and planting machines. I put my rolling stock into such condition as would insure full returns later on. I had this work done in the winter, so that when summer came we had full steam up.

"I found that the previous superintendent had neglected his traffic agreements shamefully; that he had none left to speak of. And so I got busy making arrangements with regular customers. No use hauling freight to the end of the line to dump it into the ditch. No use raising crops without a place to sell them.

"There was an orchard, but I don't believe the trees ever had been trimmed. My wife and daughter and I lopped off dead branches for two weeks! And you should see the apples I get now.

"My predecessor had named his different lots. He had a 'potato-lot'—in which he had planted potatoes for ten years! He had a 'wheat-field,' and he seemed to think that this should be the wheat-field forever and ever more. He did everything that way. He had no more imagination than a dead tree, or if he did have any imagination he didn't use it.

"The principal job I had to do to make that farm pay—and it does pay now— was to introduce that thing which is said to be the spice of all life—*variety*. And yet I had a definite schedule and system for doing the work planned just as in the railroad business."

There is much that is worth thinking about in what this railroad farmer says. He may not be telling us anything that we do not already know. But he does prove that system is the thing—system tempered with imagination, which induces variation.

A man doesn't necessarily have to be born and raised on a farm to make a success of it any more than one has to be raised within the walls of a business house to become a successful business man.

Business ability and farming ability are similar. Both require good judgment and systematic management.—*Farm and Fireside*.

For every 100 miles of railway main track in 1900 there were 129 miles in 1910. For every 100 acres of improved farm land in 1900 there were 115 acres in 1910; for every 100 acres devoted to crops in the former year there were 110 in the latter. That is, during the census decade, the latest period for which official statistics are available, the railway plant increased at over double the rate of the agricultural plant.

For every 100 ton-miles in 1900 there were 180 in 1910; for every 100 passenger-miles there were 202. For every 100 bushels, bales, or pounds of the ten principal crops in the former year there were 109 in the latter. That is, the output of the railways increased at a rate over ten times as great as that of the farms.

Measured per mile the output of the railways increased 40 per cent and 57 per cent respectively. Measured per acre the output of the ten crops averaged a decrease of about one per cent. That is, the output of the railways per unit of plant increased by one-half, while the output of the farms per unit of plant averaged a decrease.

In 1910 one thousand bushels of the seven principal food crops could purchase over 25 per cent more of commodities in general, and 50 per cent more of transportation than in 1900; but conversely, the purchasing power of the receipts from one thousand ton-miles fell off 13 per cent., and that from one thousand passenger miles fell off 19 per cent.—*Bureau of Railway Economics*.

The business in which the farmer is engaged is the most important in the United States. The business of second importance is that of transportation. The two are very closely related, and the success of agriculture

means the success of the railroad, for it hauls what the farmer produces and consumes. The farmer is equally dependent upon the railroad, for without transportation he could not market his product, and his success depends upon the regularity and adequacy of the transportation available to him and the fairness of the rates. The close inter-relation of these two businesses is less appreciated than it should be. The farmer should not be led into the error of believing that the railroad is trying to charge more than a fair and reasonable rate, for the success of each business in its own field depends upon the fair and square treatment it receives from the other, and the degree of fairness shown toward it by the people. Our American railroads have done good work, and can do better, and it is to the farmers' selfish interest to see that they are so treated that they will be ready at all times to handle business. To be ready requires constant expenditure.

American railroads are capitalized at \$60,000 per mile, British railroads at \$275,000 per mile, French railroads at \$141,000 per mile, German railroads at \$112,000 per mile, and Austrian railroads at \$115,000 per mile. The average pay of American railway employes is \$668 per year, of British railway employes \$251 per year, of French railway employes \$260 per year, of German railway employes \$382 per year, and of Austrian railway employes \$260 per year. The average charge for hauling a ton of freight 100 miles is in the United States \$0.75, in England \$2.80, in France \$2.20, in Germany \$1.64, in Austria \$2.30. In the United States the railroads haul each year 2,500 tons of freight one mile for every person in the country, in France only 400 tons and in Prussia only 700 tons.

In the country as a whole the average freight rate has gone down about one-fourth since 1888, very largely through the voluntary action of the railroads themselves. On the freight tonnage shipped over the railroads in 1910, this meant the very large saving of \$615,928,000. A bushel of wheat sold for about \$0.62 in Minneapolis in 1896. That \$0.62 at that time paid for transporting a barrel of flour 161 miles back into Minnesota. A bushel of wheat sold for about \$1.00 in Minneapolis in 1911, and that \$1.00 paid for transporting a barrel of flour from Minneapolis out into North Dakota, 436 miles. In other words, the farmer's bushel of wheat in 1911 would buy nearly two and three-quarters times as much flour transportation as in 1896, although the wages paid by the railroad and the cost of most materials used by it are very much higher now than in 1896.

The present freight rate is very small. How small it is can be better understood when one realizes that for 25 cents, what it costs according to the United States Department of Agriculture for the farmer to move a one-ton load by wagon one mile, the Northern Pacific Railway, at its average rate last year, will move the one-ton load 27.2 miles. For the cost of a two-cent postage stamp it will move a ton about two and a quarter miles. For the cost of ten pounds of ten-penny nails it will move a ton 44 miles; for the money it takes to buy a good milk pail, 138 miles. To buy a locomotive requires the gross earnings by the railroad for handling 210,000 bushels of wheat, which at 13 bushels to the acre means 16,150 acres.—Howard Elliott, President of the Northern Pacific Railway, in Leslie's Weekly.

Throughout the generations the farmer has been the pet of the people and the government of this country. For his benefit the states have established agricultural colleges which annually receive large subventions from the federal government, which also maintains a Department of Agriculture likewise for his benefit. Costly experiments are conducted for his edification, seed is distributed to him gratis, at their own expense the railroads run demonstration trains to show him how to make two blades grow where one grew before.

Yet with all this the farmer seems able to make only about nine-tenths of a blade grow where one grew before. Although over a century ago one PAUL HATHAWAY raised 124.5 bushels of corn on a single acre of land in southern Massachusetts and the bureau of plant industry records recent instances in which over two hundred bushels of corn have been raised on a single acre, the average yield an acre in 1910 was only twenty-six bushels.

The railways of the United States have been the subject of popular objurgation and political attack these many years, yet during the census decade the railway plant increased at more than double the rate of the agricultural plant. (The writer adds other figures given on page six.)

It has been said that of the great industries of this country the railways are the Cinderella in the kitchen corner. The harder the scorned handmaid of our progress works the greater is the falling off in the return from her yield. As the yield of the farmer falls his pay increases.—New York Sun.

THE WATER WAGON CLUB

	B. & O. WATER WAGON CLUB	
	Date	
<p>REALIZING that intoxicating liquor has been the means of sidetracking many a good railroad man and that abstinence would raise the standard of railroad service, I hereby pledge myself to abstain from the use of intoxicating liquors and promise to boost the Water Wagon Club among my fellow employees.</p>		
NAME.....		
<p align="right"> PLEDGE CARD AND BUTTON </p>		

The little button here reproduced has been noticed lately on the caps and coat lapels of many Chicago Division employes. The button and the pledge card tell their own story. About five hundred of each have been given out from the Y. M. C. A. at Chicago Junction. The general secretary, R. R. Jenkins, writes us that the water wagon club is a very informal affair as yet, without officers or by-laws. It was started simply with the idea of getting the attention of some who may have grown thoughtless. Already so much favorable comment has been roused that the club will probably spread through other divisions and result in a regular organization. Without waiting for this, any one may have similar buttons and pledge cards made. They are simply new ways of using that oldest and most mighty of all forces, personal influence. The use of liquor by railroad men, like other dangerous habits, is confined to a very few. Our company is simply in harmony with the laws of nature and the plainest demands of public safety in forbidding it. There is no fanaticism or unreasonable restraint in this. We employes ourselves have far more to gain than anybody else by helping in the enforcement of this greatest of all safety rules.

THE CAR INSPECTOR

G. B. SPALDING

Car Inspector at Cincinnati, Ohio

He paddles through rain, and he paddles through snow.
It matters not where he has to go,
With pencil and book and chalk in hand,
Safety first is his one demand.
He looks for defective bolts and wheels,
A yardmaster often at his heels.
"How long will it take?" he will ask of you.
"It might take an hour and it might take two."
"I demand these ears; I cannot wait."
But the ear inspector knows the fate
Of the train and crew depends on him,
He taps his torch on the ear-wheel's rim.
"It isn't safe and it must be mended."
The work begins—the argument's ended.

I have just finished reading our magazine and fail to see any messages in it, or in any of the issues, from the car inspectors. But these men are very important in the railroad business and it is always safety first with them, in their dealings with the public, the company's property and the government; at the same time they must not neglect their own or their companions' safety. We do not hear of many accidents from the breakdown of cars, or of many fines from the government because of the defective condition of safety appliances. Therefore we may come to the conclusion that the car inspector is doing his work properly.



A double load of iron was going from the C. H. & D. over the B. & O. S. W. for a destination about a mile beyond the C. H. & D. The Southwestern refused to accept the load for switch movement; a confab was held between a master mechanic, a general foreman and two car foremen. Last of all came a car inspector, better known as a "dope monkey." Well, the officials walked around this load and looked at it for about half an hour. Mind you it was only going a mile at the most. As a final resort, they consulted the car inspector. The answer took him just the time required to get the words out of his mouth—about

thirty seconds. The others at once agreed to follow his plan. Now if this load had been going hundreds of miles and if hundreds of other loads had been waiting for those officials to make up their minds—as is often the case, the chances are that the load would be there yet. That was a most joyful minute for the car inspector.

One of the pleasantest incidents that ever happened to me was this. In the Southwestern yards at Washington, Ind., some years ago, my duties took me to a special train that was carrying President McKinley and his party. After inspecting the train and testing the brakes, I proceeded to the platform at the rear end. There Mrs. McKinley saw me and asked about my work. When I told her I had been inspecting the cars to be sure that everything was safe, she asked me to wait a minute.

She went inside of her car and returned with a bouquet of beautiful roses and gave them to me. I was all swelled up with pride for a minute and you ought to have seen the car inspectors, switchmen, yardmasters, yard clerks and operators wearing American Beauty roses.

Another of our inspectors had a car coming from the B. & O. S. W. to the C. H. & D., loaded with household goods and live stock. He found that the car would have to go to

the shop for repairs as it was not safe for it to go any farther. When the owner saw the car inspector mark that car "shop" he wanted to know what business an employe had to take out a car that he had paid for, to take him through to his destination. He got angry and finally called up the superintendent and told him what the car inspector had done. The superintendent replied that the car inspector knew his business and if he had marked the car "shop," it would have to go there. That was safety first all the way from the car inspector to the superintendent.

*EDISON TODAY

DYER AND MARTIN

IN the November number we printed some account of the early life of the great inventor. His latest wonder—the talking moving pictures—gives a new interest to Mr. Edison's own story of the first phonograph. A few other paragraphs from his biography are added.

"The workman who got my first sketch of the phonograph was John Kruesi. I didn't have much faith that it would work, expecting that I might possibly hear a word or so that would give hope of a future for the idea. Kruesi, when he had nearly finished it, asked what it

was for. I told him I was going to record talking, and then have the machine talk back. He thought it absurd. However, it was finished, the foil was put on; I then shouted 'Mary had a little lamb,' etc. I adjusted the reproducer, and the machine reproduced it perfectly. I was never so taken aback in my life. Everybody was astonished. I was always afraid of things that worked the first time. Long experience proved that there were drawbacks found generally before they could be got commercial; but here was something there was no doubt of."

No wonder that honest John Kruesi, as he stood and listened to the marvelous performance of the simple

* From *Edison: His Life and Inventions*.
Two Volumes, \$4.00. Harper & Brothers, New York.

little machine he had himself just finished, ejaculated in an awe-stricken tone: "Mein Gott in Himmel!"

"The telegraph men couldn't explain how their instruments worked, and I was always trying to get them to do so. I remember the best explanation I got was from an old Scotch line repairer employed by the Montreal Telegraph Company, which operated the railroad wires. He said that if you had a dog like a dachshund, long enough to reach from Edinburgh to London, if you pulled his tail in Edinburgh he would bark in London. I could understand that, but I never could get it through me what went through the dog or over the wire." Today Mr. Edison is just as unable to solve the inner mystery of electrical transmission. Nor is he alone.

"I asked the best tool-maker I had ever seen if he could run the shop. He went at it. His executive ability was greater than that of any other man I have yet seen. His memory was prodigious, conversation laconic, and movements rapid. He doubled the production inside three months, without materially increasing the pay-roll, but increasing the cutting speeds of tools, and by the use of various devices. When in need of rest he would lie down on a work-bench, sleep twenty or thirty minutes, and wake up fresh. As this was just what I could do, I naturally conceived a great pride in having such a man in charge of my work. But almost everything has trouble connected with it. He disappeared one day, and although I sent men everywhere that it was likely he could be found, he was not discovered. After two weeks he came into the factory in a terrible condition as to clothes and face. He sat down and, turning to me, said: 'Edison, it's no use, this is the third time; I can't stand prosperity. Put my salary back and give me a job.' I was very sorry to learn that it was whiskey that spoiled such a career. I gave him an inferior job and kept him for a long time."

"The typewriter I got into commercial shape is now known as the Remington. About this time I got an idea I could devise an apparatus by which four messages could simultaneously be sent over a single wire without interfering with each other. I now had five shops, and with experimenting on this new scheme I was pretty busy; at least I did not have ennui."

"I don't live in the past; I am living for to-day and to-morrow. I am interested in every department of science, arts and manufacture. I live in a great moving world of my own and what's more, I enjoy every minute

of it. 'Spilt milk' doesn't interest me. I have spilt lots of it, and while I have always felt it for a few days, it is quickly forgotten and I turn again to the future. From now until I am seventy-five years of age, I expect to keep more or less busy with my regular work. At seventy-five I expect to wear loud waistcoats with fancy buttons; also gaiter tops; at eighty I expect to learn how to play bridge whist and talk foolishly to the ladies. At eighty-five I expect to wear a full-dress suit every evening at dinner, and at ninety—well I never plan more than thirty years ahead."

"I found him at a bench about three feet wide and twelve to fifteen feet long," says another visitor, "on

which there were hundreds of little test cells that had been made up by his corps of chemists and experimenters. I then learned that he had thus made over nine thousand experiments in trying to devise this new type of storage battery. My sympathy got the better of my judgment, and I said: 'Isn't it a shame that with the tremendous amount

of work you have done you haven't been able to get any results?' Edison turned on me like a flash, and with a smile replied: 'Results! Why, man, I have gotten a lot of results! I know several thousand things that won't work!'"

A prominent engine builder, the late Gardiner C. Sims, has said: "Watt, Corliss and Porter brought forward steam-engines to a high state of proficiency, yet it remained for Mr. Edison to force better proportions, workmanship, design, use of metals, regulation, the solving of the complex problems of high speed and endurance, and the successful development of the shaft governor. Mr. Edison is preeminent in the realm of engineering."

"Sometimes, when Mr. Edison had been working long hours, he would want to have a short sleep. It was one of the funniest things I ever witnessed to see him crawl into an ordinary roll-top desk and curl up and take a nap. If there was a sight that was still more funny, it was to see him turn over on his other side, all the time remaining in the desk. He would use several volumes of Watt's Dictionary of Chemistry for a pillow, and we fellows used to say that he absorbed the contents during his sleep, judging from the flow of new ideas he had on waking."

Edison's examinations are no joke, according to Mr. J. H. Vail, formerly one of the Menlo Park staff. "I wanted



MR. EDISON EXAMINING A MODEL
By permission of The New York Edison Company

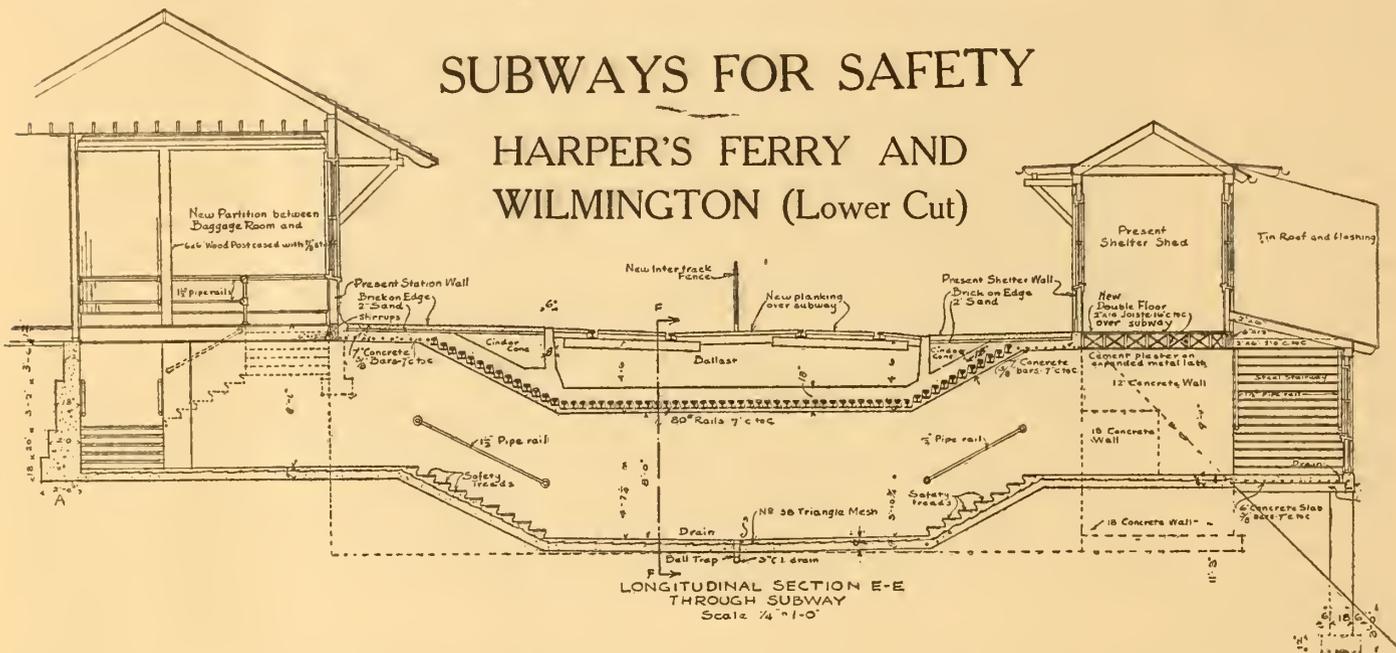
a job," he said, "and was ambitious to take charge of the dynamo-room. Mr. Edison led me to a heap of junk in a corner and said: 'Put that together and let me know when it's running.' I didn't know what it was, but received a liberal education in finding out. It proved to be a dynamo, which I finally succeeded in assembling and running. I got the job."

Edison is slow to discuss the great mysteries of life, but is of reverential attitude of mind, and ever tolerant of others' beliefs. He is not a religious man in the sense of turning to forms and creeds, but, as might be expected, is inclined as an inventor and creator to argue from the basis of design and thence to infer a designer. "After

years of watching the processes of nature," he says, "I can no more doubt the existence of an Intelligence that is running things than I do of the existence of myself. Take, for example, the substance water that forms the crystals known as ice. Now there are hundreds of combinations that form crystals, and every one of them, save ice, sinks in water. Ice, I say, doesn't and it is rather lucky for us mortals, for if it had done so, we should all be dead. Why? Simply because if ice sank to the bottom of rivers, lakes and oceans as fast as it froze, those places would be frozen up and there would be no water left. That is only one example out of thousands that to me prove beyond the possibility of a doubt that some vast Intelligence is governing this and other planets."

SUBWAYS FOR SAFETY

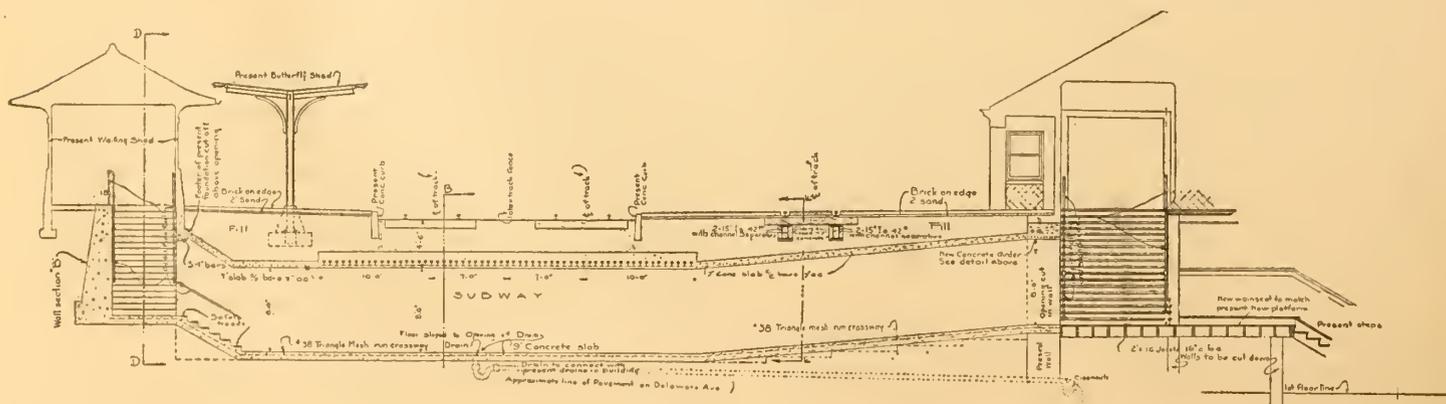
HARPER'S FERRY AND WILMINGTON (Lower Cut)



The work now under way of constructing a subway under the tracks at Harper's Ferry is being undertaken purely from a safety standpoint. Heretofore, it has been necessary for all persons going West to cross the Eastbound main track; and passengers from a Westbound train, getting off at Harper's Ferry, had to cross the track. This made it very dangerous, as sight was not good in either direction. The station is at the end of a bridge over the Potomac River and in the opposite direction there is a curve, so that passengers hearing their train approaching often ran across the track without noticing whether or not a train was coming in the opposite direction. There will be a fence erected between the

tracks so that all passengers will be required to use the subway and avoid danger. Concrete stairways lead down to the tunnel from the general waiting room, and from the shelter on the westbound platform. The subway will be well lighted and will afford protection from the elements, as well as safety.

Improvements of the same character are being made at Wilmington, Del. Here, in addition to the new subway, the plans include an enlarged waiting shed at one end. There are several other points on the system where similar work is contemplated and it will be done as fast as the money can be spared. The places where the greatest danger is involved will be taken up first.



CAPTAIN ANCKER'S ADVENTURE ON A DOOMED SHIP

CALVIN H. GODDARD

STORIES of the Civil War and of campaigns against the Indians had made the evening at the Army and Navy Club in Washington pass quickly, and it was nearly midnight when a friend of John Barrett, formerly United States minister to Siam, finished his account of the gruesome Christmas feast which Mr. Barrett gave at Bangkok, when the cook dropped dead from cholera as the first dish was about to be served. "That cholera story," remarked Captain Walter Ancker, "reminds me of an experience I once went through in the Black Sea.

"In September, 1878, I was a young and ambitious assistant engineer on board the Minister Ackenbach, a vessel of about three thousand tons burden. We had gone to Nikolaien, a Turkish city on the Bug River, for a cargo of wheat, but, learning that the bubonic plague was making great ravages in the vicinity, had about decided to leave without it.

"We were sitting in the cabin discussing the situation when we saw a boat put off from an English tramp and head for us. When it came alongside the captain hailed us and came aboard, apparently very much excited.

"He explained that circumstances forced him to sail at once. As he was short of engineers, he would like to engage one from our ship, if possible, to go with him as far as Constantinople. There he would be left to await our arrival.

"When told that I was an engineer he turned to me and offered me one hundred pounds in gold, paid in advance, if I would make the trip. Of course this was an enormous sum for a few days' work, and I looked inquiringly at my captain. He promptly advised me to accept the offer, saying that he would pick me up at Constantinople in about a week.

"Naturally, I accepted the job, received my money on the spot, left half of it with my captain for safe-keeping, and was on board the English tramp within half an hour.

"The Sea-gull, for that was her name, was a screw steamer of about the same size and tonnage as the vessel I had just left. She lay rather low in the water, and it was evident that she had a full cargo. She had just returned from India, the captain said, and her crew was a mixed one, Lascars, Russians, Finns and English being on board. The officers were all English.

"On my arrival the captain ordered me to inspect the engines at once, as he intended to weigh anchor immediately.

"In the engine-room I found but one man, an oiler, on duty. This struck me as peculiar, but being intent on looking over the engines, I paid little attention to it.

"Finding the machinery in good condition, I so reported to the captain. He ordered me to start, steam being already up, and in a short time we had left Nikolaien behind and were steaming down the Bug at about seven or eight knots an hour.

"As soon as we were under way the captain came down to the engine-room and, much to my surprise, offered me brandy and cigars. Such gracious treatment to a young engineer astounded me. He remained a few minutes

chatting pleasantly, and when he went away left behind him the bottle and a box of cigars.

"He told me to help myself whenever I liked, but asked me not to leave the engine-room during the remainder of the night. For the life of me I could not make out the cause of his strange behavior.

"About ten o'clock, when we were well down the river, I thought I would try to get a little rest in a comfortable arm-chair that the captain had sent down to me. In a few minutes, however, I found that I needed a covering of some kind and set out to find a blanket.

"Leaving the engine-room I stepped out into a corridor dimly lighted by an oil-lamp. Opposite me were three doors marked respectively, engineer, first assistant engineer, second assistant engineer.

"I opened the door of the first room and managed, in the faint light, to make out the form of a man lying in the bunk. I went on to the next room, where the light was even more dim, and put my hand into the bunk for a blanket. There I found another man, apparently asleep, with a flask of brandy by his side.

"Leaving him, I went to the third room, which was entirely dark, and feeling a blanket hanging over the edge of the bunk, I pulled it off and returned to the engine-room.

"The shortage of engineers was clear to me now. They had evidently slipped ashore at Nikolaien and gone on a big spree. The captain, suddenly receiving orders to leave, had been compelled to secure a substitute.

"Settling myself comfortably in the chair with my blanket, I told the oiler to call me every twenty minutes, that I might see that the engines were working properly. He did this regularly until near daylight. Then he dropped off to sleep himself, and both of us slept for about three quarters of an hour.

"At the end of that time I was suddenly aroused by the sound of something heavy striking the water close by the port-hole beside me. I heard this several times at brief intervals, and finally, as the engines were working smoothly, went up on deck to see what was going on.

"The sight that met my eyes was startling, to say the least. The crew was engaged in throwing overboard canvas bags, each one containing a dead man. Eight bodies, as I afterward learned, had been thrown overboard already, the splash as the first struck the water having awakened me, and four more followed as I stood there watching.

"Wondering what had been the cause of so many deaths on board, I asked one of the crew what the men had died of. With a look of surprise he answered:

"'Why, plague, of course.'

"'What!' I yelled, 'the plague!' He smiled contemptuously at me as he answered.

"'Sure. Did yer think it was measles?'

"Questioning the man more closely, I learned that nine of the crew of thirty-six were already dead, besides the three engineers, each of whom I had touched and under the blanket of one of whom I had slept the night before.

"Now I knew that the engineer beside whom I had found the flask had emptied it in a vain attempt to ward off the dread disease. Thinking of this, I remembered the bottle of brandy which the captain had given me, and ran down to the engine-room and took the biggest drink I ever took in my life.

"Then I went back on deck and asked my new friend the reason for keeping the dead men so long on the ship. He replied that the captain was afraid to throw them into the river lest the bodies be found and the ship seized and quarantined.

"When I asked him what cargo we had on board he said 'Wheat,' and wondered with a smile whether the consumers would like it. I told him that, as its consumers would probably be fish, they would like it very much. He asked me what I meant, and I explained that the Turkish authorities were bound to get the ship sooner or later, and when they did they would scuttle it as sure as shooting.

"He laughed at the idea, but the laugh ended suddenly in a cough. He choked and had a slight hemorrhage. He did this several times, and at last went below complaining of a severe headache and pains in his back. Six hours later he, too, went over the side in a canvas bag.

"Soon after he had gone below I went back to the engine-room and stayed there the remainder of the day.

"My only companions were two oilers (a second having made his appearance in the morning), who remained continually in the engine-room. We talked a great deal and told stories, but we were careful to keep away from each other.

"That night I took off my coat and laid it over me when I went to sleep. I had had enough of blankets.

"The next two days passed like the first. Only once, about noon on the second day, did I leave the engine-room. Then I stumbled into a sort of junk-room, where I found the ship's carpenter busily sewing some more canvas bags.

"'Goodness!' I cried. 'Any more men dead?'

"'Oh, no,' he said, 'but there's nothing like being ready.'

"I left him, and it is not necessary to say that my spirits were not much enlivened by his answer. I found the captain's room, and he even invited me to dine with him, but I politely declined, saying that I preferred to take my meals in the engine-room, where they were being sent.

"Excusing myself, I went back to the engine-room. Twice again during the day I heard the splash of a body striking the water, and knew that the carpenter's work had not been for nothing.

"I did not go on deck again during the voyage, but remained below, taking small drinks of brandy and smoking almost incessantly. Besides brandy I drank only boiled water and ate as sparingly as possible, although the two oilers seemed to eat and drink with impunity.

"On the third night out we ran into the Bosphorus and, contrary to Turkish laws, dropped anchor off Constantinople. Very early in the morning, before the custom-house and quarantine officers appeared, I managed to hire a bumboat, and, turning my back upon this floating charnel-house, was rowed over to Para, opposite Constantinople.

"That evening I went out for a little fresh air. In a group of sailors I saw an old friend named Wiltner with whom I had sailed some years before. I called to him and started toward him, holding out my hand.

"The moment he saw me he turned and ran as if the devil were after him. I started after him and his friends after me. One of them had almost reached me when Wiltner looked around and called out to him something which I did not catch. But it made such an impression upon both him and his comrades that they stopped short in their tracks.

"Being young and vigorous I over-hauled Wiltner rapidly, and after a final spurt he sank down exhausted.

"'For Heaven's sake, keep away from me,' he gasped with a look of terror in his eyes. 'How did you get away from the Sea-gull?'

"'How's that?' I said, putting on an innocent air. 'What have I got to do with the Sea-gull?'

"'Don't try to fool me,' he answered. 'I know as much as you do and more besides, for the quarantine officers are after you and you'd better make tracks quick.'

"'Then I guess it's all up with me, for I haven't anywhere else to go.'

"'But I know —' and he stopped short.

"'Go on,' I cried anxiously. 'You know what?'

"'That you had the plague,' he answered.

"'Bother the plague,' I snapped. 'I haven't got it any more than you have.'

"'You couldn't help it,' he said very positively.

"Finally I managed to convince him that I had nothing the matter with me, and then he told me of a little Swiss inn in Constantinople where he thought I could hide safely for any length of time.

"In the inn Wiltner took me to I passed three monotonous days, not daring to show myself in the streets. As I was used to much exercise, the inactivity was dreadful. On the fourth day, while I sat smoking a pipe of Turkish tobacco, I was told that a gentleman wished to see me.

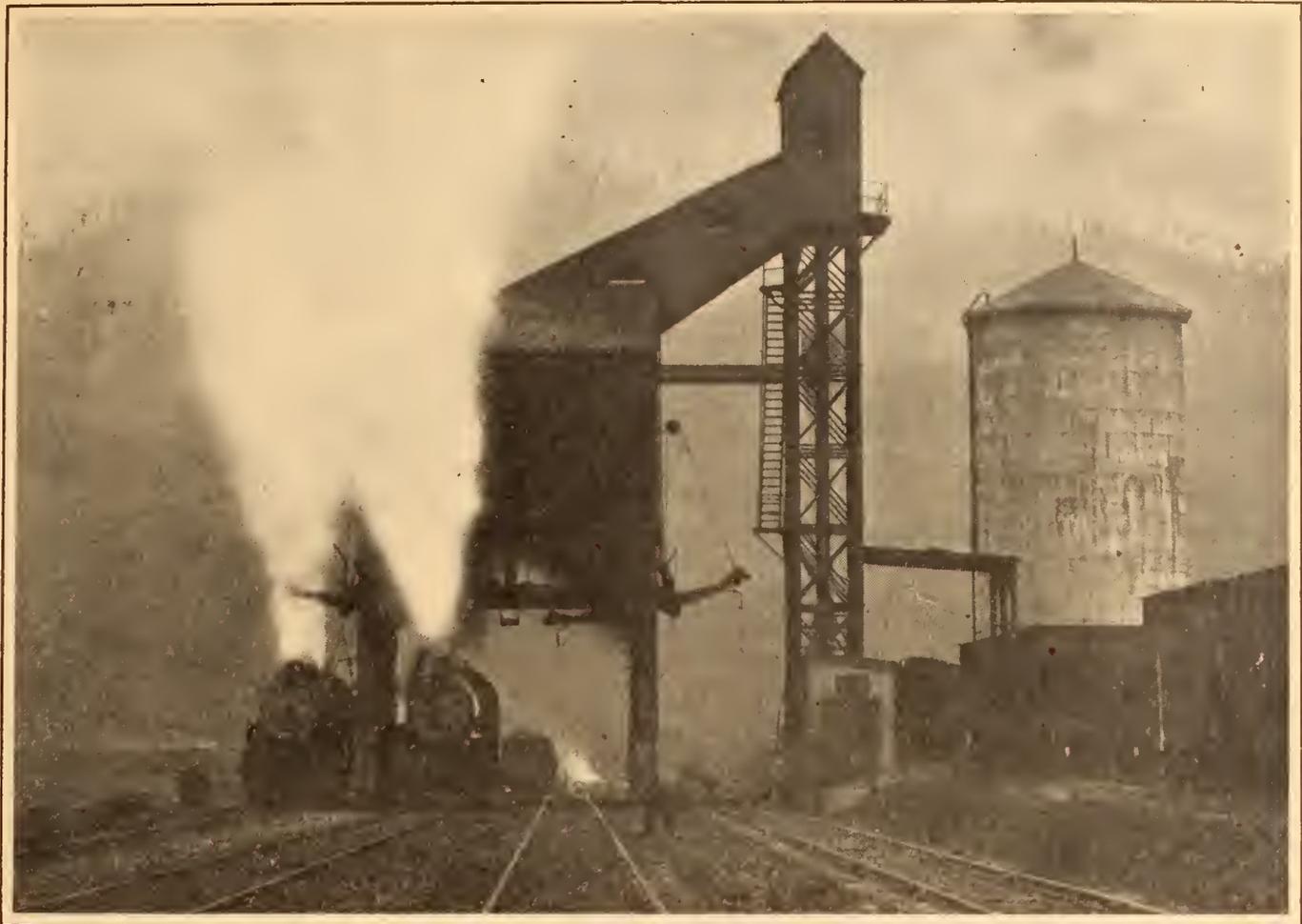
"I thought that I was caught at last. There was nothing to be done, and I went quietly down. What was my delight to find there, instead of a quarantine officer, my own captain! Fortunately for me, he had run across Wiltner and had been directed to my hiding place.

"He wanted me to go with him to the Minister Ackenbach immediately, but soon agreed with me that it was best that I should not come aboard until night, lest I be picked up by the quarantine officers. He returned for me about seven o'clock, and we managed to get off the ship without being seen. The captain advised me to stow myself in the hold until the steamer was safely out of the harbor, as the authorities were searching every outgoing ship.

"Next morning he sent for me to come on deck and told me that I could return to duty, as all danger was over."

The story was finished and there was silence for a time till some one asked: "What became of the Sea-gull?"

"Oh!" Ancker said. "Of course, they got her, as I had predicted. They took her out into the Black Sea and scuttled her. Why, they even burned the rope they towed her with."—*Ocean*.



POPPING OFF

THE above picture can be readily recognized, as it is seen almost every day. Such frequency, however, could be easily avoided if the employes handling the locomotives would exercise a little more thought.

It is probable that "popping off" has become such a common occurrence that the loss in fuel—which amounts to 15 pounds of coal every minute—is entirely forgotten, but on the assumption that ten engines (which is a very low figure) are "popping off" constantly, the loss would amount to \$40,000 per annum, knowledge of which should be sufficient to impress those in charge of the engines and prevent a great deal of the popping.

Aside from the expense, there is considerable annoyance from engines popping, as it frightens horses, prevents persons from hearing approaching trains and causes more or less confusion, with possible accident; and in cases of sickness or with persons of nervous temperament, it is likely to cause serious results. In several cities it has become such a nuisance that legal proceedings have been instituted to prevent it.

Coal is necessarily required for making the steam and when the steam is wasted, there is a waste of coal; therefore, the fireman shovels coal unnecessarily.

The engineman and fireman can reduce popping of locomotives to the minimum. The engineman should observe the work of the fireman and give him such instructions as may be necessary to prevent waste of steam

and fuel, which costs the company money; the saving will also be to the fireman's own advantage from a labor standpoint.

Much depends on the injector. One of our enginemen recently stated that in starting out of a station he did not use the injector until well under way and then cautiously and steadily, and when a stop is made cold water is let in, which prevents the engine from popping and at the same time generates steam for the start.

Good team-work between the engineman and fireman, together with a little extra thought and care in firing practically, will assist largely in eliminating the "popping off" of locomotives.

BREAKING IN THE NEW BRAKEMAN

A brakeman who had not been long employed was going up a very steep grade on his first run. With unusual difficulty, the engineer succeeded in reaching the top. At the station, looking out his cab, the engineer saw the new brakeman and said with a sigh of relief: "I tell you what, my lad, we had a job to get up there, didn't we?"

"We certainly did," said the brakeman, "and if I hadn't put on the brakes we'd have slipped back."



THE HOME

BREAD AND CAKE

GRANDMOTHER'S RAISIN BREAD

IN USE 75 YEARS

1 quart of milk; $\frac{3}{4}$ pound butter.

$1\frac{1}{4}$ pounds granulated sugar; 5 eggs; flavor—lemon or vanilla.

1 cup of potato yeast or 1 cake of compressed yeast; flour; salt and nutmeg to taste.

2 pounds of raisins.

This quantity will make four medium-sized loaves.

Heat milk and butter together, without boiling, add sugar, eggs and flavor, then yeast and flour enough to make a soft dough, which should be slightly stiffer than for muffins. Add raisins last, stirring in well.

Do not have milk very hot, as it will kill the yeast.

Wrap closely, set in warm place over night. In the morning put in pans and let stand about an hour. When light, bake $\frac{3}{4}$ of an hour.

"NEVER FAIL" SPONGE CAKE

5 eggs.

1 large cup of granulated sugar.

1 scant cup of flour.

The grated rind of a lemon and half its juice.

Beat the whites of eggs very stiff, add half the sugar, and beat thoroughly; beat yolks with other half of sugar for five minutes by the clock. Add the lemon, then the beaten whites, beating well. The mixture should be like a puff ball. Slightly turn or stir in the flour, but do not beat any more. Put at once in pan and sift granulated sugar over the top, start in a cool oven, allowing it to come to a moderate heat, and bake thirty-five minutes. If a gas oven is used, light the flame when you are ready to put the cake in it.

—(Miss) M. Elizabeth Bell, Baltimore.

CHOCOLATE CREAM CAKE

2 scant cups granulated sugar.

$\frac{3}{4}$ cup butter—cream butter and sugar.

1 cup of water.

Whites of 5 eggs, well beaten.

3 cups of unsifted flour.

2 full teaspoons baking powder.

Bake in two layers.

Filling

Melt 4 squares of chocolate, spread half on the two layers and *let dry*.

For the cream part, take 2 cups granulated sugar, $\frac{1}{2}$ cup milk, 1 tablespoonful butter. Boil until, when dropped in water, it will stay as dropped and not dissolve; then beat like fudge. Now spread the cream on top of the chocolate, and on top of this the remaining half of melted chocolate and put layers together.

—Mrs. Murray Moore, Newark, Ohio.

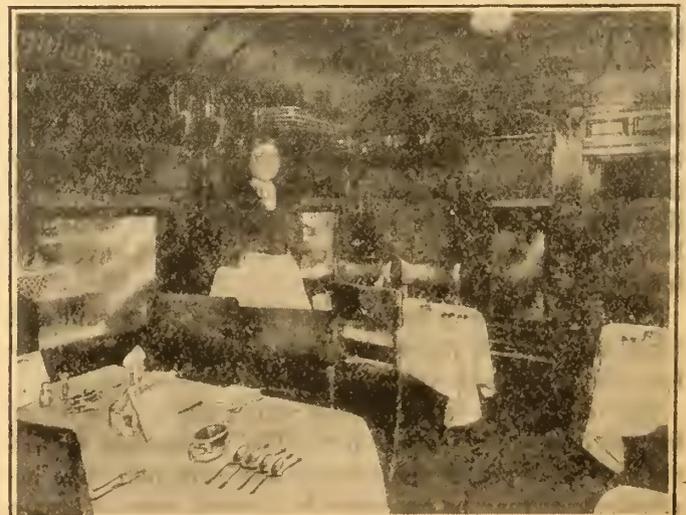
A HOSTESS TO TRAVELERS

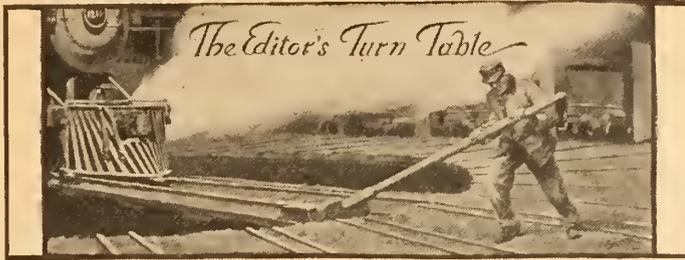
MISS CARRIE BENTON, of Cincinnati, stewardess in the dining car department of the C. H. & D., is the first woman to be placed in charge of a dining car on any railway in the world. Her first experience was gained in a station restaurant. When she began her new task on the diner, where the work has always been done wholly by men, the experiment was watched with interest by passenger officials of the leading American railways; but her success was recognized from the outset. She is a young woman of sunny disposition and good judgment.

Miss Benton serves on an average of one guest each four minutes, during meal hours. Every day she makes the round trip of 118 miles from Cincinnati to Dayton and back, and since assuming charge of the dining car she has traveled approximately 70,000 miles. She has had numerous offers of positions in hotels, cafes and offices, but has preferred to remain in railroad service.

The dining car remains in Dayton several hours before returning to Cincinnati on the southbound express in the evening. Miss Benton devotes her spare time to looking after the car, tidying it for the return trip, preparing the menu, and then, if there be an opportunity, she will resume her fancy work or other sewing.

"I am fond of railroad work," said Miss Benton recently, "and am ambitious to build up the service and patronage. My work on the car is extremely interesting to me, for there is so much to be observed about the peculiarities of human nature from coming in contact with the traveling public. There is also a chance to learn about railway operation and the organization behind the scenes which makes the American train service possible. I feel that my experience has been an education in itself, and I couldn't be induced to return to a less active occupation."





BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor*HERBERT D. STITT, *Staff Artist*GEORGE B. LUCKEY, *Staff Photographer*

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ANOTHER MILEPOST

The June number and succeeding issues of the magazine will be printed on white paper, with a view of securing greater clearness in the illustrations. The cream color heretofore used was chosen for its distinctive appearance, but it has certain printing disadvantages. This change and the reduction to a smaller size—that of the majority of magazines—are in line with the continual effort to give our men the best possible results. There will be no lowering of standards, no attempt to save money at the reader's expense. It is believed that the printing surface of the paper to be used will show an improvement. A new cover design is also being prepared since the reduction of the present cover to a smaller size would leave too little space for the photographs which are changed from month to month. The character and spirit of the magazine will, we hope, grow stronger and finer from month to month. Earnest thought is being given to all the suggestions that come from the men, and plans for a greater variety of material are being made. Some of these will take months to work out. We count on the help of all our readers. The mark set before us is a growing publication which shall truly be what more and more of the employes are learning to call it—"Our Magazine."

A SCHOOLHOUSE ON WHEELS

One Spring day, eight or nine years ago, we had the privilege of riding on the first agricultural train to go through the East, though Western railroads had been preaching better farming for some time. Similar work is now being done all over the country. Here is part of what was written at the time of that early trip.

Seven thousand men, women and children went through one or more cars, not a town having failed to send as many as could be admitted in the short time given a stopping place. The engine bell, instead of calling them to school, warned the pupils to leave. They begged to be allowed to stay.

What was it that interested these farmers? Why, nothing so elevated as Pike's Peak; just a few cross sections of apple trees showing how many times bigger those were that had been properly fertilized; just the bones of a spavined horse, showing the nature of the disease; just a few charts and tables. Every exhibit meant something definite. So did every talk. Everything said and everything shown meant this: "The right way pays; the wrong way costs."

The speakers knew what the audience needed, having been raised on the same land themselves. Mr. Harwood instructed, in his turn, a man who had once been his teacher.

"My father said to me one day," he explained afterwards, "There's a man that milks exactly right. Watch him." So I watched how he did it and tried till I could do the same; and I've never had a man work for me who could beat me at milking."

The farmers are not the only ones that are benefitted. Engineer Fisher got a chance to run back to the cars he had been making his locomotive pull so many miles.

"I got into the tree car," he said, "and I was mighty glad of it. I've got a few trees and rose bushes myself. I sprayed the roses with hellebore and the leaves turned white. The man in there says I ought to have mixed in some flour.

"My father is an engineer, too. He is sixty years old and it's about time he settled down to farming. I'm trying to get him to start here in this region." After a man has disciplined his mind and hands for many years running a locomotive, as the engineer's father has, he ought to be about ready to begin at modern scientific agriculture.

SIGNALS

As one pulls into Washington Union Station, he is impressed with the great number of signals—the row on row of semaphores with red and green lights, great iron arbors whose ripe and early fruit hangs close together. The average traveler, though he has a general notion that red means danger, could hardly interpret the intricate system. But if he be a lover of his country, believing in self-government for a free people, there is one signal that he trusts. Above the maze of semaphores rises the dome of the capital. It is the great national signal. All trains of political thought are safe that lead to a more complete representation there of the people's will. And the chief danger, as in railroading, lies in the people's failure to watch the signals with a sufficiently intense and intelligent interest, and to act promptly when danger threatens. It would be a great convenience if the politicians turned red when they were about to betray the public. But some of them have forgot how to blush. And on the other hand, the green man is by no means always safe.

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above everything else

NOTE: Mr. Willard was recently asked the question shown at the head of this page—not with any idea of using the answer here. But his words are so terse, so full, so clearly final that we have reproduced them in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR MARCH

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance-of-Way
Shenandoah*	\$19,502	*\$7,201	.....	*\$7,361
Wellston	10,668	14,639	.....	.....
Connellsville	9,305	13,646	\$19,230	.....
Toledo	9,281	11,014	.....	.....
Indiana	.....	.....	14,102	.....
Illinois	.....	.....	11,721	.....
Toledo	.....	.....	6,369	.....
New Castle	.....	.....	.....	39,878
Philadelphia	.....	.....	.....	34,238
Baltimore	.....	.....	.....	31,654

* Signifies that these divisions did not have a single personal injury in the class of service indicated.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around trains and yards," "In and around shops and engine-houses," "Maintenance-of-way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, MARCH, 1913

DIVISIONS.	IN AND AROUND TRAINS AND YARDS.	IN AND AROUND SHOPS AND ENGINE-HOUSES.	MAINTENANCE-OF-WAY.	TOTAL.
Philadelphia..	\$ 2,629.00	\$ 1,335.00	\$34,238.00	\$ 3,433.00
Baltimore . . .	4,380.00	2,117.00	31,654.00	3,557.00
Cumberland . .	3,825.00	1,199.00	2,855.00	2,415.00
Shenandoah...	7,201.00	717.00	7,361.00	19,502.00
Monongah . . .	5,182.00	1,944.00	5,590.00	3,309.00
Wheeling	4,382.00	3,163.00	2,758.00	3,852.00
Ohio River . .	4,001.00	921.00	13,270.00	2,272.00
Cleveland . . .	3,968.00	2,817.00	5,803.00	4,834.00
Newark	3,954.00	1,732.00	6,006.00	3,226.00
Connellsville..	13,646.00	19,230.00	15,561.00	9,305.00
Pittsburgh... .	4,501.00	3,378.00	13,895.00	4,637.00
New Castle... .	5,827.00	3,554.00	39,878.00	7,295.00
Chicago	2,753.00	1,108.00	5,671.00	2,202.00
Ohio	8,073.00	2,116.00	6,816.00	4,685.00
Indiana	7,583.00	14,102.00	22,611.00	7,745.00
Illinois	3,997.00	11,721.00	5,932.00	6,329.00
Toledo	11,014.00	6,369.00	8,399.00	9,281.00
Wellston	14,639.00	6,125.00	9,961.00	10,668.00
Indianapolis..	3,473.00	4,100.00	4,930.00	4,687.00
Average	\$4,579.00	\$2,198.00	\$7,051.00	\$3,921.00

NINETY-THREE PER CENT PERFECT IN OBSERVATION TESTS

A total of 783 Observation Tests were made on the system, during the month of March. Of this number forty-seven, or five per cent, failed. Failures occurred under the following headings:

CHARACTER OF TEST.	NUMBER FAILURES.
Failure to detect form A or B incorrectly made out.	9
Failure to detect train order incorrectly made out.	5
Failure to observe home, block or order signal.....	10
Failure to detect blades removed from signals.....	1
Failure to note markers improperly displayed.....	2
Failure to note wrong signal given flagman to come in.	1
Failure to blow flagman back or in.....	1
Failure to observe slow order.....	5
Failure to register properly.....	2
Tried to get block with block occupied.....	1
Failure to cover headlight	1
Cut engine loose for water.....	1
Failure to sign for general orders or watch comparison.....	15

54

These tests are made for the purpose of keeping all employes in train service, where human life is at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch tests."

ROLL OF HONOR

MONONGAH DIVISION

We have received advice of the very prompt action taken by Baggage-man P. Kelly, April 11th, which was the means of avoiding serious injury to Mrs. Eliza Hufford, a passenger on train 71. Having boarded the train at West Union for Duckworth, she later discovered that she had picked up a suit case belonging to some one else. Trains 71 and 14 met at Central on this date, 71 taking the siding. While the train was waiting the passenger got off and crossed over to the platform ahead of the engine on train 14 as it was about ready to start. The brakeman on train 14 was at the rear and the conductor had just stepped out of the telegraph office. The view of both these men was obstructed from the front portion of the train by escaping steam from the cylinder cocks of train 71. They were, therefore, unable to see the lady, who attempted to board train 14. She missed the step and fell between the coach and the platform. Baggage-man Kelly observed the accident from the door of the baggage car and immediately jumped to the platform and rescued the lady from danger. Proper notation will be made on the record of Mr. Kelly covering the prompt action.

WHEELING DIVISION

April 12th, Engineman John Coxon of the safety committee discovered five feet broken from a rail on the high side of the curve at Barrackville, which he protected until it was repaired. A few days later he discovered caboose C 403 on fire at Moundsville. Conductor Glasgow, Operator Grandstaff and the engineer formed a fire brigade and extinguished the fire.

April 17th, F. L. Sexton, brakeman on train 72, discovered a bent axle in a westbound freight train east of Fairmont. He notified the train dispatcher, who had the car examined at Fairmont.

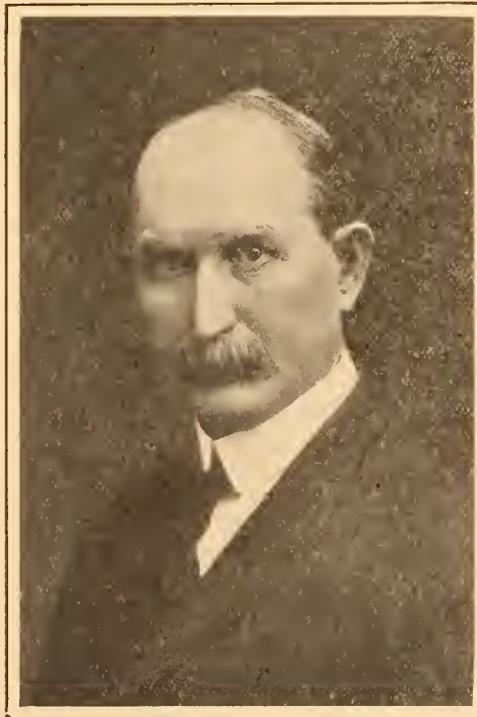
March 9th, Isen Phillips, a track-walker, found five feet broken from the inside of a rail east of Mannington, just ahead of train 3. He flagged the train and prevented a possible accident.

March 7th, Conductor C. McCann, observing a perceptible lurch in his train, stopped it and investigated the cause. He found a broken rail at pole 21-10. Later he received a letter of commendation from Mr. Green.

Enginemen M. P. Sims and W. F. Fry, coming east with two light helpers coupled, discovered a large rock on the track on Broad Tree grade. They applied the emergency and stopped within twelve feet of the rock. They said it looked like a large cinnamon bear standing up in the middle of the track. It took five men to upset the rock off the track.

NEWARK DIVISION

At 3.00 p. m. on April 14th, while train No. 21, engine 2617, the first westbound freight to handle full tonnage across the temporary bridge over the Muskingum River at Zanesville, was pulling slowly off the bridge, Conductor



BAGGAGEMAN P. KELLY, MONONGAH DIVISION

W. H. Arnold, stationed at West Zanesville, discovered a broken flange on G. T. 70169, loaded with coal. He immediately notified Conductor J. T. Andrews, in charge of the train, who set the car off on the storage track West Zanesville, without derailment. While the attention of Mr. Arnold, as well as that of the officers, employes and bridge construction men, was centered on what effect traffic would have on the new structure, Mr. Arnold's experience in train service and his close observation of train equipment enabled him to discover the defective flange, and thereby prevent what might have been a serious accident. Such discoveries are not ac-

cidental but are the result of practical attention to running gear of cars or engines by careful and observing men. They demonstrate what can be accomplished in the way of preventing accidents and eliminating personal injuries due to such effects.

CONNELLSVILLE DIVISION

On April 8th, Fireman T. Walker of passenger train No. 5, engine 2151, westbound, while passing a point about four miles west of Rockwood, Pa., discovered a splice bar lying across the rail on the eastbound track. He immediately notified the engineer, E. G. Brown, who sent a cut watchman back to remove the obstruction.

On March 24th, after train No. 5 had started away from Connellsville, a man boarded one of the coaches on which the vestibule doors had been closed and was unable to alight before the train had gained considerable headway. Dispatcher J. W. Ryan, seeing the dangerous predicament in which the man was placed, notified the telegraph operator at Broadford, the next office west of this point, who stopped the train. It was found that beyond a bad scare the passenger had not suffered from his experience.

On April 7th, Engineer G. D. Goodwin of helping engine 2567 discovered a brake beam lying across the eastbound track east of Philson. He notified a watchman, who removed the obstruction. Passenger train No. 6, eastbound, passed this point a few moments later.

On April 21st, while returning from Philadelphia on train No. 11, Engineer W. F. Hetrick saw an elderly gentleman board the train after it had started away from the station at Meyersdale, and vestibule doors had been closed. Being unable to open the Pullman car, Engineer Hetrick opened the vestibule on the day coach, which enabled the man to crawl from one to the other and into the car. When relieved from his dangerous position he was in a very weak condition, and it was apparently a matter of only a few moments before he would have fallen from the train, which was running about thirty-five miles an hour.

When train No. 10, eastbound, passed Markleton tower on the morning of March 15th, Operator T. G. Leonberger noticed a car wheel which had been apparently overheated. He immediately

notified the train dispatcher at Connellsville, also the operator at Casselman, the first telegraph office east of Markleton, at which point the train was stopped and the truck examined. It was found that the brake shoe was fitting tight, causing the wheel to heat.

PITTSBURGH DIVISION

Joseph M. Friel, the young brakeman who saved the life of a stenographer, Agnes E. Walsh, at Riverton, Pa., last October, has been awarded a Carnegie silver medal and a thousand dollars "as needed." Mr. Friel's portrait and the account of his exploit were printed in our December issue.

OHIO DIVISION

At Chillicothe, Ewing Street south of fourth was inundated. The majority of the B. & O. men reside east of Hickory and that territory was practically all submerged. One of the most heroic deeds was that of Engineer Fred Dean, who crossed from his residence on East side of Hickory Street to the West side on a double telephone guy wire hand over hand and then up the telephone cable to a pole from which he descended to dry land. He then obtained a boat and with assistance rescued his own and three other families. It was a hair-raising spectacle to see his flight across the wire, as the slip of a hand or

the snap of the line must have been fatal.

Another employe of this company who deserves mention is Brakeman Charles Glassmeyer, an expert swimmer and oarsman, who rescued many marooned families from flooded homes. These are only a few of the many rescues made by our B. & O. boys.

INDIANAPOLIS DIVISION

Chester Arnold, machinist apprentice at Moorefield, was a real hero, who lost his life while working to save the women and children in West Indianapolis. Young Arnold, a boy still in his teens, risked his life many times in the swift currents and through his efforts many people were taken to places of safety; but after several hours of hard work he tried to swim to his home in the flooded district and was drowned. His body was not recovered until the water receded, nearly a week after. Chester was a boy of whom his parents may well be proud, and while a large circle of friends sympathize deeply with the grieving family, we are proud to know that he was the right kind of material that makes the good employe and the good citizen.

Conductor C. O. Cook, Brakemen George LaRue, O. E. Hiles, Engineer Aaron Schaar and Fireman G. V. Eggleston, local crew on the O. R. Branch, deserve special recognition for their

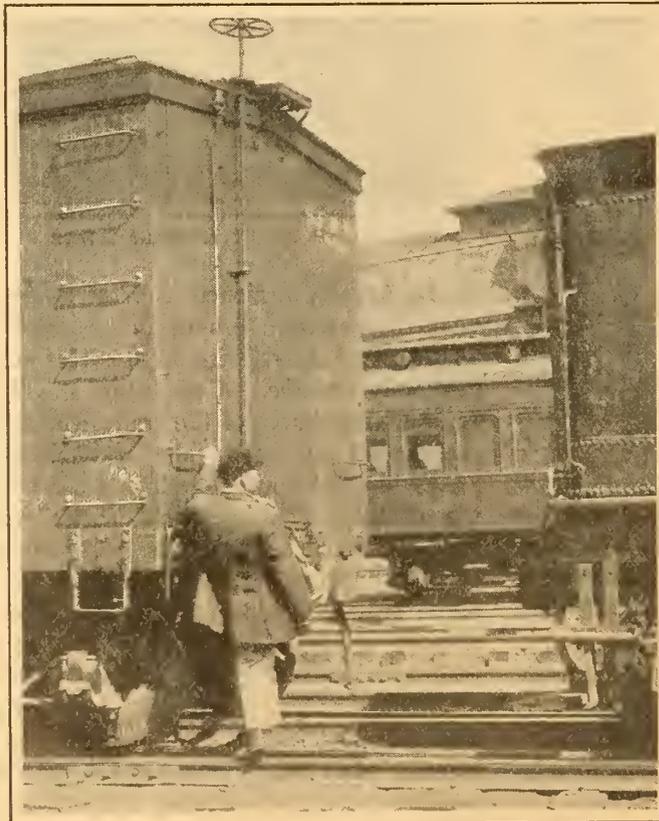
efficient work in saving the bridge over the Embarrass River at St. Marie, Ill. This crew assisted F. Schwager, the able section foreman at this point, and after thirty-six hours of constant fighting the washing of the river they saved the bridge and kept the line open, thereby saving the company several thousand dollars.

While the work of all employes on this division during the recent flood was commendable, the work of Lineman J. B. Smith at Brownsville was especially noteworthy. When bridge No. 19 near Brownsville was washed out, the telegraph line, including the train dispatcher's wire, was broken. When Smith reached this point he found a seething yellow flood of water with no means of crossing. By throwing a small line across the stream to section men on the other side, he was able to have a cable of telegraph wire pulled across; and attaching the hook in his belt to the cable, Smith started through the torrent. His weight sagged the cable into the water and nearly cost the venturesome lineman his life, but after a fierce struggle he worked across and in a few hours had the line open and communication reestablished between Indianapolis and points east of Brownsville. Smith, being extremely modest, simply reported that he had some trouble bridging this gap; it remained for Trainmaster Conner to explain how it was done.

There is no authentic origin of the word "deadhead," which is so frequently used in connection with the transportation business, but the following version is the most interesting one:

Many years ago the principal avenue of a town passed close to the entrance of a road leading to the cemetery. As this cemetery had been laid out some time previous to the construction of the road, it was arranged that all funeral processions should be allowed to pass along the latter free of toll. One day, as a well-known physician who was driving along this road stopped to pay his toll, he observed to the keeper: "Considering the benevolent character of our profession, I think you ought to let us pass free of charge." "No, no, doctor," said the gatekeeper, "we can't afford that; you send too many deadheads through as it is." The story traveled around the country, and the word "deadhead" was eventually applied to those who obtained free courtesies.—

Express Gazette.



TEN MEN
A MONTH
ARE HURT
BY KICKING
COUPLERS
DON'T



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman.

A. HUNTER BOYD, JR.

C. W. EGAN.

E. STIMSON.

DR. J. F. TEARNEY.

JOHN HAIR.

GENERAL OFFICE, BALTIMORE

Col. H. C. Lowther, military secretary and A. D. C. to His Royal Highness, Duke of Connaught, the Governor General of Canada, and party, left New York on Friday April 11th for Jenkintown, in Canadian Pacific Private Car "Loch Lomond." From that point they moved on our "Interstate Special," No. 527, on Sunday April 13th to Baltimore, where the party dined in the car and took a drive through the city. E. A. Walton, the district passenger agent, met the Colonel and his party on arrival, and arranged for their movement to Washington on the ten o'clock train that evening.

Important changes have been made in the official organization of the mechanical department. J. W. G. Brewer, former superintendent of shops in charge of locomotive work at Mount Clare, has been promoted to the position of assistant district superintendent of motive power of the main line district, with headquarters at Baltimore.

P. Coniff has been promoted from master mechanic at Cumberland to superintendent of shops at Mount Clare, succeeding Mr. Brewer. T. R. Stewart, former master mechanic of the Riverside shops, will take his place.

J. Kirkpatrick, master mechanic at Newark, Ohio, has been transferred to Riverside shops, succeeding Mr. Stewart,

his place at Newark being filled by J. F. Bowden, master mechanic at Garrett, Ind.

F. W. Rhuark, master mechanic at Lorain, Ohio, goes to Garrett, and J. A. Anderson, his former general foreman, fills his position.

Mr. Brewer, who becomes assistant district superintendent of motive power at Baltimore, began his railroad career with the Baltimore & Ohio on September 1, 1895, as a shop apprentice. He worked in the Cumberland, Glenwood and Riverside shops, and in 1905 went to Mount Clare. He continued at the bench until October, 1908, when he became foreman of the machine shop. He was promoted to assistant master mechanic at Mount Clare, January 1, 1910, and to master mechanic in April, 1910. He became superintendent of shops at Mount Clare on September 1, 1912.

Mr. Coniff, the new Mount Clare superintendent, entered railway service in 1888, with the Pittsburgh & Lake Erie, Pittsburgh, Fort Wayne & Chicago and the St. Louis, Iron Mountain & Southern railroads. In 1902 he entered Baltimore & Ohio service, as a roundhouse foreman. He later became general shop foreman and was promoted to master mechanic at Cumberland, May 1, 1911.

Mr. Stewart, who is transferred to Cumberland as master mechanic, began

his railroad career with the Baltimore & Ohio in September, 1886. He filled the positions of boilermaker, foreman, roundhouse foreman and general foreman until February, 1904, when he was appointed master mechanic.

Mr. Kirkpatrick, the new master mechanic at Riverside, served his apprenticeship with the Kingston (Ontario) Locomotive Works from 1878 to 1882, and was later connected with the Canadian Pacific, Southeastern and Grand Trunk Railways. He entered Baltimore & Ohio service in March, 1903, and was promoted to master mechanic in the New Castle, Pa., shops, in August, 1903. In 1905, he was transferred to Cumberland, and in 1907 to the Newark, Ohio, shops as master mechanic.

Mr. Bowden, who becomes master mechanic at Newark, Ohio, began at Keyser, W. Va., in 1885. He became roundhouse foreman at Grafton in September, 1895, and general foreman at Washington, D. C., November 1, 1898. He filled the same position at Cumberland, Md., and at Benwood, W. Va., and was appointed master mechanic at Parkersburg, W. Va., in September, 1907. He went to Garrett, Ind., December 1, 1908.

Mr. Rhuark, the new master mechanic at Garrett, was first a water boy with the Baltimore & Ohio in June, 1879. He was employed as machinist with the Lake Shore, the Toledo & Ohio Central

the Chicago & Alton Railroads. He became road foreman of engines of the Baltimore & Ohio in 1893, and was later employed by the Big Four, Erie and the St. Louis & San Francisco Railroads. He was appointed machine shop foreman of the Baltimore & Ohio in January, 1906. He filled, successively, the positions of general foreman and motive power inspector until December 1, 1910, when he was appointed master mechanic.

Third Vice-President A. W. Thompson announces the promotion of J. H. Clark, assistant superintendent of floating equipment at New York, to the position of superintendent of floating equipment, filling the vacancy caused by the death of Captain Walter Ancker. Mr. Clark will have charge of all marine equipment owned by the Baltimore and Ohio. His office will be in Baltimore and the appointment is effective at once.

Mr. Clark has had wide experience in marine affairs and is well known in shipping circles. He was born in 1864 at Smithtown, Long Island. After a special engineering course at Cooper's institute, New York, he served an apprenticeship with New York iron workers and engine builders. His first railroad service was with the West Shore Railroad as chief engineer of ferries. In 1888 he became identified with the Staten Island Rapid Transit Railway in the same capacity. He entered the service of this railroad in 1893. In September, 1902, Mr. Clark was appointed master mechanic of the Staten Island lines in addition to his other duties.

J. A. Selvey, captain of police on the Monongah Division, Grafton, W. Va., has been transferred to Baltimore in the same capacity, to succeed C. Horn, resigned.

J. A. Campbell has been appointed captain of police at Grafton to succeed Captain Selvey.

W. B. Willis has been appointed assistant division engineer of the Monongah Division with headquarters at Grafton, W. Va., succeeding H. F. Kloss, transferred.

Incident to this change, D. W. Whisner is appointed supervisor of subdivision No. 11 of the Monongah Division, and will be located at Clarksburg, W. Va.

F. J. Griffith, tax agent, announces the appointment of Hugh McNeill, Jr., to the position of assistant to tax agent, with headquarters at Baltimore. Mr. McNeill has been in the service of the

road twenty-two years, beginning as a messenger in the law department under the late John K. Cowan, in September, 1891. He was advanced to a clerkship in the tax agent's office in 1893, later became secretary to the tax agent, and in January, 1904, was promoted to the chief clerkship of the same office, which position he has filled to the present time.

W. H. Averell, formerly assistant general superintendent at Pittsburgh, has been transferred to the same position with headquarters at New York, and has also been appointed general superintendent of the Staten Island Railway Company and the Staten Island Rapid Transit Railway Company. Mr. Averell was born at Ogdensburg, N. Y., May 13, 1879. After attending elementary schools in Rochester, and St. Paul's School at Concord, N. Y., he entered Yale University and was graduated in the class of 1900. He immediately entered the service of the Great Northern Railway, going to the Southern Pacific, in 1902, where he was train master, assistant superintendent and superintendent at Los Angeles, Cal. He became assistant to general manager of the Baltimore and Ohio in 1911, and assistant to the general superintendent at Pittsburgh in the following year.

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York
DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.
W. B. BIGGS, Agent, Pier 22, N. R.
J. J. BAYER, Agent, West 26th Street.
E. W. EVANS, Agent, St. George S. I.
J. T. GORMAN, Agent, Pier 21, E. R.
E. SALISBURY, Agent, Pier 7, N. R.
JOHN B. HICKEY, Foreman, Pier 22, N. R.
M. E. DEGNAN, Foreman, West 26th Street.
TIMOTHY DINNEEN, Foreman, St. George, S. I.
C. J. TOOMBY, Foreman, Pier 21, E. R.
E. SHEEHY, Foreman, Pier 7, N. R.
LOUIS POLLY, Laborer, Pier 7, N. R.
FRANK COOK, Laborer, Pier 22, N. R.
SAM GILESTA, Laborer, 26th Street.
J. BOITANO, Laborer, Pier 21, E. R.
MIKE DEMAYO, Laborer, St. George.
C. H. KOHLER, Tug Despatcher, Marine Department.
A. W. MAUL, Lighterage Agent.
A. BOHLEN, Captain, Marine Department.
JAS. HEWITT, Engineer, Marine Department.
PATRICK MEADS, Oiler, Marine Department.
R. MULLEN, Fireman, Marine Department.
T. HALVERSON, Deckhand, Marine Department.
H. M. NIELSEN, Captain, Marine Department.

PIER 7, N. R.

It is reported that George Kay and J. Sherman intend to make their home at one of Staten Island's beautiful suburbs this summer. There must be a reason.

Stewart Hunter, our Ches. & O. stationer is spending considerable of his time on Staten Island. We would

like to know what attraction Stewart finds on the "Island."

PIER 22

We wish to extend a hearty welcome to W. H. Averell, our new assistant general superintendent.

To many of the older employes it was sad news to hear of the death of Captain Ancker. He was well-known and well liked by our marine department employes as well as by others with whom he came in contact on this division.

Two of our old employes are on the sick list: Captain Edward Finnegan, of the barge Woodmont, whose biography was given at some length in these columns a few months ago; also Stewart Sprock, of the tug Baltimore.

Captain Phillips of the Rosedale, met with a very serious accident this month, but we trust he will soon recover.



TWENTY-SIXTH STREET YARD

26th STREET STATION

The foundation of the new station and warehouse is rapidly progressing and if nothing unforeseen happens, the structure will begin to rise about July first.

During the period of excavating recently an old canal boat was brought to view. This had been laden down with cobble rocks and sunk a number of years ago, when the river at that point was filled in.

Owing to the recent washouts on the line, the yard was free for a time of noises familiar to a chicken farm, but then again the freight house looked like an automobile show.

Sam Gilesta has been appointed a member of the Safety Committee.

It is with regret that we learn of the death of the wife of Harry G. Casey, rate clerk. Mrs. Casey passed away on

Friday morning the 25th, after an illness of two months.

Lawrence O. Sullivan, abstract clerk, says he will become a commuter shortly between this city and Butler, N. J.

Mike Degnon, foreman, can be seen any lunch hour inculcating the necessity of Safety First.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. L.

DIVISIONAL SAFETY COMMITTEE

F. C. STYZE, Trainmaster, Chairman.
B. F. KELLY, Assistant Trainmaster.
R. H. TAXTER, Road Conductor.
M. SCHAFER, Road Brakeman
JOHN GIBB, Yard Conductor.
ALEX CONLEY, Road Foreman of Engines.
HARRY WOOD, Fireman.
E. ALLEY, Track Supervisor.
BRADFORD CRUM, Master Carpenter.
W. L. DRYDEN, Signal Supervisor
H. E. SMITH, Shop Foreman.
C. O'CONNOR, Passenger Conductor.
F. E. HORAN, Engineer.
D. A. McLAUGHLIN, Yardmaster.
R. E. COLLINS, Passenger Trainman.

After a heated argument as to which was the better of the two teams, a game was arranged between the Baltimore and New York Division trainmen and the North Shore passenger division employes. These two teams crossed bats on April 27th, at Johnson's Field, Elm Park.

SUMMARY OF GAME.

NORTH SHORE.			
	R.	H.	E.
Bernstein.....2nd B.	3	5	0
Hurley.....S. S.	4	3	0
Trabant.....3rd B.	4	3	0
Enders.....C. F.	2	3	0
Ford.....C.	3	4	0
Morrell.....P.	5	5	0
Kolosky.....1st B.	5	5	0
DeWaters.....L. F.	2	3	1
Weiss.....R. F.	3	5	0
Totals.....	31	36	1

B. & N. Y.			
	R.	H.	E.
Simonson.....R. F.	1	1	0
Howard.....2nd B.	1	1	3
Frizzel.....1st B.	1	1	1
Taxter.....P.	1	2	0
Meyers.....3rd B.	0	2	3
Booth.....L. F.	0	0	3
Watson.....S. S.	1	0	1
Spender.....C. F.	1	0	0
Meaney.....C.	1	2	0
Trainer.....C. F.	0	0	0
Totals.....	7	9	11

Hit by pitched ball—Simonson, Howard. Bases on balls—Morrell 2; Taxter 6. Strike-outs—Morrell 14, Taxter 7. Double plays—Ford to Bernstein to Kolosky. Umpire Connell.

There was a snappy preliminary practice by both teams, signifying that there would be a sharply contested game. As a matter of fact, it was just the opposite. The North Shores, led by Captain Reuben Bernstein, fairly smothered "Dick" Laxter and his men. Morrell had the freight men bewildered by his slants, curves and shoots. Morrell's pitching and all-round play was the feature of the game. Meaney played well for the losers. Manager DeWaters is arranging more games for his North Shore Team.

About three hundred people, most of them being railroad employes, watched the game with great pleasure.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON, *Chief Clerk*, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
J. P. GIBSON, Machinist.
J. M. KELLY, Engineer.
J. CONNELLY, Fireman.
C. E. UHLER, Freight Conductor.
W. R. COLLINS, Yard Conductor, Wilmington, Del.
J. S. ROUSE, Yard Conductor, Philadelphia, Pa.
T. B. FRANKLIN, Terminal Agent, Philadelphia, Pa.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Division Claim Agent.
DR. A. L. PORTER, Medical Examiner.
R. C. ACTON, Secretary.

Oliver Welsh, engineer Philadelphia Division, who has been running an engine on Chicago Division for several months, has returned to us.

H. S. Peddicord, formerly engineer on Philadelphia Division, now located at Newburg, W. Va., was a welcome visitor among his friends here.

C. C. Cook, our division engineer, who has been in the West on account of the recent floods, has returned. Mr. Cook was for several weeks in the vicinity of Lawrenceburg, Ind.

G. Howard Sterling, our genial milk agent, has succeeded in getting one of our large milk shippers to locate a new milk station, this one being just west of Newark. The first one was located at Belvedere, Md. The milk business on the Philadelphia Division had increased wonderfully in the past few years.

R. C. Acton, assistant chief clerk in the superintendent's office, Philadelphia, is the proud father of an eight-pound boy. Mother and son are doing well.

C. T. Goodwin, general air brake instructor, has been with us for several weeks, with the instruction car. Mr. Goodwin formerly ran an engine on this division and we are always glad to see him.

H. B. Voorhees, general superintendent at Cincinnati of the B. & O. S. W.-C.

H. & D., was a welcome visitor among friends at Philadelphia.

At the last stated meeting of the Veteran Employes Association of this division, held in Philadelphia on April 17th, the following resolutions were unanimously adopted:

"Whereas, the management of The Baltimore & Ohio System having seen fit to grant annual passes to their employes and their wives; and

"Whereas, this action affects every member of this Association; be it

"Resolved, that the members of the Veteran Employes Association of the Philadelphia Division take this means of expressing their sincere appreciation of the courtesy, and to assure the management that the same is duly appreciated by them."

On the 20th instant, the Philadelphia Division had a record movement caused by the large number of excursionists from Newark, N. J., to Washington, D. C. There were fifteen trains in all, and a total of 9412 passengers. These trains were moved without a hitch, on the schedule made up.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER, *Chief Clerk*, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS, Superintendent, Chairman,
C. W. MEWSHAW, Trainmaster, Vice-Chairman, Baltimore, Md.
R. B. BANKS, Claim Agent, Baltimore, Md.
E. W. BURCH, Brakeman, Brunswick, Md.
W. T. BURNS, Engineer, Brunswick, Md.
J. A. CHAMBERS, Machinist Helper, Brunswick, Md.
B. J. CORWIN, Conductor, Camden Yard.
W. L. EWING, Brakeman, Locust Point.
J. H. FEINOUR, Brakeman, Mount Clare.
D. M. FISHER, Agent, Washington, D. C.
J. C. FOGLE, Fireman, Riverside.
M. D. GRANEY, Car Inspector, Washington, D. C.
A. M. KINSTENDORFF, Agent, Camden Station.
J. E. LEOPOLD, Car Inspector, Brunswick.
DR. E. H. MATHERS, Medical Examiner, Camden Station.
W. T. MOORE, Agent, Locust Point.
J. F. NOBLE, Operator, Bay View.
J. W. RIVZS, Conductor, Washington, D. C.
W. E. SHANNON, Transfer Agent, Brunswick, Md.
E. SHUCKHART, Brakeman, Curtis Bay.
E. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
T. E. STACEY, Secretary, Y. M. C. A., Riverside.
C. H. STEPHENS, Machinist, Riverside.
G. R. TALCOTT, Assistant Division Engineer, Camden Station.
S. C. TANNER, Master Carpenter, Camden Station.
G. T. TIERNBY, Conductor, Camden Station.
G. H. WINSLOW, Secretary, Y. M. C. A., Washington, D. C.



CAMDEN STATION

Fireman S. C. Roberts, is at St. Joseph's Hospital with typhoid fever.

Fireman Zank is in Maryland University Hospital with rheumatism. He says, "For me, give me the fireman's job rather than lying in a bed."

Brakeman Spencer is in Maryland University Hospital with an injured knee cap. He is getting along as well as can be expected.

Troop 4, Boy Scouts of America, which is connected with our Riverside Y. M. C. A., the secretary being the scoutmaster, gave a very pleasing entertainment on April 18th, to raise funds for their summer outing at camp. The boys gave a demonstration of scoutcraft, such as signalling by means of flags; demonstration in knot tying; demonstration of "first aid to injured" and

Captain of Police Charles Horn, of this Division, has resigned to accept the position of special agent with the S. A. L. R. R. He will assist G. S. Ward in organizing the police department on that line. Captain Horn first entered the service of the B. & O. as patrolman at Pittsburgh, February 2nd, 1902; was promoted to lieutenant September, 1902, and to captain of police, Connellsville Division, April, 1903, being transferred to the Baltimore Division on July 1st, 1907. Captain Horn leaves this division with best wishes for success in his new field of employment.

G. R. Talcott, assistant division engineer, has been transferred to office of engineer M. of W., in charge of efficiency work in the maintenance of way department. He is succeeded by E. H.

used in any capacity, having been employed, before becoming brakemen, as hostlers and firemen, and also as machinist helpers in Mt. Clare shops. We never have any trouble on pay day, and can always help the other yards when they are short."

The switch leading from the westbound main track to the stock yards, just west of the Viaduct, has, at the suggestion of the safety committee, been placed on the north side of the westbound main, eliminating a source of grave danger.

Caller Ball, who has been off with an affection of the eyes for some months, is coming around, but slowly. He has had one operation performed on his eyes and it will require another to get them in shape.

All the boys in the superintendent's office have the "baseball bee;" even Mr. Gardner is taking notice, and was heard asking "What's the score?"

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

H. A. BEAUMONT, Chairman.
C. A. DAVIS, Piecework Inspector, Freight Repair Track, Mount Clare.
J. T. BRENNAN, Car Inspector, Freight Repair Track, Mount Clare.
W. R. SHECKELLS, Piecework Inspector, Cabinet Shop, Mount Clare.
R. S. COLLISON, Gang Foreman, Passenger Shop, Mount Clare.
J. E. CARLTON, Painter, Paint Shop, Mount Clare.
J. ZISWARCK, Car Builder, Camden.
C. P. LEHRER, Gang Foreman, Baileys.
J. D. BLINKE, Piecework Inspector, Curtis Bay.
G. F. SHNER, Piecework Inspector, Locust Point.
J. W. PENN, Gang Foreman, Locust Point.
J. KALB, Assistant Foreman, Bay View.
T. H. TATUM, Car Repairman, Freight Car Repair Track, Mount Clare.
C. W. KERN, Stenographer, Baileys.
H. C. ALBRUCHT, Inspector, Locust Point.

MACHINE SHOPS

J. W. BREWER, Chairman.
S. A. CARTER, Erecting Shop.
H. OVERBY, Erecting Shop.
J. P. REINHARDT, Blacksmith and Axle Shops and Power Plant.
H. C. YRALDHALL, Boiler Shop.
ROBT. W. CHEANEY, Brass Foundry.
V. L. FISHER, Iron Foundry.
GEO. F. KLINE, No. 1 Machine Shop.
J. O. PERIN, No. 2 Machine Shop.
W. E. HAESLOOP, Pipe, Tin and Tender Shops.

The notice that J. W. Brewer, superintendent of shops, was to be transferred from Mount Clare to the Main Line System, was the cause of much outspoken regret by the employes here. Every one knew that he was losing a friend. Mr. Brewer has been held in the highest regard. While all were sorry to hear of his removal from this point, all join in wishing him the greatest amount of success in his new position and trust that the future has much in store for him.

It was with the greatest pleasure that the announcement was received that the



RIVERSIDE BOY SCOUTS

stretcher drills with resuscitation work. This troop has nine first class scouts; fifteen second class scouts and one Eagle, Star and Life scout, the highest degree attainable. The scout with these titles is Vernon Byus.

At the annual meeting of the Association of Local Freight Accountants, whose members are connected with the accounting departments of the various railroad and steamship lines in Baltimore, C. R. Taylor, our cashier at Camden Station, was elected president; Charles H. Waltz, our assistant cashier at Camden Station, Treasurer; H. B. Sinsheimer, cashier's department, Philadelphia, Baltimore & Washington R. R. Co., vice-president; S. B. Hammett, special accountant with the Merchants & Miners Transportation Company, secretary. The Association has monthly "smokers" where the members are entertained with discussions regarding transportation accounting problems.

Barnhart, transferred from the New Castle Division.

J. H. Hinton, patrolman, who has been in the service for twelve years, has also resigned to accept the position of special officer under Captain Horn.

Yard Clerk Morgan, at Curtis Bay, surprised the boys a few days ago by obtaining a short leave of absence and upon his return, announcing that he was a "Benedict." We wish you well.

W. C. Schefer, Jr., who is still off sick, has had the added misfortune to lose a baby boy by death recently.

Mt. Clare Junction yard office offers the following, which we think will beat them all:

"We have ten old men who total 262 years in service; ten next, who total 162 years in service; ten next, who total 117 years; 10 next, totaling 93 years in service. Eight of the last ten are extra brakemen, who are also used as extra conductors. Of these eight, five can be

position made vacant by the transfer of Mr. Brewer, was to be filled by our old friend P. Conniff, who had won the respect and highest regard of every one at Mount Clare, during the few months spent at this point in 1912.

CUMBERLAND DIVISION

Correspondent, W. C. MONTIGNANI, Y. M. C. A.
Secretary, Cumberland

DIVISIONAL SAFETY COMMITTEE

H. C. McADAMS, Chairman.
W. L. RICHARDS, Conductor, East End.
J. F. BARNETT, Engineer, East End.
J. S. CAGE, Conductor, Martinsburg Yard.
W. L. STEPHENS, Martinsburg Shops.
J. T. FORBES, Brakeman, Cumberland Yard.
D. ZILBER, Car Repairman, Cumberland Mill Yard.
J. V. YARNALL, Machinist, Cumberland Shops.
T. A. MORAN, Machinist, Keyser Shops.
J. W. RAVENSCRAFT, Car Inspector, Keyser Shops.
A. E. RICE, Brakeman, Keyser Yard.
M. F. NAUGHTON, Conductor, West End.
W. M. PERRY, Engineer, West End.
DR. J. A. DOERNER, Medical Examiner, Cumberland.
W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland.
W. HARRIS, Assistant Claim Agent, Cumberland.
F. A. TAYLOR, Master Carpenter, Cumberland.
D. CRONIN, General Supervisor, Cumberland.
C. M. GRABHART, Chief Clerk, Secretary.

Recent publications regarding the wonderful upbuilding of the Baltimore and Ohio railroad recall an address made by the late Captain Robert A. French, of this city, in his time one of the most widely known B. & O. men in the State, at a convention in Chattanooga some fifteen years ago. The following quotation was printed in the Baltimore and Ohio Y. M. C. A. *Bulletin* at the time, and reproduced in the *Times*, from which the reprint is made:

"In 1847 some of the merchants of Baltimore held a meeting for the purpose of planning to build a steam railroad from Baltimore to some point on the Ohio River. On the 4th of July, 1828, the corner stone was laid by Charles Carroll, of Carrollton, the last living signer of the Declaration of Independence. The company formed had no experience in railroad building. They got granite from the quarries and laid it in the ground as we place curbstones in our cities. There were holes made in the stone and wooden plugs driven into the holes. The old slab rail was then laid on the stone and spikes driven into the wooden plugs in the granite to hold the rails in place.

"The first cars were wooden boxes something like our present box cars, with a door at each end, three windows on each side and two seats lengthwise of the car; these boxes were placed on wheels, with a pair of mules for motive power. This gives a picture of the first train on the Baltimore and Ohio railroad,

which was the first railroad in the United States. They also had the bodies of the old mail coaches put on wheels and used them. This is where the railroad coach takes its name from.

"In 1830 Peter Cooper built a small engine at Mt. Clare, and on the 28th of August, 1830, he made his first trip from Baltimore to Ellicott Mills, a distance of 13 miles, in 57 minutes. In July, 1834, Phineas Davis, of Little York, Pennsylvania, built the coal crab or 'Grasshopper' engine and placed her on the road, and she proved a success. After this the old stone track was thrown



LARRY COSGROVE

away and the string track took its place. This was done by laying yellow pine timber lengthways on cross ties and the old slab rail was nailed to the timber.

"From the old slab rail on the granite and on the string track to the present roadbed with its oak cross-ties, stone ballast and the large steel rail; and from Peter Cooper's engine and the coal crab to the passenger and consolidation engines of today; from the little box cars and stage coach bodies to the day coaches, Pullman sleepers and dining cars, and the chair cars of today. The railroads of our country today cover it like a great spider's web, stretching out arms to all points; and then look at the comforts that have been supplied for the trainmen in good, warm cabs on their engines, and cabooses for all freight trains.

"In the early days of railroading the trainmen had to sit out in the cold and snows of winter and the rains and heat of summer; often would they dig a hole in the coal in a hopper and put in straw and corn fodder, when they could get it, so as to keep themselves warm. In the early days of railroading we had no telegraph, and the engineer and conductor had to work themselves over the road simply by the time schedules, as the road was all single track. The young man that dug the foundation for the corner stone in July, 1828, is living

in Cumberland today. His name is Larry Cosgrove, and he is in the 82nd year of his age."

Larry Cosgrove, above referred to, was born in Ireland in 1810 and died in Cumberland in 1892. He was the father of Peter Cosgrove, the oldest motorman on the city electric railway, and Mrs. Lizzie Ziler and Mrs. Mary Sperman, widows.

Besides digging the hole for the corner stone, when he was eighteen years old, Cosgrove put the pick in the ground in 1869, for the foundation of the B. & O. rolling mill, under David Holtz, civil engineer.

The portrait here printed was taken forty-three years ago.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Henry W. Kastle, machine hand, is wearing an expansive smile. It's a boy.

A ten-pound daughter has come to gladden the home of Mr. and Mrs. Buhl Britt. Mr. Britt is general timekeeper for Supervisor Mulligan.

Jud Kline is acting as yardmaster during the absence of G. F. Gannon, recently injured. Jud lives up to the "acting" part of his title.

Amos B. Irvin, shop order clerk, and Miss Anna Ruth Jenkins hied themselves away to Hagerstown and were married. Mr. and Mrs. Irvin are comfortably domiciled at 308 South Raleigh Street. Amos has been receiving numerous congratulations and volumes of advice from the boys around the shop.

W. A. McCoy of Winchester, Va., passed through Martinsburg recently and paid a visit to the shops in which he worked years ago. He noted the many changes and saw few if any familiar faces. Mr. McCoy's mother, who is over a hundred years old, is still living.

John Tucker, who lives near Kearneysville, paid dearly for an attempt to ride a freight train from that place to his home, only a short distance away. His foot slipped and was crushed beneath a wheel. Amputation was necessary.

Mr. David E. Penn, a young brakeman, died at the Martinsburg hospital after an operation for appendicitis. The operation had been apparently successful and the young man was well on his way to recovery when the bursting of a blood vessel brought on a sudden change which resulted in death. Penn was quite a figure around the shop and yards where

his genuine worth had won many friends. He had been in the employ of the B. & O. only a short time, but had proven himself competent. He was a member of St. John's Lutheran Church and Sunday-school. The funeral services were held in the church, Rev. Dr. C. S. Trump officiating. The stricken family have the sympathy of the community in this hour of severe trial.

The untimely death of Conductor M. T. Wolford cast a gloom over the railroad men and other citizens. The unusual character of the accident, caused by a dump chain breaking, and the utter impossibility of immediate rescue, added to the horror of the occurrence. Mr. Wolford was about fifty years of age and was born and raised at Sir John's Run, three miles west of the place where he met death. He had been in the employ of the B. & O. for over twenty-five years and was a capable railroad man; well thought of by the management and by his fellow employes. The funeral services were held in the First United Brethren Church, Dr. Griver, the pastor, officiating. The services were attended by a large number of friends and relations, who gathered to pay their tribute of respect. The floral contributions were in great profusion. Following the services interment was made in Green Hill cemetery.

The safety committee of Cumberland Division held its regular monthly meeting in this city, April 21st. The object was to go over the shops and yards and make a note of existing conditions. The committee divided into squads and each squad was given a certain territory to cover. After covering the ground thoroughly the committee held its business session, discussing the conditions found here and others reported from different points on the division. Superintendent Brantner of the shops attended the business meeting and gave a good, practical talk on the subject of "Safety First." The meeting proved one of the most successful ever held by the committee.

SHENANDOAH DIVISION

Correspondent, W. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman.
E. D. CALVERT, Supervisor.
S. J. LICHLITER, Supervisor.

Brakeman R. E. Johnson, who has been on the injured list for several months has returned to duty fully recovered.

Supervisor E. D. Calvert has brightened up the Winchester yard and improved the appearance of the surroundings by having bumping mounds nicely sodded and the right-of-way sowed in grass.

H. F. Howser, road foreman of engines and T. H. Phalen, conductor, spent several days in Norfolk this month on business.

W. E. Cavey, general road foreman of engines, was on the division several days during the month. His old friends were glad to see him.

Division Freight Agent Askew and Traveling Freight Agent Street spent several days on the division during the month looking after the interests of the company.

J. Cavey, carpenter foreman, has returned from a visit to Baltimore.

Yardmaster E. W. Jenkins and family, of Staunton, Va., are visiting relatives and friends in Trenton, N. J. and Philadelphia, Pa.

Conductor L. D. Barley, who has been off his run for several weeks on leave, has returned to duty.

J. E. Glenn, operator and ticket agent, of Harrisonburg, Va., has returned from Cincinnati, where he attended the convention of the O. R. T. Mr. Glenn was marooned for several days by the flood.

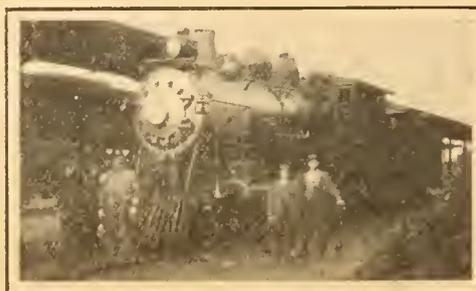
J. A. Staubs, carpenter in Dailey's camp, is on the sick list.

MONONGAH DIVISION

Correspondent, F. J. PATTON,
Chief Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

E. D. GRIFFIN, Trainmaster, Grafton, Chairman.
DR. C. A. SINSEL, Medical Examiner, Grafton.
P. MADDEN, Engineer, Clarksburg Yard.
H. BRADENBURG, Conductor, Grafton Yard.
B. E. JEFFRIES, Conductor, W. Va. & P., Weston, W. Va.
H. E. KLOSS, Assistant Division Engineer.
WM. C. DECK, Machinist, Grafton.
A. P. LEVELLE, Train Dispatcher, Grafton.
A. J. BOYLES, Conductor, Fairmont.
J. J. LYNCH, Car Repairer, Fairmont.



ENGINE No. 873

After witnessing the efforts of various divisions to turn out a record-breaking engine, Engineer B. Wilmoth and Roundhouse Foreman Tom Degan, set out to

show them all up with engine 873, running Fairmont and Belington. They certainly accomplished their purpose as the picture shows. Reading from left to right the men in the picture are Conductor Dunnington, Brakeman Kinsey, Round House Foreman Darby, Baggage-master Hawkins, Engineer Wilmoth, Night Roundhouse Foreman Deegan and Fireman Tinney.

R. A. Grammas, who was formerly general yardmaster at Grafton, has been transferred to Cumberland. This proves that the officials know where to look for a good man. But we are sorry to lose him.



R. A. GRAMMAS

D. I. McClosky, formerly first trick operator at Tygarts Junction, has been transferred to second trick, Buckhannon. Phil Campbell, of Belington, is working first trick at Tygarts Junction.

Captain E. Dunnington, passenger conductor, is off taking a much needed rest. He is down in

Florida looking after his farm. L. V. Athe is working his turn while he is off.

Captain G. A. Hannon is going to move to Buckhannon in a few days. "Jake" says he is tired of boarding.

Our hustling supervisor, W. N. Malone, was extra busy for a few days the first of the month, loading stone for a wash-out on Parkersburg Branch.

All the section foremen and their wives wish to thank the officials through the magazine for their annual passes.

Relief Agent A. McCoy has been visiting his home. His father is very ill.

Conductor J. E. Dillinger is laying off and Conductor H. W. Robinson is working his turn.

Section Foremen D. Lough, T. W. Burner and C. D. Andrick had their gangs in Grafton Yard a few days the first of the month, cleaning up the yard.

B. E. Wilmoth, passenger engineer, was visiting his family at Belington the first Sunday this month.

Conductor C. C. Cottrill has just purchased some very fine chickens—

says he'll be ready for the chicken shows this fall.

Mrs. J. C. Bishop, wife of the engineer, was visiting friends in Grafton the first of the month.

Operator Barrack at Lusk is wearing a smile. It's a ten-pound boy.

Fireman Frank Lambart was called to Pennsboro Friday the 4th to attend the funeral of his father.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*,
Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN, Superintendent, Chairman.
DR. C. E. PRATT, Medical Examiner, Wheeling.
M. C. SMITH, Claim Agent, Wheeling.
H. E. FOWLER, Assistant Division Engineer, Wheeling.
R. W. BURNS, Yardmaster, Holloway.
J. COXON, Engineer, Benwood.
V. B. GLASGOW, Conductor, Fairmont.
W. J. CARTER, Shop Foreman, Benwood.
C. M. CRISWELL, Agent, Wheeling.
E. F. RAPHEL, MD., Medical Examiner, Fairmont.
E. E. HOOVEN, Shop Foreman, Holloway.
H. H. HIPSLEY, General Yardmaster, Benwood.
W. A. MORRIS, Fireman, Benwood.
E. MCCONNAUGHY, Engineer, Bridgeport.
G. ADLESBERGER, Car Foreman, Benwood.
J. C. MOORE, Traveling Fireman, Benwood.
A. G. YOUST, Operator, Glover Gap.
C. MCCANN, Engineer, Benwood.

Since the 20th came on Sunday, the safety committee meeting was held on the 21st. Mr. Green, our chairman, had to leave on train 12 in company with General Superintendent Williams, and delegated Engineman J. Coxon to act as chairman. Mr. Coxon proved himself equal to the occasion. W. E. Kennedy, division claim agent and member safety committee, Ohio River Division, was with us.

The Wheeling Board of Trade unanimously passed resolutions commending the railroads entering Wheeling, and in the flood zone, for their foresight and thoughtfulness in furnishing cars and engines to flood sufferers. They made special reference to the B. & O. and to Mr. Green, the superintendent, who placed cars at the disposal of all who were in danger and transferred them and their movable property to higher ground and places of safety, permitting them to occupy the cars until the waters receded. This was the means of saving the property and no doubt the lives of many who were in dangerous quarters.

The Wheeling *News* had this comment, much of which refers to our own employes:

"From the time the water started to rise and first caused serious alarm, until it reached its crest, the passenger stations of the city were the targets for thousands

of telephone calls which poured in from anxious residents of the flood zone inquiring as to the probable climax of the Ohio's rampage. The passenger men were kept in close touch with conditions through the Pittsburgh offices, and by giving official information, were in many cases instrumental in easing the minds of flood-threatened residents.

"Before the water submerged the tracks and caused a suspension of business, and after it had receded enough to permit a partial resumption, travelers by hundreds thronged the depots and asked foolish questions, which were answered with the utmost politeness and never a complaint from the passenger men. When the railroads were almost completely tied up and the ticket agents were in a position to sell transportation to only a very few points on their respective systems, they extended every effort to accommodate the many applicants for tickets to cities on the lines which could not be reached, and if a competing road could furnish the transportation the passenger was at once informed of the fact. In summing up the trials which confronted the passenger men, it can be seen that they also come in for some commendation in behalf of services rendered in flood time."

ON THE LINE

Engineman A. B. Pierce and wife are sojourning in Florida and Cuba.

Conductors Howard and Nuzum have been assigned to turns on the short line and Conductor Boyce to North End.

The stork called at the home of Brakeman H. H. Wilson and left a nine-pound boy.

Conductor F. T. Boyles has returned to duty after several days' absence, attending the funeral of his mother at Fostoria, Ohio.

Engineman and Mrs. T. W. Thompson spent a pleasant week visiting at Glover Gap.

Captain Burdess is again laid up with rheumatiz.

Brakeman John Riggs has resumed duty after a brief illness.

Brakeman G. D. Murphy has returned to duty after an absence of three weeks on account of his wife and daughter having fever.

Because of changing schedules, Conductor Shahan has been transferred to Cumberland Division and Conductor Smallwood to trains 8-17 on Wheeling Division.

Assistant Trainmaster Bull is looking after the business of Wheeling Division while Mr. Bonnesen is in Baltimore posting up on the new rules.

On April 15, Mrs. James McCormic, wife of a yard brakeman, died very suddenly.

F. H. Goodwin, yard brakeman, and Miss Mand Downing of McMechen, were married on March 18th.

Saturday, April 19th, L. Boo Tennant, operator at Underwood, and Miss Pearl Davis, Shinnston, W. Va., were married. The combined height of the two is twelve feet ten inches, he being six feet six and she six feet four. They were presented with twelve very essential articles for young home-makers by some of the telegraph fraternity.

G. E. Phillips, section foreman at Glover Gap, is in Baltimore looking after relief department matters.

The accompanying photograph shows caboose C 40, Wheeling Division local and train crew. Reading from left to right the men are: Brakemen, J. E. Goodwin, E. M. Lee, D. W. Morris, J. R. Robinson; Conductor C. A. Deitz. This crew claims to have the neatest and cleanest caboose on the Wheeling



CABOOSE C 40 AND CREW

Division—also, to be the best looking crew on the pike, others reporting to the contrary notwithstanding.

Engineer Fred Hall, who has been on the sick list lately, has resumed duty.

New ninety-pound steel is being put down from No. 2 tunnel to Brooklyn Junction, which will strengthen the lines for the big engines. They are now using the 2200 and 2600 class engines between Hartzel and Holloway. Their full tonnage out of Hartzel is 3700; but the tonnage from Benwood to Holloway being only 3400, these engines are let out of Hartzel with 3400 tons.

Conductor Hutchinson of trains 750 and 751 was killed at Hero when a draw-head was pulled out and the cars came together and caught him. If safety first had been heeded in this case, we should now have one more good man among us.

Hartzel yard is again in good shape for the first time in three weeks. On account of floods and washouts, we have been blocked to the full capacity. There has been an average movement of 400 cars a day since the line was opened, the largest number being 566 cars in a day.

There was no staff meeting this month, since every man was needed on the job.

Caller E. H. Broomhall spent Monday with his sister, Mrs. J. W. Bull, at New Martinsville.

Yardmaster J. W. Jennings is having trouble getting his hens to set. He had some fries this spring. But Yardmaster P. S. Rushford has a hundred young chickens out, and more on the way.

Agent Buck A. Folsom is very busy trying to get a ball team and a diamond in shape to have some fun.

H. P. Adams, shop foreman, has been busy the past week in moving from Hartzel back to Folsom, and has also purchased another cow, making a total of three that he has to milk each morning and evening.

Mrs. S. T. Smith and Mrs. O. E. Corcoran, wives of dispatchers, spent a day with Mrs. P. S. Rushford at Folsom last month and greatly enjoyed the trip up the Short Line.

Operator H. E. Been has moved his wife to Hartzel and is now keeping house. He says no more beanery for him; he likes home life best.

Night Foreman Jake Ashcroft was married about two months ago, but has kept it a secret for fear of a serenade.

BENWOOD

G. L. Hall, car repairman, Louis C. Heaby, yard clerk and William Cooper, yard brakeman, are off duty on account of sickness.

Machinist Joe Stephens is the happy father of a baby boy.

M. Wick, pipefitter, who was scalded some time ago, is again able for duty.

Carpenter F. Baltz, has returned to duty after a visit at Marietta, Ohio, looking after the welfare of his sister who was in the flood.

Timekeeper C. D. Woodburn has taken a position as machinist helper.

T. F. Cady, yard conductor, has returned to duty after a brief business vacation.

Austin Stealy, telegrapher at WD tower, has been calling on friends here and at Wheeling, also attending to important business matters.

F. Gordon, car inspector, has returned to duty after a brief illness.

Engineman James Finnegan of the yard is able to be out, after going through the shop for slight repairs.

Yardmaster C. C. Steel has returned to work after a two 'weeks' vacation. His place was filled by David Carpenter.

The wife of James Bringle, a yard brakeman, died suddenly at her home, South Benwood, April 22nd.

Yardmaster Patrick Doud is on an extended Eastern business trip.



BRIDGEPORT SHOPS

HOLLOWAY, OHIO

Engineer Orum and his family have returned from Florida, where they have been spending a few weeks' vacation.

Mrs. D. K. Hull, wife of the general foreman, has returned home from visiting friends and relatives in Newark, Ohio.

Brakeman Stewart and his family were visiting in Freeport a few days ago.

Mrs. William Kennedy, wife of the engineer, has returned home from a visit in Pennsylvania.

Superintendent of Motive Power Prendergast and party made an inspection of Holloway shops on April 24th.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A.
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
S. T. ARCHER, Engineer, Vice-Chairman.
A. MACC, Trainman.
P. J. MERAN, Yardman.
R. L. COMPTON, Shopman.
C. L. PARR, Fireman.
W. B. WINKLER, Agent, Operator.
F. H. D. BISER, Medical Examiner.
W. M. HIGGINS, Maintenance of Way.
W. E. KENNEDY, Claim Agent.
J. H. OATEY, Y. M. C. A.

On account of the hospitals at Parkersburg being over-crowded during the high water, it was necessary for the railroad company to assign B. & O. coach 4121 to hospital duty, to care for sick employes. It was in charge of Medical Examiner Biser.

E. R. Hollen, conductor, recently became a benedict and congratulations are in order.

Ira Burd, conductor, who has been off duty for several days on account of blood poison caused by a collar button rubbing his neck, is improving and expects to be able for duty soon.

Patrolman E. Chapman is the proud father of twin boys, born April 26th. Congratulations.

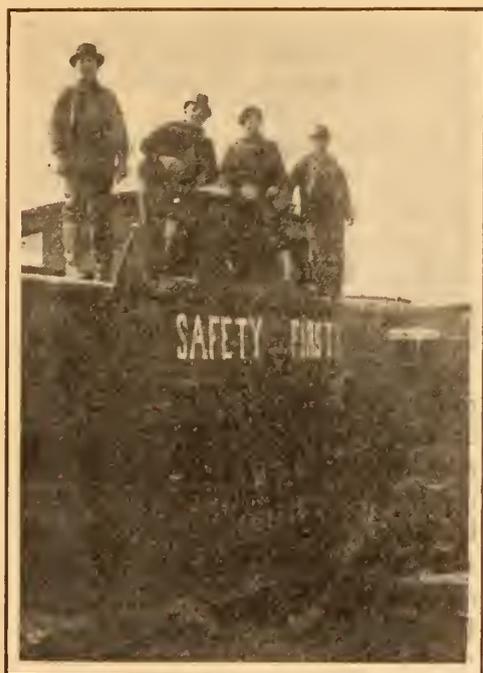
W. E. Bryan and F. L. Simpson left May 7th for Dallas, Texas, to attend a meeting of the Imperial Council Ancient Arabic Order of Nobles of the Mystic Shrine.

H. Parker, agent at Belleville, who has been confined to his home for the past several weeks on account of illness, is now able to be out.

James Rankin, an operator at Parkersburg Shops, is in mourning over the loss of his office, which was carried away during the recent high water. James was heard on Market Street about an hour after his office had floated away, boasting that it would be the last to leave, and when informed that it had already passed Parkersburg Passenger Station with the block showing red he wanted to notify Supervisor G. M. Bryan at Ravenswood to stop her and send her back to Parkersburg. He is now holding forth in a box car.

G. Uhl, who was injured at the Ohio River Shops, Parkersburg, some time ago, suffering the loss of his fingers, is out again and ready for duty.

O. E. Gray, agent at Williamstown, is off duty threatened with typhoid fever. Extra Agent W. C. Shanklin is in charge of the station during Mr. Gray's illness.



A TRUE SAFETY CAR

The picture showing A. Mace, safety train committeeman, G. M. Simpson, conductor, William McNerney, engineer, and E. L. Matheny, fireman, was taken at Ravenswood, W. Va., where they were marooned during the recent high water, the water coming within one inch of the floor of their caboose. Conductor Simpson advises that with "Safety First" on the side of the caboose, as shown, and a rabbit's foot in his pocket, they were protected from being submerged.

Engineer Dilley and Fireman Roush challenge its cleanliness against anything on the system, and they can be found most any time shining her jacket. In appreciation of the interest shown by these men in taking care of the engine assigned them, Mr. Thompson recently presented them with a copper oil can and torch, which was highly appreciated.

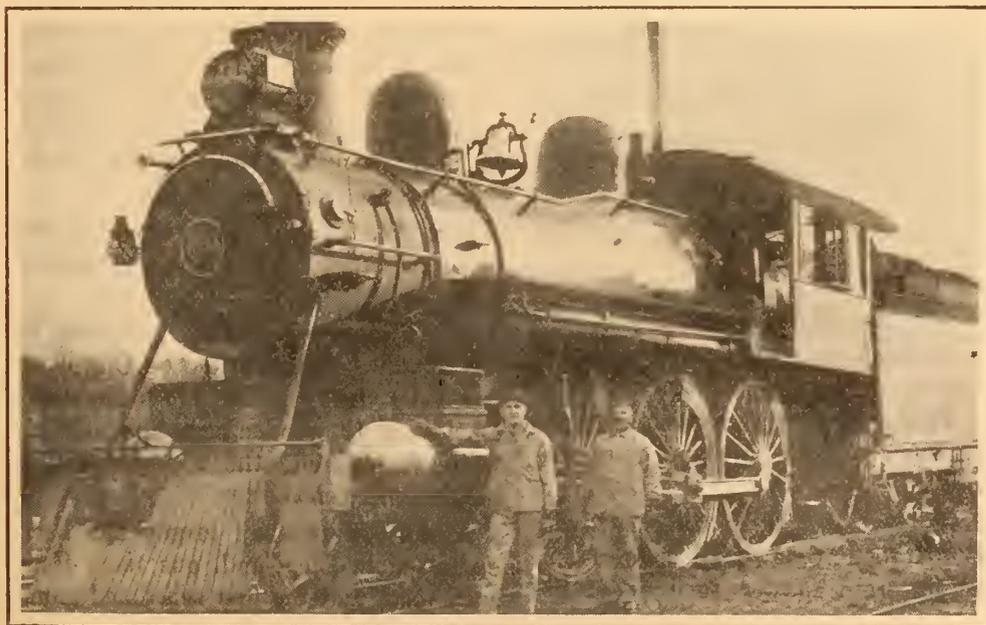
E. L. Taylor, agent at Hartford, has returned to duty after being off several weeks with pneumonia.

Engineer J. O. Boyd, who was injured on December 26th, has returned to duty.

Engineer W. P. Stevens, who has been on the sick list for the past three years, has returned to duty and has been assigned to trains 733 and 734.

The employes of the Ohio River Division were very much grieved upon learning of the fatal accident to Conductor J. G. Hutchinson at Lumberport on March 24th. Conductor Hutchinson was an Ohio River Division conductor, recently transferred to the Short Line District and was very popular among his fellow employes.

Engineer M. E. Withee and wife who had just returned from their honeymoon, met with the misfortune of being very badly burned about the face and hands by a gas explosion, which occurred on April 7th.



ENGINE 1331 AND CREW

This is a picture of engine 1331, the pride of the Ohio River Division, assigned to Engineer H. Dilley and Fireman R. Roush, of trains 709 and 716 between Parkersburg and Benwood.

DIVISION FREIGHT OFFICE, PARKERSBURG

The stage of the Ohio River on March 29th, was 58.9, which gave us about two feet on the division freight office floor (second floor of passenger station). This

was five feet above the flood of 1884.

D. F. A. Fowler was away from Parkersburg. T. F. A. Hamilton was confined to his home by an attack of grip. Chief Clerk Washburne and Stenographer Owens were driven from their homes by high water. Varnish and glue have repaired the damage done to our office furniture.

Our local transportation people have done everything possible to get freight traffic moving on regular time. Our patrons have been patient, and we hope soon to be able to look back on the March, 1913, flood as a thing of the past, with an earnest hope that we may never again see its like.

The stork brought to George Bohn, rate clerk, a fine boy, whom we have named Noah Bohn. The youngster already gives promise of becoming a prodigy in handling I. C. C. work.

FREIGHT OFFICE

H. M. Baker, the popular trace clerk in this office, has been making frequent visits to Clarksburg lately and it is said that he has been going there on inspection trips.

During the recent record-breaking flood F. Fowler, division freight agent, was marooned at Grafton for several days, and was unable to get home because the city was cut off by rail in every direction. Mr. Fowler has been here ten years and by a strange coincidence it happened that upon every other occasion when Parkersburg was visited by a big flood he was absent on business.

J. S. Washburn, chief clerk, formerly of the general eastern freight agent's office in New York City, had heard in a vague manner before coming to Parkersburg of the experiences of Noah in the biggest flood of them all, but it remained for him to get a practical lesson along this line in the recent deluge here, which was the greatest in local history. Mr. Washburn resides in Belpre, Ohio, just across the Ohio River from this city, and he was among the hundreds of citizens of that community who were compelled to flee to the hills to escape the invading waters. He is now endeavoring to secure a location on Fort Boreman, which, in this vicinity, compares favorably with Mount Ararat of ancient times.

F. H. Fowler, son of the division freight agent, late of this office, now located in the general freight offices in Baltimore, visited his parents here recently.

H. F. Owens, stenographer in this office, is taking a correspondence school

course in order to fit himself to become a chauffeur.

T. J. G. Fairley, stenographer, who recently resigned on account of ill health, has been succeeded by D. H. Leasure, formerly with the United States Tile Company.

G. C. Flint, stenographer, who won the medal in the annual Jerry's Run Motor Cycle Cup races last year, is "tuning up" in preparation for the big meet which is to be held this summer at Marttown.

M. Hamilton, traveling freight agent, who has been confined to his home by illness for the past two months, is able to be out again, which is pleasing to his many friends in the local offices.

F. Fowler, D. F. A., was called to Baltimore recently on important company business.

N. L. Guilford, T. F. A., of Huntington, was a caller at this office during the flood, having come from Huntington by way of Athens, Ohio. He reports heavy damage at Huntington.

V. T. Renner, diversion clerk, has had a baseball ticker service installed in his residence in order to miss nothing from the front during the baseball season. His main avocation is to watch Joe Tinker with the Cincinnati Reds.

Many compliments have been paid Superintendent C. E. Bryan by the railroad officials for the way in which the flood conditions were handled here on the local lines. To add to his already heavy work he was asked to construct the bridge across the Muskingum at Marietta, which he did in a remarkably short time. The local people, also, have taken their hats off to Mr. Bryan for the way in which he has mastered the situation under such trying conditions.

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent*, Cleveland

C. H. LEE, *Dispatcher*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Cleveland, Ohio, Chairman.
 E. H. CLINEDINST, Division Claim Agent, Cleveland, Ohio, Vice-Chairman.
 O. C. SREITH, Assistant Division Engineer, Cleveland, Ohio.
 DR. J. J. MCGARRELL, Assistant Medical Examiner, Cleveland, Ohio.
 W. K. GONNERMANN, General Foreman, Lorain, Ohio.
 I. E. FULF, Foreman, Machine Shops, Cleveland, Ohio.
 J. WEINS, Engineer, Lorain, Ohio.
 E. G. LOWERY, Engineer, Cleveland, Ohio.
 E. A. MYERS, Conductor, Cleveland, Ohio.
 F. L. TERRANT, Yardmaster, Ohio.
 C. SHIELDS, Yardmaster, Canal Dover, Ohio.
 W. H. RUCH, Agent, Massillon, Ohio.
 B. OLDENBERG, Acting General Yardmaster, Cleveland, Ohio.
 E. D. HAGGERTY, Yardmaster, Akron, Ohio.
 H. WALKER, Yardmaster, Canton, Ohio.
 J. H. TERROESCHER, Acting Agent, Cleveland, Ohio.
 M. HUTCHINSON, Fireman, Lorain, Ohio.
 P. KENNEDY, Supervisor, Cleveland, Ohio.
 GEO. ELFORD, Operator, Seville, Ohio.

This gentle reminder printed on a card is doing good work among the boys:

"If the boss wants something, it will simplify matters if you will let him have it."

Coming from an executive that is careful not to ask unreasonable things, and that does his part, the words have weight. One of the men makes this comment:

"The boss wants what he wants when he wants it; and the good employe gives him what he wants *before he asks for it.*"

G. O. Everhart has been transferred from the Baltimore Division to the position of supervisor on the C. L. & W., Cleveland Division.

We appreciate the expressions of the employes of Pier 7 and Pier 22, New York.

The following promotions have been made:

J. E. Fahy from the position of chief train dispatcher to that of train master.

F. J. Hess from the position of night chief dispatcher to that of chief train dispatcher.



SENECA STREET FREIGHT HOUSE

C. H. Lee from the position of night dispatcher to that of night chief dispatcher.

P. C. Loux from the position of acting assistant road foreman of engines and assistant train master to that of assistant road foreman of engines and assistant train master.

E. G. Lowrey from the position of engineer to assistant road foreman of engines.

J. A. Anderson from the position of assistant road foreman of engines to that of master mechanic.

W. P. Stewart from the position of chief clerk to superintendent to that of general yard master, Cleveland Terminals.

E. F. Keffer from the position of chief clerk to train master to that of chief clerk to superintendent.

E. Lederer from the position of clerk to A. R. of E. and A. T. M. to that of chief clerk to train master.

C. E. Pierce from the position of agent at Lorain to that of terminal agent at Lorain.

Cars were moving out of Holloway on Sunday April 27th very promptly, and the volume exceeded any previous records, notwithstanding the fact that the line was undergoing rehabilitation after the recent flood.

The following were appointed a committee on rules:

J. E. Fahy, train master; E. M. Heaton, division operator; J. C. Hahn, assistant train master; E. G. Lowrey, assistant road foreman of engines.

The Cleveland Division was honored on April 6th and 7th with the presence of the president and third vice-president and chief engineer.

The Cleveland Division extends its appreciation and best wishes to R. W. Burns and to the employes who helped him to open up the lower end of the Cleveland Division after the flood.

A health officer tacked upon the newly painted walls of Cleveland passenger station, signs prohibiting expectoration on the floor. The superintendent communicated with the Health Department and the signs are now suspended in neat frames. Walls deserve some consideration, as well as floors.

Mrs. W. T. Lechlinder went to Baltimore on April 19th for a two-weeks' stay.

Attention is called to the new grass in the hollow alongside of the Cleveland passenger depot. This place has been all cleaned up, wooden posts and walls all white-washed, and the appearance is a hundred per cent better.

A railroad baseball league has been organized in Cleveland, one team from each road, and the first scheduled game will probably be early in June. Claim Agent Clinedinst is president of our team and Banville from the superintendent's office is manager. On account of bad weather there has not been much chance to practice, but everything, including new uniforms, should be in readiness for the opening game. A number of the boys

are going to try to make the team. More power to them. Come on you pill-chasers and show them we can come across with the same stuff the Naps are showing this year. The pennant or bust. Watch us grow.

MASSILLON, OHIO

The recent flood has far exceeded in magnitude and destructiveness any previous records in the history of Massillon. The water rose at least ten feet higher than ever before, causing great damage to the B. & O. and W. & L. E. railroads, and to factories, dwellings and bridges along its route. Fortunately there was no loss of life at Massillon, which is due to the heroic efforts of our citizens in their rescue work, which was carried on with boats, rafts and ropes, until the hundreds that were peering from second-story windows were carried to places of safety. To further add to the peoples' discomfort the electric plant was drowned out and the East Ohio Gas Line broken, leaving the city in darkness and without heat. The pumping station was also put out of commission causing a shortage in the water supply, and adding to the distressful condition. However, the situation was handled in a most skillful way. Every one in want was cared for promptly in the city hall, churches and private residences. Donations of food, clothing and relief money have been pouring in from all sides, thus reducing suffering to a minimum. Nevertheless, the loss, which runs up to the million mark, will never be fully made up.

As the water receded, hundreds of men were seen at work repairing damaged streets, walks, houses, bridges, removing rubbish and doing every thing possible in the way of reconstruction.

The greatest individual losers are people of the poorer classes that lived in the flood belt. Their homes, in most instances representing their lifetime earnings, were laid in ruins.

It is not to be overlooked that the B. & O. R. R. also figured heavily in the destructive effects. The Westbound Main was entirely submerged and the Eastbound covered at various places between Massillon and Canal Fulton. The result need not be described. At Warwick the tracks were badly washed. However, with the ceaseless efforts of Trainmaster J. B. White and Supervisor J. R. Kane, the tracks were speedily reconstructed and traffic put in motion.

Between Columbia "Y" and the Massillon Brick Company's plant, the tracks



ENGINE AT MASSILLON, OHIO

were submerged to a depth of five and six feet, although not badly damaged. About the only sad feature there, was the drowning out of Operator James Mahood and his five-mile hike to a place of safety.

Going on down the line, we find bridge 40, just west of Beach City, very badly washed out. The pump house and boiler at Beach City were carried away, but speedily replaced by H. D. Westerman and his gang. Between Beach City and Strasburg, bridges 38 and 39 were completely washed away. These being large two-span steel structures, the loss is very heavy, as it was necessary to build wooden trestles until the steel can be replaced.

Between Canal Fulton and B. G. Cabin, the telegraph and telephone lines were completely covered by water, and over three miles of the line washed away, putting all wires out of business for the greater part of a week. After conditions permitted, the lines were repaired with all possible speed by Lineman R. E. Everett, assisted by Operators Mahood, Kilbow and Hooge, and Warehousemen Howman and Walker. It is needless to say that Agent W. H. Ruch was on the alert day and night, doing any and every thing to restore matters to their former position.

The speed made in the way of repairs and restoring freight and passenger service is nothing short of miraculous. Had not officials and employes worked harmoniously and persistently day and night, with but one thought in mind, the best interests of the B. & O. and the opening up of traffic, this could never have been accomplished. It proves that the men are working not alone for the money, but for the best interests of all concerned. Let us remember that the Lord loves a cheerful giver and the B. & O.

loves the same kind of an employe. We are emerging from the misfortunes of the flood, not discouraged, but with new energy and better future prospects than ever before.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

W. T. EAGAN, Trainmaster, Chairman.
 C. G. MILLER, Shopman.
 BERT SMITH, Yardman.
 C. C. O'HARA, Yardman.
 J. G. STRICKENBURG, Agent.
 A. R. CLAYTOR, Claim Agent.
 R. W. LITTLE, Yardman.
 A. N. GLENNON, Trainman.
 E. C. ZINSMEISTER, Superintendent Buildings and Bridges.
 C. C. GRIMM, General Yard Master.
 H. M. EVANS, Engineer.
 DR. W. A. FUNCK, Assistant Medical Examiner.
 E. V. SMITH, Division Engineer.
 G. F. EBERLY, Assistant Division Engineer.
 J. KIRKPATRICK, Master Mechanic.
 W. F. ROSS, Road Foreman of Engines.
 G. R. KIMBALL, Division Operator.



ZANESVILLE SHOPS

TO ALL EMPLOYEES:

That all employes of the Newark Division may have an opportunity to know how sincerely we appreciate their loyalty to this company during the recent floods, we wish to express through the columns of our magazine our sincere appreciation of the prompt action taken and the loyal support of all.

The recent floods have served to illustrate the loyalty of all our employes and their willingness to cooperate and do everything in their power to assist the company in time of disaster. The loyalty displayed and effectiveness of action have been commented upon generally as being most praise-worthy, and we wish to extend to each and every employe our appreciation of their individual efforts in safeguarding the company's interests; and then when entirely cut off from communication with division headquarters, track and bridges were repaired, trains operated and the public cheerfully assisted in every way possible by employes in all departments regardless of long hours or personal discomfort,

as it was the ambition of all to help the Baltimore and Ohio Railroad Company, and at the same time convince the public that their interests were also the company's. The spirit of determination shown by all to get the road open and working under normal conditions has occasioned many flattering comments from our patrons and the public in general.

Yours truly,

C. W. GORSUCH,
Superintendent.

We have had very little time for news getting in the last three weeks. During the flood days, the office forces were used in hiring men, running commissaries, buying supplies for camp, etc. As all avenues were cut off, we had to depend entirely on the local supply. The need of the Pennsylvania Company, the T. & O. C., and the traction lines, soon used up the little surplus carried by local merchants. But as it was a case of extreme emergency our force worked well, and it went to help gain for the Baltimore and Ohio the merit of being the first among the badly stricken companies to get its line open through Newark.

Many letters from shippers, passengers, heads of departments and others have been received complimenting employees at Mansfield, Mt. Vernon, Newark, Zanesville, Cambridge, Columbus, Shawnee, Malta and Marietta, for the attention given shipments under their charge during the recent flood in and about their stations. Many have been the praises for a number of our ticket agents also, who were looking after the comforts of passengers surrounded by flood, unable to communicate with their family or friends for several days. There was not an instant during the period of exile that these agents of the company were not endeavoring with all the means within their power to send out any information possible to obtain.

SHOPS

Employees of Newark shops extend their heart-felt sympathy to their unfortunate brother employees of Zanesville shops, who suffered so greatly during the recent flood. A number of Newark shop employees had homes and relatives in the stricken city, and in most cases suffered heavy losses also.

William B. Nolan, piece work inspector, was a visitor in Crestline, Ohio, April 11th, 1913. Rumors have it that Will



EMPLOYEES OF LOWER MACHINE SHOP

is likely to bring a life partner home with him soon.

Terence Devlin, brass moulder, is in Florida for his health. His many friends are wishing for his speedy recovery.

Employees of the brass foundry were recently supplied with "respirators" as a protection from brass fumes and dust. They all agree that it is a fine improvement, and feel that they are being looked after in the safety movement.

J. W. Hughes, foreman of the upper machine shop, and D. A. T. Westall, roundhouse drop pit foreman, are off duty on account of lung trouble. Late reports have them improving.

Machinist Robert Castello is again at work after a siege of rheumatism.

Shop Timekeeper Rickrich and his assistant Lester Lucas are very proud of their new quarters, formerly used by Road Foreman of Engines Ross, on the lower floor of the office building.

Engine 2685, which was turned over into the Licking River near Toboso, Ohio, in the recent flood, is now in the shops being repaired.

B. A. Oatman, shop order clerk, was asked by some of his neighbors if he had purchased an auto, but upon further investigation it was found that the object they mistook for the "gas hack" was a new chicken coop he had just built and covered with oil cloth.

Earl V. Westfall, fuel accountant in

the M. M. office, was blessed with another little ray of sun-(son)shine in the person of a fat, bouncing boy. Earl named IT Murl Victor. He thinks "To the Victor belong the spoils," and he wants Murl to get all the "spoils" possible. Mr. Westfall can also tell an interesting story on "Trials and troubles of a man hunting a house for rent."

B. Brill, whose photograph accompanies this sketch, was born 1851, and has spent most of his life in and around

the little railroad village of Salesville, O. He entered the service as a section hand under James Traher. He worked on a farm for a little time but returned to the railroad and in the fall of 1888 became foreman of section 9, Newark Division, which position he has held for more than twenty-five consecutive years. In all he has spent



B. BRILL,
SECTION FOREMAN AT SALESVILLE

more than thirty-one years railroad-ing. In point of service he is the oldest trackman on the Newark Division. Mr. Brill is sixty-two years old, is hearty and strong and is always found at his post of duty. He believes in giving an honest day's work for an honest day's wage, and always has the interest of the company at heart. He is an earnest worker for good government and good roads of all kinds. For his oyalty and faithfulness to the company, he and his wife have received annual passes over all lines of the system. In all these years there has never been a wreck—not even a wheel off the track, on his section. He has used economy on behalf of the company, never having incurred any unnecessary expense. A few years ago he received a cash prize of \$25.00 and a certificate of distinction for having the best average section with the least expense west of the Ohio River on the B. & O. system.

SANDUSKY, OHIO

W. A. Reel, roundhouse foreman, who ran a nail in his foot, is again on duty.

F. C. Connolly of Newark Shops was a Sandusky visitor recently.

A. R. Claytor, claim agent at Columbus, paid Sandusky a visit.

A. J. Bell, agent at the freight office, has returned from a delightful ten-days' trip through the East, taking in New York and Baltimore.

C. R. Wright, assistant coal and coke agent at Cleveland, dropped into the freight office a short time ago.

C. A. Witzel, with headquarters at Wheeling, has been paying Sandusky a visit.

J. G. Faust has been assigned to the position of front brakeman on the Sandusky-Mansfield local, while Edward Trott is flagman.

A number of changes have taken place in the B. & O. freight force, owing to the departure of Joseph Reynolds, our efficient bill clerk who has accepted a position with the Homegardner Sand Company. David Milne, has been promoted to the position of bill clerk, Arthur Ruemmele advanced to the received clerk's desk, Harold Till is statement clerk and Lester Hart is assistant bill clerk. All join in wishing Mr. Reynolds success in his new field.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Conneltsville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
A. P. WILLIAMS, Assistant Division Engineer.
J. M. BOXELL, Conductor.
J. H. BOWMAN, Yard Conductor.
J. H. BITTNER, Locomotive Engineer.
M. H. KOEHLER, Medical Examiner.
T. V. DONOGAN, Machinist.
F. BRYNE, Division Claim Agent.
H. M. HEINBAUGH, Fireman.
E. L. LEWIS, Car Repairman.
A. K. LONG, Track Foreman.
J. W. RYAN, Dispatcher.
H. W. FOWLER, Conductor, S. & C. Branch.
J. D. GRAHAM, Conductor, S. & M. Junction.

Conductor H. Swarner of the Berlin Branch crew working out of Garrett, is taking a much needed rest. During his absence the work is being looked after by Extra Conductor W. R. Long. "Jackey," as Conductor Swarner is known among his many friends, is missed by the patrons of the road in that territory.

On March 25th, R. B. Ellis, first trick operator, and Miss Nellie George, of Garrett, were united in marriage. Wishes for a happy and prosperous future are extended by their many friends.

W. J. Currie, operator at Garrett, has been off duty several days. The position was filled by H. Staley, the extra operator.

Agent B. S. Rush of Garrett has returned to duty after an absence of several days with his family, visiting his parents at Hyndman and Manns Choice, Pa. F. M. Williams, relief agent, was in charge of the station in the absence of the agent.

C. W. Weimer, section foreman located at Garrett, has been made general foreman in charge of construction of third track, Rockwood to Garrett. W. H. Berry of West Salisbury has been appointed his successor.

William Sweeny, son of W. J. Sweeny, section foreman at Garrett, died on March 20th from a severe attack of pneumonia. He was buried at Hyndman, Pa., March 21st. Employes of Garrett and vicinity extend their deepest sympathy to the bereaved parents.

Fireman J. F. Brocius of Conneltsville died on April 8th after a lingering case of typhoid fever. Fireman Brocius entered the service as freight fireman July 17th, 1907, and was employed in this capacity up to the time of his illness.

Freight Conductor R. H. Miller of Conneltsville has taken his son Franklin to a Baltimore hospital for treatment.

Brakeman F. M. Smith and wife of Conneltsville are visiting friends at their former home at Buckhannon, W. Va.

Yard Brakeman H. B. Peterson of Conneltsville is spending his annual vacation in New York.

Yard Brakeman H. Rodgers and family have returned from a six months' sojourn in Florida, where Mr. Rodgers has purchased a farm.

Brakeman E. G. McIntosh and wife of Cumberland have gone to Staunton, Va., where they will spend several weeks with friends and relatives.

Brakeman H. B. Shott of Conneltsville was called to his home at Philadelphia, on April 5th, owing to the death of his grandfather.

R. J. Driscoll, our popular yard conductor of Johnstown, and his wife, are visiting their former home at Wilmington, Del.

Mrs. W. T. Kelly, wife of the Conneltsville yard brakeman, is visiting relatives in Orlando, W. Va.

We regret to announce the death, on April 8th, of Mrs. J. W. Walsh, wife of a passenger conductor running out of Conneltsville. The funeral took place from the family residence at Cumberland.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk, Pittsburgh*

DIVISIONAL SAFETY COMMITTEE

J. J. DRISCOLL, Trainmaster, Chairman, Butler.
J. L. BOWSER, Shopman, Glenwood.
P. W. KESLER, Yard Brakeman, Demmler, Pa.
G. W. GARRETT, Conductor, W. & P. District.
G. W. BORGARDUS, Engineer, River District.
W. H. HENDER, Conductor, Pittsburgh Yard.
C. A. SMITH, Brakeman, Allegheny Yard.
J. J. MCGOOGAN, Conductor, 28th Street Yard.
R. BROOKS, Assistant Division Engineer, Pittsburgh.
E. N. COLEMAN, Brakeman, Glenwood Yard.
J. E. HOLTZ, Conductor, Willow Grove Yard.
J. M. CONNOR, JR., Assistant Car Foreman, Glenwood.
B. C. WADDING, Fireman, Passenger.
J. KELLY, Freight House, Pittsburgh.
FRANK BRYNE, Division Claim Agent.
DR. N. B. STEWARD, Assistant Medical Examiner, Glenwood.
WM. FELLOWS, Manager, Telegraph Office, Pittsburgh.
J. F. MILLER, Secretary.

PITTSBURGH

The letter quoted below comes to us from Pocatello, Idaho. Mr. Richelson, its writer, served this road acceptably as assistant station master at Pittsburgh, and resigned in March of this year, only because of poor health. We hope the change to another climate will do him good. He is now employed as brakeman on the O. S. L. railroad.

"While looking amongst the many publications, both popular and educational, which are to be had at our R. R. Y. M. C. A. club rooms, I discovered a

recent copy of your magazine. Right there I found exactly what I wanted. It had two qualities combined, as it is of great educational interest to all railroad men, and its popularity is easily attested by the eagerness with which it is sought every month. I read the article on 'The Qualities That Make Good Passenger Brakemen,' by Mr. Schermer. This interested me particularly, as I was a passenger brakeman on the Pittsburgh Division and also an assistant station master at Pittsburgh; so I know that Mr. Schermer knows what he is talking about, and that safety, courtesy and sobriety are the three greatest assets of a passenger brakeman. People are realizing and demanding this more and more every day, not only from railroad men, but from any one in their employ.

"In regard to the passenger who said it seemed like 'Home Sweet Home' to see a B. & O. system car, there are several men in this locality who feel the same way and more so than this passenger did. The sign B. & O. will always remind them of 'Home Sweet Home,' and no matter in what part of the globe they may be, they will always be Baltimore and Ohio men at heart. So please don't forget us out here in Idaho, for we will be anxiously looking for the magazine each month."

On April 23rd a surprise was given in honor of the twenty-fifth wedding anniversary of Mr. and Mrs. John Wertz at their home in Hazelwood by their children, Mrs. J. J. Sullivan of Connellsville and Hilary, Raphael, and Beatrice. Mr. Wertz is baggagemaster at Pittsburgh.

On April 26th, Brakeman D. H. Battles of Hazelwood went to Cumberland with Marie Parkhurst, also of Hazelwood, to be married, and they were married.

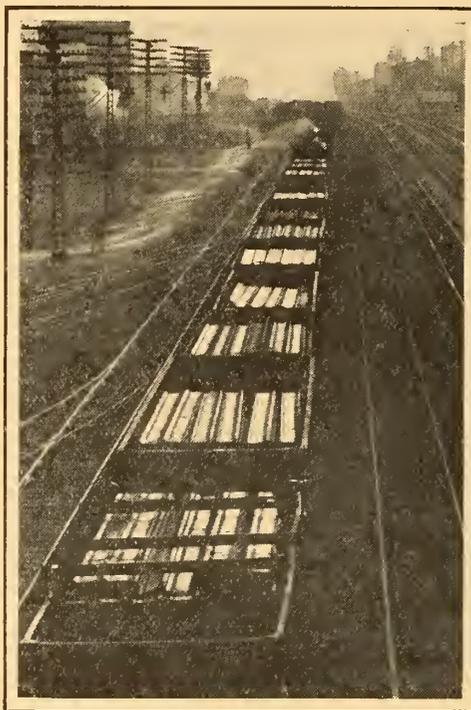
Miss Alice Dixon of Kane, Pa., entertained eleven friends at her home in Spruce Street at an announcement party for her sister, Miss Ethel Dixon, who is to marry George B. Stombaugh of Pittsburgh, on June 26th. The bride-elect formerly lived in Pittsburgh.

Earl Fairgrieve, clerk in the superintendent's office, has been presented with a ten-pound baby girl. She came on April first, but there's no fooling about it.

Effective April 4th, J. E. McCarthy has been appointed assistant road foreman of engines for the division.

Effective May 1st, C. C. Cook has been appointed division engineer.

Our officials are elated over a record run made by a freight train between Pittsburgh and New Orleans. The United States government in anticipation of the flood stage in New Orleans, ordered twelve cars of steel piling from the Carnegie Steel Company, provided that the products be delivered in New Orleans on or before April 17. The train left Pittsburgh at 4.13 p. m., April 10th, over the Baltimore and Ohio, reached Cincinnati by way of Parkersburg April 12th at 8.19 a. m., and arrived in New Orleans over the Queen & Crescent at 3.15 a. m., April 14th. The trip, a distance of 1,165 miles, was made in 83 hours. This is said to be the fastest time ever made by either passenger or freight train between the two points.



RECORD STEEL TRAIN

The local safety committee has been giving considerable attention to the handling of manufactured articles, oiled, greased or freshly painted structural material, which are often the cause of injuries to employes. Many such articles are shipped without boxing or protection, such as finished forgings, rolls, greased or coated with protecting paint, shafting greased, drawn steel greased, etc., the practice in many instances being that after the finished products are loaded into a car, the articles are slushed or greased in order to prevent rust, not only rendering them difficult to handle, but in addition soiling car floors, resulting many times in claims on other articles of merchandise which come in contact with

them. In the handling of iron and steel articles, some of our people have met with injuries from the difficulty in getting a proper hold. In order to deal with this subject intelligently in meetings that are now being arranged with manufacturers, it is desired that actual experience at transfer agency points where accidents have occurred be furnished; that the specific instances be supplied, with the nature of the accident, and the cause.

It is also desired to have recommendations as to burlapping, packing or boxing the various kinds of materials that are now shipped loose, greased or painted, manufacturers in many instances claiming that the expense of boxing would put them out of business. In one or two instances, the manufacturers have claimed that their factories have been arranged so that the product shall be greased as the last process of manufacture before loading into cars, and it is impossible to provide warehouse space for paint drying, boxing or crating. This is the result of regulations of many years, during which material in this state has been accepted by carriers. Any information, of the character requested, that would help dispose of this important question, would be appreciated by the traffic department of our company at Pittsburgh.

The traffic department of Pittsburgh has organized a baseball team for the coming season and expects to have one of the strongest amateur teams in this section of the country. At a meeting held Tuesday, April 15th, the following officers were elected: Archibald Fries, president; T. J. Walters, vice-president; L. J. Shaffer, secretary and business manager. Board of Directors: W. L. Cromlish, chairman; E. A. Peck, J. P. Taggart, R. A. Ebe, H. L. Galleher, J. C. Kimes, D. E. Henderson.

It is expected that this season will be a strenuous one for the boys as Business Manager Shaffer has already booked a number of games with various railroad and industrial teams along the line, at Butler, New Castle, Wheeling, etc., and has also made arrangements with C. J. ("Deacon") Phillippe, formerly pitcher of the Pittsburgh Club of the National Association, now manager of the Pittsburgh Club of the Federal Association, for a game to be played at Exposition Park Saturday afternoon, April 26th.

This is the first time the B. & O. boys have departed from playing railroad and industrial teams, and all efforts will be

put forth to make a good showing against these professionals. Although the boys are not willing to predict victory, they do not seem down-hearted. They are keeping rather quiet, but their actions on the field seem to indicate they are making good use of their time and will be able to hold their own. The team wishes to announce that it is open for games with all first class amateur teams having grounds in Western Pennsylvania, Eastern Ohio and West Virginia; will be pleased to hear from any teams along the line for games to be played Saturday afternoons. Business Manager Shaffer wishes also to announce that all officials and employes of the B. & O. are cordially invited to the games. Further information can be obtained from him.

J. C. Kimes, our alacritous commercial agent, is somewhat handicapped by a sprained ankle. The injured member is improving, and he will no doubt be enabled to continue his activities in a few days.

This city is famous for producing the best duck-pin bowlers in the country. The railroad employes formed a duck-pin league several years ago, consisting of eight clubs. The B. & O. has been represented for the past two years. In the season just finished, our team, of course, got prize money. We landed in fourth position and figure that we shall lead them all next season.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*,
New Castle

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFERSBERGER, Chairman.
F. W. GREEN, Operator.
M. J. GARRETT, Engineer.
H. D. HORNER, Fireman.
J. B. TALBOTT, Brakeman.
M. C. WOOLDRIDGE, Conductor.
T. J. RAFTERY, Car Foreman.
W. H. WATSON, Switchtender.
P. J. McCANN, Conductor.
E. H. BARNHART, Assistant Division Engineer.
C. J. MAISCH, Claim Agent.
J. E. CRILL, Conductor.
G. H. HAMMER, Foreman.
D. E. M. PARLETT, Medical Examiner.

Supervisor Patrick Thornton, in charge of Subdivision No. 1, has resigned his position. M. F. Riley, extra gang foreman, has been appointed supervisor in his place.

The clerks in the general office are working out, preparatory to starting the baseball season. Jack Neely, the file clerk, shows the most promise.

Carl B. Welch, clerk in the storekeeper's office at New Castle Junction, has accepted a position as chief clerk to the storekeeper at Indianapolis. We are

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The only discount allowed is for a full page, which, on the basis of 20 cents a line for 420 lines, would be \$85.80, the price asked being \$80.00. These rates are very low for the bona fide circulation and will probably be increased later.

An extra charge is made for preferred position, such as the cover; rates for which will be supplied on request.

Please mention this magazine.

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The above resulted from the operation of an American Box Ball Alley in a small town. Railroadmen, here is one of the few real opportunities to increase your income \$25 to \$75 per week without interfering with your present occupation. Box Ball is the Automatic Bowling Alley, immensely popular with good people everywhere. You can start with as little as \$75. Let us tell you just how to do it. Box Ball makes money everywhere. Automatic, easily and quickly installed, no expense except rent. We sell only one customer in each locality. Tie up this monopoly now.

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AMERICAN BOX BALL COMPANY

1323 Van Buren Street

Indianapolis, Indiana

sorry to see him go but glad to see he is climbing the ladder. By the way, you Indianapolis boys might pitch a game of horseshoes with him and see if the change in location has affected his arm.

Dispatcher Jack Huston has returned to the key after being off with an attack of the mumps.

How would you feel if you were an official and during the recent flood knew that almost your entire division was under water, and then receive a message like this: "No water at Warwick." (Meaning in the water tank.) For the answer, ask Division Engineer Andrews.

Car Foreman T. A. Miquel has so far recovered from an attack of appendicitis that he was able to get as far as the office the other day. He will soon be on the job of looking after the cripples at the old stand. T. J. Rafferty of Painesville has been keeping an eye on New Castle Junction while Mr. Miquel was ill.

Eugene H. Barnhart, assistant division engineer, has been promoted to assistant division engineer of the Baltimore Division. Our very best wishes go with him as "Barney" sure is a hard little worker. Mr. Fullerton of the Chicago Division comes to New Castle to take Mr. Barnhart's place.

The boys at Painesville are on the jump getting ready for the first spurt of the navigation season. A lot of Canadian wheat is coming through the elevator at Fairport, destined for Locust Point.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*, Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

- T. W. BARRITT, Superintendent, Chairman, Garrett, Md.
- J. B. HERRSH, Yard Master, Garrett, Md.
- H. S. LEE, Yard Master, South Chicago, Ill.
- C. SCHOMBERG, Shopman, Garrett, Ind.
- J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
- D. PARRODY, Shopman, South Chicago, Ill.
- W. G. CAMERON, Conductor, Garrett, Ind.
- T. E. WAYMAN, Agent, Chicago, Ill.
- T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
- A. CRAW, Claim Agent, Chicago, Ill.
- C. A. STIERT, Shopman, Chicago Junction, Ohio.
- F. DORSEY, Medical Examiner, Garrett, Ind.
- R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction, Ohio.
- W. C. FRANCE, Agent, Tiffin, Ohio.
- O. M. BAILEY, Engineer, Garrett, Ind.
- D. G. THOMPSON, Fireman, Garrett, Ind.
- A. D. GIMBERTY, Brakeman, Garrett, Ind.
- J. S. BARNB, Operator, Galatea, Ohio.
- J. D. JACK, Claim Agent, Garrett, Ind.
- J. W. HAMILTON, General Yard Master, Chicago Junction, Ohio.

John F. Bowden, who has been master mechanic of Chicago Division since January 1st, 1909, has been promoted to master mechanic at Newark, Ohio. We are glad to see him promoted but sorry to lose him from Garrett. He put into effect many aids to "Safety First," and

was generally popular with all classes of employes. We extend a welcome to Mr. Rhuark, the new master mechanic from Lorain.

F. N. Shultz, division operator; N. E. Bailey, operator; F. A. Brady, conductor, and L. B. Hart, engineer, who are members of the board of examiners for Chicago Division, were called to Baltimore to attend a meeting of the examiners of the entire system. A two days' session was held with W. T. Francis of Chicago Junction as chairman.

Engineer and Mrs. J. E. Andrews, who spent the winter in California for their health, have returned to their home in Garrett feeling somewhat improved, but tired after the long journey. Engineer and Mrs. I. D. Moore, who went to California with Mr. and Mrs. Andrews, will return home about June 1st.

A contract has been placed by this road for the construction of an immense grain elevator in the Calumet district, South Chicago, to facilitate export movements to Baltimore and other ports. The elevator will have a capacity of 875,000 bushels. James Stewart and Company, New York and Chicago, will erect the building, which will have concrete foundations on piling cut off at the water line. The upper structure is to be of reinforced concrete and fire-proof throughout. The workhouse will contain 55 bins, with a capacity of 250,000 bushels; and in addition there will be 70 storage bins, capacity 625,000 bushels. The equipment includes ten elevators, six sets of hopper scales, six pairs of shovels and two two-drum car pullers. The marine leg of the elevator will have a capacity of 10,000 bushels for unloading grain from vessels. A system of 36-inch belt conveyors and 24-inch conveyors will be operated to and from the dryer plant. There will also be four boat-loading spouts, a dust-collecting and sweeping system, and a No. 11 Monitor oat clipper and Monitor separator. The dock will be of concrete and 300 feet long. It is planned to begin work on the elevator at once in order that it may be completed in time to receive this year's crop.

General Foreman Van Blaricum of Chicago Junction, writes:

"In looking through your magazine for March, I was pleased to note the fine appearance and the interest that is being taken by the different divisions at terminals as to condition of yard engines. As representative here of the Chicago Division I would be pleased to give you

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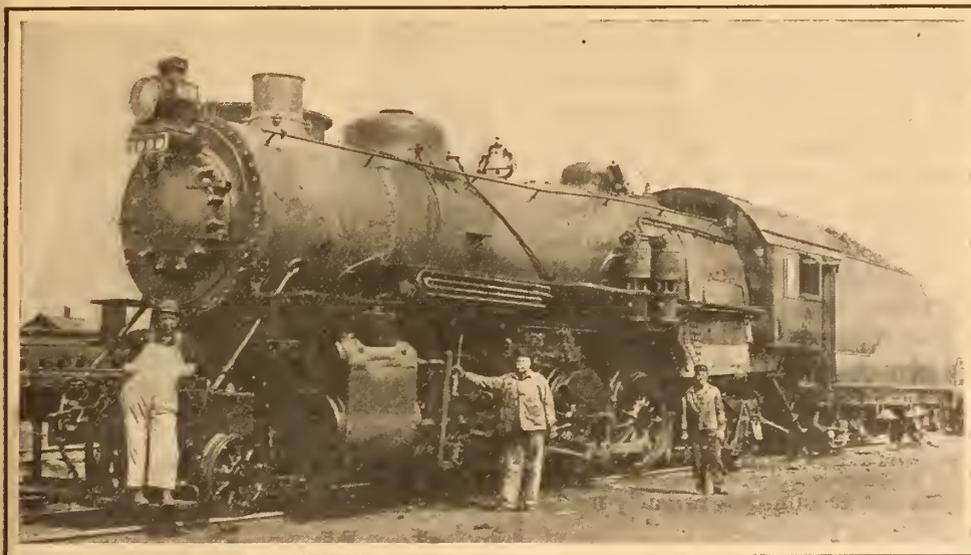
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a photograph of one of our large locomotives working in the westbound hump yards. Although we have ten others of the E-24 type and in a good condition, this engine is taken on account of having one of our oldest veteran engineers handling it. He has handled every type of engine the company has had in service. Engineer A. G. Archer, Fireman M. H. Pope and Conductor Jack Wine have been in charge of this engine since it was placed in yard service four years ago.

Please mention this magazine.



ENGINE 4000

"Mr. Archer started his railroad work in 1868 at Bellaire, Ohio, under H. M. Ingler, master mechanic, and went firing under Engineer Matt Fogerty on engine 540. He fired for this engineer three years and was promoted to engineer, handling passenger trains over Ohio River bridge to Benwood; the shops at that time were located at Bellaire. In 1888, he was transferred to Chicago Junction, Ohio, as yard engineer and has worked in this service ever since. He is the senior engineer west of the Ohio River in yard service and takes a great interest in the property and work of the company.

"Mr. Archer has three sons working for the company, two in train service and one as machinist, who have proven themselves alive to the company's interest as well as their father."

Under a recent reorganization and effective on April 1st the passenger department at Chicago has made several changes. At the Chicago city ticket office, the staff is as follows: W. W. Picking, district passenger agent; Royal N. Allen, city passenger agent; John H. Cook, city ticket agent; Dyle M. Ziegler, assistant city ticket agent; John V. O'Neill, passenger agent, and Herman Nansen, clerk. John H. Cook succeeds H. W. McKewin, formerly city ticket agent. Mr. Cook has been assistant city ticket agent for many years. Mr. Ziegler is transferred from Akron Depot office and Mr. O'Neill was formerly connected with the general office of the passenger department at Chicago.

Harvey C. Strohm, traveling passenger agent at Chicago, is transferred to Omaha, Nebraska, succeeding Edward Emery, assigned to other duties, and

Samuel E. Corbin is appointed to the position of traveling passenger agent, succeeding Mr. Strohm. Mr. Corbin was formerly assistant city ticket agent at Washington, D. C.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS, Chairman.
C. P. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX. CRAW, Claim Agent.
E. J. HUOHES, Medical Examiner.
J. F. RYAN, Captain of Police.
C. L. HEOLBY, Examiner and Recorder.
H. McDONALD, Supervisor.
WM. HOGAN, Supervisor.
J. W. DACY, Trainmaster.
J. W. FOGO, Master Mechanic.
F. S. DEVENT, Road Foreman of Engines.
CHAS. ESPINO, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
J. E. SHEA, Passenger Conductor.
JOHN ROGERS, Locomotive Engineer.
F. DOTZAUER, Locomotive Engineer.
JOHN CABIO, Switchman.
JOHN LOCKTON, Boilermaker.
JAMES HAJEK, Car Inspector.
CHAS. STANGE, Locomotive Engineer.
MARTIN SCHUAB, Car Foreman.
CASPER WEYDEBT, Locomotive Engineer.
P. H. BILLITER, Locomotive Fireman.
H. SELBURO, Conductor.
R. C. ATKINSON, Conductor.
WM. GEOTZINOER, Machinist on Floor.
LAW LANGTON, Machinist in Shop.
CARL HOFFMAN, Blacksmith.
FRANK KAPANKO, Car Repairer.

Mrs. L. M. Loucks, wife of the assistant yardmaster at East Chicago, left on April 22nd for Indianapolis to attend the Eastern Star Convention. Mrs. Loucks is the Worthy Matron of the East Chicago lodge.

Mrs. R. A. Barlow, wife of day yardmaster at Barr Yard, left on April 19th for Indianapolis to visit relatives and friends and to attend the Eastern Star Convention.

The trainmen on the Calumet Division are circulating a subscription list for the benefit of C. T. Ridge, who lost his leg

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sometime ago. The men are all giving generously.

The following shopmen have resumed work, having been released from sick list: Jesse Stratford, Vincas Blaziatas, Fedor Michael, John Meshursky, J. F. Lowry, John Wewiora, and Joseph Wilk.

Roco Patrick, boiler maker helper, had his left leg badly bruised while at work by an engine tire falling on it. Mr. Patrick while helping the boiler washer, stepped on the tire to hand him a wash-

out plug and the tire fell over and struck his leg.

Joe Reczak, fire puncher, fell and sprained his ankle on April 12th, and is still on the sick list.

Ralph Young, timekeeper in the master mechanic's office, has resigned and secured a position with the Hubbard Steel Foundry Company. C. W. Harris, formerly chief interchange clerk in the car foreman's office, has been promoted to be timekeeper.

James Langton, safety committeeman, is visiting friends at Clarksburg, W. Va.

It is with deep regret that the friends of W. G. Currin, instrumentman in our engineering department, learn of his accidental death at Hamilton, Ohio, while assisting in the construction of a temporary bridge over the Miami River for the C. H. & D.

T. H. McNamara, cost clerk in the track elevation department, is spending his honeymoon at Washington, D. C.

R. M. Irish, chief clerk to the district engineer at Chicago, has inaugurated a series of "evening smokers" that are proving very helpful to his office force. The boys meet every third Tuesday evening of the month, and matters of interest to those engaged in engineering and maintenance work are discussed by all. In this way many troublesome questions that cannot be answered in the ordinary routine of the day's work are made clear to every one. We believe the example set by Mr. Irish is one that might well be emulated by other departments.

At the fifth Sunday union meeting of all engineers of Chicago and vicinity, which was held in the Karpen Building, 900 Michigan Avenue, the delegates had the pleasure of hearing interesting talks by William A. Garrett, vice-president of the Chicago Great Western, and Robert Quayle, superintendent motive power and machinery, C. & N. W.

Members of Division 582 invited their wives and children to a little spread of ice cream and cake, which was held at their hall. J. W. Fogg, master mechanic, gave a very interesting talk on "Mistakes" and "Who does not make them?" Engineer W. Whitehead carried away the honors by eating six dishes of ice cream.

ACCOUNTING DEPARTMENT

Employees of this department, as well as of other branches of the service, extended sympathy to John N. Faithorn, formerly receiver, on the death of Mrs.

Faithorn, which occurred April 14th at Chicago.

Complying with the new Indiana law, effective May 1st, 1913, arrangements are being perfected to pay employes twice monthly. Owing to the difficulty in segregating Indiana employes from Illinois employes and to avoid discrimination it has been decided to pay both classes twice each month. The very short time allowed for the preparation, audit and payment of rolls will necessitate very prompt handling by all concerned.

W. C. Oliphant, chief clerk, and W. A. Beath, station accountant, recently made a short visit to Pittsburgh.

F. M. Fahey, abstract clerk, is the proud father of a baby girl.

Auditor Huntington made a business trip to Baltimore recently.

A little daughter has come to brighten the home of Mr. and Mrs. W. W. Dingee.

W. J. Dudley, special accountant, and Inspectors of Accounts Hill, Pitt and Pollack, and Traveling Auditors Jones and Foss called recently on Auditor Huntington.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN, Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

- E. R. SCOVILLE, Superintendent, Chairman. J. R. NEFF, Trainmaster. R. MALLEY, Road Foreman of Engines. C. W. PLUMLEY, Division Operator. R. R. SCHWARZELL, Assistant Trainmaster. C. E. WEAFF, Relief Agent. L. A. PAUSCH, Supervisor. L. C. MUEHLHEIM, Speed Recorder Inspector. O. D. MONTE, Train Dispatcher. O. C. CAVINS, Engineer. E. O. BROWN, Fireman. J. A. CARSON, Yard Foreman. G. F. OBERLANDER, Claim Agent. P. S. LANSDALE, Medical Examiner. T. E. BANKS, Conductor. J. W. JAMES, Brakeman.

On the night of March 25th and morning of March 26th, the Ohio Division suffered one of its many floods. In some respects it was greater than the floods of previous years; but we had no loss of life among our employes. The first report of trouble came from Loveland, where train No. 32 stalled on the Little Miami River bridge about 6.30 P. M., March 25th, in about 17 inches of water. The engine truck was derailed by a floating plank. The water continued to rise so fast that it was impossible to get to the engine to pull the train off the bridge. A heroic effort was made to save the train and its passengers by sending a doubleheader from Midland City with fifty cars; but some of the cars were derailed just before reaching the bridge, and the



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work had to be abandoned. The passengers and crew were rescued by boats the following morning, in good condition though slightly nervous from an experience long to be remembered. The water reached the platform of the passenger cars but did not enter them. The stage in the Loveland depot was about five feet. East of Symmes the double track was washed out from eight to ten feet deep for a distance of about five hundred feet. There was no other trouble, except of a minor nature, from Symmes to Musselman, where the track was badly cut out both sides of the bridge just west of Musselman. The work of the Scioto river at Chillicothe was the worst ever known in its history. The highest previous stage was 29 feet 6 inches in 1907, while on the morning of March 26th at about 4.30 A. M., this stage had been passed and the entire fill from the pump house (known as River Side) to the Race Track was washed out, and the water continued to rise until it had gone far above the gauges stationed at the various locations. It is estimated that the maximum height was 40 feet. The water ran five feet over the track, tearing down Hickory Street with a terrible roar that could be heard for blocks away, and with such force as to tear out the paved street and undermining the foundations of houses, causing them to crumble and the fronts from cellar to garret to fall into the current and drift away. Practically three-fourths of Chillicothe was flooded and stores and residences in the flooded district contained from one to eight feet of water, which left several inches of silt on the floors. There were many homes of the Ohio Division boys that met this fate, and many families did not have time to get their furnishings to upper stories of their homes, which caused them considerable loss.

Six train and enginemen pumped a hand car from Loveland to Chillicothe, a distance of 75 miles, to reach their loved ones at home, all of whom had been previously rescued by ever willing hands. It was a time when every one, regardless of his position, lent a hand to the work of saving those in distress.

The Depot used by the B. & O. and N. & W. had fourteen inches of water over the waiting room floors. On Tuesday, March 25th, train 55 was held at Chillicothe, on account of the uncertain conditions west, and on the morning of the

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26th the passengers were transferred to the offices on the second floor of the depot, where they remained until Thursday morning and, with perhaps a hundred citizens of Chillicothe, were fed in the offices from the dining car in charge of Conductor Everson. His furnishing sandwiches and coffee, drawn up to the second story by means of a rope and bucket from the diner, will long be remembered. Neither will the division officials very soon forget Jack West, the accommodating Pullman Conductor who provided a place for them to rest their weary bones when they were too tired to walk to their homes, during the strenuous days and nights immediately following the receding of the waters.

Eighteen lives were lost in Chillicothe. The beautiful home of the Elks was turned into a central relief station, and here the flood sufferers were clothed and fed by the Elks until a committee was organized, composed principally of members of B. P. O. E. No. 52. Their work during this period is most commendable. Over 2800 houses in this city were flooded and nearly 5000 people were homeless, temporarily, while the loss to property, furnishings and streets is estimated at one million dollars. While the entire railroad yard was flooded, the greatest damage was in the yard, commencing a half-mile east of the station. The tracks were badly washed and 75 cars, loaded with various kinds of freight, partly turned over. The main track embankment for two and one-fourth miles west of the Scioto River bridge was washed out from two to twelve feet deep.

From the Scioto River bridge to Parkersburg, there were numerous small washouts from a foot to twelve feet deep.

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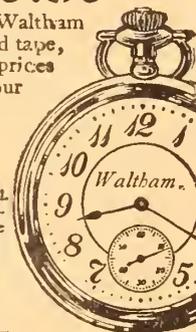
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On the Midland District the only damage was from Sullivan Avenue east to Big Four Junction. The bridge over Sullivan Avenue was washed away, and the embankment badly washed between Broad Street and Big Four Junction, in some places to a depth of fifty feet. The resumption of through passenger service between Cincinnati and New York took place April 5th, with trains 3 and 4. Trains 12 and 1 resumed regular schedule April 6th, No. 55 April 15th and No. 2 April 16th. No. 108 of April 7th was the first train to reach Columbus Union Depot from the West. The estimated damage to track and

structures on the Ohio Division is about one-quarter of a million dollars.

Col. William E. Griffiths, of the B. & O. staff, who was marooned in Chillicothe during the flood period, carried with him to Columbus, as a souvenir, his deputy sheriff badge.

"The B. & O. is on the rehabilitation idea with a vengeance," says a Chillicothe paper. "Not only is it busy repairing its flood-damaged property and right of way but it is showing a kinder side of its business make-up by helping its employes who were also damaged by the floods. Its first step in this direction was taken when President Willard ordered an early pay roll for this month. This came as a blessing to the many flood sufferers.

"Now swift upon the heels of the first good deed comes the announcement that all B. & O. shopmen working on an hourly rate will have their wages increased at a cent an hour rate. This meant an increase of \$1500 in the local shop payroll."

A special pay car is also visiting the stricken cities to pay employes in advance. Five hundred Columbus employes received their pay in currency instead of by check. The train proceeds to Dayton, Zanesville, Marietta, Chillicothe and other devastated cities.

President Willard was touched by his discovery that hundreds of B. & O. employes were made homeless and that thousands had suffered heavily by the flood. This action of the company is said to be a distinct innovation in railroad practices. M. F. Pendleton, chief paymaster, was in charge of the car, and he said about \$100,000 is being paid out on this division.

Harry Ankrom, yard fireman, who several years ago had his leg removed at the knee, after an accident, was taken to the B. & O. hospital in Baltimore, further amputation being imperative.

Walter I. Trent, formerly division engineer of the Ohio Division, but now of the Baltimore Division, has been made temporary engineer of the Cincinnati terminal until the flood troubles are straightened out.

O. H. Hyatt, passenger conductor on trains Nos. 2 and 3, has been made temporary yardmaster at Loveland, where conditions are very bad.

George Stewart, drayman, was seriously injured recently when the horse which he was driving, hitched to a dump cart, became frightened and ran down

the N. & W. tracks, throwing him out against one of the iron posts supporting the umbrella sheds. His lower jaw was shattered. A cut along one side of the face and two deep scalp wounds, beside other injuries, were sustained. He was taken to the hospital.

George Conner has left for Washington, D. C., to take up his work as stenographer in the postal department. He was accompanied by his wife and child. C. H. Womack succeeds Mr. Conner as stenographer in the road foreman of engine's office.

Mrs. C. H. Howe, wife of Division Engineer Howe, has gone to Cumberland to visit relatives.

Officer George Hamm, who has been one of the district assistants to the relief committee, said that the distress in the East End is over. He says that now that people have money, many can get along nicely, and that as far as food is concerned, the relief stations will hardly be needed any longer. The big demand is for furniture. As soon as the men get their homes stocked up, they will be more ready to go to work.

The shops and motive power department came in for a heavy share of damage. The damage to the motive power department will amount, according to Master Mechanic Reeves, to almost \$10,000. When part of Chillicothe was swept by flooded water there was 40 inches of water in every shop building. In the round house it was up to the bumper beams of the engine pilots.

Repair work is going on at a rapid rate. Expenses accruing from flood damage repairs will not be charged to the various department allotments.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

CINCINNATI FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- C. L. BREVOORT, Superintendent Terminals, Cincinnati, Ohio, Chairman.
- HENRY ECKERLE, Chief Clerk to Superintendent Terminals, Secretary.
- DR. J. P. LAWLER, Medical Examiner, Cincinnati, Ohio.
- C. E. FISH, Agent, Cincinnati, Ohio, B. & O. S. W.
- E. C. SKINNER, Agent, Cincinnati, Ohio, C. H. & D.
- T. MAHONEY, Supervisor, Cincinnati, Ohio, B. & O. S. W.
- JOHN SULLIVAN, Roadmaster, Hamilton, Ohio, C. H. & D.
- F. S. DeCAMP, Claim Agent, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
- J. M. SHAY, Passenger Car Foreman, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
- R. B. FITZPATRICK, General Yardmaster, Cincinnati, Ohio, C. H. & D.
- S. O. MYGATT, Depot Master, Cincinnati, Ohio, C. H. & D.
- WM. MORAN, Shop Electrician, Ivorydale, Ohio.
- R. E. McKENNA, Yard Foreman, Elmwood Place, C. H. & D.
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- JOHN GANNON, Yard Foreman, Eighth Street, Cincinnati, Ohio, B. & O. S. W.

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"And now, my good man," said the lawyer, "will you be good enough to tell the court how the stairs run in the house?"

The German looked dazed.

"How do de stairs run?" he queried.

"Yes, how do the stairs run?"

"Vell, ven I am oop-stairs dey run down, and ven I am down-stairs dey run oop."—*Everybody's Magazine.*

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, Chief Clerk, Flora

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 J. CAREY, Shopman.
 E. A. HUNT, Shopman.
 I. R. GIBSON, Maintenance of Way.
 V. D. STEVENSON, Medical Examiner.
 J. R. BRADFORD, Claim Agent.
 J. H. SINGER, Agent, East St. Louis.
 R. C. MITCHELL, Division Agent.
 R. A. KERMODE, Trainman.
 J. E. HENDRICKS, Trainman.
 FRED SCHWAB, Engineman.
 J. McLEMORE, Yardman—Shops.
 R. SMITH, Yardman, Vincennes, Ind.
 J. W. SHROYER, Yardman, Flora, Ind.
 J. J. RYAN, Yardman, Cone, Ill.
 H. E. PRITCHETT, Yardman, Springfield, Ill.

EAST ST. LOUIS FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

B. J. WINTERGALEN, Foreman.
 BARNEY ULHORN, Receiving Clerk.
 HENRY ZURHORST, Receiving Clerk.
 VICTOR D. EVANS, Delivery Clerk.
 CHAS. PURCELL, Delivery Clerk.
 C. M. HOLMAN, Yard Clerk.
 W. W. HEADLEY, Assistant Delivery Clerk.
 THEOS. FRAWLEY, Tally Clerk.
 FRANK FRAWLEY, Tally Clerk.
 EDWARD EVANS, Tally Clerk.
 HENRY SCHAFFER, Tally Clerk.
 WILLIAM O'NEILL, Tally Clerk.
 W. J. CLARK, Weigher.
 JOS. WEHRMAN, Foreman's Clerk.
 A. J. KENNEDY, Tallyman.

INDIANAPOLIS DIVISION
(C. H. & D.)Correspondent, ROY POWELL,
Superintendent's Office.

DIVISIONAL SAFETY COMMITTEE

ROY POWELL, Chief Clerk to Superintendent, Correspondent.
 R. B. WHITE, Superintendent, Chairman.
 CHAS. RUFFNER, Blacksmith.
 F. HEIDENRICH, Machinist.
 T. MURPHY, Boiler Shop.
 B. GOOD, Engine Inspector.
 V. TAGUE, Car Department.
 J. T. CLEMMONS, Supervisor.
 J. M. ROURE, Supervisor.
 R. KADY, Section Foreman.
 J. R. LEE, Section Foreman.
 H. NEWTON, Yard Conductor.
 C. TYRE, Yard Engineer.
 W. A. REISNER, Chief Clerk, Local Freight House.
 J. L. FOLEY, Freight House Cashier.
 J. W. SPENCER, Passenger Engineer, Indianapolis Division.
 J. J. LANGDON, Passenger Fireman, Indianapolis Division.
 E. E. TOWSEND, Passenger Engineer, Springfield Division.
 J. F. GOULDY, Passenger Fireman, Springfield Division.
 E. A. WYSONG, Freight Engineer, Indianapolis Division.
 B. H. SCOTT, Freight Fireman, Indianapolis Division.
 F. M. McCRACKEN, Freight Engineer, Springfield Division.
 WM. WEISMAN, Freight Fireman, Springfield Division.
 P. T. PORTER, Freight Conductor, Indianapolis Division.
 C. A. HADLEY, Passenger Brakeman, Indianapolis Division.
 M. MATTHEWS, Passenger Conductor, Indianapolis Division.
 C. L. GARRISON, Freight Brakeman, Indianapolis Division.
 E. F. WASHAM, Freight Conductor, Springfield Division.
 C. A. RIGGS, Freight Brakeman, Springfield Division.
 R. L. LAWSON, Passenger Conductor, Springfield Division.
 JNO. HORNE, Passenger Brakeman, Springfield Division.
 E. A. MCGUIRE, Claim Agent, Springfield Division.
 WM. OSENBACH, Examining Surgeon.
 F. L. TRUITT, Examining Surgeon.
 GEO. FLEISHMAN, Special Agent.

The heavy storms and floods are the chief topics of discussion on this division, among train employes especially, as passenger and freight schedules are still badly disarranged and many men are not working.

The high water on this division reached its crest on March 25th, as a result of the terrific rain storms of March 24th, causing

immense damage to track and bridges from Hamilton to Hillsdale. We lost the bridge over Little Miami River at Hamilton, Bridge No. 19 over a branch of the White River at Brownsville, a bridge over Blue River at Morristown and Bridge No. 66 with track and fill between Montezuma and Hillsdale, besides innumerable washouts of small culverts and roadbed and many bad slides in the deep cuts. Indianapolis suffered severely when the levee along White River broke, flooding West Indianapolis; and when Fall Creek broke the boulevards, flooding the north and northwestern part of the city.

Many of our employes in the vicinity of Moorefield and those living in North Indianapolis were victims of the yellow flood, some losing practically all of their household goods. In several cases their families had narrow escapes but none was lost.

One of the redeeming features of the disaster was the quick response of the people along the line who were fortunate enough to escape the flood, and who at once commenced gathering provisions and clothing and rushed these supplies to flood sufferers at Indianapolis and West Hamilton. The good people from West Hamilton to Brownsville practically divided their stock of food supplies, which we handled to West Hamilton on work trains. The people west of Indianapolis, especially the women, worked day and night, cooking and baking and gathering provisions for West Indianapolis.

The response to the needs of the flooded districts was immediate and hearty and was general over the entire division, making one bright ray in the gloomy outlook.

E. W. Hoffman, inspector of transportation, was among several Indianapolis Division employes marooned at Hamilton by high water, and twenty-three others were caught in the passenger station. After they had been without food for twenty-four hours, one of the men climbed over the roof to the kitchen of the Stevenson restaurant, where he was able to secure a stock of provisions in the form of one pie and one pound-cake with which he returned to the hungry crowd, all of whom were silent as to the division of the supplies.

This entire division was shocked to hear of the death of Major Griffin at Mauzy on April 5th, after a lingering illness of several weeks. Major, who was born July 1, 1859, was one of the oldest em-

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ployes in length of service on the division, having first gone to work on the old C. I. & W. on February 15th, 1872. He worked at various points on the Indianapolis Division as operator, station agent, dispatcher and chief dispatcher; and

after more than forty-one years of continuous service, he held the fullest confidence and respect of a host of intimate friends, in addition to the hundreds of employes that knew him personally.

The master mechanic's office at Moorefield lost the services of a very efficient chief clerk in the resignation of C. W. Holder, who has accepted a position in the office of the Allen & Wheeler Mill Company, Troy, Ohio. Mr. Holder came to Moorefield as chief clerk in September, 1913, having formerly been in the service of the B. & O. at Washington. His departure was attended by many good wishes for the future.

B. L. Shuart, general car foreman, has also tendered his resignation to take effect at an early date, having accepted a similar position with the Pere Marquette at Grand Rapids. Mr. Shuart entered the service of the Moorefield car department in December, 1911, and his work in this capacity has been very efficient. We wish him success in his new undertaking.

Mrs. Charles Williamson, wife of a painter at Moorefield, presented him on March 4th with a bouncing fourteen-pound baby boy, which was promptly named Woodrow in honor of our president. The attending physician apprised the president of the fact and he forwarded the baby a pair of moccasins and a five-dollar bill. Charley is wearing the smile that won't come off.

J. W. W. Spann, accountant in this office, was a victim of the high water in West Indianapolis; his people were taken out in boats after the water had reached the ceiling on the lower floor.

J. E. Isenhour, clerk in the division engineer's office, also had an unpleasant experience, having been cut off from his wife and two babies for nearly three days, without being able to secure any information as to their safety. Luckily the water did not quite reach the family, and he found them safe when he was able to cross White River.

We had but two fatalities among our employes as a direct result of the flood. J. C. Barrett, foreman of the bridge and building gang from Hume, Ill., was accidentally knocked from a trestle being built over the washout between Montezuma and Hillsdale, by the shifting of the pile driver derrick, and was drowned. Mr. Barrett was very popular among the employes and work on the trestle was suspended until the body was recovered. The other case, that of Chester Arnold, is described in the Roll of Honor.

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Correspondent, D. H. ODELL, Office of Superintendent, Dayton, Ohio

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- J. J. CORCORAN, Superintendent, Chairman. O. B. GROVE, Agent. Wm. DAVIS, Engineer. C. W. DAY, Conductor. E. F. GORMAN, General Yardmaster. H. M. SHEA, Trainman. JOHN P. BUCKLEY, Fireman. R. H. BOHANAN, Yard Conductor. W. M. THOMPSON, Trainman. ARTHUR WEST, Trainman. M. E. MORAN, Shopman. FRANK PROCTOR, Shopman. J. N. HOLMES, Shopman. M. GLEASON, Shopman. W. J. TAUBKENS, Section Foreman. J. H. BRITT, Section Foreman. D. H. ODELL, Secretary.

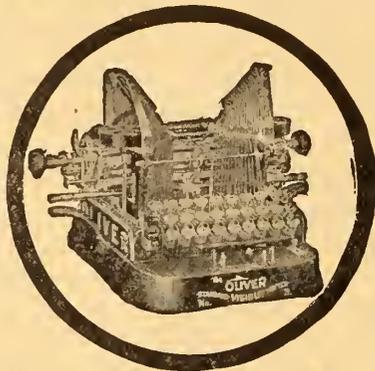
WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, Chief Clerk, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- M. V. HYNES, Superintendent, Chairman. A. A. IAMS, Trainmaster. H. G. SNYDER, Division Engineer. G. A. RUGMAN, Supervisor. F. S. THOMPSON, Company Surgeon. J. R. CASAD, Claim Agent. C. GRIESHEIMER, Master Carpenter. M. KIRSCH, Secretary. FRANK PEASE, Engineer. E. F. SURFACE, Conductor. G. GARRETT, Brakeman. W. H. COUGHENOUR, Brakeman. S. J. PINKERTON, Supervisor. JOE BURNS, Section Foreman.

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If it is not satisfactory, perfect and complete return it—transportation collect. You will be under no obligation. If you want a "mill," now is the time to get it. You may never again have as good an opportunity.

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Suppose you were walking along a street beside a skyscraper that was just being built, and suppose you looked up and saw that a heavy girder was about to fall on your head. At once the eyes telegraph to the feet an order to escape from the danger. "Run," say the eyes to the feet. The feet move like a flash and the whole body is saved. Such is the loyalty and team-play of the members of the human body.

How long could anybody exist without such loyalty? Suppose the feet were to telegraph back to the eyes: "We will not run. We don't see any falling girder. If you want any running done, you can do it yourself." What would happen? Simply this: that when the girder fell, the whole body would be crushed, eyes and feet and all.—*Wells Fargo Messenger.*

An Irish section foreman was very fond of relating jokes to his men and was always on the alert to catch something new, and to unload it at the first possible chance. One day while at the station waiting for a train to take him to work, he was approached by the baggageman and asked:

"Pat, do you know the difference between this railroad spike and a thief in a baggage room?" After serious thought, Pat was unable to answer and got the following:

"This spike, you know, grips the steel, while the thief steals the grip. Do you get me Pat?"

"Sure and I do thot." On arrival at the point where his men were to begin work, he gathered them all around him and put the same question to them without any of them being able to answer it. With much amusement he explained it to them in this manner:

"Sure, and aisy it is to answer thot. This spoike grips the steel, and the thief steals the suit cases."

Swearing—a fool, as well as blasphemous habit—is baffling as well as perplexing to deal with. Camp Secretary Morrison, who works with gangs of men who continually swear without knowing it, has found this rebuke, which he has used widely, stronger than any printed sign: "If you must swear, please put it in writing."—*Association Men.*

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BALTIMORE AND OHIO
EMPLOYEES MAGAZINE

Volume 1.

Number 9.



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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 1

BALTIMORE, MARYLAND, JUNE, 1913

Number 9

PRESIDENT WILLARD ON THE JUSTICE AND THE NECESSITY OF RATE INCREASE

WITH AN INTRODUCTORY NOTE BY OUR THIRD VICE-PRESIDENT

TO THE EMPLOYEES OF THE BALTIMORE
AND OHIO-CINCINNATI, HAMILTON
AND DAYTON SYSTEM:

One of the most important questions of the present time, in so far as the commercial and industrial prosperity of the nation and its railroads and the economic welfare of the people are concerned, is the application which has been filed with the Interstate Commerce Commission by the fifty-two railroads embraced in the Official Classification Territory, or that section which may be described as bounded on the north by Canada, on the east by the Atlantic Ocean, on the south by the Ohio and Potomac Rivers and on the west by the Mississippi, for permission to make a general increase of five per cent in freight rates.

The petition of the railroads has been filed under the direction of a committee composed of President Daniel Willard, of our system; President Samuel Rea, of the Pennsylvania Railroad, and President W. C. Brown, of the New York Central system. The outcome of the appeal will be of vital interest to those who earn their livelihood in railroad service as well as to those dependent upon them for support, because upon the

decision of the Interstate Commerce Commission will rest largely the ability of the railroads to meet their financial obligations, maintain their credit and provide additional facilities needed to take care of the constantly growing traffic of the country.

As all will recall, the railroads fully expected to secure the increase in rates applied for in 1910, which then seemed consistent and justified. At that time the various trades in railroad service were asking for increase in wages, and acting on the assumption that their application made to the Interstate Commerce Commission for permission to advance rates would be granted, the railroads increased the rates of pay of the employes only to learn later that there would be no recompense so far as an increase in earnings was involved. The higher rates of pay which became effective resulted in an additional burden in the matter of expenses, therefore the present application for increased rates is sought with a view to enabling the railroads to adjust themselves to new conditions.

Public opinion, so far as it is reflected in the press, is generally favorable to approaching the subject with open mind

and having a full and deliberate consideration of the facts the railroads are able to present in support of their request. It is suggested that these facts be brought to the attention of others interested, directly or indirectly, in the matter. The following, from the address of President Willard before the Cham-

ber of Commerce at Boston, Mass., on June 12th, 1913, clearly outlines the position of the railroads and more particularly that of the Baltimore and Ohio.

A. W. Thompson
THIRD VICE-PRESIDENT

AN ADDRESS DELIVERED BEFORE THE CHAMBER OF COMMERCE, BOSTON, MASS., JUNE 12, 1913

By DANIEL WILLARD

PRESIDENT OF THE BALTIMORE AND OHIO RAILROAD

IN THE summer of 1910 the railroads operating within what is known as official classification territory—which may be roughly described as that part of the United States lying east of the Mississippi and north of the Ohio and Potomac Rivers—filed with the Interstate Commerce Commission new tariffs which provided for an increase of certain freight rates, chiefly those known as class rates, and the advance so proposed varied from 8 to 20 per cent.

At the request of the Commission the new tariffs were suspended, and a hearing was ordered at which the railroads were given opportunity to present their case and those opposed equal opportunity to present theirs. The railroads based their claims chiefly upon the argument that their expenses had been greatly increased by higher wage schedules recently granted to their employes, but they also called attention to the fact that taxes had increased largely within recent years, and that legislation enacted during the same period—both State and Federal—had also very considerably increased the cost of operation—all of which so narrowed the margin between income and outgo that unless they were permitted in some manner to increase their revenue, the net

earnings of the future would not be sufficient to enable them to maintain the properties in a satisfactory condition, or provide such improvements and additions as the growing commerce of the country constantly demanded. The Commission took the case under consideration and in its report dated February 22nd, 1911, in which it reviewed in a careful and able manner the whole question, announced its decision withholding its approval of the new tariffs, and ordering that the rates in effect at that time should be continued.

A careful reading of the report known as I. C. C. No. 3400 discloses—first, that the railroads failed to establish in the minds of the Commission, a necessity for increased revenue; second, it was suggested that even though a necessity had been established, it was doubtful if the plan proposed was the right or best way in which to obtain such revenue; third, it was further pointed out that there was a general depression of business at that time, and that the carriers ought not to expect to raise their rates when business was dull. However, the Commission also said, in effect, that should it come about that their views were not sustained by future developments, and

should it appear at any time that there was a real necessity on the part of the carriers for increased revenue, in order that they might be in position to provide such facilities as the public required, that they would, upon request, give the matter further consideration. They said that they would not hesitate, under such circumstances, to authorize such rates as would be reasonable.

During the first two years immediately following the decision, the commerce of the country showed little, if any, increase, but during the present fiscal year, there has been a marked activity in business of all kinds, and the gross earnings of the railroads generally for the year ending June 30, 1913, will probably be the largest in their history. It might be supposed from this, and as a matter of fact, it has been urged in some quarters that the railroad should now be able because of increased earnings to show sufficient surplus above interest and dividend requirements to justify such further capital expenditures as may be necessary. I shall undertake to show that such is not the case.

First of all the rates which were in effect in 1910 have not in the aggregate been maintained—that is to say, while certain increases have been made during that period, decreases have also come about. The net result has been, for example, a reduction in the earnings of the Baltimore & Ohio Company on the freight business handled by that company in October, 1912, of more than \$100,000 when compared with what they would have been in October, 1909. In other words, if the same rates, classifications and conditions had been in effect in 1912 that were in effect in 1909, the Baltimore & Ohio Railroad Company would have received in October, 1912, \$100,000 more than it did receive for the business actually handled in that month, and it is estimated that for the year, such de-

creases would amount to not less than \$800,000.00.

I mention the Baltimore & Ohio figures because I happen to have them in mind, and because I believe that conditions on that road are not unlike what they are on the other roads in similar territory.

Not only has the general basis of rates, as I have shown, been lowered to some extent by orders of the regulating commissions, and perhaps, to an equal or greater extent by commercial conditions or influences which are beyond the power of the carriers to resist—but during the same period expenses have also very greatly increased, as I will endeavor to show.

Again in the case of the Baltimore & Ohio, the wage increase of 1910 amounted to approximately \$2,500,000 per year, and the increases which have been granted—either voluntarily or by virtue of arbitration awards—within the last twelve months have resulted in adding over \$800,000 more to our expenses each year. Further, as is well known, the conductors and trainmen are now engaged in taking a strike vote for the purpose of enforcing their demands for an advance of approximately 17 per cent, and while it is not likely that they will obtain all they ask for, it is probable that if the matter should go to arbitration under the provisions of the Erdman Act as it now stands, they would receive a substantial increase.

Prices of various kinds of material have also advanced since 1910. The coal bill of the Baltimore & Ohio Railroad Company amounts to approximately \$6,000,000 per year, and within the last two years there has been an advance in the price of coal of upward of 10 per cent. The increase in price of ties has also been considerable. Prices asked and paid for locomotives, freight and passenger cars are also higher today than was the case

three years ago for equipment of the same kind.

Legislation of various kinds—both state and federal—has had an important influence upon expenses. The so called Full Crew Bill, which has become a law in many of the States, requires the railroads to employ an extra man on all trains of more than certain length, regardless of the local conditions.

The hour of service law, boiler inspection law, laws in various States prescribing standards of construction for caboose cars, laws with reference to the construction of postal cars, revised orders with reference to safety appliances upon new equipment, as well as upon existing equipment; laws with reference to grade separation, etc., etc.,—all have tended to very greatly increase cost of operation. It is not my purpose, at this time, to question the wisdom of any of the laws referred to, because regardless of whether they are wise and necessary, the added expense is there and must be paid.

Taxes have increased largely during the last three years. In the case of the Baltimore & Ohio Company, the increase in that one item since 1909, amounts to more than \$900,000 a year. I think it is perhaps not a matter of common knowledge, although one of public record, that the American railroads, as a whole, pay each year in taxes more than \$120,000,000, a sum nearly two and one-half times as much as the total amount received by all the railroads for carrying the mails.

Another very important element to be considered is the rate of interest which railways are obliged to pay upon new capital raised for improvements and betterments. It may be said that the interest basis on all investments has been raised within recent years, and that the very best securities must pay higher rates today than ever before, and that the railroads are not peculiar in this respect; but

even so, they are still required, in common with others, to pay a much higher rate of interest than was the case some five or ten years ago. Ten years ago, for instance, if a railroad company with well established credit, decided to increase its capital for improvement purposes—we will say \$1,000,000—it was customary to assume that the interest charge on that account would be approximately \$40,000 per year. Under existing conditions, the interest charge would be between \$50,000 and \$60,000 per year as a minimum, and in some cases, even in excess of \$60,000. This item alone, as you will see, becomes very important when large systems—like the Baltimore & Ohio—are spending upward of \$20,000,000 a year, and ought to do so, for betterments, extensions and new equipment made necessary by the growing demands of a constantly expanding commerce.

Further, the public demands, expects and receives a higher standard of service in all directions than has ever been the case before. This results, for instance, in the running of a greater number of passenger trains than the business itself would justify over the lines where the traffic is light; and also in a higher standard of freight service—that is to say, carriers are required to furnish cars more promptly, and to move them with less delay. While no one recognizes better than the railway managers that the service is not always satisfactory, and is frequently not such as they would like to furnish, I believe it is, nevertheless, a fact that upon the whole it is on a more satisfactory basis today than ever before, but this also means greater expense in operation.

The various influences which I have mentioned have all tended to further reduce the margin between income and outgo, and it has become so narrow that the railroads—many of them, at least—do not feel justified in further increasing their

capital account, regardless of the rate at which money may be obtained, because the burden assumed by so doing might seriously interfere with their ability to maintain reasonable payments upon their capital issues already existing.

The Federal Census report of 1910 showed that during the previous decade, capital invested in agriculture had increased 100 per cent, capital invested in manufactures had increased 105 per cent, and capital invested in railroads during the same period had increased only 40 per cent. One result from this disparity of investment was to place the manufacturing industries as a whole, when measured by the amount invested, second only to agriculture, and in the place previously occupied by the railroads, while the railroads in turn drop back from second place to third.

Mr. James J. Hill, in an address delivered in Chicago in 1908, said that he was convinced that the railroads of the country as a whole should spend not less than one billion dollars per year for the next five years for additions and betterments, including, of course, equipment. The published reports of the Interstate Commerce Commission show, however, that during the four years ending June 30, 1908-09-10 and 11, the actual investment in the railroads increased \$2,044,000,000, or at the rate of \$511,000,000 per year, about one-half of Mr. Hill's estimate. The same reports also show that the net earnings of the railroads for the year ending June 30, 1911, after paying operating expenses and taxes, were actually \$8,787,000 less than they were in 1907, and before the additional \$2,000,000,000 had been expended, and the per cent of return on cost of road and equipment in 1911 was only 4.97, as compared with 5.82 in 1907.

With the situation as I have endeavored to show it, clearly in mind, those

responsible for the policy and management of the railroads in official classification territory have become seriously concerned regarding the future of the properties of which they are in charge.

I hardly think it is necessary to take your time for the purpose of endeavoring to show that the railroad is necessary as a means of transportation in a country of magnificent distances, such as the United States. Of course, it is recognized that there can be no such thing as commerce without transportation of some kind, and at the present time the railroad affords the only means of transportation worthy of consideration, so far as the inland traffic of the country generally is concerned, and it is of the utmost importance if industrial development is to continue, that the transportation system as a whole should be adequate to meet the reasonable requirements of the country's commerce at all times.

If I am not mistaken in my understanding of the general situation, and if I have stated it to you as it actually exists, it would seem that we all must agree that we are confronted with a serious condition, and one worthy of the careful and dispassionate thought of every one interested in the development of our country. Granting for the sake of argument that the situation is substantially as I have stated, it seemed to me that the most important question next to be considered is—how can the matter be adjusted? and that too, for the best interests of all concerned, including not only the railroad bondholders, shareholders and employes, but also from the standpoint of the manufacturer and consumer, because in the last analysis the consumer is the one who will ultimately pay the freight.

It was suggested in case No. 3400, as I have already shown, that the railroads had not only failed at that time to estab-

lish the necessity for increased revenue, but that the method proposed for the purpose of raising additional revenue was perhaps not the best or fairest under all the circumstances. It was pointed out that the relation of rates which then existed, had come about through a long period of competition and regulation, and that anything which tended to disturb that relationship should be avoided if possible. In light of all that has since transpired, I am personally prepared to admit the force that of suggestion, and my associates are also generally in accord and when it was decided a short time since to take the matter up again with the Interstate Commerce Commission, it seemed, to those who had given the subject much study, that instead of seeking to obtain the necessary revenue by the methods proposed in 1910, it would be better to obtain it, if possible, by a small percentage of advance, uniformly applied to all items. It was believed that in view of all the circumstances the increase should be not less than 10 per cent, but desiring to obtain the necessary relief in a manner which would cause the least possible disturbance of existing commercial conditions, it was concluded to ask permission to make a 5 per cent advance only, and then should it develop later on that the relief so obtained was not sufficient, the matter could be given further consideration, in view of the then existing conditions.

It has been suggested that if the railroads need additional revenue, they ought, before making any general advance, to raise certain rates now in effect which are quite generally believed to be too low. The carriers recognize the force of that argument, and they hope to be able, as time goes on, with the assistance of the Interstate Commerce Commission and also the shippers themselves, to bring about, if possible, a more equitable rate

adjustment; but a careful review of that question—with particular reference to the business handled by the Baltimore and Ohio Company—shows that even if all the low rates referred to could be advanced, and that, too, without affecting the amount of business handled, the increased revenue so obtained would be less than half a million dollars, and while of course that amount when considered by itself is a large sum of money, it is not at all adequate for the requirements of the situation.

Further, it should be borne in mind that commissions will continue from time to time to order specific rates reduced, because they are found to be relatively too high, and commercial conditions will also tend to bring about reductions in the future, such as I have shown to have taken place in the last three years.

Three years ago the commission said that the railroads had failed to establish a necessity for increased revenue. I believe that necessity is apparent to all at the present time. It suggested that the plan then proposed was not the right one, and with that suggestion the railroads now agree, and they have proposed another method which seems under all the circumstances to be fair and equitable. It was also suggested that if rates were to be raised at all, it should be done when times were good, and upon the whole business was never better than it is at the present time.

I have used chiefly in support of my arguments, figures referring specifically to the Baltimore & Ohio Railroad. I have done this because I am naturally more familiar with the affairs of that company than with the railroads as a whole in the territory involved, but I think it can safely be said that the Baltimore & Ohio Company is typical of the situation. There are doubtless some railroads interested in this present move which do

not need, at this time, such an increase of revenue as might come from the proposed advance in rates, and there are doubtless others which should have a much greater increase than the one proposed, and in that connection it may be recalled that Commissioner Prouty in discussing the New York Central, Pennsylvania and Baltimore & Ohio Companies in case No. 3400, used the following words:

“Under rates reasonable for these three systems there may be lines whose earnings will be extravagant, but that is their good fortune. There may be lines which can not make sufficient earning, but that is their misfortune. We ought not to impose upon this territory, for the purpose of allowing these defendants additional revenues, higher rates than are adequate to those three systems considered as a whole.”

It is believed that the increased rates proposed are fair and reasonable when considered in connection with the operations and requirements of the three railroads specifically referred to by the Commission, and it is urged that if they are reasonable when so considered, they ought not to be withheld simply because they might result in greater earnings on the part of some other carrier than would be justified, when considered of and by itself.

I wish to say just a word with reference to the general railroad situation. There can no longer be any doubt that the public has ample and efficient machinery for the thorough control and regulation of the railroads. We have not only a Federal Commission in Washington which has been granted the widest possible powers to regulate and supervise, but we have also commissions in nearly all of the individual States, with powers relatively as great as those delegated to the Federal body. The Interstate Commerce Commission is empowered to prescribe the

manner in which the railroad accounts shall be kept, even to the minutest detail, and the roads are now keeping their accounts in harmony with the requirements of the Commission. It is also provided by law, under penalty of heavy fine and imprisonment, that no discrimination shall be shown either with reference to rates paid or service given, as between individuals or communities.

It has come to be understood that the railroad is a semi-public institution, and that it is expected to treat, and must treat, all with equal fairness. The executives in charge of the railways by virtue of what has come about, occupy the dual position of semi-public officers, charged with the duty of operating the properties in harmony with the laws of the country, and also with the equally important duty of trustee, representing those whose money is invested in the enterprise. It should be remembered that although the railroad is considered a public utility with important public functions to perform, it nevertheless owes its very existence to the employment of private capital, and Mr. Commissioner Prouty has well said in one of his public addresses that “we can provide by legislation the sort of cars which a railroad shall use, and the rates which it shall impose; we cannot by legislation force one dollar of private capital into railroad investment against its will.”

Those who today manage the railroads are chiefly men who have devoted the greater part of their lives to that service, and will not as a rule be personally affected one way or the other by the outcome of this movement. They appreciate fully their obligations to the public, while at the same time not unmindful of their duty as trustees, and I should personally feel that I had failed absolutely to measure up to the requirements of my position, if I felt as I do about the situa-

tion and remained silent. I feel it incumbent upon me, as the chief executive of the Baltimore & Ohio Company, to do what I can to bring the situation, as I see it clearly, before not only the Commission which in the end will decide the question at issue, but also before those who, like yourselves, are vitally interested in the proper solution of this problem. Should the Commission, however, after a full hearing, decide again against the contention of the carriers, I at least—and I am sure I can speak with equal clearness concerning my associates—shall continue to do the best that I am able to meet the requirements of the situation, but it ought to be clearly understood that in that event the policy of cheapness instead of quality, which the railroads have already been obliged in a measure to adopt, must of necessity be continued, and I cannot believe that the American people want their railroad system run permanently on that basis.

Before closing, I wish to quote from the language used by Mr. Commissioner Lane, now Secretary of the Interior, in his report given in case known as No. 3500, with reference to this same question. He says, speaking for the Commission:

“We do not say that the carriers may not increase their income. We trust they may, and confidently believe they will.

If the time does come when through changed conditions it may be shown that their fears are realized, or approaching realization, and from a survey of the whole field of operations there is evidence of a movement which makes against the security and lasting value of legitimate investment and an adequate return upon the value of these properties, this Commission will not hesitate to give its sanction to increases which will be reasonable.”

Conscious of the statements that are sometimes made concerning the alleged over-capitalization and excessive freight rates of American railroads, I wish to quote again from one who has justly earned his title as empire builder, and who is qualified because of a lifetime experience and a careful study of the whole question to speak with authority. The following quotation is taken from Mr. James J. Hill's book, entitled “Highways of Progress:”

“The American railway pays the highest wages in the world, out of the lowest rates in the world, after having set down to capital account the lowest capitalization per mile of all the great countries of the world.”

Of what other great American industry can the same claim be made and successfully defended?



Drawn by CLARENCE SMITH

DREAM ENGINES AND STEAM ENGINES*

MAJOR J. G. PANGBORN,

Special Representative of the Baltimore & Ohio

1. THE FORERUNNERS.

AS old as the mysteries of the brain's action is the tendency to regard as a mere dream any idea not already within human ken. The member of the British Parliament who declared that when a locomotive was made that would remain on rails at a speed of ten miles an hour he would eat one of its driving wheels for his breakfast had antecedents as he has had trailing followers. So, in all periods, there have been Richard Trevithicks, paralleling the pathos of his self-rendered requiem:

"I have been branded with folly and madness for attempting what the world calls impossibilities, even by the great engineer James Watt, who said I deserved hanging for bringing into use for the locomotive high pressure steam. This so far has been my reward from the public. However, much as I may be straitened in pecuniary circumstances, the great honor of being a useful subject can never be taken from me, which to me far exceeds riches."

To him and to his contemporaries there was no blazed way. They blazed it for you. Nevertheless, there were gleams of light shed in the wilderness, before the locomotive was born. Even in that day there was a dreamland in which steam was the atmosphere breathed by those visioning its subjection as the most potent of agencies for the world's advancement. As through a glass darkly their mind's eye followed a will-o'-the-wisp so elusive that on-lookers denied its existence.

Newton, the same Sir Isaac who first brought to our attention the fact that

* From an address given at the opening of the Transportation Building, University of Illinois, Chicago, May 8.

"what goes up must come down on your head or on the ground," was also the first to foresee the governing of horizontal movement. The great philosopher's thought was the confining of steam under the highest pressure attainable and its employment as a propelling power by discharge against the atmosphere, the resistance of which would force forward the wheeled vehicle supporting the boiler. Whimsical as this seems to us, it is, nevertheless, the first suggestion of steam power for locomotion recorded in history. And it wasn't until the world was thousands of years old that a man appeared upon the scene with even this much to suggest. Newton's dream of what might be done was never further extended by him. But the high pressure he proposed in 1680 is the essential of today, the steam jet which he would have placed in the rear to push now being actually used in front, to pull.

Following Newton a French nobleman precipitated himself into a good deal more than the traditional peck of trouble. He not only was shut up in a mad house, but fastened into a straight jacket for projecting theories as to the development of steam as a force destined to revolutionize existing conditions. Poor De Caux! He was, by the way, a Marquis, as was, also, the English nobleman, who, having in some manner learned of the Frenchman's alleged aberration, crossed the British Channel to learn more about it at close range. At the time, neither country took any stock in the utterances of either man; De Caux pining away and dying in his padded cell and Worcester



CUGNOT, FRANCE—1769 (ABOVE); MURDOCH, ENGLAND—1780

appealing in vain for recognition as a prophet—the old, old story of being without honor where best known.

Papin did not hit upon the safety valve until 1681. The condensing engine was then the acme of development. In 1698, Savary reached the zenith of his reputation by largely improving upon Papin. Next came Newcomen, in 1707, overcoming the condensation of steam in the lower end of the cylinder by freeing it and introducing atmospheric pressure to drive the piston head back. In other words, what we do with steam at both ends of the cylinder he did at one end with compressed air.

Valve action wasn't automatic until 1713, when the boy Potter, to escape from a too close attention to the engine he was employed to care for, tied cords leading to the beam, which youthful dream of evasion of labor was regarded as an important advance until Beighton five years afterward substituted the plug rod.

Leupold's high pressure engine of 1720, with its pair of single acting cylinders upon the boiler, each cylinder with a piston moved alternately by steam admitted through a four-way cock, was a very long step forward and made James Watt sit up and take notice.

This will appear a most irreverent manner of introducing our childhood's hero of the tea kettle. There is no question of James Watt's right to place in the Hall of Fame; but evidence which cannot be questioned shows that he retarded the determining of the potency of steam as a means of locomotion. He was the authority on the steam engine and his dictum was that high pressure was not only dangerous, a menace to life and limb, but fallacious in theory and practice. Everything that could be accomplished with high pressure he insisted could be better done with low pressure,

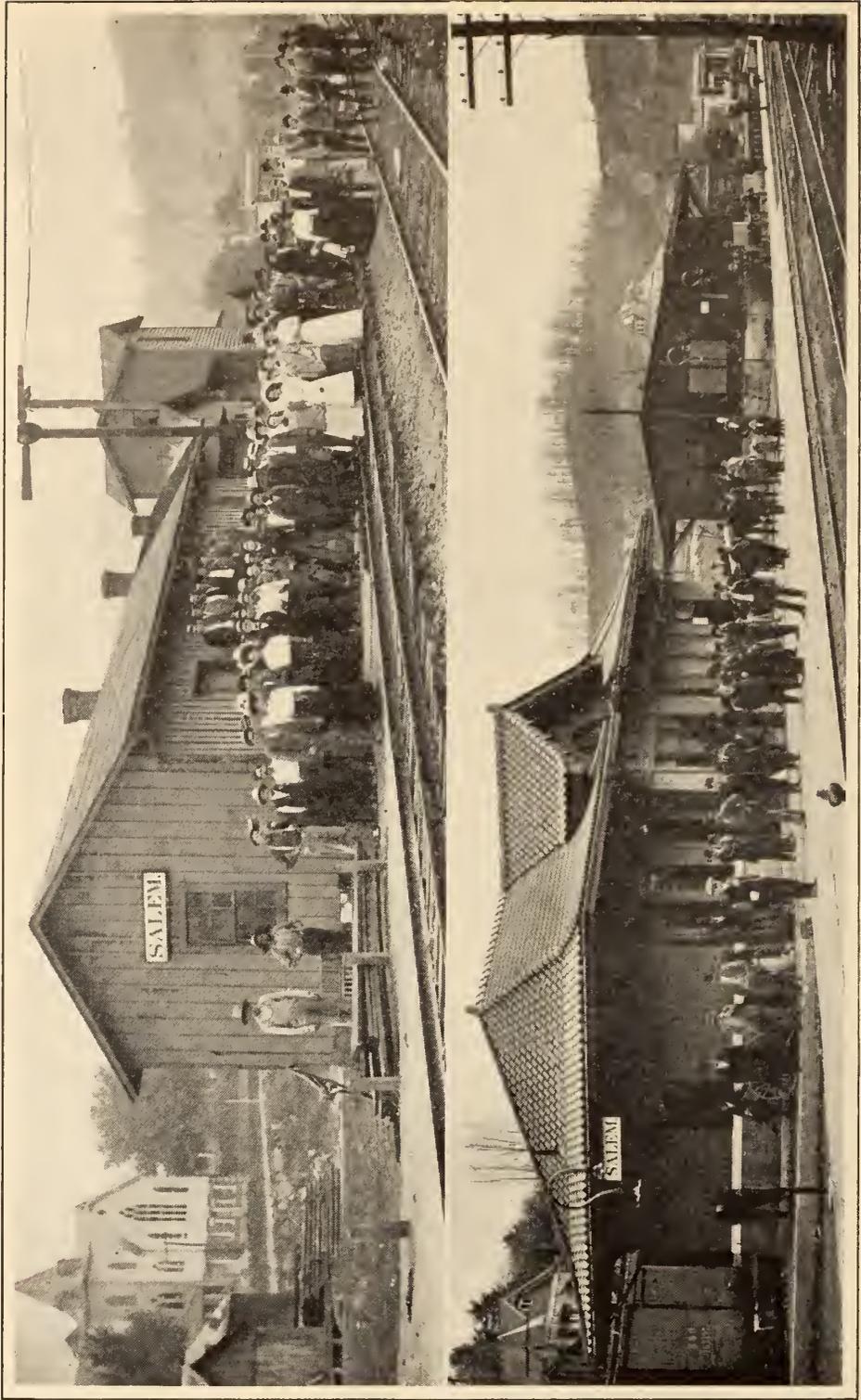
and all the strength of his tremendous influence was brought to bear to enforce this as a principle and establish it as the law of the land. He brought about enactments of parliament, which, while operating to deter those who otherwise might have made great names for themselves, at the same time so protected his own patents as to give him a practical monopoly. It was a Watt's trust, so to speak.

The first vehicle to move by head of steam, Cugnot's invention, still remains intact, and could today be fired up and moved. It would now be in the Baltimore & Ohio's historical collection, had the offer of 50,000 francs or \$10,000, authorized by the late Robert Garrett, been accepted.

France, the leader of the countries of the world in the actual movement by head of steam, was, within ten years, to take instruction—as were England and Germany likewise—from America. Oliver Evans, of Philadelphia, was the teacher and his non-condensing engine of 1779 the object lesson.

Of his fellow dreamers in England was a timid, non-self-assertive, but far-seeing and intelligent man—William Murdoch. Adding to the deterrents to a forceful progress through the unfortunate traits specified, was the further misfortune of his association as an assistant to James Watt at the latter's Soho factory.

It was Murdoch's bread and butter to keep his job. He was an adherent of high pressure. Watt, his chief, was the upholder of the low pressure principle, and would have none other than abject servility to his views by those under him, and whatever Murdoch did had to be done surreptitiously. Slipping out into the darkness one fateful evening with his half-sized working model, Murdoch had the time of his life. Not exactly the sort of a time one of his exceptionally retiring



THE OLD STATION AND THE NEW—SALEM, W. VA.

disposition would voluntarily have chosen, for his machine got away from him and there was a mad race for recovery adown that lonely lane of Redruth that stirring Saturday night in 1784. Now it happened that at t'other end of the lane was the worthy vicar of the Redruth Parish, out in his all-by-himself-ness, quietly conning over the notes of his next morning's sermon. Suddenly from behind him emanates spiteful, hissing, strenuously labored breathing, as it were; a something so awesome in its effect upon the ear as to impel an affrighted

turning to look, and one look the irresistible impulse to run for life. There were three in the wild dash, the vicar, the fire-and-smoke-vomiting demon—as the reverend gentleman took it to be—and the hapless inventor, who was simply after his own. It was the primogonial movement by steam on the soil of the British Kingdom, and with accessories rendering it memorable—for the time being certainly—in and about Redruth. Also the lamentable finish of Murdoch's aspirations—Watt saw to that.

(To be continued)

THE OLD STATION AND THE NEW

M. A. LONG

Architect for the Baltimore and Ohio

Among recent improvements, the new station and freight house at Salem, W. Va., are notable. The accompanying illustrations show the old and the new and give a general idea of what the company has done to take care of traffic at this point.

The passenger station is an attractive building of brick, with stone trimmings and tile roof. The building contains a general waiting room, women's retiring room, men's smoking room, finished in hardwood with tile floors; ticket office and baggage room. All are heated by steam. The platforms are of vitrified

brick, with concrete curb.

The freight house is a frame structure, covered with corrugated iron and having concrete foundations. The sides are equipped with large rolling steel doors which make it possible to handle the business with dispatch. The company cannot hope to build new stations at all points at once, but some are built each year, and this view will give an idea of the quality of the work being done.

The plans and descriptions of improvements at Harper's Ferry and Wilmington printed in May, as well as this article and illustrations, were furnished by Mr. Long.

NONE ON HIS ENGINE

The Interstate Commerce Commission in a recent report very wisely tell us that in their opinion accidents are caused by human error, the personal equation and a generally hopeless pessimistic attitude. However, when this opinion was recently quoted in a round-

house to a locomotive engineer, he said that he was glad that none of those things were attached to a modern locomotive, as they were liable to lose them off the front of the super-heater on a cold night and never know it.—*E. Chamberlain, New York Central Lines.*



GOVERNOR GOLDSBOROUGH AND THE CLAIM AGENTS AT ANNAPOLIS

CONVENTION OF THE ASSOCIATION OF RAILWAY CLAIM AGENTS

THE Baltimore and Ohio Railroad was honored in the election of its general claim agent, C. W. Egan, to the offices of secretary and treasurer of the Association of Railway Claim Agents, which held its convention in Baltimore, May 21, 22 and 23. Mr. Egan had taken the leading part in preparing a local welcome for the delegates—six hundred of them, and Mrs. Egan took charge of their wives.

Perhaps the greatest question discussed was: How can the lives of the children who play about railroad tracks be saved. This magazine printed the story of a boy who lost his foot and later saved a train. But it ought not to be necessary for children to pay such a fearful price for safety wisdom. A campaign of education would result not only in saving the lives of many children but in making them workers for safety. The convention appointed a committee of fifteen under Frank B. Whiting, general claim agent of the New York Central, to study the matter and plan for such an educational movement. Other phases of the trespassing evil were discussed, and it was pointed out that eighty-two per cent of all persons killed by the railroad are trespassers.

Between business sessions the delegates enjoyed various forms of entertainment, notably the trip to Annapolis, where Governor Goldsborough welcomed them. They visited the tomb of John Paul Jones, and the photograph reproduced on the opposite page was taken on the steps of the State house.

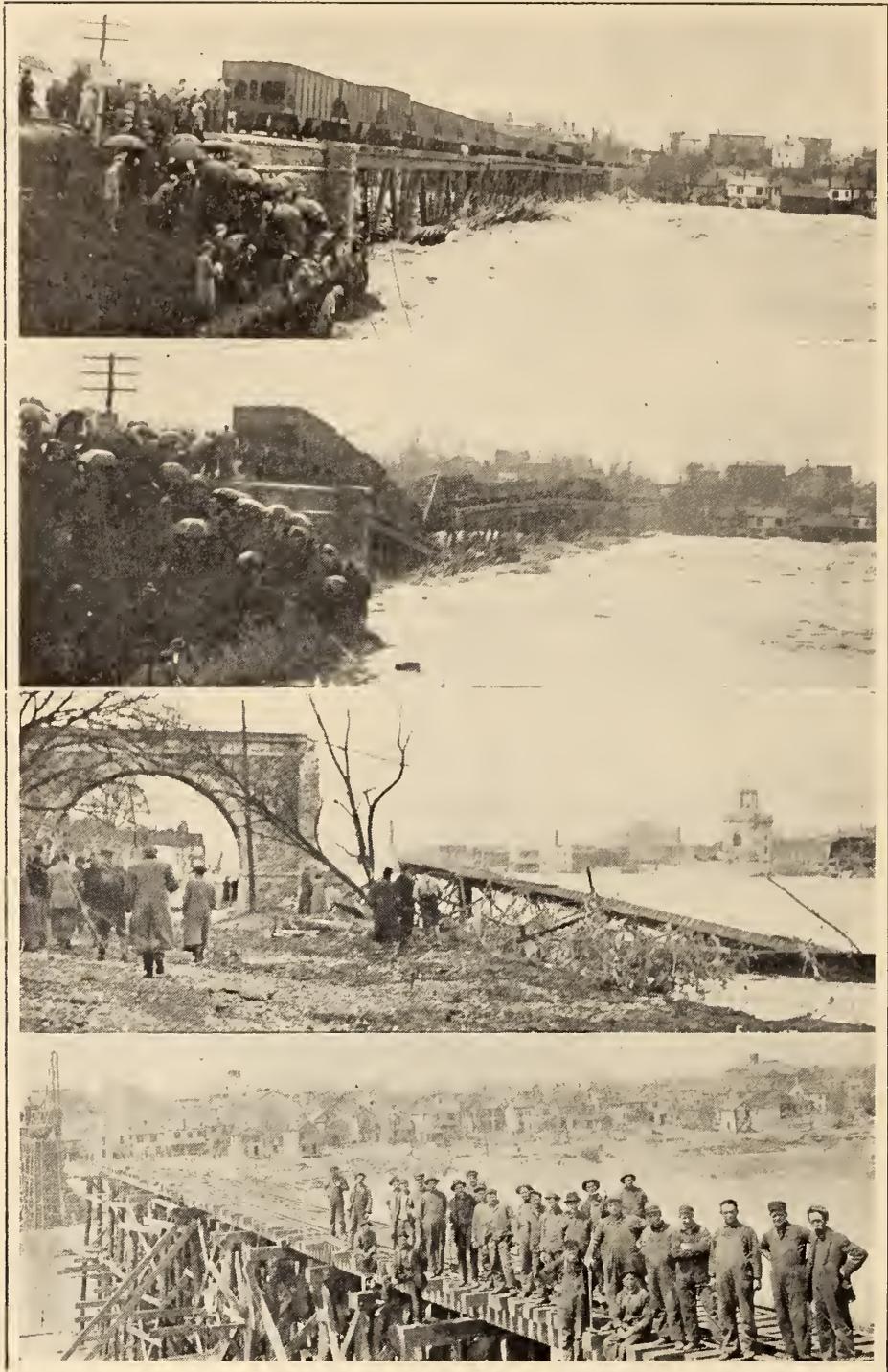
It is to the everlasting honor of their office that one of these claim agents,

Ralph C. Richards of the Chicago and North Western, started the great safety movement*; and the Baltimore and Ohio was the first Eastern railroad to take it up. Mr. Richards was one of the leading speakers of the convention. He brought out clearly the fact that it is the men far more than the railroads who profit by safety. No one present could doubt the sincerity of these claim agents as they made clear their sense of responsibility to the employes and to the public as well as to the companies. Every expression of purpose to deal unselfishly with all was cheered to the echo.

The following Baltimore and Ohio men were among the delegates:

Alex. Craw, division claim agent, Chicago Division, Chicago; T. E. Spurrier, division claim agent, Tiffin, O.; E. H. Clinedinst, division claim agent, Cleveland, O.; Frank Bryne, division claim agent, Pittsburgh, Pa.; A. R. Claytor, division claim agent, Newark, O.; G. J. Maisch, division claim agent, Youngstown, O.; M. C. Smith, division claim agent, Wheeling, W. Va.; W. E. Kennedy, division claim agent, Parkersburg, W. Va.; W. S. Harig, division claim agent, Cumberland, Md.; Wm. Butler, claim agent, Shenandoah Junction, W. Va.; R. B. Banks, division claim agent, Baltimore, Md.; F. H. Lamb, division claim agent, Philadelphia, Pa.; S. L. West, claim agent, Baltimore, Md.; C. W. Egan, general claim agent, Baltimore, Md.; C. C. Peery, assistant general claim agent, Baltimore, Md.; H. L. Stires, chief clerk, Baltimore, Md.; J. O. Martin, claim agent, Clarksburg, W. Va.

What our men want, and what we all want, is protection and not damages. We want prevention, not funerals. And that is what the safety movement is giving us.—Ralph C. Richards, Father of the Safety Movement, Chicago & North Western R. R.



BRIDGE No. 2 AT HAMILTON—GOING, GOING, GONE—COMING BACK

TWO BRIDGES AT HAMILTON

NOTABLE among many pieces of good work done since the flood is that of Leigh Curtis, who built the C. H. & D. bridge at Hamilton, Ohio, and by direction of President Willard used his force to build the city bridge for Hamilton at cost. The people of that town appreciated the service to the full. It was an especial pleasure to Mr. Curtis to do this work, since he was once a Hamilton boy. He is now district engineer at Chicago. He has worked his way up from rodman through the post of assistant engineer at Garrett to his present position. He knows a good many things beside bridges, having made so careful a study of Chicago's complex system of railway terminals that he is looked upon as an authority on terminal contracts.

The road proved its desire to be helpful locally by adding a thirty-five-hundred-dollar walk-way beside the bridge tracks without any cost to the city. It has also carried over city water and gas mains for the relief of the people on the other side of the Miami river.

On April 2nd, the railroad forces arrived in Hamilton, while the city was under martial law. No trains were running and local conditions were very distressing. Some of the wealthiest citizens were in the bread line the day before the arrival of the engines.

The Soo Line driver was headed toward Hamilton from Springfield, Illinois, stopping to drive about 750 feet of trestle near the Wabash River at Hillsdale, Indiana.

The B. & O. C. T. driver with Pete Hastings, terminal general foreman, and crew, after finishing up work on the Newark Division as far south as Butler, was turned back to Deshler and routed



ENGINEER LEIGH CURTIS

to the C. H. & D. at Indianapolis. It arrived at Hamilton on the 9th, but on account of being damaged in switching, it was not able to work for several days. In the meantime, the Soo Line driver arrived at the west end on the 11th and began work on the 12th.

The piling used was between 50 and 70 feet long. About 30,000 lineal feet—almost six miles of piling was used. There were four stringers under each rail, or 12,000 lineal feet of stringers.

The crews on the driver and derrick car used on the west end of the river worked two shifts, from 6.00 A. M. to 6.00 P. M. For several days it rained almost continuously. Slicker suits were provided, and the work went along a

great deal better than one would have anticipated. The rain got so heavy at times, however, that the men were forced to stop.

On the east end, the pile driving was done with an outfit furnished by the Pittsburgh Construction Company, consisting of large derricks with swinging leads. These drivers worked very well over the land, but did not have much success over the water, because they were not able to hold the lead in proper position for driving. Foreman John McQueen from Pittsburgh was in charge of the east end work.

Great praise is due Peter Hastings, general foreman at Chicago and his men, who worked untiringly on this job through rain and fair weather. They were on the job from 12 to 16 hours a day.

The engineering force was divided into four shifts, two on the east end and two on the west.

Mention should be made of the very good service rendered by Foremen S. C. Mitchell and W. N. Northrop and men from the Newark Division, and Foreman Dan Regan, John Emerine and J. H. Gross from the main line district.

Special study was made of the lighting of the work for the night shift. A dozen

or more high power Wells lights and carbide lamps were used and 75 to 100 banjo lamps hung on the bents. The job at night looked like Coney Island. The work was completed at noon on April 23rd, in 13 days, the total length of trestle being 1511 feet.

The following engineers and clerical force were at Hamilton during all or a portion of the time of construction of the bridge:

H. A. Field, assistant bridge engineer, B. & O. C. T., Chicago, Ill.; F. S. Harvey, resident engineer, B. & O. R. R., South Chicago, Ill.; W. C. Bolin, assistant division engineer, B. & O. C. T. R. R., Chicago, Ill.; L. E. Voss, inspector, B. & O. C. T. R. R., Chicago, Ill.; H. A. Lynch, transitman, B. & O. C. T. R. R., Chicago, Ill.; W. G. Currin, levelman, B. & O. C. T. R. R., Chicago, Ill.; G. W. Brew, inspector, B. & O. R. R., Garrett, Ind.; J. E. Gifford, chief clerk, B. & O. R. R., Chicago, Ill.; W. S. Fravel, timekeeper, B. & O. C. T. R. R., Chicago, Ill.; W. L. Pugh, stenographer, B. & O. R. R., Chicago, Ill.

There were also G. D. Swingley, division engineer, Pittsburgh, Pa., and R. F. Farlo, from the office of District Engineer Wilson, who were on the job for a few days each.



WEST END OF TRESTLE, APRIL 22ND.



COMPLETED BRIDGE

THE CITY BRIDGE

The Hamilton city bridge connecting Main Street with High Street was washed out, and there was no means of crossing the river except by boats and a small pontoon bridge, when W. L. Tobey,



TRESTLE OF CITY BRIDGE

editor of the Republican News, wired to our president, Mr. Willard, asking if it would be possible for the C. H. & D. to build a bridge for the city and county, after they had finished the railroad bridge. Mr. Willard very kindly told them that he would turn over the equipment and men to do this work at cost.

There was a great deal of rejoicing in Hamilton. Several editorials appeared, praising Mr. Willard in particular and

the C. H. & D. and the B. & O. for their help in this matter. There is no doubt that the road will sustain hereafter a closer relation than ever before to the business interests and to all the people of Hamilton and vicinity.

The bridge, shown in the accompanying pictures, is 500 feet long and 25 feet wide on top. Work on it was started April 28th and finished on May 9th.

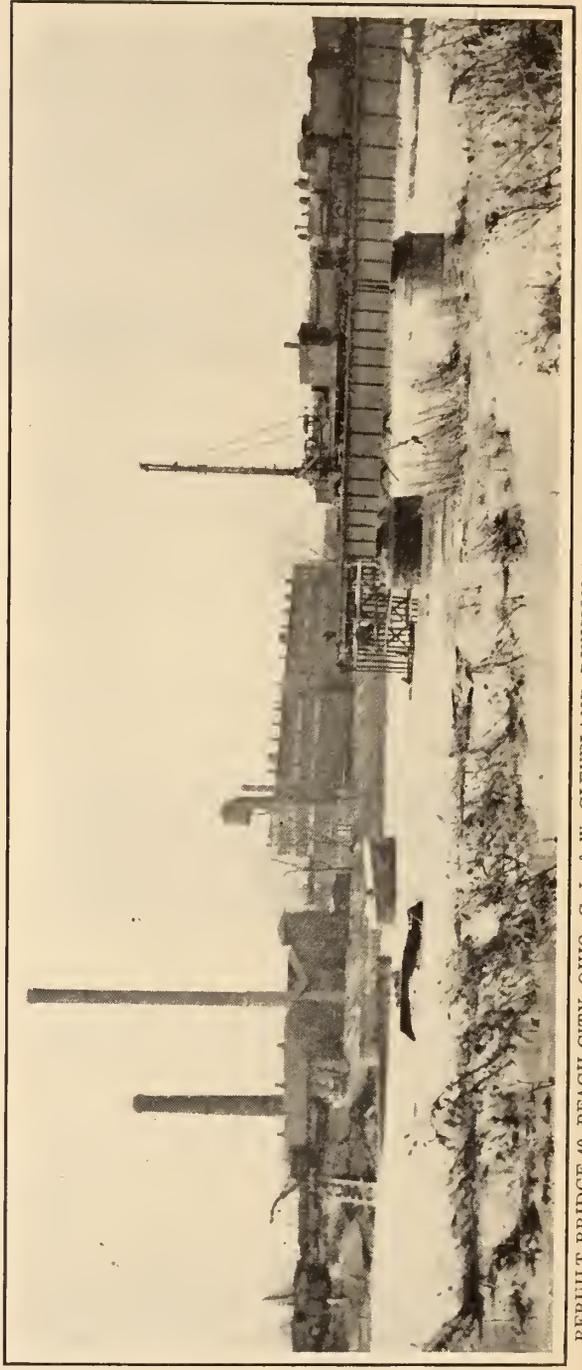
An editorial in the Hamilton paper stated that "The people at Hamilton let the work of building the city bridge to the C. H. & D. and it is completed and they are using it. The people at Middletown let the contract to a contractor several weeks ago and the work has not yet been started."



CITY BRIDGE IN USE

Make no little plans; they have no magic to stir men's blood and probably themselves will not be realized. Make big plans; aim high in hope and work, remembering that a logical diagram once recorded will never die, but long after we are gone will be a living thing, asserting itself with ever-growing insistency. Remember that our sons and grandsons are to do things that will stagger us.—

Daniel Burnham, Architect of Cities.



REBUILT BRIDGE 40, BEACH CITY, OHIO, C. L. & W. CLEVELAND DIVISION (ABOVE)

DAYTON BRIDGE, C. H. & D.

INCIDENTAL TO RAILROAD CONSTRUCTION

R. B. MANN

Assistant Trainmaster, Toledo Division, C. H. & D.

The hero of this little story is—or was—John McCarty, able trackman, son of the “ould sod,” minus one eye and therefore familiarly, if not respectfully, called by all “One-eyed Mac.” He was known throughout this particular part of the Southwest as one of the best “heclers” to be had for a track-laying gang. It was in the days when the advent of the track-laying train was scorned as unworthy of consideration by the “old timers” who had assisted in laying hundreds of miles of track by the iron-and-tie-car route and who, as a consequence, could not or would not look upon the new invention with favor. To those who know, there is an art in the laying of rails by hand.

In the spring and summer of '98, the Rock Island Railway completed the extension of the Mangum branch from Mountain View to Mangum, in the southwestern part of Indian Territory (now the State of Oklahoma). The government had not as yet thrown open the lands to the public and the country was, save for the Kiowa Indians and government agents, a lonely wilderness. What is now the city of Hobart, with a population of 10,000 people, began as the little station of Kiowa, with not a house nor habitation of any kind nearer than thirty-seven miles, except the home of Chief Lone Wolf of the Kiowa tribe.

Among the small towns that sprang up every few miles along the new line, the little city of Granite appeared as if by magic—over night as it were; and it is with the arrival of the rails at Granite that my story begins. During the months before our arrival, we had a few deaths in the camp, caused principally

by the use of whiskey and “white line.” As I was timekeeper and commissary clerk, these deaths had been the cause of considerable concern to me. There were no adequate means of caring for the remains, we buried them along the right of way, “a la frontier”—in clean overalls and without a coffin, since there was no material on hand with which to fashion even the crudest box.

“One-eyed Mac” had been on his good behavior for some months and had a “stake” laid up against a possible trip to town. The first business enterprises established in Granite were saloons with gambling house attachments. The next day after we reached the town I missed McCarty from the job and knew that I would see no more of him until he had his spree when I was certain of his return flat broke, morally and physically sick. One night a few days later the boys carried McCarty from the back yard of one of the saloons to the bunk car and he there developed a bad case of delirium tremens. They established a watch over him and called a young doctor (whose name I will not mention for fear he is still alive and enjoying a large practice). Notwithstanding all this, McCarty continued to grow worse. I believe it was on the second evening after he had been called in attendance that the young doctor came to my office, which was one end of an ancient Pullman sleeping car partitioned off to permit of its use as a commissary office and a bedroom for me. He said that McCarty was considerably worse and that he would not live through the night. The “swing” or material train had arrived in Granite that morn-

ing and with it the roadmaster in charge of the work, whose office was in Chickasha, eighty miles away. Having in mind our previous difficulties, I immediately, on hearing the doctor's verdict, sought out the roadmaster, requested and received authority to call on the bridge gang, with which we had caught up at Granite, to get some men and material, bridge spikes 2x4's and 1x8's and to make a suitable receptacle for disposing of the remains of McCarty the first thing on the following morning.

The result of this activity was soon reposing conspicuously on the tool car which was coupled onto the "sleeper" on the commissary end. Shortly after this the material train departed on its return trip to the main line at Chickasha and with it the roadmaster, but not before he had inquired of me if everything was ready for the "ceremony." He said he did not want the work delayed. On receiving my assurance that "all was set," he departed and I proceeded to retire.

My last thought was that everything was in readiness to do this job with neatness and dispatch, after which we could proceed with the business in hand, completing the building of the railroad, serenely indifferent to casual occurrences, unless they interfered with the laying of the rails. This was the spirit of every man in the gang and I have since thought that it was this same spirit that has taken the rails from the Atlantic to the Golden West—always to the West, to the land of promise.

On work of this kind men rise early and usually breakfast is over by five o'clock; there was no exception to this rule except in case of sickness (almost unknown). Therefore I awoke about four-thirty A. M., shook the drowsiness off and proceeded with the morning ablution, performed with the assistance of a rusty tin pan and a bar of soap, the while thinking that I would hustle into

breakfast, get a few men out an hour earlier than working time and with them dispose of McCarty.

Perhaps you can imagine my surprise and consternation when, in stepping off the car, I ran full into McCarty himself, apparently not much the worse for his week's debauch. My eyes continuously shifted from "the box" reposing peacefully on the tool car by which we were standing to McCarty. After considerable stuttering I managed to say "good morning" in return to his greeting with which he followed "Me bhoy, I believe I will take me 'Identy' and hike for the main line." Now as previously stated, the main line was eighty miles away; there would be no material train for several days and the only way to get to Chickasha was to walk. Of course I was apprehensive of "One-eyed Mac's" ability to walk this distance and put up with the hardships incidental to such a trip, but all my argument and that of his comrades was of no avail.

"The cook gave me a good breakfast," said he, "and I'm all right, so just fix up me 'Identy' and I'll be on me way."

There was nothing else to do and the "Identy" was forthcoming, minus the price of a pack of canned goods for sustenance on the trip. By noon "One-eyed Mac" was gone and the joke was going the rounds and lasted the usual nine days in the camp, the young doctor coming in for his full share of the raillery. His only explanation was "Doctors don't always know."

One morning about ten days later the roadmaster was sitting in his office in Chickasha, when I walked McCarty. Not being present I must leave to your imagination the expression on his face. Afterwards he informed me that it was fully a minute before he had sufficiently recovered himself to acknowledge McCarty's "Good morning, Boss" and to give him a pass to an extra gang.

We had no occasion to use "the box" afterwards; it was gradually worked into service as a receptacle for tools and may be on that old tool car yet, for all I know. I do not know whether or not McCarty is still among the living; but if he is, and

any one is in need of a "heeler" on an iron car, get him. He was an able trackman with a bent for defying both regular and impromptu undertakers. As a good rule for all such I offer this: "First catch your corpse!"

CAN A RAILROAD MAN LAUGH?



THREE ANSWERS FROM NEWARK, OHIO

ED. L. FLUERSHITZ, Roundhouse Boiler Foreman; ED. RITTER, Boiler Foreman; STANLEY STATER, Special Apprentice

"Jokes about the slowness of trains, especially here in the South," says an Atlanta railway man, "tire me a bit by their ancientness; but I heard a new and good one not long ago.

"It seems that trains are always slow and far between on a branch line in Mississippi. Nobody knows this better than the people at the junction, except the people on the line itself. One day the newsdealer came to me grinning.

" 'A fellow from the other end of the line just said a funny thing,' he remarked. 'He had missed his train and there wasn't

another for two hours. He came to my stall to buy some reading matter to while away the time. He asked for a jokebook, and I didn't have any. Then he poked around for a while and said:

" ' "Well, I guess I'll take a time table instead." ' "—*Judge*.

"The inn is historic," explained the host. "Almost everything here has its legend."

"Tell me about this curious old ham sandwich," responded the guest. "I'm sure it must have a quaint story attached."—*Kansas City Journal*.

It is stated that a man in the engineering department of the Pere Marquette went to a dentist to have a bad tooth treated. The dentist told him that it would be necessary to put in a gold bridge, which would cost \$25. The railroad man looked in the glass at the departing molar and then said: "Say doctor, just put in a concrete culvert and let it go at that."—*Pere Marquette Magazine*.

As an express train was going through a station, one of the passengers leaned too far out of the window, overbalanced and fell out.

He, fortunately, landed on a sand heap, so that he did himself no great injury; but, with torn clothes and not a few bruises, he said to a porter who was standing by:

"What shall I do?"

"You're all right, mister," said the porter, "your ticket allows you to break your journey."—*The Railway Conductor*.

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown here. His answer is reproduced in his own hand writing. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR APRIL

Divisions	Total	Trains and Yards	Shops and Engine-houses	Maintenance of Way
Wellston.....	*\$56,233	*\$12,442	.....	.....
Ohio.....	16,825	17,438	.....	.....
Indianapolis....	10,857	.....	*\$31,269	.....
Ohio River.....	10,517	.....	*\$33,727	.....
Toledo.....	13,857	.....	.....	.....
Ohio River.....	13,617	.....	.....	.....
Wellston.....	.....	.....	*9,916	*27,942
Illinois.....	.....	.....	61,205	.....
Connellsville....	.....	.....	5,290	.....
Ohio.....	.....	.....	.....	47,619
Indianapolis....	.....	.....	.....	23,908

* Signifies that these divisions did not have a single personal injury in the class of service indicated.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around shops and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.

STATEMENT OF WAGES PER INJURY, APRIL, 1913

Divisions.	In and Around Trains and Yards.	In and Around Shops and Engine-houses.	Maintenance of Way.	Total.
Philadelphia..	\$ 3,904.00	\$ 877.00	\$11,024.00	\$ 3,268.00
Baltimore...	5,249.00	1,212.00	16,099.00	3,763.00
Cumberland..	3,083.00	1,571.00	2,215.00	2,474.00
Shenandoah..	2,307.00	759.00	7,628.00	3,249.00
Monongah...	5,758.00	1,772.00	8,161.00	3,291.00
Wheeling....	5,709.00	3,311.00	3,543.00	4,869.00
Ohio River...	13,617.00	2,980.00	33,727.00	10,517.00
Cleveland....	5,513.00	3,265.00	14,616.00	6,928.00
Newark.....	3,229.00	1,903.00	5,358.00	3,330.00
Connellsville.	9,436.00	5,290.00	12,815.00	9,697.00
Pittsburgh...	5,358.00	3,621.00	10,946.00	5,246.00
New Castle..	5,629.00	2,669.00	7,898.00	5,235.00
Chicago.....	4,160.00	1,745.00	11,654.00	3,419.00
Ohio.....	17,438.00	6,162.00	47,619.00	16,825.00
Indiana.....	6,762.00	4,304.00	16,289.00	6,495.00
Illinois.....	4,222.00	61,295.00	2,184.00	5,276.00
Toledo.....	13,857.00	3,296.00	6,573.00	8,335.00
Wellston....	12,442.00	9,916.00	27,942.00	56,233.00
Indianapolis..	9,261.00	31,269.00	23,908.00	10,857.00
Average.....	5,212.00	2,478.00	6,787.00	4,657.00

NINETY-SIX PER CENT PERFECT IN OBSERVATION TESTS

A total of 698 Observation Tests were made on the system, during the month of April. Of this number thirty-one, or four per cent, failed. Failures occurred under the headings given below.

These tests are made for the purpose of keeping all employes in train service, where human life is at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch tests."

CHARACTER OF TESTS	Number Failures
Torpedo.....	1
Failure to detect Form A or B incorrectly made out	3
Failure to detect train order incorrectly repeated	1
Failure to observe automatic signal.....	2
Failure to observe home, block or order signal...	1
Failure to give hand signal or to give it properly..	1
Failure to note markers improperly displayed...	3
Failure to note wrong signal given flagman to come in.....	2
Flagman not back proper distance.....	4
Failure to blow flagman back or in.....	4
Cut engine loose for water.....	5
Miscellaneous.....	4

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT J. COLE, *Editor*

HERBERT D. STITT, GEORGE B. LUCKEY, *Staff Artists*

THE READER'S PART

It would be impossible to tell the whole story of the rebuilding of the flooded sections of our system. The incidents and pictures that are given must serve as material for the imagination. Reading without imagination is poor business anyway. The imagination gives the whole picture where the eye shows only a fragment. In the chariot of the mind, riding over the dusty road of fact, imagination sits beside understanding as Phillip sat by the practical treasurer of Queen Candace, who stumbled blindly through his Old Testament. To that bewildered reader of the first century, A. D., the law and the prophets were a mass of hard sayings and strange dreams. Phillip summed up the law for him and fulfilled the prophecy in the person of Christ *whom he had seen*. The imagination is the fulfilling power. It *sees* the end from the beginning. It projects the whole from each part and binds the scattered parts into their perfect whole. By it boards of directors vote money for improvements not yet begun. By it presidents and general managers keep the proportion in their guidance of divisions and systems. By it architects plan and engineers construct. By it the readers of this magazine fill the gaps between articles and

see thousands of miles of roadbed straightened and made safe, giving honor in their hearts the while to the humblest trackman who has a part in the great work upon which our wills and our hands are joined.

HIGH JUMPING AND STEADY GOING

The small boy loves a "champeen:" so do the rest of us boys, disguised as grown men. We enjoyed hearing a train comrade, J. O. Gossett of Stockton, California, tell of his friend George Horine, the world's record high jumper, who will graduate this year at Stanford. George put up a bar in his back yard and found he could do over five feet. With steady practice he inched along to six feet six when he was seventeen years old, then to six feet six and a half, six feet seven and a quarter, and six feet eight and a third—the record. Now jumping seems about as far from steady everyday railroad work as anything one can imagine, yet even in that field, records are made by gradual advance, which must be held with continual effort. George Horine is not content, however, to stand on his legs alone. He has put himself through college by selling vacuum cleaners and aluminum ware in vacation time. He realizes that heads make higher records than feet.



HONOR ROLL

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Much credit is due to Joseph Blackburn, the oldest engineer running on the East Shore of the Staten Island Lines, for saving a life on Sunday morning, May 5. While running a passenger train on a down grade, Engineer Blackburn noticed a woman walking along the track directly ahead of him. No attention was paid to his bell. Finally Joe blew his alarm whistle and applied the brakes. The stop was described by Conductor C. J. O'Connor, who was in charge of the train, as one of the shortest and neatest he had ever seen, the pilot being but two or three feet from the woman when the fireman jumped off the head end. Even after all this, she kept on walking ahead unconcernedly and not until she was touched on the shoulder did she realize her great danger. She proved to be a deaf mute. Conductor O'Connor tried in many ways to learn the woman's name and to explain to her that she was trespassing, but after twisting his hands in every conceivable sign, and writing questions on a pad, he had to give up, and the train proceeded to South Beach.

BALTIMORE DIVISION

Assistant Yardmaster Welsh discovered a broken rail on the eastbound main track near Camden Station, just as a train was about to pull over it. He warned the engineer to steady up and the train got over safely.

MT. CLARE

On, Tuesday May 20, while passenger train No. 59 was backing around the "Y" at Washington Junction, B. Smith, freight brakeman, who was standing beside the track, noticed that the brake beam was down on the tender and had the train stopped. Had he not done so, the beam,

which was already bent from bumping along the ties, might have caught in a frog and caused a derailment.

CUMBERLAND DIVISION

Brakeman J. F. Forebeck, in the Cumberland Yards, avoided a possible collision at the switch at Swift's siding and the Steel Car Company's siding. Through an error, some one had left the siding open. Brakeman Forebeck noticed it, got off his train in a hurry, ran ahead and just managed to throw the switch in time. Mr. Forebeck is one of the most active members of the safety committee on this division, and not only talks safety but works at it.

MONONGAH DIVISION

On May 15, while a terminal train in charge of Engineman Davidson and Conductor A. L. Posey was backing down from "J" Tower to the Ice Company's Plant at West Clarksburg, three small boys were discovered on the trestle of Bridge No. 1. Two of the larger boys succeeded in reaching points of safety on the abutments of the bridge, but the third boy, about eight years old, swung off the ends of the ties, and was hanging over the creek when he was discovered by Conductor Posey, who immediately had the train stopped, climbed down the side of the car, grabbed the child by the arm, and brought him to safety. The prompt action no doubt saved the life of the child, who was entirely exhausted and was about to fall when Posey reached him. Proper notation will be made on the record of Mr. Posey.

On May 4, 1912, when No. 72 pulled into the station at Grafton, Frances Gooding, a four-year-old girl, ran out on the main track directly in front of the engine. This was noted by Station-master C. R. Lilly, who, at a risk of his own life, ran to the

track and rescued the little girl from death. The bravery shown by Mr. Lilly has been recognized by the Carnegie Hero Fund Commission. Mr. Lilly has been presented with a bronze medal and the Commission has liquidated a \$900 mortgage on his home. This division enjoys the unique distinction of producing the first hero that has obtained recognition by the Carnegie Hero Fund Commission.



C. R. LILLY

On April 21, train 25, engine 1396 was meeting Extra East, engine 1202, at Rohrbaugh. Train 25 was in the siding and when Extra East passed, Engineer G. C. Smith on train 25 noticed that the brake rigging was down on a car and promptly notified the conductor of Extra East, which was stopped and repairs made.

On May 17th, Brakeman E. W. Baily, on Extra West running into Clarksburg Yard, discovered the brake-rigging dragging and promptly notified the engineer. The train was brought to a stop, preventing a possible derailment.

On May 30, soon after train 15 had pulled away from the platform at Ocean, vestibule doors on coaches having been closed, Brakeman Vernon observed a man swinging on the hand hold of a car. Vernon immediately opened the door and helped the man into the car, just in time to prevent his striking No. 1 tunnel. There is no doubt that if Mr. Vernon had not taken prompt action the man would have suffered serious injuries. Proper notation has been made on the records.

On May 23, an accident on the westbound main track east of "J" Tower at Clarksburg, blocked the eastbound main track. At the time No. 4 was approach-

ing the tower, having had a clear signal at the distance target. Operator J. Scott at "J" Tower knew of the trouble but was not aware of the fact that the eastbound was blocked. He exercised good judgment in stopping No. 4 at "J" Tower, until he could ascertain whether or not the eastbound track was obstructed. The situation was doubly safeguarded as the flagman had started to flag No. 4. Mighty few accidents can get by such a wall of watchfulness.

WHEELING DIVISION

On March 7th, Engineer McCann, who is also a member of the Wheeling Division Safety Committee, while running engine 2024 from Hartzel to Porters Falls, discovered a broken rail. He left his fireman to protect against following trains and ran to telegraph office and notified all concerned. We feel that Mr. McCann is deserving of commendation for this act.

May 5, while on his way to work in the oil field, a pumper, James Elliott, who was formerly a conductor on Wheeling Division, discovered a broken frog east of Glover Gap and sent word to the tower by another fellow employe, thus avoiding a possible accident to No. 17, as that would have been the next train.

While train 21 was pulling in siding at Littleton a brakeman, J. W. Bonner, noticed a jar as the caboose passed over a frog. He found part of the brake rigging wedged in the frog so that it required the efforts of two men with a bar to get it loose. Had this been run over by an opposite train there would have been a different tale to tell.

On May 12, an oil rig caught fire at west end siding, Glover Gap, and flames rapidly spread to adjoining buildings. A number of laborers were handy, taking their lunch, and they got busy with all fire-fighting apparatus available. Section Foreman G. E. Phillips and his men,

who were about half a mile distant from the fire, rushed to the scene as soon as they saw the smoke. No doubt their timely arrival saved the company much property and possibly an accident to train 14, which was soon due. They pushed a car of hay that stood near out of reach of the flames and flagged No. 14, holding her back until the rig fell in.

CLEVELAND DIVISION

On April 19, Conductor J. W. Griffin discovered fire at bridge 46, Massillon, Ohio, and carried enough water to put it out. He also discovered and corrected a switch lamp turned the wrong way at the end of a double track east of P. F. W. & C. crossing, the light showing red instead of white.

Engineer H. E. Page, while backing down from Canal Dover gravel pit on April 16, with engine 990, found a brake beam across the left-hand rail on the eastbound track. On the same day he also found part of a brake-head and tie-rod and plate fastened in a switch rail in the freight house crossover at New Philadelphia, Ohio.

On May 6, R. D. Cotton, section foreman at Freeport, O., discovered B. & O. 34590 in train 2-75 off center and promptly notified the operator at that point. It is very evident that Mr. Cotton is always on the alert.

On the night of May 27, Operator N. E. Reese discovered a piece of brake beam in a switch at Lake Junction. He stopped train 98 till it was taken out.

Such acts as these prove the alertness of our men and their genuine interest in the safety of others as well as in their own. Superintendent Lechlider has written letters of appreciation to each.

CONNELLSVILLE DIVISION

The brakeman who found a broken rail on the third track and notified yard crew, as noted in the April issue, was not a

Pittsburgh Division man, but was J. H. Vannosdehn, Connellsville yard brakeman.

On March 8, Conductor C. C. Eyester, in charge of train No. 94, found a broken rail in the westbound track at Philson.

On April 21, while train No. 13, engine 1379, was passing Stoyestown, Brakeman C. W. Shaffer noticed brake rigging down on the tank of the engine. The train was stopped and necessary repairs made.

On April 30, at Johnstown, A. E. McVicker, assistant trainmaster, discovered a broken truck on engine 1385, hauling train No. 7. This was a passenger engine and the condition of the truck might have resulted in a serious accident.

On May 5, Conductor R. R. Coleman noticed a bent axle on a car in the train of engine 2883, as it was passing Friedens. The car was switched out at Stoyestown.

On May 6, Supervisor B. F. Hanna of Rockwood discovered a car replacer lying on a rail of the eastbound track at Casselman.

About 2.00 A. M., May 10, Sectionman Edward Hayman of Hyndman, Pa., who resides near the main track at that point, discovered a broken rail in the eastbound track. His attention was directed to the condition of the rail by the hammering of a passing train. He secured the necessary material and made repairs immediately.

While going west on train 95, April 30, Extra Conductor R. A. Rockwood discovered a broken rail in the eastbound main track just east of the switch at Huston. On arrival at Bidwell, the first telegraph office west of Huston, he notified the dispatcher, who had the necessary repairs made.

On May 22, Conductor R. R. Coleman saw two school girls attempt to cross the main track at the yard office at Somerset, directly in front of eastbound passenger train No. 16, and warned them of its approach.

While riding the head end of his train enroute to Jerome Mine, May 26, Conductor J. R. Zearfoss discovered a broken rail in the track at Wood's Curve. The train was stopped and the helper sent back to Jerome Junction for trackmen and material to repair the break.

NEW CASTLE DIVISION

On May 7, Brakeman T. B. Daugherty who had ridden a car down on track No. 11 in the westbound yard at New Castle Junction, noticed a drawbar down on the east end of Southern car 11866, which was in a train that the eastbound engine was shoving out of track No. 3.

He immediately ran over to the train, mounted the cars and gave a stop signal. The drawbar came down and several pairs of trucks passed over it until it struck a hopper, but by this time Mr. Daugherty's signals were observed and the train was stopped before any damage was done. Without prompt action a serious accident might have resulted, seriously interfering with yard operation. Mr. Daugherty has been commended by Superintendent Temple and his record marked accordingly.

On May 3, Operator J. H. Brophy discovered brake rigging dragging from a car in No. 95's train, while it was passing "TF" Tower. He promptly threw the advance signal against them, stopping them, and then informed the crew, who removed the defective rigging. Mr. Brophy, by his watchfulness and quick action, probably avoided a bad accident.

On May 3, the wide-awake acting assistant yardmaster at New Castle Junction, C. D. Updegraff, discovered that B. & O. ear 23522 had 18 inches of flange broken off the wheel. The car was trained up toward Fairport for ore loading, and had this broken flange escaped the notice of the employes until after it was filled with freight, an accident might have resulted.

On May 12, at 11.45 P. M., extra east engines 2911 and 2548, Conductor Underwood, Engineers Charles Crawford and R. E. Drewette, while passing the eastbound advance signal at Ohio Junction, ran over a broken rail. The train was brought to a stop and the engineers went back through the eastbound siding to ascertain the extent of the trouble. Ten inches had been broken out of a rail on the eastbound track. The track was at once reported unsafe and repairs arranged for, traffic being handled through the eastbound siding. These engineers are to be commended for their interest in going back to make sure whether the track was safe or not.

NEW CASTLE, PA., May 10th, 1913.

MR. E. C. BOCK,

Division Operator.

Dear Sir:

On this date, while I was passing Low-ellville, O., on 2nd 94, engine 4053, the operator at that point was watchful enough to see and call my attention to the fact that we had a brake beam down on rail which was liable to cause trouble, and by his watchfulness, no doubt, a wreck was averted which might also have crippled or killed some one in charge of the train. Such watchfulness and close attention to duty should be highly appreciated by us all. Will you kindly express my personal thanks to this operator for his kind and helpful information. More of this will do us good.

Yours respectfully,

ROBERT E. BASS,

Conductor.

R. R. Elder is the man referred to. It is needless to say that the division officials appreciate actions of this kind and the spirit that is shown by Operator Elder's prompt action and Conductor Bass's report of the same.

W. G. Smith, assistant road foreman, is eligible for membership in a fire brigade.

On May 13 he noticed smoke rising from the head car on train 94 and on making his way over the train, discovered that the head end of that car was on fire. He notified Engineer Delo, who stopped the train and the fire was extinguished. The agent at Hereford had noticed the smoke when 94 was passing his station and notified the operator at Nova, who handed on a message calling attention to this. However, Smith beat them to it. This is another case of Mr. W. H. Saltzman, agent at Hereford, keeping his eyes open. We have mentioned heretofore through the columns of the magazine this agent's watchfulness, and it is plain to be seen that his interest in what is going on on the railroad has not abated.

On May 18th, Engineer J. M. Lynch, running the helper engine out of Painesville, discovered a broken rail at a point a mile and a half west of Chardon, and immediately reported it. A piece almost four feet long was broken out of the rail. They call engineers "Eagle-Eyes" and the name has not gone amiss as far as Mr. Lynch is concerned.

May 7 was a busy day for the fire brigade at New Castle Junction shops. Sam Alexander, the stationary engineer, had installed a new fire whistle and of course was very anxious to try it out. At 11.15 A. M., he had his first chance, an alarm being turned in from Station 1. The fire brigade made a good run to the box, when it was found that one of the company's houses located about half a mile away from the shops, near the coal dock, was on fire. Assistant Chief Abblett organized a bucket brigade and the fire was extinguished with a loss of about \$25. Erecting Shop Foreman Muleahy, weight 220 pounds, made a good run to the scene.

Shortly after noon, an alarm was turned in from Box 4, calling the bridge to put out a grass fire which was burning along

the hillside above the shops and threatening the medical examiner's office. This fire could not be reached with the hose and had to be put out by the use of brooms and shovels. Chief Gus Hammer and Captain Joe Crevanstan directed the task of extinguishing the fire, which called for a lot of "foot work."

Operator C. H. McConney at "QD" Tower noticed sparks flying from a car in No. 47's train, on May 1, and immediately called the agent at Lodi station to have the train examined and also told Conductor Burdge on engine 972 to have the crew examine the tender or car next the tender. It was found that the arch bar on the express car was broken and the journal boxes shattered. The car had to be set off and the express transferred. Operator McConney, by his prompt action, probably avoided an accident to No. 47.

Superintendent Temple and the other division officials are quick to recognize all these acts and to give the men who show such alertness full credit.

On May 11, W. A. Moore, switch tender at Ravenna, O., noticed a brake beam dragging, on train of extra east, engine 2028. He promptly notified the operator and the conductor, who took proper action.

On May 13, Mr. Moore and Operator Pennell noticed a brake beam down on a car in the train of extra 4054 east.

On May 15, Mr. Moore noticed a brake beam down on extra west 4063, and notified Operator Pennell, who stopped the train at the distant signal

On April 18, Brakeman George Beck, at Ravenna, observed brake beam dragging on train 2nd 97. He notified the conductor and the defect was remedied.

We wish to commend Mr. Moore, Operator Pennell and Brakeman Beck, through the columns of the magazine, for their watchfulness and care, which

avoided damage to property and danger to lives.

CHICAGO DIVISION

Brakeman Diffenbaugh, on engine 4088, east, reported a loose rail at the third joint east of Tarr Street, North Baltimore, westbound track.

CHICAGO TERMINAL

On April 16, while returning from inter-state delivery, Casper Weydert, an engine committeeman, discovered a broken rail on the eastbound main track near Todd Avenue. He reported the fact to a fireman, who put in a new rail at once.

OHIO DIVISION

On the morning of May 23, while a train drawn by extra engines 2595 and 2014, in charge of Conductor Straw, was passing Derby, O., C. E. McGuire, the agent-operator, discovered a truck broken down under L. V. 85911 and immediately flagged the train.

When the train was stopped it was found that the arch arms were broken and the car was set off at Derby.

On the night of May 19, C. M. Knopp, conductor of train 196, noticed a bad place in the track half a mile east of Era and stopped his train at Derby, at which point he notified an extra west and also the train dispatcher. The latter arranged for section men to be called at once. The investigation developed 12 inches broken off one of the rails. This occurred at a point where the extra would have been running about 30 miles an hour and a serious accident might have occurred had not Conductor Knopp made this discovery.

INDIANA DIVISION

On May 5, John Dolan, brakeman on No. 18, stopped two women from stepping on the westbound track in front of No. 11, at Syracuse. But for this warning, they might have been struck.

SAFETY BEFORE RAILROADS

FROM OFFICIAL PROCEEDINGS OF
THE NEW YORK RAILROAD CLUB

There is one little argument I will endeavor to set at rest, and that is, Who is the father of the Safety movement? In very early days, it was the custom of the people to perform the offices of the family on the flat-topped roofs of their houses; here they dried flax and linen, prepared figs and raisins for food, conversed with their neighbors, and enjoyed the cool breezes of the evening and frequently used them as sleeping apartments. In these enterprises people frequently fell and this falling was the most frequent cause of personal injury accident in that day. Moses then declared the law to be that when a man built a new house he

was required to build a battlement around it so that no man could fall therefrom. I believe you will have to concede to Moses the privilege of being the father of the Safety movement. That law of Moses was the inspiration in many of the States for the law protecting structural iron workers. This law usually provides that in the erection of any building over twenty feet high, scaffolds be erected, protected at the outer side by a rail, to prevent persons from falling therefrom, or if they fall, the distance will not be greater than twenty feet.—*H. F. Jones, Attorney of Chicago & Eastern Illinois R. R.*



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman

A. HUNTER BOYD, JR.

E. STIMSON

DR. J. F. TEARNEY

JOHN HAIR

Because of the pressure of other duties, Mr. C. H. EGAN has resigned his membership in the General Safety Committee

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York

DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.
 W. B. BIGGS, Agent, Pier 22, N. R.
 J. J. BAYER, Agent, West 26th Street.
 E. W. EVANS, Agent, St. George, S. I.
 J. T. GORMAN, Agent, Pier 21, E. R.
 E. SALISBURY, Agent, Pier 7, N. R.
 JOHN B. HICKEY, Foreman, Pier 22, N. R.
 M. E. DEGNAN, Foreman, West 26th Street.
 TIMOTHY DINNEEN, Foreman, St. George, S. I.
 C. J. TOOMEY, Foreman, Pier 21, E. R.
 E. SHEEHY, Foreman, Pier 7, N. R.
 LOUIS POLLY, Laborer, Pier 7, N. R.
 FRANK COOK, Laborer, Pier 22, N. R.
 SAM GILESTA, Laborer, 26th Street.
 J. BOITANO, Laborer, Pier 21, E. R.
 MIKE DEMAYO, Laborer, St. George.
 C. H. KOHLER, Tug Dispatcher, Marine Department.
 A. W. MAUL, Lighterage Agent.
 A. BOHLEN, Captain, Marine Department.
 JAS. HEWITT, Engineer, Marine Department.
 PATRICK MEADE, Oiler, Marine Department.
 R. MULLEN, Fireman, Marine Department.
 T. HALVERSON, Deckhand, Marine Department.
 H. M. NIELSEN, Captain, Marine Department.

Joseph Sherman, in charge of the collection department at Pier 22, is planning a visit to his sister who lives on the Berkshire hills.

Mr. Bausmith, our cashier, is collecting pictures to be used in beautifying our new and handsome offices at Pier 22.

We understand that Louie Winter has become so adept with his trombone that

he is now open for engagements at musicals, dances, outings, etc.

Speaking of outings, the boys at Pier 22 hope to have an outing as soon as the weather gets warmer, in some grove up the Sound. There it can be definitely settled who's who on the baseball field.

Mr. Samuel Yerkes of Pier No. 7, North River, spent his vacation with Clarence Davis of the trainmaster's office, at Buffalo, N. Y., and Niagara Falls.

Mr. Olsen of Pier 7 reports for work in evening clothes every Wednesday. What's up Mr. Olsen?

James Durkin, one of our oldest marine engineers, has been off on sick leave. We trust he will soon recover.

The New York Division will do its part to offset the losses caused by recent floods. We take pride, on our line, in doing as well as the best. The boys along the road must have done some very good and praiseworthy work from all accounts.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*,
Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE, Trainmaster, Chairman.
B. F. KELLY, Assistant Trainmaster.
R. H. TAXTER, Road Conductor.
M. SCHAFFER, Road Brakeman.
JOHN GIBB, Yard Conductor.
ALEX CONLEY, Road Foreman of Engines.
HARRY WOOD, Fireman.
E. ALLEY, Track Supervisor.
BRADFORD CRUM, Master Carpenter.
W. L. DRYDEN, Signal Supervisor.
H. E. SMITH, Shop Foreman.
C. J. O'CONNOR, Passenger Conductor.
F. E. HOBAN, Engineer.
D. A. McLAUGHLIN, Yardmaster.
R. E. COLLINS, Passenger Trainman.

MECHANICAL DEPARTMENT

Mr. Groeling, correspondent for the magazine and chief clerk in the mechanical department, is convalescent after a serious illness. F. J. Dolan is acting as correspondent this month.

Every one is glad to see "Tim" Minnick, painter, back at work after an enforced lay-off of several months.

Much rivalry exists between the baseball teams of the boilermakers and machinists. A series of games has been arranged and in a few weeks both teams will hook up in a heated argument.

The extra ferryboat "Tottenville" can be seen plying around the island on her weekly trips to relieve the congested automobile traffic at the Perth Amboy Ferry, with Captain Ellis at the wheel and Engineer "Tommy" Grymes in the engine room.

Harry Lawrence, draftsman in the mechanical department, is enjoying the pleasures of the summer autoist.

James Murray, machinist, has returned to duty. His trip to Chicago was an exciting one, so he says, but just the same he is anxious to take it over again. His friends are inclined to think there is a reason.

MAINTENANCE OF WAY

The new bridge and trestle at Huguenot is rapidly progressing. Trains are now

using one of the tracks, much to the delight of automobile and wagon drivers, who were compelled to make a long detour on account of the grade crossing elimination.

Work is progressing on the grade crossing elimination at Crooks Crossing, Great Kills.

TRANSPORTATION DEPARTMENT

Harry Lamb, chief clerk at the coal pier office, has resigned his position to go with the Consolidation Coal Co. John McNulty has received the appointment of chief clerk and the good wishes of all go to "Johnny."

Clarence Davis, clerk to trainmaster, has enjoyed a short trip to Buffalo and Rochester and is now back on the job.

Jacob Cogle, an old engineer on the Tottenville division, has been away from duty for several weeks on account of illness. Mr. Cogle is a Civil War veteran and can give many interesting talks on the battle of Gettysburg, in which he took an active part.

M. A. Lovell, engineer on the Tottenville division, is very fond of automobiling. Although he is not an automobile "pilot" himself, he seems to think it is an easier matter to pilot the "33."

Conductors W. J. Reeves and William O'Connor, with their wives, are now attending the conductors' convention in the West.

Peter Cahill, fireman, has changed his residence from Stapleton to the suburbs of Tottenville. He prefers country life.

Engineer "Dad" Ford has purchased a new automobile. It seems that all the engine drivers are partial to machines. They want to be "running" something both on duty and off. M. A. Lovell, engineer on the Tottenville division, rides but refuses to act as "pilot."

H. Kowsky, fireman, better known in boxing circles as "Young Mitchell,"

after a very prosperous season, has put the gloves away for the hot summer months.

Roy Collins, trainman, who recently was added to the safety committee on the division, is the right man in the right place. Besides being a very careful and capable trainman, Roy follows the water also. He is the proud possessor of a comfortable motor-boat.

The employes on the Staten Island Lines were very sorry to see James H. Clark leave them. They all wish him success as superintendent of Baltimore & Ohio floating equipment.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON,
Chief Clerk, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
J. P. GRASSON, Machinist.
J. M. KELLY, Engineer.
J. CONNELLY, Fireman.
C. E. UHLER, Freight Conductor.
W. R. COLLINS, Yard Conductor, Wilmington, Del.
J. S. ROUSH, Yard Conductor, Philadelphia, Pa.
T. B. FRANKLIN, Terminal Agent, Philadelphia, Pa.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Division Claim Agent.
DR. A. L. PORTER, Medical Examiner.
R. C. ACTION, Secretary.

S. T. Gladding, who has been assistant ticket agent at the city ticket office, 834 Chestnut Street, Philadelphia, for some years past, was on May 1st appointed immigrant agent, headquarters 24th and Chestnut Street Passenger Station, reporting to the district passenger agent.

Walter Doroba, who comes from the immigrant ticket office at Baltimore, has been appointed assistant immigrant agent at Philadelphia.

E. D. Jackson has been appointed division engineer of the Philadelphia Division, vice C. C. Cook transferred to the Pittsburgh Division. Mr. Jackson comes from chief engineer M. of W. office, having been assistant engineer for a number of years. While on the Philadelphia Division, Mr. Cook made many

friends, who regret his departure but, like all good railroad men, feel that promotions are inevitable. Mr. Cook was presented with a handsome mahogany clock by some of his friends.

W. J. MeVoy, foreman in charge of material platform, storekeeper's department, Philadelphia, has resigned to accept a better position with the Hygiea Company, Philadelphia. His associates regret his departure but wish him success in his new position. Mac always had something new in the way of a song.

Congratulations are due J. J. Gorman, timmer B. & B. department, on the birth of a twelve-pound daughter.

The B. & O. Clerks Association, Philadelphia, had a very delightful meeting at Dental Hall on the 15th inst., their regular monthly night. About fifty were present. In addition to the regular business, they had a smoker and refreshments. These meetings are becoming popular.

We have just received a handsome souvenir from H. P. Dugan, conductor East Side Yard, describing the beauties of the Pacific Coast. Mr. Dugan and his wife are enjoying the sights in California while they are attending the Grand Convention of the Brotherhood of Railroad Trainmen at Los Angeles, Cal.

Grant Billings and J. P. Dougherty, brakemen East Side Yard, are also delegates to the Trainmen's Convention.

The Railroad Association of Philadelphia, of which Bernard Ashby, our district passenger agent, is Vice-President, held its annual shad dinner at Tammany Peashore Club, Saturday May 10th. The occasion was a very happy one, being the 25th silver anniversary of the Association. The following B. & O. officials were guests: G. W. Squiggins, general passenger agent, Baltimore; J. B. Scott, general foreign passenger agent, New York; J. T. Olhausen, general

agent, Philadelphia; W. W. Ruth, foreign freight agent, Baltimore; W. T. Moore, terminal agent, Locust Point; E. A. Walton, district passenger agent, Baltimore; T. B. Franklin, terminal agent, Philadelphia, and H. E. Pontier, passenger department, Baltimore.

The Veteran Employes Association of the Philadelphia Division will hold the next quarterly meeting at the Hotel DuPont, Wilmington, Del. The committee in charge promises something out of the ordinary. They have also arranged for their annual outing at Washington Park on the Delaware River, the second week in July, but the exact date has not yet been set.

The Veteran Employes Association of the Philadelphia & Reading Railway had a very enjoyable annual outing, May 17th, over 1000 going to New York and taking the steamer up the Hudson for a day's trip.

The annual outing of the Veteran Employes of the Philadelphia Division of the Pennsylvania Railroad will be at Atlantic City this year, as it has been for several years past. They always have a good time.

Mrs. C. C. Ryan, of Landenberg, gave a dinner party at her home in honor of the 66th birthday of her father, Alfred Hughes, who has been a conductor on this division for the last forty years. At 17 he was a brakeman on the P., B. & W. Railroad and at 19 he was a conductor. In 1872 he entered the service of the B. & O. and helped construct the section over which he still runs.

He has crossed the Red Clay creek 525,600 times. He was in charge of the first train between Woodale and Wilmington and collected the first fare of forty cents. The fare is now nineteen cents. Such implicit trust is placed in his ability to conduct the train that some patrons refuse to get aboard if he is off.

Mr. Hughes enjoys perfect health, which is remarkable for a man of his age. He attributes his good health to his even life, a daily cold bath and five-mile walk. His outdoor life is his greatest enjoyment next to his books. He is never more at home than when with the birds and beasts of the fields, roaming about with his little grand-daughter. He inherits his love for books from his father and reads his favorites—Robert Burns and Charles Dickens—regularly each night.

BALTIMORE DIVISION

Correspondent, LEW. C. SAUERHAMMER,
Chief Clerk, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS, Superintendent, Chairman.
C. W. MEWSHAW, Trainmaster, Vice-Chairman, Baltimore, Md.
R. B. BANKS, Claim Agent, Baltimore, Md.
E. W. BURCH, Brakeman, Brunswick, Md.
W. T. BURNS, Engineer, Brunswick, Md.
J. A. CHAMBERS, Machinist Helper, Brunswick, Md.
B. J. CORWIN, Conductor, Camden Yard.
W. L. EWING, Brakeman, Locust Point.
J. H. FEINOUR, Brakeman, Mount Clare.
D. M. FISHER, Agent, Washington, D. C.
J. C. FOGLE, Fireman, Riverside.
M. D. GRANEY, Car Inspector, Washington, D. C.
A. M. KINSTENDORFF, Agent, Camden Station.
J. E. LEOPOLD, Car Inspector, Brunswick.
DR. E. H. MATHERS, Medical Examiner, Camden Station.
W. T. MOORE, Agent, Locust Point.
J. F. NOBLE, Operator, Bay View.
J. W. RIVES, Conductor, Washington, D. C.
W. E. SHANNON, Transfer Agent, Brunswick, Md.
E. SHOCKHART, Brakeman, Curtis Bay.
F. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
T. E. STACEY, Secretary, Y. M. C. A., Riverside.
C. H. STEPHENS, Machinist, Riverside.
G. R. TALCOTT, Assistant Division Engineer, Camden Station.
S. C. TANNER, Master Carpenter, Camden Station.
G. T. TIERNEY, Conductor, Camden Station.
G. H. WINSLOW, Secretary, Y. M. C. A., Washington, D. C.

Mr. Hopwood of "DO" office is taking a great interest in the furniture displays on Howard Street lately. Don't forget it costs something for these affairs. On making a check of the married and unmarried in the superintendent's office, we find that there are only nine out of twenty who are enjoying single blessedness, and present prospects are that this number will soon dwindle down to the office boy.

"Mac" has not received a letter from Newark, O., for over a week, and is going out there next week to investigate. He says he thinks he will take a pass with him reading for "Mrs.," good between Newark and Baltimore.

Frank Auld of the general superintendent's office came down wearing that "everlasting smile" the other day, and saying he had acquired a title. Even if it isn't with the railroad it holds good at home, for it is "Pop." The youngster is a boy. Congratulations, Frank.

Mr. Gardner, assistant chief clerk in the superintendent's office, has gone to Asbury Park, N. J., to recuperate.

Since "Doc" Feeser has learned to dance, he is a popular boy.

Train 55 leaves Mt. Royal Station on a different schedule from any other train. As soon as Tom McCarrick gets through the gate, they let her go.

The advance committee of the B. & O. Y. M. C. A., at Riverside, went to Island Park to look over the ground, making preparation for the excursion, which is to be held July 31st. They found the grounds in good condition, and made some arrangements for better accommodations, and expect to have a record crowd this year.

On Friday, June 13th, the Ladies' Auxiliary of the B. & O. Y. M. C. A. will give a "Pie and Milk Social" at the Y. M. C. A. Building, Riverside, where an informal program will be rendered, and a good time is promised for all.

Fireman Sid Roberts of the Baltimore Division is convalescing at St. Joseph's Hospital from an attack of typhoid fever. Some of you enjoying good health, call on Sid.

We wish to announce that one of the best (?) quartets in the city has been organized among the clerks in the superintendent's office at Camden Station.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT.
General Foreman

DIVISIONAL SAFETY COMMITTEE

H. A. BEAUMONT, Chairman.
C. A. DAVIS, Piecework Inspector, Freight Repair Track, Mount Clare.
J. T. BRENNAN, Car Inspector, Freight Repair Track, Mount Clare.
W. R. SHECKELLS, Piecework Inspector, Cabinet Shop, Mount Clare.
R. S. COLLISON, Gang Foreman, Passenger Shop, Mount Clare.
J. E. CARLTON, Painter, Paint Shop, Mount Clare.
J. ZISWARK, Car Builder, Camden.
C. P. LEHRER, Gang Foreman, Baileys.
J. D. BLINKE, Piecework Inspector, Curtis Bay.
G. F. STINER, Piecework Inspector, Locust Point.
J. W. PENN, Gang Foreman, Locust Point.
J. KALB, Assistant Foreman, Bay View.
T. H. TATUM, Cbr Repairman, Freight Car Repair Track, Mount Clare.
C. W. KERN, Stenographer, Baileys.
H. C. ALBRECHT, Inspector, Locust Point.

MACHINE SHOPS

J. W. BREWER, Chairman.
S. A. CARTER, Erecting Shop.
H. OVERBY, Erecting Shop.
J. P. REINARDT, Blacksmith and Axle Shops and Power Plant.
H. C. YEALDHALL, Boiler Shop.
ROBT. W. CHEANEY, Brass Foundry.
V. L. FISHER, Iron Foundry.
GEO. F. KLINE, No. 1 Machine Shop.
J. O. PERIN, No. 2 Machine Shop.
W. E. HAESLOOP, Pipe, Tin and Tender Shops.

The statement of Mr. Thompson, in the May issue of the magazine, is being read with much interest by the employes generally. It has caused a number of them to think as they never thought before on this subject. The employes generally at the time of the flood very freely expressed their sympathy for the management on account of the enormous losses in property and earnings, by damage to the roadbed, making it impossible to handle trains in a number of sections.

There is quite a difference between expression of sympathy and action; and with the plain statement of Mr. Thompson before them, employes know where they can by their action help to at least reduce the burden, by carefully watching and economizing in use of material, to see that none of it is used unnecessarily, or will find its way to the scrap pile.

Brakeman A. Buckingham, whose finger was hurt, is at work again.

Hoffman has been going to Washington again.

Caller G. R. Ball, who has been off with an affection of the eyes, is improving but slowly.

Leverman S. M. Warrington at West Baltimore, has purchased a mule for driving purposes on his days off.



CHARLES T. TURNER

The accompanying photograph is the latest of Charles T. Turner, former master mechanic of Mount Clare shops. Mr. Turner favored some of his old friends here with a visit on May 1st, which was the fiftieth anniversary of his entering the company's service. Mr. Turner was one of the most popular officials at Mt. Clare for a number of years, and at the time of his retirement had given forty-seven years of honorable and efficient service. He was one of the railroaders of the old school, knew the business from the ground up, and did not disdain, when occasion required, to take up hammer and chisel and peg away with the best of them. His many friends heartily congratulate him upon recovery from his recent critical illness.

On Thursday, May 1st, H. McCauley, ear preparer at Baileys, joined the ranks

of married men. The boys all wish the Newlyweds much happiness.

On Monday, May 12th, J. P. Lee, car oiler at Camden Station, took unto himself a wife. After the ceremony Mr. and Mrs. Lee boarded a train for Philadelphia and Atlantic City, where they spent their honeymoon.

On Thursday, May 15th, R. Browne, car preparer at Baileys, was married. After the ceremony Mr. and Mrs. Browne took a trip to Washington. It is thought that Mr. Browne went to Washington to study the Declaration of Independence. Too late, Raymond, you are now controlled by the Trust.

The boys at Baileys are wondering why Mr. Forster, timekeeper at Baileys, went to Frederick Saturday, May 10th. He is mum on the subject.

Henry Leonard (John Bull) of the storekeeper's office in the Central Building, journeyed with his wife to New York to meet Mrs. Leonard's brother, David Brown. He has come with his family to try his luck in America, which we should think pretty fair, considering that he arrived in Baltimore on Sunday, May 4th, and began work in the Mount Clare paintshop on Wednesday. We wish him all success.

WASHINGTON TERMINAL

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

One of the well-known B. & O. passenger brakemen, H. C. Carr, who used to run into Washington, was looking well and prosperous, when seen a few days ago in Philadelphia, where he holds the position of deputy city fire warden. His friends wish him well in his new field.

As heretofore, baseball has its grip on railroad men in Washington. Among the fans are Sam Sears, who will, if you

are not watching, convince you in short order that there is no team except the "Athletics," and Conductor P. M. Goodwin, who studies the game carefully, will give good advice, and can always be counted on when the "Climbers" are at home.

The Terminal R. R. Y. M. C. A. League got started on Saturday May 3rd. The teams are getting down to work and playing good ball.

Washington is rapidly developing some A-1 checker players. If you are in town on a visit and can play checkers, be sure and look up J. B. Ryon, who may always be counted on to put up a hard game with the best.

R. F. McMahon has a continuous smile, having lately become a proud father. Best wishes for baby and parents.

F. L. Flaherty, who was taken sick on March 7th while handling the B. & O. crews during the Inaugural period, has returned to his duties again. He rendered valuable service, which was appreciated by the Washington Terminal Company.

Conductors B. Jenkins and Lindsey attended the O. R. C. Convention in Detroit on May 2nd.

Conductors Low and Reese, with their families are preparing to attend the Trainmen's Convention, which will be held at San Francisco this month.

All the membership are looking forward to the 5th Anniversary, which will be celebrated in the near future.

I. E. Smith, the chairman on the membership committee, looks happy on account of the good work done by his men, the total for May 1st being 710 members, a gain of nearly 200 since he became chairman. And like the "Climbers," they are still climbing.

F. A. Truan won a silver medal for first prize, and R. B. Weekley a bronze medal for second prize, in the Elimina-

tion tournament held at the end of the bowling season.

The Bowling League came to a successful close the end of April, and the following medals were given at a well attended entertainment given on April 23rd. There were eight teams of five men each, and 254 games in the schedule.

The Union Station Team won 1st place, silver medals going to the following:

C. L. Williams (Captain), T. L. Allen, F. H. Lackey, B. H. Miller, S. L. Sears, W. W. Spies, R. B. Weekley.

The Southern Railway Team won 2nd place. These men received bronze medals:

W. A. Strieter (Captain), M. C. Moore, F. Stanley, W. J. Strobel, C. T. Parker, D. C. Triplett, B. R. Humrickhouse.

Other awards were as follows:

C. L. Williams, gold medal, high individual average; W. L. Smith, silver medal, 2nd high individual average; B. B. Fulk, bronze medal, 3rd high individual average; B. B. Fulk, silver medal, high set; F. Stanley, bronze medal, 2nd high set; R. B. Weekley, silver medal, high game; W. A. Strieter, bronze medal, 2nd high game; W. A. Strieter, bronze medal, high average on Southern Team; C. L. Williams, bronze medal, high average on Station No. 2; W. L. Smith, bronze medal, high average on L. & I.; J. D. Thompson, bronze medal, high average on Station No. 1; B. B. Fulk, bronze medal, high average on Auditors; R. Roth, bronze medal, high average on Car Dept.; R. E. Wollett, bronze medal, high average on Shops; C. M. Mark, bronze medal, high average on Freight; J. H. Carnell, silver cup, Consolation trophy.

Our men are responding liberally to the request for contributions to the new city hospital.

CUMBERLAND DIVISION

Correspondents, W. C. MONTIGNANI, Y. M. C. A.
Secretary, Cumberland

E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

H. C. McADAMS, Chairman.
W. L. RICHARDS, Conductor, East End
J. F. BARNETT, Engineer, East End.
J. S. CAGE, Conductor, Martinsburg Yard.
W. L. STEPHENS, Martinsburg Shops.
J. T. FOREBECK, Brakeman, Cumberland Yard.
D. ZILER, Car Repairer, Cumberland Mill Yard.
J. V. YARNALL, Machinist, Cumberland Shops.
T. A. MORAN, Machinist, Keyser Shops.
J. W. RAVENSCRAFT, Car Inspector Keyser Shops
A. E. RICE, Brakeman, Keyser Yard.
M. F. NAUGHTON, Conductor, West End.
W. M. PERRY, Engineer, West End.
DR. J. A. DOERNER, Medical Examiner, Cumberland.
W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland.
W. HARG, Assistant Claim Agent, Cumberland.
F. A. TAYLOR, Master Carpenter, Cumberland.
D. CRONIN, General Supervisor, Cumberland.
C. M. GEARHART, Chief Clerk, Secretary.

It is with deep sorrow of heart that we have to report the death of Dr. W. A. Shuey, medical examiner at Piedmont. The company has lost a valuable surgeon, the railroad men a good friend, and Piedmont a beloved citizen. Dr. Shuey was buried at the Phillas Cemetery, on Monday, May 9th. He was a member of the Southern Methodist Church. The B. & O. employes of the Second Division tender to the bereaved family their sincere sympathy.

The new yards at Cumbo, the point of interchange between the Baltimore and Ohio and the Cumberland Valley Railroads, are now completed, and it is expected that within the next few days they will be in operation. The company has erected at that point a splendidly equipped rest house and restaurant, having all modern improvements.

We are glad to report that William Wright, machinist at the Piedmont shops, is home from the hospital. On his first trip as fireman, he was seriously injured on the head while passing a bridge at Oakland. For two months his condition was critical; but Dr. A. H. Hawkins removed a clot of blood from his brain at the Western Maryland Hospital in

Cumberland, and the operation was entirely successful. His fellow employes are greatly rejoiced over his recovery.

B. H. Grayson, Keyser yard brakeman, was operated on a few days ago in the Western Maryland Hospital, Cumberland, for appendicitis. He is doing as well as can be expected.

The resignation of C. W. Egan, which was read at the monthly meeting of the local safety committee, was received with much regret, and a motion was made and unanimously carried to tender to Mr. Egan on behalf of the local committee its appreciation of his valuable assistance in safety work.

The Baltimore and Ohio Y. M. C. A. Athletic Club has organized with the following officers:

President, George Henderson; vice-president, Raymond Allamong; secretary, P. Parleton; treasurer, Harry Hummel; manager, Jack Kemp.

Advisory Board—Superintendent J. W. Kelly, Train Master Harry McAdams, Master Mechanic Tom Stewart, Division Engineer J. B. Myers, Store Keeper M. Lych, Road Foreman of Engineers L. Wilmouth, C. W. Corrola, Mr. Toomy, M. A. Carney, W. C. Montignani.

Executive Committee—A. C. Reynolds, J. W. Russell, J. Williams, R. Hahne, Fred Hummel.

The Y. M. C. A. made a good showing for the year in its financial report, the largest item being \$53,410.20, receipts from the restaurant, which exceeded expenses by nearly a thousand dollars. The number of meals served was 163,476. Beds were used 46,372 times. A large attendance is shown at the various meetings and entertainments. The number of letters written, 13,083, show that home folks are not forgotten.

William Kehrner, fireman, has returned to work after five weeks in St. Joseph's hospital, Baltimore.



SOLID TRAIN OF MARBLE FROM KNOXVILLE, TENN., BOUND FOR NEW YORK, ROUTED OVE

George H. Schaffer has moved his family to Newburg, having been promoted from night foreman at Cumberland to general roundhouse foreman at Hardman, W. Va.

George W. Corrick, the engineer who jumped from his train after putting on brakes to escape being scalded when the arch tube blew out, has recovered from his bad bruises.

Shortsighted robbers overlooked five hundred dollars worth of jewelry when they took away a smaller amount of cash and checks from the station at Garrett, Pa.

John Benford of the local roundhouse who died as the result of a scalding received in April, was buried from the home of his father-in-law, A. T. Sterner.

Representatives of the Pennsylvania Railroad have offered Secretary Montignani a position on their lines. He declares that the B. & O. is the road for him.

M. H. Cahill, who assumes Mr. Scott's duties as assistant superintendent of the Cumberland Division at Keyser, was born November 19th, 1872, and entered railway service in November, 1887, as a telegraph operator at Lexington, Ohio, on the New Castle Division. In 1892 he was made train dispatcher at Akron, and in 1905 he became division operator at Akron. He was promoted to the post of trainmaster of the Pittsburgh Division on May 1st, 1910, and to that of assistant superintendent of the same division, May 1st, 1912. In July of the same year he was advanced to super-

intendent of the Newark Division, resigning later to accept a similar position with the Lackawanna Railroad at Buffalo, New York.

J. M. Scott, assistant superintendent of Cumberland Division with headquarters at Keyser, was on May 15th promoted to the position of superintendent of Monongah Division, succeeding J. F. Keegan, who became superintendent of Chicago Division, with headquarters at Garrett, Ind. Mr. Scott first entered railroad service with the Chesapeake and Ohio Railroad as operator in 1891. In 1892 he went to work for the Cincinnati, Hamilton and Dayton Railway and was train dispatcher on that road in 1895, trainmaster in 1903. Mr. Scott became superintendent in 1905 and continued in such capacity until August 1, 1910, when he entered the service of the Kansas City Southern. He took a position with the Indiana State Railroad Commission on January 1st, 1911. Last year he came to the Baltimore and Ohio as supervisor of transportation, reporting to the superintendent of that branch of the operating department. On January 1st, 1913, he became assistant superintendent at Keyser. During the short time Mr. Scott was at Keyser, he won many friends and they all regret his leaving, although they were glad of his promotion and wish him success in his new position.

The cheerful subjects on the opposite page are members of the assistant master mechanic's office force:



Seated, left to right: Miss Emily Cook, stenographer; J. A. Tschuor, assistant master mechanic; Miss Lena Crabtree, stenographer.

Standing, left to right: Ray Broome, messenger; J. Edward Day, labor distributor; W. K. Hosack, general foreman; J. S. Chessher, M. C. B. clerk; E. H. Ravenscraft, stenographer; G. L. Helfrich, piece work inspector; P. Douglass, timekeeper; C. W. Shaffer, shop yard

clerk; H. L. Miller, general car foreman; C. G. Smith, roundhouse clerk; William Askey, chief clerk.

The new assistant master mechanic's office, shown in the picture, was built out of three old condemned cars. This building has plenty of room for all requirements. Also in the second story, or attic, an up-to-date file room. The building was erected in a very short time through the untiring efforts of Mr.



ASSISTANT MASTER MECHANIC AND CLERICAL FORCE, KEYSER

Tschur. It is entirely surrounded by a spacious lawn, bordered by concrete and cement walk. On top of this building, and the most noticeable feature, is the large flag, bearing the motto of the Baltimore and Ohio.

The yardmaster's office, East and West, Keyser roundhouse, saw mill, and long car shop, have all been equipped with modern safety cabinets and all necessary material for the first aid to the injured.

In addition to the new office, Mr. Tschur has built a new moulding shop and tin shop and also an up-to-date tool room in the roundhouse at this station. Since his appointment everything has taken on new life. The roundhouse and car department grounds all show improvement as to cleanliness, and the general conditions at Keyser in the motive power department are satisfactory not only to the officials, but also to all the men, every one of whom has come to feel that the chief is a personal friend. This adds to the efficiency on West End; in four months the percentage has jumped from 70 to 98½.

Mr. Tschur came originally from Wapakoneta, Ohio. In 1910 he left the L. S. & M. S. Railway to become the B. & O. assistant general foreman and later enginehouse foreman and general foreman at Connellsville.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

The busy stork paused in his rounds at the home of Chief Clerk Scanlon and dropped a boy passenger. Howard Bemis flagged the stork special and got a daughter.

John W. Ambrose, engineer, of Water Street, recently underwent an operation at the city hospital for necrosis of the right leg.

Yard Conductors B. F. Miles and Walter Martin are off on a trip to the Pacific Coast. They will take in the famous Yosemite Valley, San Francisco, Los Angeles and the Grand Canyon.

Yardmaster Greg F. Gannon, who had his foot badly injured several weeks ago in the yards here, is now at his home on South Maple Avenue. He can get about on crutches and hopes to be able to do away with those in a short time. It is with pleasure that we note his improvement.

Mrs. T. F. Mulligan of New York, is spending some time here with her husband, Supervisor Mulligan. Her trip through this section will include a visit to Cumberland, Blanksburg and Fairmont.

Fireman R. F. Oakes of Chillicothe, Ohio, one of the eight firemen sent to this territory to receive instructions in firing the big engines, was struck on the head by a stoker crank. Mr. Oakes was brought to the King's Daughter's Hospital of this city and his injuries attended to. They did not prove serious and he was soon able to leave the hospital.

Miss Helen Mary Hessen, daughter of Mr. and Mrs. H. O. Hessen, of Washington, D. C., was recently married to Francis S. Mullin. The bride was well known here where she lived with her parents. Her father ran an engine on this division for a number of years.

Miss Mary Agnes Williams, who was married recently to Joseph Lee Snyder, B. & O. fireman, is the daughter of Mrs. Kate Williams of this city. Her father, the late Oscar Williams, was a well-known B. & O. man. Mr. Snyder's home is in Fishersville, Va., but he has been living in this city for some time.

Fred S. Gettle, an employe in the frog shop, and Miss Mollie Inherst, daughter of Mr. and Mrs. John Inherst,

were married at the First Methodist Episcopal parsonage in this city. The wedding was a quiet affair and came as a surprise to the boys of the shop and to the many friends of the happy couple. Fred has just completed a fine new home on Berkeley Place. The shop boys were profuse in their congratulations and wishes for a long and prosperous wedded life.



F. S. GETTLE.

Foreman M. E. Mullen, of the motive power department, has trimmed yard engine 1094 out in a dazzling new dress. Michael Sharon, the veteran engineer and his crew are as proud of her as boys with new boots. Mike is a crack engineer and knows his engine from rail to smokestack. The boys claim he gets slightly peeved when an amateur handles the 1094.

E. L. Bangs, speed recorder inspector, who has been assisting Major Pangborn spent some time with us several weeks ago looking over the relics stored in the local shop. He was selecting an exhibit to represent the B. & O. at the Semi-Centennial, being held in Wheeling this month. Ever since the St. Louis Fair this valuable collection of railroad relics has been stored here. In this collection are locomotives of the early days of railroading, conveyances of all kinds used in passenger traffic in distant lands, figures and statues of engine drivers, natives of many climes. The collection includes pictures and paintings illustrating the different epochs in railroad achievement, gathered from all parts of the world. To view and study these pictures alone would be an education to any one interested in railroad work.

The great painting, "In the Crest of the Alleghanies," and another, "Along the B. & O. from Brunswick to Point of Rocks," depict nature in a wonderful manner. The old engines call forth expressions of wonder from all young railroaders.

"How did they ever railroad in those days?" To view these diminutive grasshoppers and then go out of the building and see one of our Mikados swinging by with a hundred-car train is indeed startling. "We ought to have a museum," is the thought and utterance of all who view these valuable relics. May some plan develop by which they can be placed before the eyes of an appreciative public.

The divisional safety committee held its regular meeting in Cumberland, May 20th, and inspected, not only our own yards and shops, but also the manufacturing plant of N. G. Taylor & Co. The officers of the company received us courteously and gave us the freedom of the plant. Safety signs were found at every turn throughout their buildings and yards, constant reminders to employers of the dangers likely to be encountered at the different points. This company has ever been ready to cooperate with our committee and has acted upon all safety suggestions offered. The plant was in first class shape. It is encouraging to join hands with men of outside corporations, and to find that our work is part of the great general movement of our time.

Thomas Edward Sullivan, an aged pensioner of the B. & O. died in this city, May 26th, at the age of 82 years. Mr. Sullivan was a native of County Kerry, Ireland. He set out for America when a boy and came to Martinsburg in 1856. He entered the employ of the B. & O. and for forty-three years was an active and efficient employee. He was

retired under the age limit about fifteen years ago and since that time had lived a retired life. In his prime he was a stalwart and powerful man, but advancing years and a life of toil had bent his shoulders. He was a familiar figure upon the streets, being known by every citizen and railroad man about Martinsburg. The funeral services, in St. Joseph's Catholic Church, on May 29th, were conducted by Father Fallon. Interment was at St. Joseph's Cemetery.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman.
E. D. CALVERT, Supervisor.
S. J. LICHLITER, Supervisor.

While we were fortunate in not being damaged by flood conditions that prevailed on a great part of the system, I believe we voice the sentiment of every employe on the division in saying that the kind words of commendation from our third vice-president, as given in the May number of the magazine, are very much appreciated. It can be safely said that should similar conditions occur on this division, no set of men could be found on the system that would work harder or be more loyal in restoring the property to its normal condition. All employes are old men in the service; they take a personal interest in their work, with a view of building up the property, and feel that they are helping themselves as well as the company in doing so. We appreciate the great loss occasioned by the flood, and every effort will be made to assist in overcoming it, so that the improvements which have been going on for the past few years, and which have brought forth so much favorable comment from the public in general, will be curtailed as little as possible.

If we may be allowed to express an opinion, let us say that it is just such words as those uttered by Mr. Thompson, coming from our higher officials, that instil new life into employes and cause them to renew their efforts toward building up the condition and name of the property.

J. C. Smith, chief dispatcher at Winchester, Va., is on the sick list. W. R. Smith, third trick dispatcher takes his place during his illness, second trick dispatcher, M. B. Murnan, is working W. R. Smith's trick, while H. M. Darlington takes Murnan's place.

The wife and daughters of Superintendent Brooke, have returned from a visit to relatives and friends in Alexandria, Va.

The station building at Strasburg Junction was entirely destroyed by fire on the morning of May 18.

J. D. Parker, agent and operator at Raphine, Va., attended the meeting of O. R. T. in Baltimore. E. E. Baker, from Strasburg Junction, took his place at Raphine during his absence, while T. B. Farnsworth of Summit Point took the place of Mr. Baker, at Strasburg Junction.

We are glad to learn that Baggage man F. M. Brannum, of Harrisonburg, Va., is rapidly recovering from an operation for appendicitis.

Passenger Brakeman E. J. Sullivan and wife, of Lexington, Va., have returned from a visit to relatives in Buena Vista, Va. Brakeman D. M. Phalen took the run of Brakeman Sullivan during his absence.

F. N. Deck, motive power foreman, and his wife have been visiting relatives in the Eastern cities.

Agent C. D. Bosserman of Mint Spring, Va., took unto himself a wife a few days ago. They are spending their honeymoon in the Eastern cities. Mr.

and Mrs. Bosserman have the best wishes of the Shenandoah Division employes.

Conductor J. L. Bowler has been taking a few days' rest. Conductor C. E. Dudrow is holding down his run during his absence.

Elmer Moore, fireman, was painfully but not seriously injured by being struck by an overhead bridge while braking on the yard engine at Harrisonburg a few days ago. He is progressing toward recovery.

Mrs. M. O'Connor, aged seventy-six years, wife of pensioned supervisor, M. O'Connor, whose death was recorded in the March number of the magazine, passed away at her home in Martinsburg, just one month after her husband's death.

Conductor J. A. Bowers has been on the sick list for a few days. He is again able for duty and is on his run between Staunton and Lexington.

MONONGAH DIVISION

Correspondent, F. J. PATTON,
Chief Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

E. D. GRIFFIN, Trainmaster, Grafton, Chairman.
DR. C. A. SINSEL, Medical Examiner, Grafton.
P. MADDEN, Engineer, Clarksburg Yard.
H. BRADENBURG, Conductor, Grafton Yard.
B. E. JEFFRIES, Conductor, W. Va. & P., Weston, W. Va.
H. E. KLOSS, Assistant Division Engineer.
WM. C. DECK, Machinist, Grafton.
A. P. LEVELLE, Train Dispatcher, Grafton.
A. J. BOYLES, Conductor, Fairmont.
J. J. LYNCH, Car Repairer, Fairmont.

The statement by Mr. Thompson in the last issue of the magazine was discussed at the local safety committee meeting on May 20. All committeemen were loud in their praise of the quick and efficient action taken by the management in restoring service and particular stress was laid on the fact that the railroad company promptly afforded their employes relief by giving them their wages at once, which no doubt tided a number over the flood period. The Monongah Division people are very proud of our

road and we feel that the company's action will result in the men working in greater harmony than ever with the present management.

With the increase of business on the W. Va. & P. the following have been transferred from the left to the right side: P. N. Tomes, T. E. Anowolt, H. W. Fury.

O. K. McCucan, foreman at Weston Shop, recently underwent an operation for appendicitis. It is hoped that Okey will again be in the harness very shortly.

Conductor C. F. Davis, C. M. Bishop and wife and W. F. Miles are attending the Grand Lodge convention at Detroit.

Brakeman W. T. Cassady is off duty for a few days taking a vacation in Eastern cities.

C. L. McKinney has been installed as agent at Byron succeeding E. Brand who assumes the position as second trick operator at that station. Brand has been acting in the capacity of agent during the past twenty-two years, and has been located at Byron since December 16th, 1889. Emery has never missed a month in drawing his check since he has been in the service.

Engineer G. B. Ramsburg and Conductor W. H. Jeffreys have been off duty for several days, on account of sickness.

Conductor J. W. Taylor has been down with scarlet fever for some time. The quarantine, however, has been lifted and his smiling countenance will be seen on his regular run in a short time.

Operators C. T. Hostler and William Kinner are visiting in Baltimore and attending the O. R. T. convention.

Chief Dispatcher J. P. Dorsey has been at Fairmont for several days holding examination meetings with the boys on the M. R. Division.

Operator John Lawson at "DK" Tower has been taking his vacation.

Miss S. L. Graham, agent at Central is visiting Baltimore.

Conductor T. W. Murray on trains 71 and 72 is taking a vacation. His place is being filled by Conductor S. G. Fletcher.

Baggageman John Brown, of Richmond, on trains 2 and 5 on W. Va. & P. District, has returned from Baltimore where he has been for the past month under treatment. E. T. Cutlip had Mr. Brown's position in his absence.

Mr. and Mrs. C. H. Bishop of Sutton, are in Detroit attending the convention of the O. R. C.

O. K. McCuean, general foreman of the shops at Weston, is in St. Mary's hospital where he has been a patient for several days. Mr. McCuean underwent an operation and his condition is improving.

Conductor Thomas Murray of trains 13 and 15 is attending the Conductors' Convention in Detroit.

Engineman George Ramsburg of Weston, regular engineman on trains Nos. 7 and 8 W. Va. & P. has returned from Baltimore where he was a patient in a hospital. E. F. Bailey ran Mr. Ramsburg's turn.

D. M. Barker, inspector, has been off sick for some time past. Mr. Barker has been in a very serious condition but is somewhat improved at this writing.

The Lyon party from the Lyon Tabernacle have been holding noon shop meetings at the roundhouse once a week for the past few weeks and much interest is being taken in the meetings by the employes.

A baseball team from the car shops at Fairmont journeyed down to Rivesville Saturday evening, April 26th, to show the Rivesville boys some genuine baseball, but the Rivesville boys knew the game also and the car shop boys lost by score 12 to 5. This is the first game of the car shop boys and they hope to be more successful in the future

A. W. Cunningham, car repairman, is on the sick list.

C. W. Keller, carpenter, has returned to his duties after an operation.

Engineer J. C. Stealey at Fairmont is wearing a large smile on account of the arrival of a ten-pound baby girl at his house, May 13th.

J. C. Frederick first entered the service of the Baltimore & Ohio on September 1, 1867, as freight brakeman on the old Fourth Division running between Wheeling and Grafton. He was assigned in November to the Benwood Accommodation as baggagemaster. Before the construction of the Bellaire Bridge, this train was ferried across the river.



J. C. FREDERICK

Mr. Frederick was made conductor on the eve of his leaving the service to engage in mercantile pursuits. This was in the summer of 1868 after a great cloudburst in the Patapsco River Valley, resulting in loss of property to the company.

He returned, in 1870, as freight conductor on the Fourth Division. In the same year he was transferred at his own request to the passenger service as brakeman on the accommodation train (trains

not then being numbered on any railroads) running between Wheeling and Cumberland. He became, in succession, baggagemaster, extra passenger conductor and, in 1880, regular passenger conductor. He was transferred with the Fourth Division crews in August 1875 to the Fifth, now the Monongah Division, with runs between Parkersburg and Cumberland. And at this date, at the age of seventy years, he is still in active service.

In these forty-three years on the road he has traveled a distance of two million two hundred and twenty thousand six hundred and seventy-five miles. He has never used intoxicants or tobacco and attributes his present good health to such total abstinence, a fact that should commend itself to all young employes growing up in the railroad service. The accompanying photograph was taken in his seventieth year. He is married and resides at his own home at Buena Vista, near Grafton.

WHEELING DIVISION

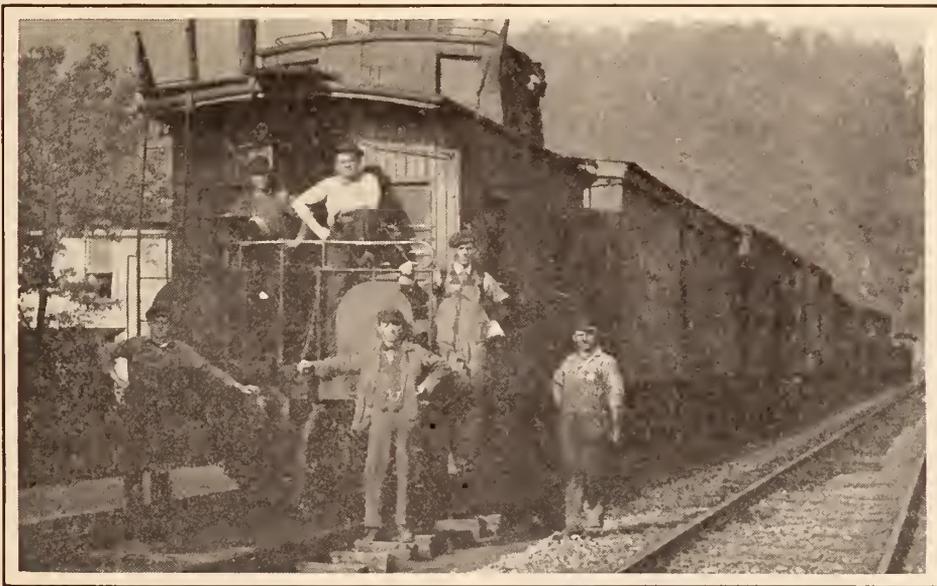
Correspondent, A. G. Youst, *Operator*,
Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN, Superintendent, Chairman.
DR. C. E. PRATT, Medical Examiner, Wheeling.
M. C. SMITH, Claim Agent, Wheeling.
H. E. FOWLER, Assistant Division Engineer, Wheeling.
R. W. BURNS, Yardmaster, Holloway.
J. COXON, Engineer, Benwood.
V. B. GLASGOW, Conductor, Fairmont.
W. J. CARTER, Shop Foreman, Benwood.
C. M. CRISWELL, Agent, Wheeling.
DR. E. F. RAPHEL, Medical Examiner, Fairmont.
E. E. HOOVEN, Shop Foreman, Holloway.
H. H. HIPSLEY, General Yardmaster, Benwood.
W. A. MORRIS, Fireman, Benwood.
E. MCCONNAUGHY, Engineer, Bridgeport.
G. ADLESBERGER, Car Foreman, Benwood.
J. C. MOORE, Traveling Fireman, Benwood.
A. G. YOUST, Operator, Glover Gap.
C. McCANN, Engineer, Benwood.

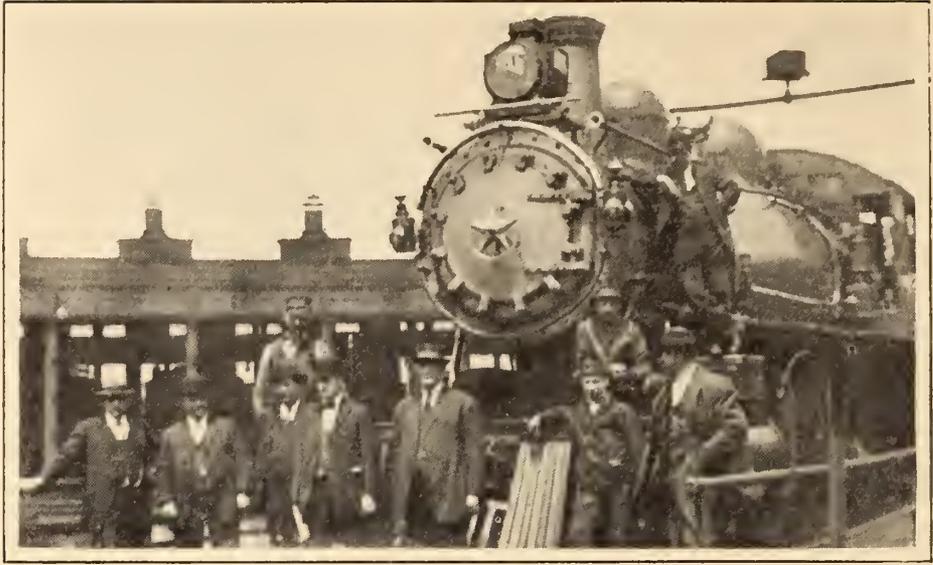
Mr. Thompson's statement at the beginning of the May magazine has been read and it is well worth the consideration and appreciation of all the employes. The co-operation of those outside the flood zone in maintaining a minimum expense will go a long way toward the restoration of damaged track and equipment.

This picture of the package local and crew takes its place in the gallery of prize



CABOOSE C-1261, FAIRMONT PACKAGE LOCAL AND CREW.

Conductor, H. A. SHOWALTER; Flagman, J. H. HOLLAND; Brakemen, G. LITTLE, F. A. BAKER, C. A. SATTERFIELD;
Engineer, JACOB SCHAFFER



ENGINE 1315. CREW, FOREMEN AND INSPECTORS

exhibits. The crew challenges the statement of their brothers and comes to the front with a picture of their whole train to declare without fear of successful contradiction that they are the banner crew on the pike, haul more cars and handle more packages with less overtime. So far as good looks are concerned, they challenge the entire B. & O. system.

The accompanying pictures show one of the Safety First signs that are conspicuously displayed at Benwood, and engine 1315, the neatest on the division.



SAFETY SIGN AT BENWOOD.

This engine is in service between Wheeling and Belington, trains 12-3, in charge of Engineman John Lemon. The other men in the picture are W. Stauch, district boiler inspector; M. Powell, general boiler inspector; H. Ainscough, general foreman; J. S. Little, road foreman of engines; C. Early, boiler foreman.

The stork has again visited the house of Engineman P. Hopkins and left another heir.

D. J. McDiffitt, retired conductor of the Connellsville Division, has been visiting his oldtime friends and relatives at Glover Gap, his boyhood home.

Conductor R. F. Pell accompanied Conductor George Burdess to Baltimore. Mr. Burdess is having a serious time with rheumatics and has gone to the hospital for treatment. Get well and hurry back, boys.

Fireman Joseph Buskirk, who has been laid up for some time with rheumatism, is improving.

Another poor unfortunate has paid the penalty. This time it was a brake-

man, W. Mathews, who entered the service July 15th, 1911. He was killed on Underwood mine track, May 1st, by going between moving cars to make a coupling. His foot caught in the guard rail, holding him until the car passed over him. **DON'T DO IT, BOYS, DON'T DO IT.**

Operator William Little sold his century violin to another operator, S. A. Shorter. When he was asked why he had done it, he said that some one told him: "A feller with a fiddle and a houn' never amounts to nothin'." Not being of a selfish disposition, he decided to divide honors with Mr. Shorter.

Copier B. F. Wilson of the dispatcher's office wondered why everybody was laughing when he tried to get information from the conductor of No. 98 a few days ago as to when two cars of horses in his train had been loaded, watered and fed and what law they were traveling under. They were hobby horses.

A large white bull came down off the hill to get a drink from the river at Winona. The approach of a train caused him to elevate both his headlight and markers in the air, and giving a loud snort, he started for the track. The engineman eased down a little, Road Foreman of Engines Gatewood got out on the running board, while the front brakeman took in the situation from the top of the first car. As the train was going slowly, the bull was able to keep up with the engine. The brakeman got down and grabbing the bull by the tail gave it a sudden twist, expecting to divert the course of his bullship. The animal gave a mighty bellow, elevated his rear about five feet into the air and with it the brakeman, throwing him directly in front of the engine. Fortunately he was not injured and he rolled from the track just as the pilot grazed him. The bull took for tall timber and the brakeman returned to the car without saying a word, thus closing a

scene that was filled with anxious moments and thrilling adventures. Mr. Gatewood said it would have been a good subject for the movies.

Brakeman J. H. (Happy) Holland, his wife and daughter Mildred, will leave for Victoria, B. C., on June 10th, to visit Mrs. Holland's brother and for the benefit of Mrs. Holland's health, which has been very poor for some time. It is hoped that the trip will prove beneficial.

Conductor H. A. Showalter of the Fairmont lay-over local has returned to duty after ten days' absence on account of the serious illness of his wife. Conductor J. H. Holland took his run during his absence.

Train Baggage Master Fred Robey has returned to work after about three weeks' absence attending the masonic doings at Dallas, Texas. Fred says he is glad to get back on the B. & O., which he considers far superior to any road he traveled over. He reports having had a good time and plenty to eat. Brakeman F. L. Sexton looked after his run during his absence. Because of his long experience as baggage master his comrades delegated him as their B. M. with the title of DO-DO the Chief Baggage Smasher.

Philip McCardle, one of the oldest residents of Ohio county, celebrated his ninety-ninth birthday anniversary recently at the home of his daughter, Mrs. Mary Cracraft, of Triadelphia. Mr. McCardle was born in County Mayo, Ireland, and came to this country when he was thirty years of age. He helped build the B. & O. railroad from Baltimore to Wheeling and for several years was employed in the Hempfield yards opposite the courthouse. Upon his arrival in the city he purchased the ground on which the courthouse is now situated for \$50. For many years he walked from Triadelphia to Wheeling, started to work at 6 o'clock in the morning and worked for ninety cents a day. When the weather permits he is about on

the streets of Triadelphia. He attributes his age to clean living and regular habits. He says he is good for ten years more.

The Baltimore & Ohio railroad will do as much as any other one agency, if not more, to contribute to the success of the West Virginia semi-centennial celebration to be held in Wheeling June 15-21. Agricultural Agent James H. Stewart is in charge of the company plans, which are now being rapidly brought to a head. At present his principal efforts are being confined to the eastern Panhandle, where he expects to produce as splendid an exhibit as will be offered by any other section of the State. The exhibit will be made up of samples of agricultural, mineral, limestone, soil and poultry products. Special attention is being paid to the wool exhibit, which Mr. Stewart expects to make the finest ever put on display in the United States. Specimens of lambs' wool and that taken from the best conditioned bucks or fat wethers are being collected. This will be added to the collection used at the land show. In fact all the landshow products will be included in the exhibit.

The poultry exhibit and the forest and mineral exhibits will embrace everything included within their respective classes to be found in West Virginia.

Old relics of the pioneer days of the railroad's history, most of which are now stored at Martinsburg, will be brought to Wheeling, and later sent to San Francisco for the Panama-Pacific exposition in 1915. E. L. Bangs of Baltimore, working under direction of Major Pangborn, is preparing to have at least three of the old engines included in the exhibit. One of these is the "Atlantic," the first American-built locomotive used in America, for which \$50,000 was refused by the company. The "Atlantic" was put in first class shape last year and President Daniel Willard ran it for a half hour at Mt. Clare. It is also possible

that the first locomotive ever run west of the Mississippi will be sent as a part of the exhibit.

Night Yardmaster Dave Carpenter had his fingers badly crushed while going over some cars.

A. Cogley, yard brakeman, has just got out of the home shop, after necessary repairs.

The wife and children of A. E. McMillan, general foreman at Cincinnati, are visiting in Benwood.

Supplyman O. Weinsbrecht and S. O. Dean, car inspector, will each take a bride in the near future.

Chief clerk to storekeeper, C. K. Welsh is on the sick list.

The funeral of Brakeman Earnest E. Boehm, who was killed on May 18th at Archer, W. Va., was conducted by McMechen Lodge No. 144, Knights of Pythias, of which he was a member. He was beloved by all who knew him and a large number of friends and members of the order attended the funeral. His congeniality won many friends, who join in offering sympathy to his sister and widowed mother.

ON THE LINE

The following changes in agencies are announced: J. L. Little, agent at Proctor, W. Va., vice Harvey Griffith, promoted; Harvey Griffith, agent at Maynard, Ohio, vice C. H. Harris, promoted; C. H. Harris, agent at Flushing, Ohio, vice C. C. Hoffner, promoted; C. C. Hoffner, agent at Bridgeport, Ohio, vice E. Wilkinson, promoted; E. Wilkinson, agent at Moundsville, W. Va., vice J. F. Fisher; J. D. Dowell, agent at Glen Easton, W. Va., vice J. R. Davis, transferred to telegraph department; W. P. Poland, agent at Board Tree, W. Va., vice J. S. Hager, resigned.

W. S. Earl, agent at Pine Grove, W. Va., is taking his annual vacation, relieved by J. L. McCombs.

Thomas McNichols has been made chief clerk at Mannington, W. Va., vice J. L. Little, promoted to agency at Proctor.

W. V. Frazier, chief clerk to Mr. Green, is out on the road looking up foreign equipment.

C. T. McKain, car inspector at Benwood, has a service record to be proud of—works every day in the year. Every Sunday at 3.45 P. M. and every Tuesday he attends service at the Y. M. C. A. and Monday's at 12.30 P. M. he attends service at 4th Street M. E. Church. He does not use tobacco in any form, abstains from all alcoholic beverages and does not indulge in any profane or obscene language—an every day Christian.

Conductor C. C. Cooper is off duty attending the funeral of his aged mother.

April 26th, Earl Steadman, cashier at Martin's Ferry, and Miss Weyrick of Martin's Ferry, were married.

HOLLOWAY

Engineer George Ballinger and his wife spent a pleasant day visiting Mrs. Ballinger's cousin at Warwood, Ohio.

Mrs. James Hall, wife of the conductor, is visiting friends in Canton, Ohio.

Engineer Henry, who recently left for Hot Springs, Ark., on account of ill health, has returned much improved.

Machinist H. C. Hooven has resumed duties at the roundhouse after spending a few days at Newark, Ohio.

Conductor Foley and his wife are spending a couple of weeks visiting in the Southwestern States, particularly Texas.

Machinist Ross Shepherd and family have returned home after spending a few days visiting friends and relatives in Lorain, Ohio.

E. E. Hooven, roundhouse foreman, and his wife spent a very pleasant vacation visiting relatives in Washington,

D. C., and Torey, Va. Returning home, they visited friends in Cincinnati, Columbus and Newark.

Irvin Brewer, machinist apprentice, has resumed duties at his trade, after spending a few days in Cleveland, Ohio.

J. T. Cropp, his wife and "the twins" are visiting Mrs. Cropp's mother in Iowa. Mrs. Cropp is expecting to bring her mother to Holloway on their return.

Mrs. A. V. Macklin, wife of the pipe-fitter, and her son Frederick are visiting friends and relatives in Martin's Ferry, O.

We are grieved to chronicle the death of John Burgess, an old employe of the B. & O., who passed away at his home in Holloway, May 21st, after a brief illness. He leaves a wife and four children to mourn his departure.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A.
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
S. T. ARCHER, Engineer, Vice-Chairman.
A. MAE, Trainman.
P. J. MORAN, Yardman.
R. L. COMPTON, Shopman.
C. L. PARR, Fireman.
W. B. WINKLER, Agent, Operator.
DR. F. H. D. BISER, Medical Examiner.
W. M. HIGGINS, Maintenance of Way.
W. E. KENNEY, Claim Agent.
J. H. OATEY, Y. M. C. A.

The statement of Mr. Thompson, our third vice-president, on the first page of last month's magazine, was very comprehensive and very much to the point as well. That his utterances were so free of complaint and so full of optimism and the spirit of cooperation and get-together, is worthy of particular notice.

Here in the Ohio Valley, where we have been brought face to face with such devastation of property, where we have seen with such emphasis the great loss, positively and negatively, there would seem to be no doubt about the desire of all employes to assist in any way possible to make reparation for this great loss, for which no one is to blame.

In justification of the local employes, from the superintendent down to the messenger boys, it can truthfully be said that there has been a very wholesome desire to help minimize the loss; there is a reasonable hope that all are going to continue in this spirit of helpfulness, and to do their share, by thoughtful conservation, to help make up for some of this great damage.

One of the largest and heaviest trains ever hauled on the Ohio River Division was brought into the local yards recently by engines 2020 and 2065, in charge of Engineers Johnny Boyles and Frank King. It consisted of 91 cars, 5463 tons, and was pulled from Benwood Junction in 7 hours and 15 minutes.

Wherever you look, you can see the different classes of employes with their noses in the new book of rules. The examiners on this book are stationed in the local yards and are taking the men through at the rate of about fifteen a day. Since there are about 910 questions to ask and be answered, it will consume a good deal of time. The examiners are Engineer Bartell, Conductors Dunnigan and Hogan and Dispatcher Adams.

Conductor Tom Kelly is running the third crew put on since the flood.

The men all seem to be pleased with the promise of the semi-monthly pay day.

In the Industrial Bowling League, which is being conducted by the Y. M. C. A., the B. & O. team is holding third place.

Among the many sharks of the game of volley-ball, which is one of the favorite diversions at the Y. M. C. A., are C. F. Casper, the train dispatcher, C. H. Nesbitt, timekeeper and Kendall Hagan, operator.

Dr. F. H. D. Biser, medical examiner at Parkersburg for several years, has been promoted to a like position with headquarters at Cumberland, Md. Dr.

Biser was a loyal member of the Ohio River Division safety committee, and we are sorry to lose him. He is succeeded at Parkersburg by Dr. A. J. Bossyns, to whom we extend a welcoming hand.

Engineer H. C. Adams and Fireman H. H. Thorpe, who were injured in the West End, Parkersburg Yard, on May 26, are reported to be getting along well.

J. S. Ruth, agent at Mason City, has returned to duty after being off two weeks on account of sickness.

J. T. Layman, clerk to trainmaster, has resigned to accept a position with a Western road. Mr. Layman is succeeded by M. H. Mohler, clerk to superintendent, and Mr. Mohler is succeeded by W. S. Oliver.

P. J. Moran, safety committeeman, is taking a few days' vacation.

Operator P. O. Duncan, who has been working extra in "RA" office, has returned to his regular position at Huntington.

J. F. Cromley has been transferred from the agency at Kenova to the agency at Ravenswood, vice W. H. Evans, transferred. Mr. Cromley is succeeded by W. C. Shanklin.

W. H. Horner, a laborer on Section 22, while walking between tracks in the east end of Ravenswood yard, was struck by train 705 and instantly killed. Another case of failing to clear running track.

S. S. Roush, secretary to the superintendent, is the proud father of an eight-pound baby boy, born May 29.

C. A. Ruf, messenger, has returned from Sherman after a brief visit and is again on the job as captain of the East End Grays.

F. L. Simpson, F. O. Higgins and S. C. Higgins have arrived from Dallas, Tex., where they attended the annual meeting of Shriners.

C. F. Freed spent a few days in Morgantown, visiting friends.

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent*, Cleveland

C. H. LEE, *Dispatcher*, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Cleveland, Ohio, Chairman.
 E. H. CLINEDINST, Division Claim Agent, Cleveland, Ohio,
 Vice-Chairman.
 O. C. SPEITH, Assistant Division Engineer, Cleveland, Ohio.
 DR. J. J. MCGARRELL, Assistant Medical Examiner, Cleveland,
 Ohio.
 W. K. GONNERMANN, General Foreman, Lorain, Ohio.
 J. E. FULP, Foreman, Machine Shops, Cleveland, Ohio.
 J. WEISS, Engineer, Lorain, Ohio.
 E. G. LOWERY, Engineer, Cleveland, Ohio.
 E. A. MYERS, Conductor, Cleveland, Ohio.
 T. L. TERRANT, Yardmaster, Ohio.
 J. C. SHIELDS, Yardmaster, Canal Dover, Ohio.
 W. H. RUCH, Agent, Massillon, Ohio.
 C. OLDENBERG, Acting General Yardmaster, Cleveland,
 Ohio.
 E. D. HAGGERTY, Yardmaster, Akron, Ohio.
 C. H. WALKER, Yardmaster, Canton, Ohio.
 R. H. THROESCHER, Acting Agent, Cleveland, Ohio.
 J. M. HUCHINSON, Fireman, Lorain, Ohio.
 T. KENNEDY, Supervisor, Cleveland, Ohio.
 GEO. ELFORD, Operator, Seville, Ohio.



888 AND ITS YOUNGEST ENGINEER

CLEVELAND

We read with a great deal of interest the article written by our Third Vice-President, which appeared in the May issue. We have heard a great deal of favorable comment from the employes and others on this division in regard to this article. The Cleveland Division has not relaxed the spirit which was displayed by the employes during the flood period, but is pushing forward with renewed

energy to help make up for the losses incurred by the recent catastrophe.

Division Claim Agent Clinedinst attended the Association of Railway Claim Agents' Convention at Baltimore. Mr. Clinedinst reports that every delegate wore the safety button emblem of his road, and that *safety* was indeed *first* in the minds of all, a great deal of the time of the convention being given to this subject.

LORAIN, OHIO

J. C. Murphy, former A. Y. M., has been promoted to yardmaster (in charge) at night.

Conductor E. C. (Alabam) Cramer has been promoted to the post of assistant yardmaster in the coal yard, nights; and Conductor J. A. Meister has accepted a like position, days.

W. E. McCauley, night dispatching clerk, has been put on the day job and G. T. German, returned from furlough, has been assigned to the night dispatching clerk's desk.

F. I. Pfiffer, night record clerk, has been made day hump clerk; William Justin has been employed as night hump clerk.

C. E. Pierce, formerly agent, has been made terminal agent in full charge of operation. Mr. Pierce has been agent here for the past six or seven years and is a live wire and an authority on Lake coal traffic. We offer our congratulations.

Conductor Dernier has returned to duty after an absence of three weeks on sick list. "Grubby" shows the effect of his indisposition, having lost twelve or fifteen pounds.

Harry Zeigman, a yard brakeman, narrowly escaped a serious injury on April 29. As he stepped off the footboard of a switch engine, the board caught his heel and doubled his foot up. He had to be sent home in an automobile. He is rapidly improving and will soon be OK for duty. We must use extra precaution

to step clear of engine or cars when alighting.

Conductor J. E. Campbell, running on local freight out of Lorain and Massillon, was hurt at Lester a couple of weeks ago. He was trying to rerail a steam shovel when the chain pulled apart, hitting him in the stomach. He is at work again.

George Faul, the yard conductor of the melodious voice, has gone two weeks on the Hump trying to take a "fall" out of it, but the decision given is a draw. The classification and receiving yard is carrying 2700 cars of coal and the "Bull Bats" have had to forsake the place and move to the outbound yard in order to have sufficient room to stretch their wings and fly.

The Lorain yard force wishes to extend congratulations to our new trainmaster, J. E. Fahey, and to assure him he will have our hearty cooperation in the work.

The checker problem submitted in last month's issue was a good one. While all of us are not checker players, a number of us play the game with trains and cars. Here is an everyday problem at Lorain at the present time. The first and second 75 is due at 4.20 P. M. and 4.30 P. M., one with 60 and the other with 50 cars. No. 5 receiving track holding 60 cars is the only track clear. This track leads into the cut of cars at one end and there is only room for the engine to cut off and go to the roundhouse. The yardmaster's instructions are to relieve crews and get into the yard on arrival. What's the answer? Superintendents' please take notice.

The Lake Season is open in full swing and Lorain Yard is enjoying an abundance of business, one coal dump alone unloading on an average of 40 cars an hour. The unloading is handicapped by one machine being damaged by the recent flood. The classification yard and outlying sidings carry from 2700 to 3000

cars of Lake coal each day, and wherever one looks the eye is focused upon a solid mass of black diamonds. A car of crushed stone which occasionally arrives is such a contrast in color that it looks like snow. Should any of the night hawks in the yard be let loose in the sunlight, they would be unable to see anything, being accustomed to the darkness of the night, which is deepened by the black cars and black coal.

The demand is for equipment and coal cars at the mines. We are moving every empty car immediately after unloading, in compliance with the order of the management.

We had the general manager and his party with us May 1 and 2. A fire alarm was sounded in two different parts of the territory and in each instance the fire-fighting force had a stream of water going in less than fifty seconds.

For some weeks the road foreman of engines at Lorain experienced considerable trouble in persuading Engineer Wiens to work. They could never get him away from home any farther than Lorain yard. There is a reason—a little daughter, born April 29. But now John wants to work every day, as he realizes the fact that one more pair of feet will soon be wearing out and growing out of new shoes as fast as he can pay for them.

NEWARK DIVISION

Correspondent, T. J. DALY Newark

DIVISIONAL SAFETY COMMITTEE

W. T. LAGAN, Trainmaster, Chairman.
 C. G. MILLER, Snopman.
 BERT SMITH, Yardman.
 C. C. O'HARA, Yardman.
 J. G. STRICKENBERG, Agent.
 A. R. CLAYTON, Claim Agent.
 R. W. LITTLE, Yardman.
 A. N. GLENNON, Trainman.
 E. C. ZINSMEISTER, Superintendent Buildings and Bridges.
 C. C. GRIMM, General Yard Master.
 H. M. EVANS, Engineer.
 DR. W. A. FUNK, Assistant Medical Examiner.
 E. V. SMITH, Division Engineer.
 G. F. LEBERT, Assistant Division Engineer.
 J. KIRKPATRICK, Master Mechanic.
 W. F. ROSS, Road Foreman of Engines.
 G. R. KIMBALL, Division Operator.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk*, Connellsville

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 J. M. BOXELL, Conductor.
 J. H. BOWMAN, Yard Conductor.
 J. H. BYTNER, Locomotive Engineer.
 DE. M. H. KOEHLER, Medical Examiner.
 T. V. DONEGAN, Machinist.
 F. BEYNE, Division Claim Agent.
 H. M. HEINBAUGH, Fireman.
 E. L. LINT, Car Repairman.
 A. K. LONG, Track Foreman.
 J. W. RYAN, Dispatcher.
 H. W. FOWLER, Conductor, S. & C. Branch.
 J. D. GRAHAM, Conductor, S. & M. Junction.

Passenger Engineer W. S. Johnson, of the New Castle Division, called at the office of the road foreman of engines, B. F. Crolley, on May 13th, and presented Mr. Crolley with a diamond ring as a token of remembrance from the men of the New Castle Division, from which territory Mr. Crolley came to us.

Mr. Crolley wishes to thank the men of the New Castle Division, through the columns of the magazine, for this token of their esteem.

Assistant Trainmaster J. J. Smith, Dispatcher G. H. Moore and Conductor A. C. Sanner, who have been selected to examine Connellsville Division employes, returned from Baltimore recently, where they attended a meeting on rules.

Yardmaster W. S. Trevitt and wife, of Connellsville, Pa., have gone to Buffalo, N. Y., for a few weeks.

Roundhouse Foreman M. B. Cunningham, of the New Castle Division, was visiting relatives in Connellsville recently. Mr. Cunningham was formerly employed in the roundhouse at Connellsville as a machinist.

Conductor W. Howard and wife, of Connellsville, are attending the Conductors' Convention in Detroit, Mich.

Passenger Conductor J. H. Giffin and wife left for Mt. Clemens, where Mr. Giffin hopes to regain his health.

Brakeman F. L. Reed and wife are visiting relatives in Clarksburg, W. Va.

Yard Clerk C. E. Bowers, of Connellsville, is spending several weeks in Chicago and Cleveland visiting relatives.

Leroy Linderman, 27 years old, a Connellsville yard brakeman, died on May 10 at his home at South Connellsville, following a lingering illness. He had been taking treatment at Mount Alto. Services were held from the family residence; interment was in Hill Grove cemetery. Mr. Linderman was born at Ohio Pyle, Pa., and was a son of David and Mary E. Linderman. He married Miss Violet Daniels, a daughter of David Daniels of South Connellsville. He leaves a widow and three children—Margery, Eunice and David Leroy. His mother and several brothers and sisters also survive him.

G. M. Swartzwelder, for the past two years maintenance of way timekeeper at Connellsville, left recently on an extended trip through California and other Pacific Coast points. During his absence the position is being filled by P. E. Swartzwelder.

A. T. Horne, formerly extra gang timekeeper at Somerset, has been appointed clerk in the office of division engineer at Connellsville. He is succeeded at Somerset by L. N. Lowery.

Dr. H. C. Hoffman of Connellsville has been appointed company's surgeon, vice Dr. M. B. Shupe, deceased.

M. E. Martz, roundhouse foreman at Connellsville, has been appointed general foreman of the S. & C. Branch with headquarters at Somerset. Mr. Martz was shop foreman at Rockwood for a number of years before coming to Connellsville.

Thomas Nee has been appointed day roundhouse foreman at Connellsville. He is succeeded at night by J. R. Grove, formerly assistant night roundhouse foreman.

Boilermaker F. A. Sliger has been appointed boiler inspector with headquarters at Connellsville.

James Ryland has been appointed stenographer to fill the position recently created in the office of freight agent at Connellsville.

Albert Furtney has been appointed messenger in the division offices at Connellsville, vice Ehner Gillespie, resigned.

John Enold, operator at Greene Junction, spent a week in the mountains recently, fishing for trout.

M. P. Heaney has been appointed supervisor with headquarters at Connellsville to succeed P. J. Adams, assigned to other duties. Mr. Heaney was formerly supervisor at Garrett, Ind.

J. I. Malone has been appointed extra gang foreman in the F. M. & P. District.

G. Daniels, extra gang foreman at Somerset, has been transferred to Connellsville yard, where he is putting in additional tracks.

Conductor J. J. Condon and family are visiting relatives in Baltimore.

Born to Mr. and Mrs. J. C. Wood on May 21, a baby boy. Mr. Wood is night chief caller at Connellsville.

Yardmaster M. I. Feathers and wife of Connellsville were called to Philadelphia recently, owing to the death of the former's uncle.

Conductor H. Shaffer attended the Y. M. C. A. Convention at Cincinnati, O., as a delegate from Cumberland.

Operator and Mrs. N. A. Knotter of Bidwell, Pa., are the parents of a new daughter.

The third trick operator at Greene Junction, J. J. Devilviss, is confined in the Methodist Protestant hospital at Baltimore with a severe attack of appendicitis. In his absence the position is being filled by the extra operator, R. H. Cochran.

C. A. Fetzer, second trick operator at Stoyestown, Pa., was called to his home near Lock Haven, Pa., recently, owing to the death of his father.

The second trick operator at Greene Junction, John Trenberth, was off duty the early part of the month on account of the death of his father at Fairhope, Pa.

H. J. Evans, first trick operator at Williams, Pa., has been off duty for the past two weeks on account of sickness.

A. E. Scanland, second trick operator at "RX" Tower, spent a few days in Baltimore recently.

Operator J. Z. Lynn and wife of Indian Creek have just returned from a visit with Mr. Lynn's relatives at Philadelphia.

L. H. Foust, third trick operator at "HK" Tower, is spending his vacation in Wilmington, Del.

J. D. Margroff, first trick operator at Hyndman, is spending his vacation visiting relatives in Pittsburgh, Pa. During his absence the position is being filled by the extra operator, E. T. Harelerode.

G. T. Fisher, third trick operator at McSpadden, is spending a few days in Chicago.

The second trick operator at Bidwell, R. W. Dmnlap, is off duty on account of sickness.

H. L. Brieker, operator at Oriental, Pa., is spending his vacation with relatives at York, Pa.

N. R. Barncord, operator at Morgantown, W. Va., is taking his annual vacation of two weeks. He is relieved by extra operator L. A. Lambert.

The superintendent's office and the freight house forces of Connellsville organized baseball teams for the season recently, and in a twilight game played at Fayette Field on May 13, the former were defeated by a score of 9 to 5. DeHuff, for the superintendent's office, pitched a very good game but was accorded poor support at times, while Carter was steady at critical stages when hits meant runs.

L. M. Walker, formerly yardmaster at Adams, Pa., has resigned to accept a

position with the State Highway Commission.

Lewis Cage, son of G. N. Cage, former road foreman of engines, has been appointed night yard clerk at Somerset.

George Filcer, boilermaker foreman at Rockwood, has been notified that he will be transferred to Somerset in the near future. George is anxious to get started.

General Foreman Martz of the S. & C. Branch territory is having a large "Safety First" emblem made at Connellsville to be put up over the outside entrance of the boilerroom at Somerset. Mr. Martz is very enthusiastic about the safety movement and the good it is doing.

Brakeman George Sabin and J. A. Burke have been transferred from Listie to Somerset and will move their families to that point in the near future.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

J. J. DRISCOLL, Trainmaster, Chairman, Butler.
J. L. BOWSER, Shopman, Glenwood.
P. W. KEELER, Yard Brakeman, Demmler, Pa.
G. W. GARRETT, Conductor, W. & P. District.
G. W. BORGARDES, Engineer, River District.
W. H. HEISER, Conductor, Pittsburgh Yard.
C. A. SMITH, Brakeman, Allegheny Yard.
J. J. McGOOGAN, Conductor, 36th Street Yard.
R. BROOKS, Assistant Division Engineer, Pittsburgh.
E. N. COLEMAN, Brakeman, Glenwood Yard.
J. E. HONTZ, Conductor, Willow Grove Yard.
J. M. CONNOR, JR., Assistant Car Foreman, Glenwood.
B. C. WADDING, Fireman, Passenger.
J. KELLY, Freight House, Pittsburgh.
FRANK BRYNE, Division Claim Agent.
DR. N. B. STEWARD, Assistant Medical Examiner, Glenwood.
WM. FELLOWS, Manager, Telegraph Office, Pittsburgh.
J. F. MILLER, Secretary.

Harry McKelvey, of the general superintendent's office, has resigned, effective May 1, after having worked in the different offices for about nine or ten years. He is taking his wife and baby out West, and expects to be gone for some time. Clyde Robb from the superintendent's office is filling his position.

Paul Crosky, employed for five or six years in the trainmaster's office has also resigned. John Boyee from the assistant

trainmaster's office has been transferred to the trainmaster's office.

A new baby girl at the home of the timekeeper, E. C. Fisher; another one at W. V. Blackstone's, of the general superintendent's office.

James Marshall, brakeman in Glenwood Yards, and Miss Carrie E. Bitts, daughter of Engineer Bitts, were married at her home in Hazelwood, May 19.

W. T. Horan has been appointed master plumber on the Pittsburgh Division, vice B. I. Girts, resigned.

"B. & O.," the lamented mascot of the local freight office, who lost her life in the fire while rescuing her offspring, has found a successor in "B. & O." No. 2.

A rivalry of long standing between the night foree and the day foree of the Pittsburgh Freight Office as to which had the better baseball team, has at last been settled. A spirited game, interspersed with many arguments, was played Saturday May 17, and resulted in a victory for the night foree. It was an uphill contest all the way and might have been either team's game until the last man was out. Both teams had many opportunities to score, but the pitcher tightened up with men on bases and the timely hit was lacking.

The railroad checkerists in Pittsburgh—and there are more than a few—are "de-lighted" to see your columns open in the interest of the game and hope eventually to see discussion of this subject become a regular feature.

Your first problem, April issue, page 20, by "Riverside Expert," is an interesting stroke, and should be mentally solved before moving a man.

Solution:

6—9	22—25	32—27
13—6	30—21	21—14
14—18	7—10	27—11
23—14	14—7	Black wins.

SECOND PROBLEM.

23—14	18—25	11— 7	7—16
3—17	21—30	17—13	13—17
11—18	23—18	7— 2	16—19
27—31	30—26	5— 9	14—18
16—12	18—15	2— 7	6—10
31—26	26—22	9—14	18—22
30—23	15—11	(a) 12— 8	19—23
17—22	22—17	8—11	22—25

Drawn.

(a) Is there a win after 12—8? If not, is 7—11 any better?

Throughout the game, black has to be careful not to lose by first position. We should like to see the author's review of this play.

We offer the following as our contribution to the series. This problem, whilst presenting no difficulty to the average player, will, owing to its evolution from an actual end game, be found instructive to the beginner:

THIRD PROBLEM.

Black—5, 10, 22, Ks., 11, 18, 26.

White—12, 13, 20, 29, Ks., 19, 27.

Black to move and win.

The solution will be printed in the August issue.

“ROCH.”

Conductor M. J. Ford and his wife have gone to Detroit for two weeks.

During the dense fog on the morning of April 30th, the stork arrived at the home of Henry Hellriegel, car repairman, Pittsburgh Yard, and left a twelve-pound daughter.

An event worth celebrating occurred at the house of John Publow, chief clerk to the trainmaster, on Decoration Day. The ten-pound baby boy who came while the bands were playing, made an address that was clearly heard above the other music. He is eligible to high rank in the Grand Army of B. & O. Babies.

The B. & O. Baseball Team and the Standard Plate Glass Team had a lively game at Butler one Saturday in May.

Captain and Conductor Markey got a flash that there was a clear track, tried three times to get away, but finally ran against a red block at first station. Next was Oiler Thomas. He was sidetracked at second. Sweeney coupled with a low one but arrived at the third station behind schedule, and the whole B. & O. crew had to take to the elderberry bushes again.

The score was 13 to 1, but we were unable to verify which team was the winner, because the official scorer ducked back of Purvis' lumber yard and was taking a swim in the creek.

GLENWOOD, PA.

Caller J. L. Howell and his wife have been spending a few days with friends in Akron, Ohio.

Mrs. S. P. Bitts, wife of the engineer, is spending three months' vacation in Southern California.

On May 19th, James Marshall and Miss Carrie Bitts of Pittsburgh were united in marriage at the bride's home, Hazelwood, Pa. Mr. Marshall is yard brakeman at Glenwood. We wish them both happiness.

Traveling Fireman H. F. Curry and his wife have just returned from a visit to Mr. Curry's home, Curry, Pa.

J. A. Myers, stenographer to the road foreman of engines, spent Sunday with friends at Jones' Mills, Pa.

We desire to extend our heartfelt sympathy to Engineman J. A. Woodcock and his brother, Murray Woodcock, on the sudden death of their mother, Mrs. Sarah M. Woodcock.

Fireman E. D. McGaughey is spending two weeks' vacation at his home in Clearfield, Pa.

A. M. Nops has resigned as assistant road foreman of engines, and has returned to his engine, back on the W. & P. District.

Engineman J. W. Zorn, who has been in New Castle Hospital, undergoing an operation for appendicitis, is improving.

Engineman J. A. Staley is confined to McKeesport Hospital after an operation.

Engineman J. G. Walters has been granted leave of absence for three months, to visit his old home in England.

Fireman A. G. Stedman has been granted leave of absence for one week, to visit his parents in Baltimore.

Engineman C. L. Stauffer and his wife were called to their home in Chambersburg, Pa., where Mrs. Stauffer's mother recently met with an accident.

T. E. Drake, chief clerk to the road foreman of engines, has returned to duty after two weeks' absence due to eye trouble.

J. E. McCarthy, formerly passenger engineer, is now assistant road foreman of this division.

Fireman Thomas Penman has just returned from a visit to Niles, Ohio.

GAEHRING, PA.

Conductor Fryer of the local freight, better known as "Dad," has secured leave of absence for three months in order to lower the high cost of living for his many railroad friends at Gaehring, Pa., by farming.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*,
New Castle

DIVISIONAL SAFETY COMMITTEE

S. C. WOLFERSBERGER, Chairman.
F. W. GREEN, Operator.
M. J. GARRETT, Engineer.
H. D. HORNER, Fireman.
J. B. TALBOTT, Brakeman.
M. C. WOOLDRIDGE, Conductor.
T. J. RAFTERY, Car Foreman.
W. H. WATSON, Switchtender.
P. J. McCANN, Conductor.
E. H. BARNHART, Assistant Division Engineer.
C. J. MAISCH, Claim Agent.
J. E. GRILL, Conductor.
G. H. HAMMER, Foreman.
DR. E. M. PARLETT, Medical Examiner.

Behold Gus Hammer, pipe fitter foreman at New Castle Junction, fire chief safety committeeman, and general busy man at the shops. Mr. Hammer entered the service of the Pittsburgh & Western



GUS HAMMER AND HIS DAUGHTER

Railroad at Allegheny shops in September, 1885. He worked four years at Foxburg, twelve years at Allegheny shops, also at Glenwood, and he has been at New Castle Junction shops for ten years. He is a genuine old-timer and very enthusiastic in safety work. The fire department at New Castle Junction has been brought to a high state of efficiency under his supervision.

On May 3, the Erie baseball team at Niles went down to defeat at the hands of the B. & O.-Penna team, to the tune of 5 to 1. Agent Wilson of the B. & O. advises that they were just warming up and the slaughter will be greater along in the season. Cashier Post of the B. & O. was the heaver and only allowed the Grand Old Erie two hits. Erie Agent Bowker did the "Casey" act in the last inning, striking out with two men on. Agents Wilson and Kirkbridge stuck to the rooters' bench and did good work there, probably winning the game by not going

in. Butler of the Erie starred for his team (so they say).

On May 1st, Assistant Road Foreman Smith overheard a lady at the station say to her husband, "When we go back, we will surely go by the B. & O., for that is the nicest brakeman I ever saw. He treated us just fine." We are very sorry we are unable at this time to advise the brakeman's name but the division officials were certainly pleased to hear of this. The public's opinion of a railroad is largely based on the treatment accorded by the employes, and this brakeman has placed the B. & O. high in the estimation of at least two persons. Like Abou Ben Adhem, "may his tribe increase."

sociates regret very much to see him go as their relations with him were extremely pleasant. They are, however, very glad that he is receiving a well deserved promotion.



J. F. KEEGAN

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*,
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT, Superintendent, Chairman, Garrett, Ind.
J. B. HERSH, Yard Master, Garrett, Ind.
H. S. LEE, Yard Master, South Chicago, Ill.
C. SCHOMBERG, Shopman, Garrett, Ind.
J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
D. PARRODY, Shopman, South Chicago, Ill.
W. G. CAMERON, Conductor, Garrett, Ind.
T. E. WAYMAN, Agent, Chicago, Ill.
T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
A. CREW, Claim Agent, Chicago, Ill.
C. A. STIERT, Shopman, Chicago Junction, Ohio.
DR. F. DORSEY, Medical Examiner, Garrett, Ind.
R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction,
Ohio.
W. C. FRANCE, Agent, Tiffin, Ohio.
O. M. BAILEY, Engineer, Garrett, Ind.
D. G. THOMPSON, Fireman, Garrett, Ind.
A. D. GINGERY, Brakeman, Garrett, Ind.
J. S. BARN, Operator, Galatea, Ohio.
J. D. JACK, Claim Agent, Garrett, Ind.
J. W. HAMILTON, General Yard Master, Chicago Junction,
Ohio.

The picture shown is from a snapshot of J. F. Keegan, who was promoted on May 15 to the superintendency of the Chicago Division, with headquarters at Garrett. This is a good likeness of Mr. Keegan, taken at Grafton, his former headquarters. It comes to us through the courtesy of Correspondent Patton. Mr. Keegan was extremely well liked on the Monongah Division and his old as-

On May 15th, our Y. M. C. A. at Chicago Junction celebrated its seventh anniversary, under the direction of Secretary R. R. Jenkins. Large audiences were present in the afternoon and at Temple Theatre in the evening. Among the speakers were A. H. Lichty, Ohio State Secretary; Engineer Frank Kircher, of Garrett; John Rutledge, Cleveland; C. W. Sturmer, Baltimore; Secretary H. N. Conley, Bradford, O.; Secretary Burton, Zanesville, Ohio; DeWitt Rogers, Assistant State Secretary of Ohio; Secretary T. E. Stacy, Riverside, Baltimore. Mr. Stacy was a former Secretary of Chicago Junction. He presided at the afternoon session and took part in the musical program.

The present membership at Chicago Junction is eight hundred. The average use of sleeping accommodations is now 114 per day. As many as 203 men have been registered in twenty-four hours. The attendance for the year in the Association rooms is 61,575.

We are glad to note that Assistant Trainmaster Carl E. Talbert, who has

been laid up with neuritis, is improving gradually and will soon be able to walk without the use of sticks.

Engineer William Culbertson is very proud of his new title "Papa." It's a girl.

Engineer and Mrs. J. H. Nell spent about ten days at Washington, Ind., and Louisville, Ky., visiting Mr. and Mrs. Sam Nell and other friends. They report a fine time but Jake says he wants to get to work on the pick-up.

Trainmaster S. U. Hooper and George Novinger, road foreman of engines, attended the fifth annual convention of the American Fuel Association, held at Sherman Hotel, Chicago, May 21st to 24th. The Association is growing steadily.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS, Chairman.
C. F. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX CRAW, Claim Agent.
DR. E. J. HUGHES, Medical Examiner.
J. F. RYAN, Captain of Police.
C. L. HEGLEY, Examiner and Recorder.
H. McDONALD, Supervisor.
WM. HOGAN, Supervisor.
J. W. DACY, Trainmaster.
J. W. FOGG, Master Mechanic.
F. S. DEVENY, Road Foreman of Engines.
CHAS. ESPING, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
J. E. SHEA, Passenger Conductor.
JOHN ROGERS, Locomotive Engineer.
F. DOTZAUER, Locomotive Engineer.
JOHN CABIG, Switchman.
JOHN LOCKTON, Boilermaker.
JAMES HAJEK, Car Inspector.
CHAS. STANGE, Locomotive Engineer.
MARTIN SCHUAB, Car Foreman.
CASPER WEYDERT, Locomotive Engineer.
P. H. BILLITER, Locomotive Fireman.
H. SELBURG, Conductor.
R. C. ATKINSON, Conductor.
WM. GEOTZINGER, Machinist on Floor.
LAS LANGTON, Machinist in Shop.
CARL HOFFMAN, Blacksmith.
FRANK KAPANKO, Car Repairer.

H. N. Nelson, clerk in the president's office, has been transferred to the superintendent's office. Mr. Nelson will have charge of B. & O. special movement at Chicago.

A. Goula, train-crew caller, and C. A. Ohlson, switchman, took a trip to Hous-

ton and Galveston, Texas, and report having had a good time.

Engineers Garrard and McPhail, who were helping out on the B. & O. proper for a time, have returned to work on the B. & O. C. T.

John Johler, formerly yard clerk at Barr Yard, has been promoted to the position of chief yard clerk at that point, vice Henry Wiedenhof, resigned.

Fireman Thomas McKenna, who has been off on a furlough, has returned to work.

Switchman C. Haugh, who was injured on March 24, resumed work on May 4.

Conductor J. E. Mankin is again at work, having been off since January 12 with a broken arm.

William Curry, otherwise known as Dauntless Durham, has been changed from the demurrage to the receiving desk in Mr. Hickok's office at East Chicago. The demurrage job is being handled by E. T. Shea.

Mrs. C. F. McKelvey, wife of the general yardmaster, has been called to her old home at Leetonia, Ohio, on account of the serious illness of her mother.

Switchman C. H. Schofield left Chicago on May 16 to attend the S. U. of N. A. Convention being held at Houston, Tex.

The many friends of Tom Williams are glad to see him again in the district engineer's office after a furlough of three months.

Hammond Station was closed on June 1. F. W. Cross will remain at Hammond under the jurisdiction of F. N. Hickok, agent at East Chicago.

Jerome Reid, collector in the local cashier's office, took a fifteen-day leave of absence to accompany the Paulist Choristers, of which he is a member, on their Eastern trip, visiting Cleveland, Washington, Philadelphia, Providence, Portland, Me., Albany, Utica and Ogdensburg, N. Y., Toronto, Detroit and

Grand Rapids, at which points concerts were given. While in Washington they were invited to the White House where a private concert was given to President Wilson and his family. Jerome reports having had a very delightful trip. The Choristers were enthusiastically received at each place visited.

Miss Mary Ryan, clerk in the local freight office, made a flying trip to Danville, Ill., over Sunday, visiting friends. Miss Ryan reports a delightful trip.

The friends of H. J. Thomas, clerk in the general freight and passenger agent's office, have recently received an epistle which reads, in part, "Mrs. Jos. E. Phillips requests your presence at the marriage of her daughter, Mary Agnes, to Mr. H. J. Thomas, Wednesday June 4." We wish the bride joy and compliment Mr. Thomas on his choice.

Henry Loveridge, secretary of the advisory committee of the relief department has been busy for the past few weeks making arrangements for the annual meeting at Pittsburgh.

Joseph Lennertz, stenographer in the master mechanic's office, will be married to one of East Chicago's fairest daughters in June. Your friends wish you happiness, Joe.

The shopmen's base ball team played the team from the Indiana Harbor belt shop on May 18, and were defeated, 8 to 7.

Irvin Hartlerode, bill clerk in Mr. Hickok's office, is the proud father of a bouncing baby boy. As this is his first, he naturally feels very important.

CHICAGO FREIGHT OFFICE

The stork paid a visit at H. H. Baldwin's home on April 8 and left a pretty little baby girl. "Baldy" says his daughter has one fine pair of lungs. Congratulations!

Bill Franke gave a little party at his home April 26, and most of the boys of

the office were there. We all had one fine time and enjoyed ourselves immensely. 'Bish' Ingalls, an ex-B. & O. employe now working for the C. & N. W. Railway, was with us.

S. C. Brown left the service of the company the first of the month. He is going to St. Paul.

The clerks of this office were overjoyed to hear that they will in the future receive their pay twice a month. We all thank the management.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

E. R. SCOVILLE, Superintendent, Chairman.
J. R. NEFF, Trainmaster.
R. MALLEN, Road Foreman of Engines.
C. W. PLUMLEY, Division Operator.
R. E. SCHWARZELL, Assistant Trainmaster.
C. E. SCHARFF, Relief Agent.
L. A. PAUSCH, Supervisor.
L. C. MUELHEIM, Road Recorder Inspector.
O. D. MONTE, Train Dispatcher.
O. C. CAVINS, Engineer.
E. O. BROWN, Fireman.
J. A. CARSON, Yard Foreman.
G. F. OERLANDER, Claim Agent.
DR. P. S. LANSDALE, Medical Examiner.
T. E. BANKS, Conductor.
J. W. JAMES, Brakeman.

Ferguson and Edmundson, who have the contract for rebuilding the fill through Yoctangee Park, Chillicothe, cut in their steam shovel at the old Fair Grounds and started work May 19. It will take approximately five months to complete the work as there will be about 75,000 yards of earth to move. The fill when rebuilt will be five feet higher than the old one and considerably wider. This is the point at which the detour track was built via the old canal tow path.

The main track from Renick's Curve just east of Chillicothe to the Scioto River bridge has been raised to the original grade.

At Sullinaux Ave., Columbus, where the viaduct was washed out, we are now driving piling with a view of carrying the trestle on I beams until the abutments of the bridge can be rebuilt.

The Pittsburgh Chamber of Commerce and the Cincinnati Chamber of Commerce passed over the Ohio Division May 23 and 24, each occupying a special train of eight cars well equipped with commissary supplies for a week's trip. The Cincinnati train had the famous John Weber band, which enlivened the trip and woke up the natives at every stop. The object of the trip was to permit the manufacturers to visit personally the various cities and meet the jobbers with whom they do business. The P. C. C. train was equipped with Central Union Telephones and when the train stopped at Chillicothe, Manager Lou A. Green was on hand with a corps of linemen and had the train connected with his local exchange in thirty seconds.

The first call to Pittsburgh was answered in three minutes. That's a record hard to beat. There were over a hundred business men in each party and they were greatly pleased with their trip over the Ohio Division.

Bill Graf, road foreman of engines of the Illinois Division, was a visitor in Chillicothe on May 23. Just before he was promoted to his present position he built a beautiful home on East Main Street, but prosperity never permitted him to live in it. He came over to see how much it had been damaged by the recent flood, and incidentally to renew old acquaintance with his many friends in "God's Country."

Chairman Oscar G. Murray of the board of directors passed over the Division recently in his office car.

Chief Engineer J. L. Stuart made an inspection by special train of the Ohio Division during May, giving special attention to the work of reconstruction in the flooded district.

C. H. R. Howe, assistant division engineer, has been transferred to Indianapolis temporarily to act as division en-

gineer during the illness of Division Engineer Passell. Mr. Howe's family will visit in Troy, Ohio, during his absence from the Ohio Division.



HOME OF ENGINEER DEAN

These photographs show the condition in which the flood left the homes of some of our employes. Engineer Dean lived in the house at the center of the first group. In the row shown underneath lived R. K. Moore, route agent of the U. S. Express on the Ohio and Wellston Divisions, Conductor Gearheart and D. F. A. Spangler.



HOMES OF R. K. MOORE, D. F. SPANGLER
AND CONDUCTOR GEARHART

Mrs. N. W. Martin and her daughter, Mrs. Mabel Hyatt, have discontinued their residence in Chillicothe and are now enroute to Seattle, Washington, where they will make their home. Mrs. Martin's son, N. R. Martin, chief clerk to Master Mechanic Reeves, and C. R. Duncan, chief clerk to Superintendent Scoville, have taken a suite of rooms in the Masonic Temple.

M. J. McCarthy, superintendent motive power, made his periodical visit to the Chillicothe shops on May 22. Mr. McCarthy is one of those men that make friends wherever they go.

Preparations are being made for the annual election of delegates to the Relief Department convention, to be held in Pittsburgh in June.

Henry Imhoff, machinist of Chillicothe shop, is enjoying his leisure moments with his family in a beautiful five-passenger auto.

Oliver H. Hiatt, one of our passenger conductors running trains 2 and 3, was acting general yardmaster at Loveland for several days during the first part of April, when we were handling a large number of Big Four and C. H. & D. trains over this division between Cincinnati and Washington Court House. Mr. Hiatt's long experience as a freight conductor, and especially that gained when he was running the coal train between Chillicothe and Luhrig, had much to do with making him an excellent "straw-boss."

Frank Donaldson, our genial chief dispatcher, who has been on the job almost day and night since the flood got three days leave the last of the month, to go to his home at Hamden to rest up and incidentally get acquainted with his family.

L. B. Jay, division passenger agent, was transferred, on May 1, from the Ohio Division to the C. H. & D. at Indianapolis. In the short time Mr. Jay was

with us, he made many friends and we wish him success in his new position. He has been succeeded by L. G. Paul, traveling passenger agent, B. & O. S. W., of St. Louis.

INDIANA DIVISION

Correspondent, O. E. HENDERSON,
Conductor, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY, Superintendent, Chairman.
H. S. SMITH, Trainmaster.
W. F. HARRIS, Shop Foreman.
J. B. PURKHUSER, Assistant Trainmaster.
E. O. HENDERSON, Conductor.
C. E. HERTH, Assistant Division Engineer.
J. J. GIVAN, Claim Agent.
C. B. CONKEY, Agent.
M. A. MCCARTHY, Division Operator.
E. MEYERS, Brakeman.
J. D. FRAZER, Fireman.
DR. J. P. LAWLER, Medical Examiner.

Engineer Rob Emery, one of the oldest in service and one of the most popular men on this division, has resumed his place on the Storrs-Shops preferred runs, after a year's leave of absence.

Since the high water, which affected practically the entire Indiana Division, freight traffic has been unusually heavy and has called for about forty new firemen and as many additional brakemen.

Seven work trains are now busily engaged in repairing the many washouts. The following conductors have been assigned to them: C. Q. Rogers, pit job, Finney; George Childers and W. E. Hamer, hauling out from Finney; Adam Myers, work train, Miami River bridge; William Everhart and Ira Haas, Medora work trains; F. S. Gilbert, Bedford branch train.

The Indiana Division again feels proud of its personal injury record. During the high water and since that time only two personal injuries have been reported. One was a foreigner who had his leg broken in loading piling at Holton; the other was John Gossett of this city who alighted from a moving work train and had his foot run over, necessitating amputation. Both patients have been con-

fined at Schneck's Memorial Hospital in this city. No deaths reported during this time.

Passenger Engineer Cliff Markel of Washington, Ind., was taken through Seymour recently on his way to the Deaconess Hospital, Indianapolis, where he was to undergo a very serious operation. Upon his arrival there it was found inadvisable to perform the operation. He is in a serious condition.

Engineers C. A. Walters, J. A. Snow, John Darling and their families have been attending a series of meetings at Danville, Ill.

Engineer Ed. Boyles of the East End Local scratched his finger on a brass catch recently, and the injury seemed trifling till blood poison set in, requiring the amputation of the finger.

Eleven vacancies for Passenger Brakemen were recently advertised and several of our freight brakemen have bid in the runs.

Electrician E. Roberts has just finished installing electric lights here in the roundhouse, which greatly pleased the night workers. Light always increases safety.

On account of the heavy business on the division, several extra dispatchers and copiers have been added. There is scarcely another dispatcher's office along the B. & O. where any more business is handled in twenty-four hours. The Seymour-Cincinnati tricks are the heaviest. Stay with it Di, Parker, McGowan and Dixon; you cannot be beaten. We don't know how you do it but you do.

S. A. Rogers, road foreman of engines, will soon move his office from the roundhouse to the new general office building.

Joseph Donohue, employed here for many years as operator, dispatcher, chief dispatcher, T. M. and superintendent, now with the A. T. & S. F. at Needles, California, was here recently shaking

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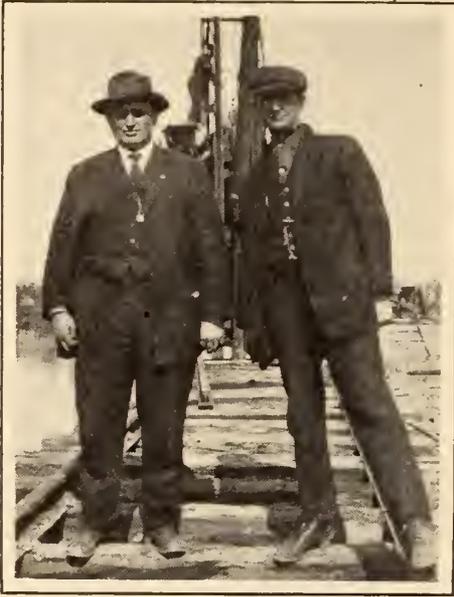
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\$80.00 per page, each insertion; 20 cents per agate line (fourteen agate lines to an inch). Width of columns 16 ems or 2 $\frac{1}{2}$ inches. Advertising pages are measured on a three-column basis, \$28.60 per column of 143 lines.

The only discount allowed is for a full page, which, on the basis of 20 cents a line for 420 lines, would be \$85.80, the price asked being \$80.00. These rates are very low for the bona fide circulation and will probably be increased later.

An extra charge is made for preferred position, such as the cover; rates will be supplied on request.

hands with his many friends. It will be remembered that when Mr. Donohue,



ASSISTANT TRAINMASTER J. B. PURKHISER
AND CONDUCTOR IRA HAAS

then trainmaster, left the Indiana Division to accept the superintendency of the Illinois Division, the boys presented him with a beautiful diamond ring. Mr. Donohue likes his new home. Mrs. Donohue accompanied him here and at present they are visiting relatives in Indianapolis and Terre Haute.

Yard Engineer John Buhner and Miss Marietta Sawyer, who is one of Seymour's most popular young ladies, were married on March 24.

Engineer Rob Conley has gone to Rockville Sanitarium, near Terre Haute, for treatment. He has been off duty for the past eight weeks suffering from a slight attack of pulmonary trouble. One of his lungs is slightly affected, but with proper treatment he has good prospects of restored health. Mr. Conley expects to be gone ninety days.

High water did not prevent that faithful old stork from visiting us and leaving,

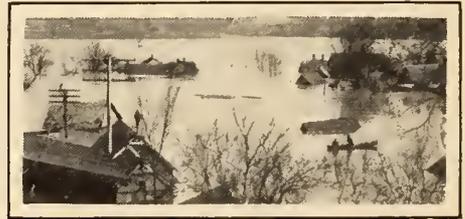
on May 8, a beautiful little girl at the home of Mr. and Mrs. G. H. Sanders.

Dr. M. J. Hanna of the Relief Department has been transferred from headquarters in Cincinnati to Benwood, W. Va. Many of the men who had business relations with the Doctor regret to see him transferred to another post.

Roundhouse Foreman W. H. Harris has been transferred from this place to Stockyards, Ohio, roundhouse.

P. Horn, who was formerly roundhouse foreman here but recently went to Mill St., Cincinnati, has been returned here. It seems the employes at Mill street held Mr. Horn in high esteem for when he left they presented him with a beautiful watch charm.

Engineer O. D. Seelinger and family have moved into the recently purchased home on Ewing street.



HIGH WATER AT SHOALS, IND.

In the new general office building of this division at Seymour will be found, beside the headquarters of the various officials, an assembly room where all public employes' meetings will be held.



B. & O. OFFICE BUILDING, SEYMOUR, IND.

Here also the local safety committee will meet each month.

Engineer George Bender has returned from Key West, Fla., and Havana, Cuba. At Key West he represented Seymour Lodge B. of L. E. in their convention.

Fireman Boyer is confined in the Memorial Hospital here where he was operated on for appendicitis.

C. H. Long and daughter Charlotte of North Vernon, Ind., have been visiting relatives in Seattle, Wash. Mr. Long, while on the coast, represented Seymour Lodge No. 207 B. of R. T. at the Grand Lodge Convention in San Francisco. The boys of 207 have one of the best delegates there.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

CINCINNATI FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

- C. L. BREVOORT, Superintendent Terminals, Cincinnati, Ohio, Chairman.
- HENRY ECKERLE, Chief Clerk of Superintendent Terminals, Secretary.
- DR. J. P. LAWLER, Medical Examiner, Cincinnati, Ohio.
- C. E. FISH, Agent, Cincinnati, Ohio, B. & O. S. W.
- E. C. SKINNER, Agent, Cincinnati, Ohio, C. H. & D.
- T. MAHONEY, Supervisor, Cincinnati, Ohio, B. & O. S. W.
- JOHN SULLIVAN, Roadmaster, Hamilton, Ohio, C. H. & D.
- F. S. DeCAMP, Claim Agent, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
- J. M. SHAY, Passenger Car Foreman, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
- R. B. FITZPATRICK, General Yardmaster, Cincinnati, Ohio, C. H. & D.
- S. O. MYGATT, Depot Master, Cincinnati, Ohio, C. H. & D.
- WM. MORAN, Shop Electrician, Ivorydale, Ohio.
- R. E. McKENNA, Yard Foreman, Elmwood Place, C. H. & D.
- H. W. KIRBERT, Yard Engineer, Cincinnati, Ohio, B. & O. S. W.
- JOHN GANNON, Yard Foreman, Eighth Street, Cincinnati, Ohio, B. & O. S. W.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

DIVISIONAL SAFETY COMMITTEE

- F. B. MITCHELL, Superintendent, Chairman.
- J. J. CAREY, Shopman.
- E. A. HUNT, Shopman.
- H. R. GIBSON, Maintenance of Way.
- W. D. STEVENSON, Medical Examiner.
- C. R. BRADFORD, Claim Agent.
- C. H. SINGER, Agent, East St. Louis.
- R. C. MITCHELL, Division Agent.
- R. A. KERMODE, Trainman.
- C. E. HENDRICKS, Trainman.
- FRED SCHWAB, Engineman.
- C. McLEMORE, Yardman—Shops.
- R. SMITH, Yardman, Vincennes, Ind.
- C. W. SHOYER, Yardman, Flora, Ind.
- J. J. RYAN, Yardman, Cone, Ill.
- H. E. PRITCHETT, Yardman, Springfield, Ill.

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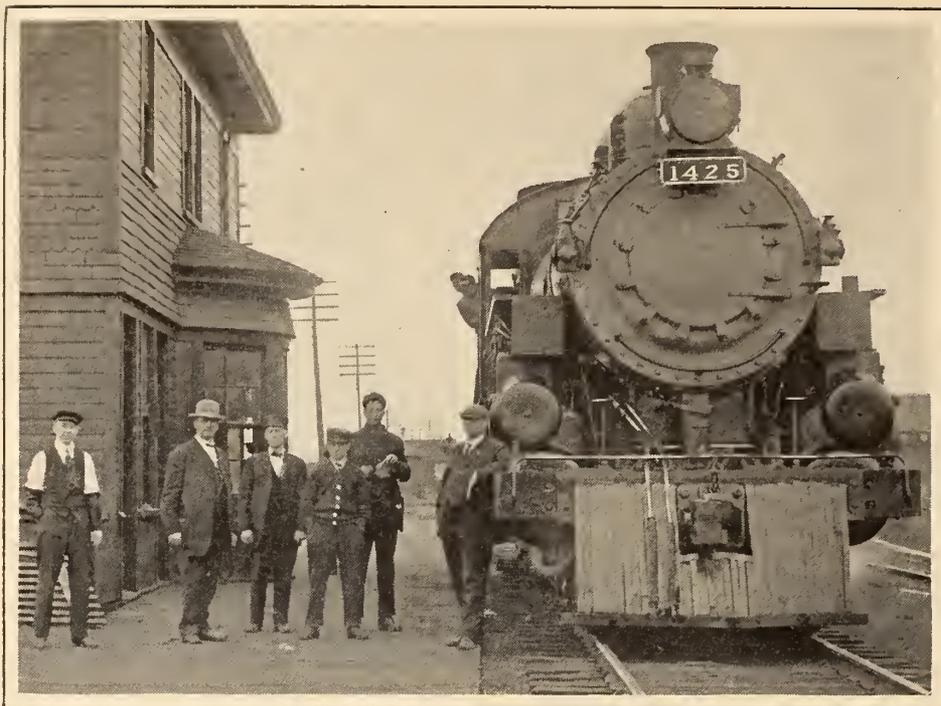
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STATION FORCE AND CREW OF ENGINE 1425

EAST ST. LOUIS FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

B. J. WINTERGALEN, Foreman.
 BARNEY ULHORN, Receiving Clerk.
 HENRY ZURHORST, Receiving Clerk.
 VICTOR D. EVANS, Delivery Clerk.
 CHAS. PURCELL, Delivery Clerk.
 C. M. HOLMAN, Yard Clerk.
 W. W. HEADLEY, Assistant Delivery Clerk.
 THOS. FRAWLEY, Tally Clerk.
 FRANK FRAWLEY, Tally Clerk.
 EDWARD EVANS, Tally Clerk.
 HENRY SCHAFFER, Tally Clerk.
 WILLIAM O'NEILL, Tally Clerk.
 W. J. CLARK, Weigher.
 JOS. WEHRMAN, Foreman's Clerk.
 A. J. KENNEDY, Tallyman.

WASHINGTON, IND.

The photograph here shown represents the situation at the Relay telegraph office, east of Washington, Ind., Shops. Class A-3 locomotive, 1425, is seen with Engineer Gudgel and Fireman Riley in the cab. This engine was photographed just before the arrival of President Willard's special last summer and the former general yardmaster, J. E. Meadows, is leaning on the engine's pilot beam. Reading from left to right, are: Operator Williams,

Patrolman Herb Meredith, Caller Holland, Conductor Goforth, Clerk Waller.

C. S. Hoffar, formerly employed at Washington Shops, now general foreman for the Santa Fe Railroad with headquarters at Shawnee, Oklahoma, was here looking up old friends a few days ago.

Hal Summers, the hustling assistant chief clerk to Master Mechanic Carey, has made several trips, Washington to Flora and return, during the recent washout, carrying valuable mail in the interests of his department. Any one desiring to know the exact number of ties on the track between Vincennes and Lawrenceburg should call on him.

Mrs. William Marsh, wife of the erecting shop machinist, has been visiting friends and relatives at Warren, Ohio.

Enginehouse Machinists G. C. Carson and J. F. Quayle have returned to the shops, after visiting at St. Joseph, Mis-

souri. These gentlemen are land owners in Missouri and were there looking after their interests.

Ray Smalley, machinist helper at the shops, has gone to Los Angeles, California, for his health. He was accompanied by R. D. Smeltzer, who will take a sight-seeing trip through Southern California.

Mrs. Dan Swepson, wife of the pattern maker, was visiting for several weeks at Chillicothe, Zaleski and Athens, Ohio. Mr. and Mrs. Swepson formerly lived at Zaleski and Chillicothe.

J. B. Powell, whom many railroadmen in this territory will remember as locomotive engineer, has gone to work for the United States Government as engineman in the Panama Canal district.

J. P. O'Haran, assistant enginehouse foreman, was glad to learn the other day that his house in Chillicothe was not swept away in the flood. Jack got off well with a damage bill of about \$150.00.

W. M. Graf, road foreman of engines, was marooned by the high waters and kept off his territory for several days. Mr. Graf's house in his former headquarters, Chillicothe, was little injured by the flood.

C. A. Barber, formerly clerk in the office of master mechanic, who is now in the office of the general superintendent of motive power at Baltimore, was visiting his parents here a few weeks ago. Crutch is looking well and reports that our old friend A. G. Walthers is making friends in his usual rapid manner.

C. J. Elk, boiler shop foreman, and J. J. Rose, pipe shop foreman, have returned to their headquarters after a short visit in Grafton.

Manuel Oakes, enginehouse foreman, has come back from Chillicothe and Cincinnati, where he was marooned by the high waters. The place where he and his family stayed at Chillicothe was washed away and they were obliged to seek safety



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in one of the school buildings there, where they spent several days and nights.

Frank Teed, passenger car foreman, and L. W. Fowler, chief clerk, have returned from a business trip to Baltimore. Mr. Teed also visited the Zanesville shops on his way back.

Chief Clerk Conley, Accountant Hopkins and Timekeeper Vermillion, from the superintendent's office at Flora, were callers at Washington a few days ago.

Car 105, belonging to the International Correspondence Schools of Scranton, Pa., was recently turned out of the Washington Shops after receiving repairs. It now presents a fine appearance. Two representatives of the school, Messrs. Mitchell and Johnson, who have done good service to Washington Shop men, go with the car, giving instruction in the use of the air brake.

EAST ST. LOUIS, ILL.

Mrs. W. H. Gillis, wife of the passenger engineer of the Chicago Division, whose home is in Garrett, Indiana, has been with her daughter Mrs. G. W. Thomas, at East St. Louis. Mr. Thomas is assistant freight car foreman here.

F. W. PeLeate, machinist, has recently returned from an extended trip through the West and reports the weather very cold and disagreeable; he is glad to get back to "God's country."

The East St. Louis Railroad Baseball League was organized at a meeting held May 6, in our agent's office. The meeting was attended by enthusiastic representatives from nearly every road having an office here. It was decided to form a league of six clubs, composed of the B. & O., L. & N., I. C., T. St. L. & W., M. & O. and Wabash. Cecil Mason was elected president; Joe Loebner, secretary. A committee composed of the managers and captains of all teams will pass on protests and formulate rules.

The schedule follows:

B. & O. plays L. & N.—June 22, July 27, August 31; Wabash—June 29, August 3, September 7; T. St. L. & W.—June 1, July 6, August 10, September 14; M. & O.—June 15, July 20, August 24, September 28; I. C.—June 8, July 13, August 17, September 21.

O. R. Cohlmeier has resigned his position as timekeeper for general foreman and goes to Nashville, Ill., to accept a position in the post office. The vacancy has been filled by Elmer Gutwald, formerly of the Bedford Bed Works of St. Louis. Mr. Cohlmeier was a conscientious clerk and we were sorry to see him leave.

The thing has leaked out. Before this number of the magazine reaches the employes our hustling freight car foreman, Rolly H. Marquart, bachelor, will be no more. The happy pair, after making a short tour of Eastern points, will reside in this city.

Shop Clerk Fowler, of Washington, Ill., was here a few days ago and found things in the usual first-class order.

George Thomas, assistant freight car foreman, is thinking of going into the dog-raising business, making a specialty of thoroughbred fox terriers.

FLORA, ILL.

W. E. McBride, car repairman under Foreman McCracken, who fell from a box car and broke a leg about a year ago, is again having trouble with it and is unable to return to work.

W. H. Keller, general foreman, accompanied by William Graf, road foreman of engines, have returned to their headquarters here after making an inspection trip over the Springfield Division with a view to renovating shops and terminals.

At a city election held here a short time ago, a number of railroad men were elected to office. Herbert Buzan will be the next chief of police. He was form-

erly an effective member of the B. & O. police force.

Master Mechanic Carey and General Car Foreman Calder, of Washington Shops, were here a few weeks ago making an inspection of the locomotive and car departments. They found things in very favorable condition, which speaks well for General Foreman Keller and his able car foreman, George McCracken.

E. H. Robinson, boilermaker at the shops, who has been in the hospital for several months, having been struck in the eye by a piece of flying steel, is well on the road to recovery. Fortunately the sight of the eye was not injured.



RESIDENCE OF ENGINEER LIST

The residence of Engineer Edward List, on "Engineers' Row," is among the finest homes in Washington. Mr. List is one of the oldest and best known passenger engineers on the Southwestern, having entered the service almost thirty years ago as fireman on the Illinois Division. He has worked himself up to a preferred run and operates one of the fastest trains between Cincinnati and St. Louis. Mr. List takes a natural pride in his home.



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WRITE PLAINLY

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H. C. Chapman, formerly employed in the storekeeper's office as material distribution clerk, has resigned to take service with the Handlan Handle & Tool Company, of Columbus, Ind.

Hugh Hawkins, material accountant in the office of Storekeeper Casebeer, has purchased a new Indian motor-cycle that carries him quickly to and from work.

W. M. Brennan, distribution clerk in the storekeeper's office, being one of the oldest employes in that department, was honored by annual card pass good over the Illinois Division and when he is not on duty he goes to St. Louis.

Alva Isenogle, the hustling young boiler shop clerk in the master mechanic's office, has purchased a new Pipe motor-cycle.

Storekeeper J. B. Casebeer, with Mrs. Casebeer and the boys, Ben and Bob, has gone to Hicksville, Ohio, the home of Mr. Casebeer's parents. The trip was taken especially for the benefit of Bob's health. Mrs. Casebeer and the children will remain there indefinitely.

L. H. Tutweiler, traveling storekeeper, whose principal territory covers the Southwestern and the C. H. & D., paid Washington Shops a visit a few days ago.

S. H. Hill, assistant auditor, and W. M. Pitt, inspector of accounts, from the Baltimore offices, were with L. W. Fowler, chief clerk of the motive power department a few days ago.

A large number of the railroad employes at Washington Shops, who are members of the Loyal Order of Moose, are looking forward to their annual convention to be held in Cincinnati the latter part of June and as many as can get away will go to Cincinnati on the big parade day and take part. Oscar E. Schillings, chief clerk to Storekeeper Casebeer, is secretary of the local branch and Frank Woods, machinist, is the official local organizer, both gentlemen being efficient workers.

J. P. Duffy, machinist at Washington, Ind., has been transferred in the same capacity to Storrs roundhouse, Cincinnati, under General Foreman McMillan, formerly of Washington and Benwood. Mr. Duffy is the youngest son of the road foreman of engines of the Wheeling Division. He learned his trade at the Newark shops.

The matrimonial agent is at large among our employes, the storekeeper's office being a victim. Miss Margaret Ritter, who for several months has been stenographer to Storekeeper Casebeer, has resigned her position on account of her approaching marriage to J. H. Mangin, boilermaker in the shops. Only a few short months ago Miss Beatrice McCrisaken, stenographer in the same office, was picked off by an aspiring railroad man. Walter Weimer, Montgomery, Ind., has accepted the vacant position. He uses the new stenotype machine, dictation being taken in abbreviated signs and no shorthand being used. Washington is up-to-date in everything.

Clifford Marple, Indiana Division passenger engineer, who lives in Washington, having been ill for several weeks, has gone to an Indianapolis hospital.

Fred Schwab, extra passenger engineer, Illinois Division, and Mrs. Mary Fielder, both of Washington, were married a short time ago and will reside in Mr. Schwab's fine home on West Main Street. Mr. Schwab entered the service of the company as baggageman about twenty years ago and soon rose to the post of fireman, and later to that of engineer, which he fills very creditably.

Machinist Creaser, Bailey and Fullerton, all mechanics of good standing in the shops, have been granted furloughs and are at present traveling through the West.

M. H. Oakes, day enginehouse foreman, has gone to Baltimore, on business.

Beginning with the night of March 24, the Illinois Division experienced the most disastrous flood in its history. By March 26th the water in Clay City bottoms had risen almost up to the ties. A large gang of men placed sand bags and strengthened the bank and by hard work, night and day, the fills through the bottoms at that point were saved, the water finally coming to a stand the morning of the 27th and then receding very rapidly.

We had put 250 men along the White River filling sand bags and placing them, fighting drift at bridges, etc., and this work was continued until 3 A. M. the morning of the 28th, with good results. We were unfortunate in losing two bridges in this territory, one a pile trestle known as "Blue Hole" and the other a two-span steel bridge over White River. The trestle at Blue Hole took down with it engine 401, together with Engineer Theo Gharst, Fireman R. Jackson, General Yardmaster D. L. Shafter, Night Yardmaster Cliff McLemore, Trainmaster C. G. Stevens and Switchman Tucker, all of whom were on the engine. The engine was precipitated into about thirty feet of water and all of the men were drowned except Trainmaster Stevens and Switchman Tucker, who were rescued about three hours later by a searching party with boats. They escaped almost miraculously from the cab of the engine after striking the water; after coming to the surface each succeeded in grabbing a piece of bridge timber. Trainmaster Stevens was carried down stream half a mile, when the timber on which he was riding went under a heavy drift of corn stalks, leaving him hanging on the edge of the drift. By working as only a drowning man can work, he finally succeeded in getting up on the drift and catching hold of a small limb, and finally was able to pull himself up to the forks of a tree, where he remained until rescued. Switchman

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Tucker also found lodgment in a tree a short distance below. Neither of the men suffered injury except from the effects of the violent shock and subsequent exposure, the night being very cold. The clothing on both was frozen stiff.

Every effort, including the use of divers, was made to find other members of the party, but the bodies were not recovered till the water went down. In Engineer Gharst, Fireman Jackson and Yardmasters Shafer and McLemore this company loses four of its most loyal and conscientious employes and we all extend our heartfelt sympathy to their loved ones who are left to mourn the loss of husband, father, brother or son. This most fatal accident cast a gloom over the division that will long be felt.

Fifteen minutes after the Blue Hole trestle gave way, at 11.05 P. M., the two-span steel bridge just west of this point went out—the entire upper structure going into the White River and taking with it the center pier. This marooned Superintendent Mitchell, Division Engineer Gibson, Master Carpenter Orr, together with a large number of other men. Communication was entirely cut off. One of the men finally succeeded in getting out through the back water and telephoned to Washington. Boats were finally started from both Washington and Vincennes to rescue the party. The suspense of these men, cut off from all communication with the outside world, with the knowledge that six of their fellow workers were somewhere in the mad waters rushing through openings on both sides of them, can be only faintly imagined.

On the morning of the 28th, back water from the Wabash River along Allison's Prairie west of Vincennes, started to rise very rapidly and large forces of men fought the flood along the embankments and trestles. We lost practically our entire fill from mile post 190 to mile post

195½. In places the tracks were completely turned over and thrown ten to forty feet from the original center line. Five trestles in this territory were also damaged.

All traffic east of Lawrenceville being suspended, the work of rehabilitation was immediately commenced. We were fortunate in having our pile driver at Washington Shops. On the 28th material was assembled and the work of putting up a pile structure over Blue Hole began from the east side the following morning. This pile driver worked day and night, completing the trestle on the night of April 7, the structure being 408 feet in length. In the meantime we had borrowed a pile driver from one of our connections but were unable to get it to White River until April 2nd, when we finally succeeded in getting a detour via Lawrenceville, Terre Haute to Vincennes—a distance of 154 miles—to advance just 10 miles on our own line. The pile driver and material reached Vincennes on the morning of April 3rd and was immediately taken to White River and the temporary structure begun from the west side on the same day. Our own pile driver was moved up from Blue Hole to the east side and both drivers worked continuously day and night, completing the second structure at 11.30 P. M. the night of April 17th. The water receded slowly, the current being very swift and from thirty to forty feet deep. In the construction of this trestle it was necessary to obtain and use piling up to a hundred feet in length. The work was somewhat delayed awaiting the receipt of this material, which was secured along the logging roads on the Iron Mountain lines in Missouri, where the assistant trainmaster was rushing the loading on special trains. Material had to be sent around the long detour.

It rained continually. All the rubber goods that could be purchased were sup-

the Illinois Division sincere appreciation for the spirit of loyalty displayed in this our greatest mishap. We also want to include in this J. T. Wilson, district engineer from Baltimore, and E. T. Brown, division engineer of the Monongah Division, who rendered most efficient service in supervising the work of rehabilitation.

INDIANAPOLIS DIVISION (C. H. & D.)

Correspondent, ROY POWELL,
Superintendent's Office

DIVISIONAL SAFETY COMMITTEE

ROY POWELL, Chief Clerk to Superintendent.
R. B. WHITE, Superintendent, Chairman.
CHAS. RUFFNER, Blacksmith.
F. HEIDENRICH, Machinist.
T. MURPHY, Boiler Shop.
B. GOOD, Engine Inspector.
V. TAGUE, Car Department.
J. T. CLEMONS, Supervisor.
J. M. ROUREK, Supervisor.
R. KADY, Section Foreman.
J. R. LEE, Section Foreman.
H. NEWTON, Yard Conductor.
C. TYRE, Yard Engineer.
W. A. REISNER, Chief Clerk, Local Freight House.
J. L. FOLEY, Freight House Cashier.
J. W. SPENCER, Passenger Engineer, Indianapolis Division.
J. J. LANGDON, Passenger Fireman, Indianapolis Division.
E. E. TOWSEND, Passenger Engineer, Springfield Division.
J. F. GOULDY, Passenger Fireman, Springfield Division.
E. A. WYSONG, Freight Engineer, Indianapolis Division.
B. H. SCOTT, Freight Fireman, Indianapolis Division.
F. M. McCRACKEN, Freight Engineer, Springfield Division.
WM. WEISMAN, Freight Fireman, Springfield Division.
P. T. PORTER, Freight Conductor, Indianapolis Division.
C. A. HADLEY, Passenger Brakeman, Indianapolis Division.
M. MATTHEWS, Passenger Conductor, Indianapolis Division.
C. L. GARRISON, Freight Brakeman, Indianapolis Division.
E. F. WASHAM, Freight Conductor, Springfield Division.
C. A. RIGGS, Freight Brakeman, Springfield Division.
R. L. LAWSON, Passenger Conductor, Springfield Division.
JNO. HORNE, Passenger Brakeman, Springfield Division.
E. A. MCGUIRE, Claim Agent, Springfield Division.
DR. WM. OSENBACH, Examining Surgeon.
DR. F. L. TRUITT, Examining Surgeon.
GEO. FLEISHMAN, Special Agent.

H. D. Manaugh, agent at Atwood, who has recently undergone an operation for appendicitis, is improving. Relief Agent Thomas is handling the station.

Engineer Frank Sammons, who was injured on the Big Four recently, is getting around on a timber foot and hopes to get back to his home road in the near future.

H. F. Passell, division engineer, is fighting an attack of typhoid fever brought on by exposure during the recent flood. C. H. R. Howe, assistant division engineer

from the Indiana Division, is filling Mr. Passell's position during his illness.

George Ball, who has held the position of ticket agent at Connersville for a long time, has resigned to accept a position as extra dispatcher at Indianapolis. A. E. Kameron from Hamilton has been installed in the vacant place.

Work of filling in the washouts between Hillsdale and Montezuma was handicapped by the poor performance of the steam shovel in Montezuma Pit till we secured a B. & O. shovel, with a capacity of 200 cars per day, which did the business. After the pit is stripped it is expected that a good supply of gravel ballast will be taken out for the Springfield Division.

Agent L. Turner of Borton has returned to duty after an extended tour of the Middle West.

Work of remodeling the Union Station has been started and we hope to have, among the much-needed improvements, an elevator for the benefit of the tenants. The Indianapolis Union Railway is spending several thousand dollars on this work.

H. D. White has been appointed day operator in superintendent's office, having succeeded J. H. Brougher, who returned to his former position at State Street. Mr. White was formerly operator at Rushville.

L. M. White, local conductor on Nos. 80 and 81, was injured at Fountaintown, May 24, while unloading freight from a box ear. A barrel of oil fell on his foot, breaking two of his toes.

The new Indiana law requiring semi-monthly pay rolls has caused an increase in the office forces in the superintendent's, division engineer's and master mechanic's offices, to take care of the work. W. C. Owing and F. E. Emerson have joined the superintendent's force and C. A. Link has taken the place of J. E. Isenhower in

the division engineer's office. Jess was promoted to the post of division accountant of the M. of W. department.

TOLEDO DIVISION (C. H. & D.)

Correspondent, D. H. ODELL,
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

- J. J. CORCORAN, Superintendent, Chairman.
- O. B. GROVE, Agent.
- WM. BAVIS, Engineer.
- C. W. DAY, Conductor.
- E. F. GORMAN, General Yardmaster.
- H. M. SHEA, Trainman.
- JOHN F. BUCKLEY, Fireman.
- R. H. BOHANAN, Yard Conductor.
- W. M. THOMPSON, Trainman.
- ARTHUR WEST, Trainman.
- M. E. MORAN, Shopman.
- FRANK PROCTOR, Shopman.
- J. N. HOLMES, Shopman.
- M. GLEASON, Shopman.
- W. J. TAUBKENS, Section Foreman.
- J. H. BRITT, Section Foreman.
- D. H. ODELL, Secretary.



C. H. & D. OUTBOUND FREIGHT HOUSE

John H. Weller, formerly superintendent of the Dayton & Michigan, now the Toledo division of the Cincinnati, Hamilton & Dayton, died on April 22, at his home in Dayton, Ohio, at the age of 83. His death was due to paralysis and to the effects of his exposure for several days without food or warmth during the recent floods in southern Ohio.

For three days at the end of March, we were entirely cut off from communication with the outside world, all telegraph and telephones being down, and the railroad and traction lines being under water. There was, of course, no water, electricity, or gas in any part of the city, all these plants being flooded. Added to the water were the fires, which at night lit up the skies.

Drafting.



Work for YOU as soon as you become my student

Yes, that's exactly what I mean. As soon as you become my student you can begin earning a handsome income while learning at home. Draftsmen are in demand everywhere. Salaries from \$150 to \$300 a month. I can train you how to become a first class draftsman at home during your spare time by mail.

EARN WHILE A STUDENT

Send the free coupon to me today and I will tell you just exactly how you can begin earning an income while you are learning drafting. I mean just what I say. This is a great extra special offer I am making. You should write at once. Absolutely no obligations of any kind in sending the coupon. But you must write at once. I cannot make this offer broadcast to everyone. So I will take the names in the order that they are received. Get yours in early.



FREE This \$15.00 Drawing Outfit

If you register at once. This is just the kind of an outfit I use myself. They are not toys, but actual working instruments. If you will register at once, I will give this outfit to you absolutely free. I have selected this outfit from the line of one of the largest manufacturers in the country. Send the free coupon today for full particulars.

A Few Men Wanted

What I want is the right kind of men. Don't bother about the expense. I give each one of my students personal instruction. If your work is right, I tell you so. If it is wrong, I tell you just exactly where it is wrong. There is an urgent demand today for skilled Draftsmen. The big companies are issuing calls every day in the year for men to fill positions paying from \$125 to \$175 a month to start. Many positions paying \$75 to \$100 a week always open. Here is your opportunity.

I Guarantee

To instruct you until you are competent and placed in a position paying \$125 to \$175 a mo.

Send the Coupon for Big Free Book

Do not delay. Just put your name and address in the free coupon and mail it in at once. I will send you absolutely free and prepaid my new book "Successful Draftsmanship." The book is absolutely free and prepaid if you write at once. No obligations on you whatever in sending in the free coupon. But be sure to write today as the supply of books is limited. I will also tell you about my special offer so that you can earn a handsome income as soon as you become a student. Send the coupon.

FREE Earning Offer Coupon

**Chief Draftsman
Engineer's Equipment Co.
Division 2725
CHICAGO, ILL.**

Without any obligation on me whatsoever please mail your book "Successful Draftsmanship" and full particulars of your liberal "Personal Instruction" offer to a few students. It is understood that I am obligated in no way whatever.

Address
Chief Draftsman
Engineer's Equipment Co.
(Inc.)
Division 2725
CHICAGO ILL.

Name.....

Address.....

Please mention this magazine

The C. H. & D. suffered more than any of the railroads in this vicinity. The track north of Dayton was washed badly; south of Dayton to Hamilton, there was hardly enough left to tell the story. The outbound freight house, completed two years ago, was demolished. The water came to within two feet of the second floor of the inbound house, destroying all records in the local office. Marooned in the division offices on the second floor were Superintendent Corcoran, Assistant Trainmaster Kopp, Night Chief Dispatcher Crist, Dispatchers Hardy, Fox, and Hufford, Chief Clerk Fleming, and Chief Dispatcher Fitzmartin of the Wellston Division, and refugees from the neighborhood, making about thirty in all. One case of eggs, a case of canned peaches, one cheese (fished out of the freight house) and rain water was the menu for three days.

The joint track Miami River Bridge went out early Tuesday morning, with two coal trains on it. The girders stood very low, and acted as a dam, but was not strong enough to stand the enormous pressure. A temporary piling bridge has been driven here by the New York Central outfit from Syracuse, and Engineer of Bridges Bouton is to have charge of the installation of the new bridge.

Great progress is being made in the rehabilitating of the city, and the spirit of

optimism pervades all. The C. H. & D. stands higher than ever, not only with the city authorities and public, but also with the military forces that were in command. It was through the untiring efforts of our officials here that the public utility companies and the large industries (most of which are served by the C. H. & D.) were able to get started. Our inbound freight house was cleaned and ready for business before that of any other road entering Dayton. All the material for the reconstruction of the outbound freight house, as well as the new furniture for Agent Grove's office, has been purchased in Dayton, and for this we have been given great praise by the newspapers, under such headings as "The Right Spirit."

Our passenger stations at Miamisburg and Middletown were both washed away. There is little left of the famous "C. H. & D. Traction Line" at Middletown, except the two mules.

Records in the freight house were nearly all saved. Neither freight nor passenger station was damaged. Our South Hamilton yards were torn up and left in a bad shape. One gully was washed under the tracks about five hundred feet long, the width of the yards, and from twenty to twenty-five feet deep.

General Manager Loree was in Dayton during the flood. He had come up on No.

THE RALSTON STEEL CAR COMPANY

Works and General Offices
COLUMBUS, OHIO



DESIGNERS
AND
BUILDERS

FREIGHT EQUIPMENT
STEEL UNDERFRAMES
ALL TYPES

Please mention this magazine

Railroad Men Study Traffic

Attract the Favorable Attention of the Men Higher Up

The station agent or operator who wants to rise in the railroad ranks; the freight and traffic department clerks who want to get in the G. F. A. class; the man whose light is hidden under a bushel and who wants to attract the attention of the higher officials, should get busy now and study rate adjustment, tariff-reading, interstate commerce requirements, the new rate systems, and the many other matters necessary to success in this field, which lead to the better paid positions.

Sure Promotion for Railroad Men

You are fooling yourself if you think the ordinary activities of your present job will develop you for bigger things ahead. You are making a great mistake waiting for promotion - you will have to meet it half way by preparing yourself for it.

The chief traffic man of your road is on the lookout every day for men who show a superior knowledge of traffic matters. Attract his favorable attention by showing him that you have it.

Many men have some of the knowledge necessary to qualify for bigger positions, but they fail to systematize and collect it and add to it a more complete knowledge.

Hundreds of good men in railroad service are sticking to one spot year after year doing specialized work simply because they lack the all-round knowledge which will complete their traffic education.

Study at Home

The National Traffic course contains no books, no lectures, no theory, no tedious essays written by school teachers. The men

National Traffic College

Department M

Otis Bldg. : CHICAGO, ILL.

101

who have actually written this course and who will lead you through it step by step are traffic men, railroad experts, men who have spent their lives in traffic work and who are today actively engaged in the traffic business. Any man who can read can master this course as the lessons are short, easy, and progressive. Capitalize your present knowledge. A little training added to what you already know will point the way to the positions higher up.

FREE Book!

We have a plan whereby you can easily equip yourself during your spare time at home to fill any one of a dozen good positions where men are needed who know the general traffic rules. If you want to capitalize your present knowledge and put yourself in a place to earn promotion and all that goes with it, put your name, address, and present occupation on this coupon, mail it to us at once, and get a copy of our free booklet, "How you can increase your salary."

Don't wait. Don't keep on the same sidetrack, but switch into the main line and start yourself on the up-grade to a fine position. Mail coupon today.

National Traffic College

Dept. M

10 South La Salle Street, CHICAGO

Send me your book. I am interested in traffic work.

Name

Occupation

Street and No.

City and State

Please mention this magazine

8 Monday night intending to go to Toledo. Car 7 was cut and put on the power house track. When the water came up he was compelled to climb out on the top of the car, over the roof of the power house to the second floor of the Union Station, where he stayed until Friday.

John C. Bonner, operator in the dispatcher's office, took a honeymoon trip, which was different from anything we have ever heard of. John had decided to take unto himself a wife, and so was married at 6 A. M. Tuesday morning, March 25. The bridal party enjoyed a wedding breakfast, but when it was over they had to take refuge in the Phillips House, as the water had come up in the meantime, and they couldn't get out. John and his happy bride were at the hotel until Friday, living on beans, boiled eggs and pickles.

Every one has the deepest sympathy for Wilbur Morris, chief clerk at the local freight office, because of the loss of his sister in the flood. As Mr. Morris and his sister were being taken from their home to a place of safety, the boat capsized in the swift current and Miss Morris was swept away.

A car loaded with paper by the Champion Coated Paper Company took a long ride in the water. It was found after the flood seven miles below Hamilton.

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Trainmaster.
H. G. SNYDER, Division Engineer.
G. A. RUGMAN, Supervisor.
DR. F. S. THOMPSON, Company Surgeon.
J. R. CASAD, Claim Agent.
C. GRIESHIMER, Master Carpenter.
M. KIRSCH, Secretary.
FRANK PEASE, Engineer.
E. F. SURFACE, Conductor.
G. GARRETT, Brakeman.
W. H. COUGHENOUR, Brakeman.
S. J. PINKERTON, Supervisor.
JOE BURNS, Section Foreman.

During the cotton-picking season in Texas a colored brother who had gone into the country to work returned very much disgusted. "Didn't yo' git no offahs ter pick no cotton?" asked a friend. "Sech ez dey was. White man done offered me one-third o' wat Ah could pick. Ah done tuk a look at de field an' saw dat when it wah all picked it wouldn't amount ter one-third. So Ah done lit out fer home!"

"Why do you weep over the sorrows of people in whom you have no interest when you go to the theatre?" asked the man.

"I don't know," replied the woman. "Why do you cheer wildly when a man with whom you are not acquainted slides to second base?"—*Washington Star*.

"Has youah nephew stahted his spring plowin' yet, Bill?"

"Waal, no. Jim ain't stahted his fahm work yet—he's powerful far behind in his fishin'."—*Puck*.

A right-handed writer named Wright,
In writing "write" always wrote "rite."
He meant to write "write,"
But he couldn't write right—
Who started this darn thing, anyway?

—*Cincinnati Enquirer*.

We have placed on every station platform, in the most prominent place, a safety notice for passengers, or rather a legend warning them against unsafe practise, about as follows: "Don't try to stop a train with your head." We are willing to admit that this is not the exact wording, but it certainly is the exact meaning of the legend, and yet many people read this legend, walk to the edge of the platform and deliberately look to see if there was any train approaching that they could attempt to stop.—*S. D. Smith, Superintendent Interborough Rapid Transit Company*.

Know the Joys of Perfect Health



ARE you ailing in any way? Are you feeling below par—then you are not getting the most out of life—you are not getting what should be yours. Self-neglect may be the price of your birthright—**health.**

Start today—give your system the proper stimulation by using “**Electrotonic**”, the wonderful home treatment method that has startled the scientific world by its instant relief of

- | | | |
|-------------------|----------------------|---------------------------------|
| Headaches | Lumbago | Tired Feeling |
| Neuralgia | Scalp Disease | Nervousness |
| Rheumatism | Falling Hair | Sleeplessness |
| Backache | Sore Feet | and other nerve ailments |

Famous “Ind-Electric” Health and Beauty Massager

This wonderful instrument brings to your home, at trifling cost, the greatest natural curative force in the world—**electricity.**

The pleasant, invigorating current is easily regulated to any strength desired, from the mildest flow for **facial and scalp** massage, to one of sufficient strength for all treatments. No electric light power or outside attachment required. The **Ind-Electric** carries its own power, using long life standard size interchangeable dry cells.

New Vigor—Strength—Youth

will be yours through the use of this marvelous force. It will make every fibre in your body vibrant with vitality, youthful vigor and strength. You will begin to live—to enjoy life. The strengthening, revitalizing effect of this well acknowledged force, now brought to you in a convenient, economical, practical form, will not only make you be well and feel well but it will do even more—it will give you a

CLEAR COMPLEXION AND BEAUTIFUL HAIR

The *soft electric sponge attachment* and the convenient **electric hair brush** are aids to beauty. By their use you may have a clear, velvety skin, a good complexion, a **healthy scalp and hair growth.** You may give yourself, in your own home, the same genuine electric treatments for which specialists charge big fees.

We want you to prove these statements for yourself. Read the coupon below. It is your opportunity—we take the risk.

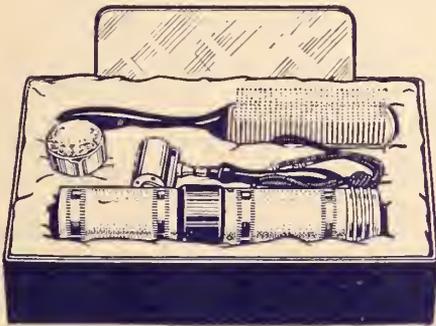
Be sure to fill out and send us the coupon today. You will never regret it. The special offer is limited, so do not delay. Only \$5.00 for this complete outfit—the lowest priced strictly high-grade electric massage machine on the market today. Quick action will bring you health and save you money.



Read This Indisputable Evidence

MRS. GERVAISE GRAHAM
Salon de Beaute, Chicago
Gentlemen:—I have carefully tested your **IND-ELECTRIC MASSAGER** and find it most convenient, effective and in every way suitable for self treatment at home. Every home ought to have one for health and beauty treatments. Sincerely yours,
[Signed] **GERVAISE GRAHAM**

HIRAM S. PEASE, M. D., Chicago
Gentlemen:—I consider your **IND-ELECTRIC MASSAGER** the most simple and convenient of any I have ever seen. The Faradic Current is beautifully smooth and effective and the principle of graduation should appeal to everyone desiring its use. Very truly yours,
[Signed] **HIRAM S. PEASE, M. D.**



Money-Back 10 Day Trial Offer

IND-ELECTRIC MFG. CO.,
532 People's Gas Bldg., Chicago, Ill.

GENTLEMEN:

For enclosed \$5.00 ship me, all charges prepaid, one complete **Ind-Electric Health and Beauty Massager** in handsome satin lined case, with Electric Hair Brush, Sponge, Electrode, Massage Roller, Metal Foot and Body Plate, Connecting Cord, and **Home Treatment Instruction Manual.** This \$5.00 is considered only as a deposit, and if I am not entirely satisfied in ten days, you agree to promptly refund my \$5.00 upon return of machine.

Name _____

Address _____

Please mention this magazine.

Just Out!

"Inlay Enamel" Monograms



Here is one of the exquisite new "inlay enamel" monogram cases that you may get on this great special offer. Your own initials handsomely inlaid in any colors of enamel you select—in the beautiful ultramarine blue, the royal cardinal, maroon, verte, and other rich deep enamel colors of your selections.



Here is another superb "inlay enamel" monogram case. Scores of other handsome designs, colors of your selection—all shipped on this great special offer.

The latest idea in watch cases. Superbly beautiful. Your own monogram in handsome enamel design, (many designs to choose from) inlaid in the superb gold strata case. The newest thing—just conceived and offered *direct* to you.

The Burlington Special

The masterpiece of the world's watch manufacture—the watch that keeps time to the second. A perfect timepiece for the discriminating buyer who wants the best at a fair price.

Your Choice of Scores of Cases

Open face or hunting cases, ladies' or men's sizes. These can be had in the newest ideas:

Block and Ribbon Monograms *French Art Designs*
Diamond Set *Dragon Designs*
Lodge Designs *Inlay Enamel Monograms*

Our Special Offer

Right now for certain special reasons you may get the superb Burlington Special *DIRECT* at the rock-bottom price—the same price that even the WHOLESALE jeweler must pay. You may secure one of these superb timepieces—a watch of the very latest model, the popular new, thin design, adjusted to the second, positions, temperature and isochronism—19 jewels—at the rock-bottom price—the same price that even the wholesaler must pay.

\$2.50 a Month at the Rock-Bottom Price

\$2.50 a month for the world's most superb timepiece? The easiest payments at the rock-bottom price—the Rock-Bottom price. To assure us that everybody will quickly accept this introductory direct offer, we will allow cash or easy payments, just as you prefer.

No Money Down

We will ship this watch on approval, prepaid (your choice of ladies' or gentlemen's open face or hunting case). You risk absolutely nothing. You pay nothing—not a cent unless you want the great offer after seeing and thoroughly inspecting the watch. Send for our great offer today.

Write for FREE Catalog

Send for the free book. It will tell the inside facts about watch prices, and explains the many superior points of the Burlington over double-priced products. Absolutely no obligations of any kind in getting the catalog. It's free to you, so write at once. Just send the free coupon or a letter or a postal.

BURLINGTON WATCH CO.

19th St. and Marshall Blvd., Dept. 272X, Chicago

Burlington Watch Co.

Dept. 272X Chicago, Ill.
 19th St. and Marshall Blvd.

Please send me, without obligations and prepaid, your free book on watches, including your enamel monogram cases, with full explanation of your cash or \$2.50 a month offer on the 19-jewel, thin model Burlington Watch.

Name.....

Address.....

Please mention this magazine.

SAFETY FIRST

BALTIMORE AND OHIO
EMPLOYEES MAGAZINE

Volume 1.

Number 10.



JULY, 1913.

A Master-Model That Solves "Typewriter Problems"



You've heard of the "master key" that fits every lock—
did you ever hear of a Master-Model of a Typewriter?

One Standard Model for ALL Purposes—

One Typewriter With the Combined Advantages of Many!

"Think of *all* the combined advantages of *several* typewriters you have seen, concentrated in ONE standard writing-machine that handles perfectly *every known form* of general correspondence and does card-writing and condensed billing besides—*without a single extra attachment* to complicate the mechanism or add extra cost to your typewriter equipment—and you will have a fairly good conception of the MASTER-MODEL of the Royal!"

Write for the "Royal Book"—or Send for a "Royal Man"

ROYAL TYPEWRITER COMPANY

**Royal Typewriter Building, 366 Broadway, New York
21 South Calvert Street, Baltimore, Md.**

Branches and Agencies the World Over

Please mention this magazine

BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, JULY, 1913

Number 10

A MESSAGE FROM THE PRESIDENT

TO ALL EMPLOYEES OF THE BALTIMORE AND OHIO SYSTEM:

You are all more or less familiar with the efforts that have been made, particularly during the last year, to bring about greater safety for all who are in any way connected with, or concerned in the use of, the Baltimore and Ohio Railroad and its trains. Much has already been accomplished in that direction, and I wish to assure all officers and other employes of my appreciation of their loyal and active support of the policy of "SAFETY FIRST."

Notwithstanding the fact that "SAFETY FIRST" has been constantly urged, it is probably true that there are many employes in the various departments of the service, who have personal knowledge of conditions which in their opinion ought to be remedied or changed in the interest of safety, but they hesitate to bring such matters to the attention of their proper officer.

As President of the Company, I now appeal to every employe in the service to make special effort to promote greater safety. If anyone knows of a condition, either of service or plant, which seems to him dangerous, and which in his opinion might be and ought to be corrected, I earnestly request him to bring the matter promptly to the attention of his proper officer, either by personal interview or by letter, as may be most convenient.

If for any reason you should feel reluctant to report such matters to your superior officer, I will be glad to have them brought to my attention by letter or otherwise, such letters should be signed and will be treated as confidential, if the writer so desires. My sole aim is to bring about such unity of effort between all the 60,000 employes of the Company as will make it impossible for any dangerous or doubtful condition to remain long uncorrected. There is no way in which Baltimore and Ohio employes can better serve their Company, nor is there any higher duty devolving upon them as individuals, than to do what they can to remove or correct, so far as possible, conditions which if not removed or corrected might result in damage to property or injury to persons.



OUR FIRST VICE-PRESIDENT

IT IS with pleasure that our magazine presents this portrait of General George F. Randolph, first vice-president of the company, to the men of the Baltimore and Ohio-Cincinnati, Hamilton and Dayton System. He is the executive head of the traffic department and needs no introduction. He is widely known in railroad circles throughout the country, and during his administration the traffic of the company has reached its highest record as the result of a campaign of systematic development under his direction.

General Randolph was born June 29, 1856, at Norwalk, Ohio. He has had wide experience in the various branches of railway service, having been connected with the operating, accounting and traffic departments. His railway service was begun in 1873, when he entered the employ of the Cincinnati, Sandusky and Cleveland Railroad as a clerk in the road department at Sandusky, Ohio. Later he became a telegraph operator, a freight and ticket clerk and in 1875 became a clerk in the cashier's office of the St. Louis and San Francisco Railway in St. Louis. From June, 1875 to 1879, he was paymaster of the same road, and in November, 1881, became a Traveling Auditor for the Missouri Pacific Railway, Missouri, Kansas and Texas Railway, Texas and Pacific Railway and the St. Louis, Iron Mountain and Southern Railway. Next he was employed in the General Superintendent's office of the Missouri, Kansas and Texas Railway, at Sedalia, Mo.

General Randolph first became identified with traffic affairs as chief clerk of the General Freight office of the West Shore Railroad at New York, by which line he was employed from August, 1883,

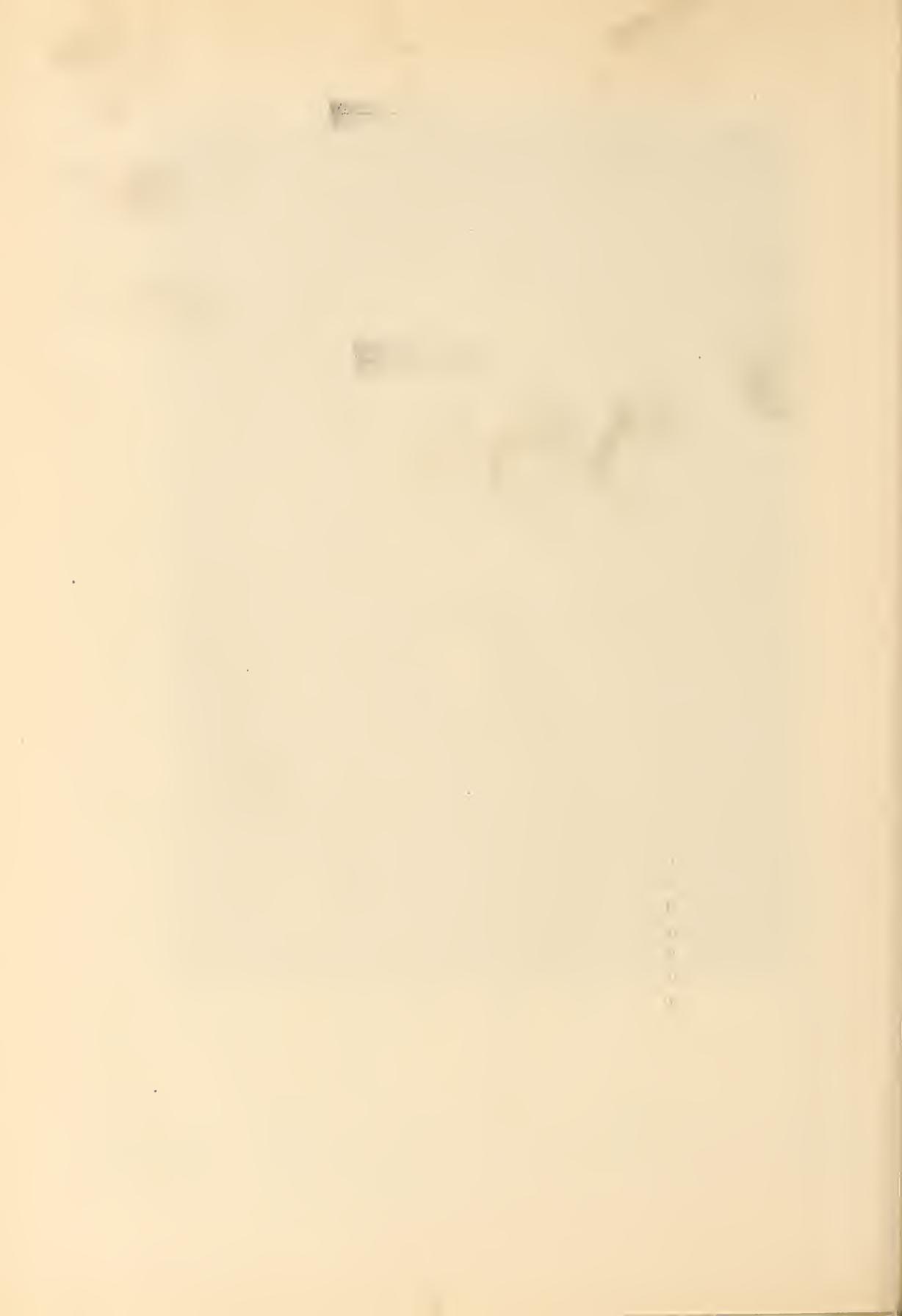
to December, 1885. He next became General Freight and Passenger Agent of the Elmira, Cortland and Northern Railroad, and filled this position until January, 1890. From January, 1890, to April, 1892, he was General Freight Agent of the New York and New England Railroad, resigning to become First Assistant to General Freight Agent of the Philadelphia and Reading and Lehigh Valley Railroads, Philadelphia. He was General Traffic Manager of the New York and New England Railroad and Norwich and New York Transportation Company from March, 1893, to November, 1895.

It was in March, 1896, that General Randolph entered the service of the Baltimore and Ohio as General Traffic Manager of the Baltimore and Ohio Southwestern Railroad, which office he filled until October 1, 1897, when he was made a member of the board of managers of the Joint Traffic Association for the Baltimore and Ohio. On April 1, 1899, he was elected President of the Staten Island Railway and General Agent of the Baltimore and Ohio Southwestern, with headquarters at New York, and in June, 1903, became Vice-President of the Staten Island Rapid Transit Railway, General Manager of the Rapid Transit Ferry Company and General Superintendent of the New York division of the Baltimore and Ohio.

He was elected First Vice-President of the Baltimore and Ohio Railroad January 13, 1904, and on April 15, 1910, was also elected Vice-President of the Baltimore and Ohio Southwestern Railroad. His jurisdiction was extended over the traffic department of the Cincinnati, Hamilton and Dayton Railway on March



GENERAL GEORGE F. RANDOLPH



1, 1911, when he was elected Vice-President by the directors of that Company.

When asked for an expression of conditions making towards a bigger and better System, General Randolph stated that in his opinion the success of our Company depends upon the best efforts as put forth by the individual employe, and he said that primarily, a strong spirit of cooperation should exist in all branches of the service if such results are to be obtained. General Randolph called it "Team Work," or a "Pull Together."

He said:

"Proper team work and cooperation are what is required to build up our business to the physical capacity of the road.

"Team work means continuous departmental work in harmony with the ideas of one's immediate superior, always being at hand and ready to support his idea and supplement his effort.

"Cooperation means working harmoniously with the ideas of those in the same or other branches or departments,

trying to aid, when necessary, by effort to accomplish the object they are at the time trying to attain.

"Cooperation is necessary to accomplish team work.

"Team work is destroyed by any intermediate, defective individual, in the direct line between the head and the foot of the team, and by unnecessary interference, usually resulting in loss of revenue or increase in expenses.

"Cooperation should always exist but is at times lacking, usually by reason of indifference, dissatisfaction, malice or selfishness, four qualities that never bring promotion by reason of their possession.

"Neither team work nor cooperation will permit wastefulness of time or property.

"With congratulations on the largest gross earnings in our history for the fiscal year just passing, can we not hope for such team work and cooperation, that we will gain in both gross and net results the coming year."

SAY TO YOURSELF

Did you ever stop to think what a man's mood has to do with the performance of his duty to his employer, his crew and himself? For instance, if you get a message to switch out some important loads, or place the empties at the mine, or do some other work, when you were figuring on making a good run home, the first thoughts entering your mind would not look well in print. I want to suggest that when you are in this mood, you say to yourself:

"This work has to be done, and if I don't do it, some one will have to, so I may as well do it with a smile." You will find that such an attitude will make your work seem easier for yourself and

your entire crew. I have noticed that when a conductor is cross and snappy, he can't get good service from his brakeman. Make yourselves one family and work together, and see how much easier everything will go along. You can even see a smile on the faces of the engine crew when they have congenial men with them. Speaking of making people happy, I want to suggest that if you have a dear old mother living away from where you work, you make a special effort to pay her a visit, for she is always glad to see her boys, and her daily prayers are for your welfare.—
Thomas E. Banks, Conductor, Ohio Division.

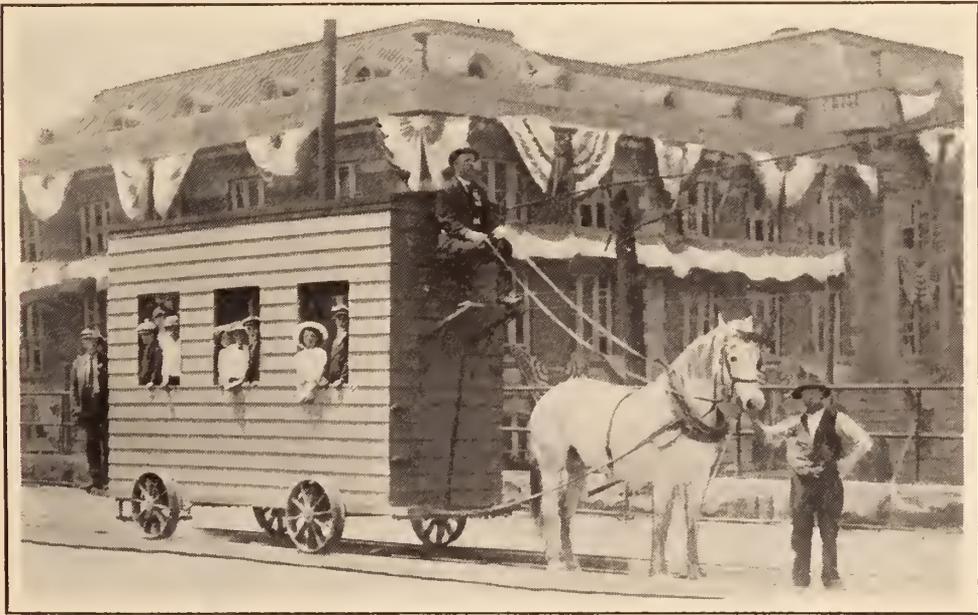


BALTIMORE AND OHIO RAILROAD IN THE WEST VIRGINIA SEMI-CENTENNIAL

THE BALTIMORE & OHIO IN THE WEST VIRGINIA SEMI-CENTENNIAL

I SUPPOSE you're a passenger", somebody remarked to John Smith who lent the dignity of his ninety years to the reproduction of the first American passenger car, as it stood in Hempfield Yard, Wheeling. "No, sir," was the prompt reply, "I am conductor and here are my orders." He held out a regular tissue paper form, with these words written on it:

celebration at Wheeling of the fiftieth anniversary of the founding of West Virginia. These engines and the men who operated them overshadowed every other feature of the occasion, thanks to the wise and energetic management of Major Pangborn. The yards were crowded all the week with a curious and intensely interested lot of people. It was a bit like a county fair; as the farmer



"Horse car will run extra Wheeling to Jones switch and return, and has right of way over all trains 1.15 p. m. to 2.30 p. m., and will not exceed a speed of five miles per hour.

H. B. GREENE, *Superintendent.*"

Similar orders, all dated June 18, were issued for eight engines, covering the eighty years in which the steam locomotive has been a growing factor in American progress. They had their part in the

and his family looks at the prize oxen, so these spectators gazed at the iron live stock before which an ox is reduced to the level of a mouse.

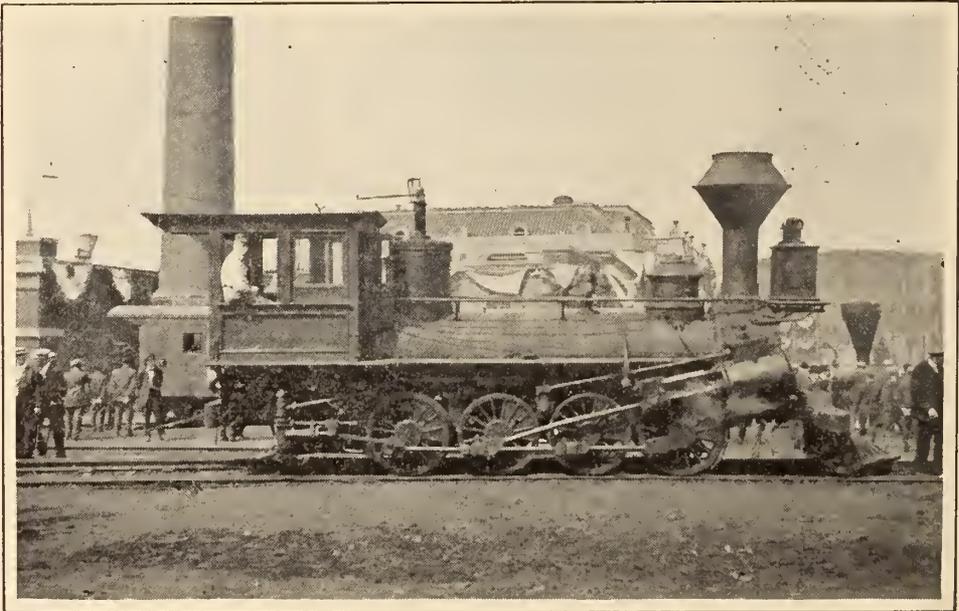
A score of old campaigners of the rail with nearly eight centuries of combined service behind them had come to Wheeling in charge of Uncle John Spurrier, who is still busy in the general manager's office, after fifty years on this road. The others were Michael Kirby, an engineer

for fifty-eight years; Abner T. Ingels, an engineer for fifty-three years; Joseph J. Brady, a conductor for fifty years; James Brandon, a conductor for forty-nine years; William Fleming, a conductor for forty-four years; Ephraim Provance, an engineer for forty-three years; Z. T. Brantner, superintendent of shops for thirty years; James Mahoney, yardman for thirty-nine years; J. T. Mercer, brakeman for forty-six years; Michael Dee, conductor for fifty years; W. T. Johnson, a conductor for fifty years; J. C. Englehardt, conductor for forty years; J. H. Fosnot, conductor for fifty years; John Seibert, engineer for forty-six years, and "Daddy" John Smith, a brakeman for fifty-eight years. Smith is the man who transferred the car of President Lincoln through Baltimore on the way to his first inauguration, and also the funeral car which contained the remains of the martyred president. The veterans were met at Wheeling upon their arrival by former Senator Henry Gassaway Davis, of West Virginia, who worked

with them on the Baltimore & Ohio when a young man.

Early Wednesday morning Hempfield Yard showed signs of life. Piles of wood had been placed along the tracks where the earlier models ran. Everything was in keeping—old engines, old fuel, old men. Presently the smoke began to come out of the big stacks that were needed in the day before such a thing as forced draft was known. Presently there arose a clamor of bells and whistles and voices, till it seemed as if each of the fifty years were shouting history.

At last all joints of men and machinery were limbered. One by one the engines moved slowly out of the yards, the great three-hundred ton Mallet, which was to finish the procession, going first. In the final arrangement the horse-drawn ear manned by Peach and Smith led off. Next came Brady, Dee and Mahoney with the Atlantic; Spurrier and Stauch with the Jefferson, and Henry Elder on an old coach, probably the earliest rail-riding vehicle in existence on the conti-





ment; Mahoney and Brantner on the Mississippi; Kirby and Hutchinson on the first pioneer ("Daddy of all the locomotives that have run into Chicago," as Major Pangborn calls it); Seibert and Fosnot on the second pioneer; Provance and Ingels on the Dragon; Fleming and Schwart on the Camel, and J. B. Daugherty, master mechanic at Benwood, and J. S. Little, Wheeling Division road foreman of engines, on the Mallet.

On our cover the men riding the Atlantic are Mr. Spurrier, John Smith and J. J. Brady. Running across the two middle pages of the magazine the Mallet is shown with the little Atlantic in front.

The Mallet is forty-three times the tonnage of the Atlantic. This type of engine develops power rather than speed, being used as a pusher on mountain grades.

Thousands of people witnessed the parade and crowded about the engines in the yards both before and after the run. Every type of locomotive had its due share of attention. The older craft appealed to the curiosity of the onlookers, but the great bulk of the Mallet excited a wonder with something of awe in it.

"She ain't no engine," was the way a shrewd fellow summed up his impression, "She's a hull boiler shop and machine shop all in one."

The great majority of railroad men are careful and competent. The mistakes are made by the few, but we must work with all, for we do not know the few who will cause the trouble.—*J. W. Coon, Chairman General Safety Committee.*

A railroad man stated to me that he had had a narrow escape many years ago, and had since that time made himself an inflexible rule that he would not step over a rail into a track without looking in both directions. By associating the act of stepping over the rail with the act of looking in both directions he had formed such a habit that the one act was coincident with the other, and he had for many years never stepped over a track-rail without looking in both directions for the approach of trains. I have followed this rule myself.—*H. A. Cassil, Engineer, Indiana Division.*

MARGUERITE WRITES TO MR. JOHNSON

ABOUT THE MOVING PICTURES, HER CAT AND THE TRAINS THAT OUGHT TO BE RUN

*Forwarded by Superintendent Lechlider,
Cleveland Division*

MR. JOHNSON,
Dear Sir—

Do you remember when we had the flud at South Park, not this last time but the time before you came out and was the boss of everything I told you about the death of my poor eat How the poor little thing not a month and a half old not knowing the danger it was in stood on the track and *Your* train had run over it and killed the poor little thing. Well I told you I would Sue You \$15.00 dollars Well you did not say you would pay your debt or would not, Well I have Waited I have thought Mabe you had forgott all about it so I thought I would notify you of your Debt.

I am thinking of charging you only \$12.00 dollars providing you sent it to me Directly For then I'll take about \$20.00 dollars and add it to the \$12.00 dollars and by a buss so we Can get In town Some Time. Mr. Johnson I am going to tell you how the trains run here. First the Morning train going to Cleveland leaves at 717 Thats alright from Cleveland and 727 then theres that 10:45 to Cleveland in the morning It could stop but *It dont* then the Noon train It stops then theres a 145 But its always 1 or 2 hours late, It's ridiculous then theres Not a one until 551 from Cleveland then theres one leaving here at 705 in the evening thats alright. But tell me how can a person go on the 705 to Cleveland and come back at Night. In stead of making one a little later from Cleveland you make it earlier It would be a little more decent had You had a train leaving Cleveland at Night at quarter of 10 or 10 O'clock. Do you know I would

like to see a moving picture show at Night theres None here you know but if we had a ten O'clock train from Cleveland stopping at South Park I could go in on the 705 and Come out at 10 o'clock. Well Mr. Johnson this Letter may be a little severe but I think If I was You I would send the twelve dollars Now and not have to pay 15 later. Well I sincerely hope you are not angry with me,

from your good friend,
MARGUERITE.

Dear Mr. Johnson—

I suppose you have got my letter by this time and mabe you are angry but Mr. Head told me I should write you a letter. I told you your \$12.00 dollars was due in two weeks but three weeks is now passed and I have not seen the \$12.00 dollars yet. It is ridiculous Last Saturday My Mother and I were going to town to go to moving picture Shows and do a little shopping and we were supposed to be started at 1:45, but we did not get into town until 4 o'clock or after and we just had time to get to a picture show and we did not see that through and we had to run to catch the 5 o'clock train

Now providing you send to me 8 dollars directly in a check and make a train start at 11:30 on Saturday night leaving at Cleveland and stopping at South Park especially I will not charge you but \$8.00 dollars but you see you can not go to town on the 705 and go to the theatre. So if you send \$8.00 dollars directly and make an 11:30 train leaving at Cleveland and stopping at South Park on Saturday nights only you will be getting off easy. I saw you sitting in the pullman car one

evening and I waved my hand at you and you looked at me quite crossly. I am 11 years old. My grand father who is now dead gave you permission to put your trains on his Land and now you do not stop hardley any trains and I fell on the *old* tracks and made a scar on my

nose for life and the trains have killed my little kittens. So can just mail a check to Your friend,

MISS MARGUERITE.

P. S.

And Don't Forget the extra train.



B & O. FREIGHT HOUSE, YOUNGSTOWN, OHIO

From Architect's Office

The new freight facilities at Youngstown, Ohio, are now in operation and include a concrete inbound house, 35 x 190 feet, with offices on the second floor, reaching from the Market Street Viaduct. There is also a storage basement under the entire building, with large elevator. This structure has been designed to carry seven additional stories for warehouse purposes; these will be constructed when the need is apparent.

The outbound house is one story of brick and concrete 22 x 190 feet, with

practically continuous door-ways closed in by rolling steel doors.

There is a covered transfer platform 16 x 190 feet, between the two houses; this and the two house platforms are connected by a cross platform eight feet wide. Large brick paved driveways with concrete curbs have been provided, and the adjacent side street and yard have been similarly paved. A twenty-five ton gantry crane has also been erected. The various structures have been wrought into a comprehensive layout for the convenience and expeditious handling of business.

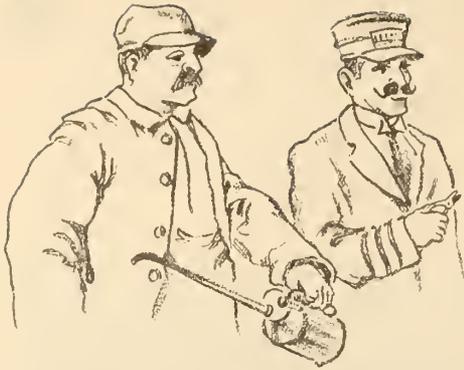


WASHINGTON, ILL., RELIEF TRAIN
DINING CAR

We are presenting views of the dining car and tool room, Washington, Ind., re-

lief train and it will be noted that there is neatness and convenience in the arrangement of each.

Wreckmaster W. G. Roskelly, an old Mount Clare shopman, and Engineer William Strange, educated at Washington Shops, have charge of the train. This is the outfit that drew forth words of commendation from Third Vice-President Thompson on a recent visit to Washington. An exterior view of the train was given in the January number.



UNCLE SAM IS A RAIL-ROAD MAN

By F. D. GILDERSLEEVE

*Assistant General Passenger Agent,
B. & O. Southwestern*

"Who is this lynx-eyed stranger,"
Said Engineer McGinn,
"Who keeps his eye on railroad men
And tells them to 'head in'?"

"He hurried up and down the road,
And through the office, too;
And then could tell how much it cost
When the engine whistle blew.

"He tested all the new steel rails,
Took drinking cups away,
And it takes a month to get a pass,
I heard the foreman say.

"Has he bought stock in all the roads,
That he's combing things so fine?
Or is he just a-oiling round
To take this job of mine?"

"All my life I've railroaded,
And I've learned a thing or two,
So why should he come flaggin in
And tell me what to do?"

"I've done a heap of thinkin,
And take it from McGinn,
I think I'll not obey him
When he tells me to 'head in.' "

"Your father had a foolish son,"
Conductor Bill replies,
"If you don't obey the stranger
With the penetrating eyes.

"The people call him Uncle Sam,
He beats the world for vim—
He don't buy stock in anything,
But we all take stock in him.



"You know yourself, old pardner,
I'm familiar with the law—
And understand the lingo—
'*V*is a *tergo*,' '*ex cathedra*.'

"So I say we'll take the orders,
Yes, we'll pull the couplin pin;
And give them all the signal
That the railroads will 'head in'.

"For he's our old side-partner,
And he's carrying flags for us—
So keep your sand-pipe working,
Don't whistle for a fuss."



THE ENGINEER'S ARGUMENT

WARD W. ADAIR

BESIDES," said the speaker, with an air of great finality, "the superior record of the Japanese soldiers at the siege of Pekin proves beyond the shadow of a doubt that the Christians are afraid to die."

The speaker was a young lawyer: the place was a little lodge room on the third floor of a brick building in Utica; the occasion was the Sunday afternoon meeting of the "Ingersoll Club," a railroad men's organization to which a few elect outsiders were admitted. "Cinders" Jones, a yard engineer, had been the moving spirit in effecting the organization. "Cinders" was a leader in a crude way among the yard forces. He had read the dissertations on "Fortuitous Circumstances" and "The Action of Atoms." If the truth must be known, the thing was pretty largely Greek to "Cinders," but being predisposed in its favor, he felt that it was his duty to accept, rather than to understand, and he therefore swallowed hook, line and sinker.

As the young attorney sat down, flushed with confidence over the assumed success of his speech, "Cinders," who was presiding, arose and announced that the meeting was open for remarks or questions.

Dick Sunderlin, a wiry little New York Central conductor, and a militant member of the church, was instantly on his feet. Dick was a reader and a student, with a phenomenal capacity for retaining everything that made an impression upon his mind, and when the others noticed the air of confidence with which he began to speak, they chuckled inwardly.

"The young man has told us that the Japanese have proved that the Christian

is afraid to die," began the conductor. "I rise to challenge that statement.

"I was at a meeting a few evenings ago, where I met and heard a missionary who has just come back to this country from Japan, and I can furnish his affidavit for this story if any man wants it.

"This missionary was riding in a sleeping car in Japan, when an officer of the Japanese army came in and sat with him. They found each other interesting and talked until nearly midnight about many subjects. At that time, the missionary took out his pocket Testament to read a few verses before going to his berth. When he had finished reading, the officer asked if he might borrow the Testament for a few minutes and of course the missionary gladly handed it to him.

"When he had read a little while, he turned to his fellow traveler and asked him if he would sell the Testament. The missionary explained that as it was a present he could not part with it, but that he would be very glad to send him one like it. This turned the talk into religious channels and before one o'clock the officer stretched out his hand to the missionary and declared that he would be a Christian.

"The American was greatly surprised that the officer should be so ready to make such an important decision, and he asked him whether any one had ever talked with him on the subject before. This was what the officer said:

"I have never heard nor read it, but I have seen it, and I am almost ashamed to tell you the circumstances. It was in the battle of the Sea of Japan and I was an officer on the deck of the *Naniwa*. We had just sunk the Russian *Rurik* with a broadside, and her men were swimming

for their lives to get out of the whirlpool that was ready to suck them down.

"Our men, according to the Oriental idea of warfare, were picking them off with revolvers while they were in the water. One of my fellow officers, who was a devout Christian, could not stand the sight, and throwing off his coat and vest, he jumped overboard to the rescue of the Russians.

"We had lowered two or three boats and they were lying by the side of the *Naniwa*, their crews watching the shooting of the Russians. When they sighted the Japanese officer in the water, one of the boats started to put out to where he was. In the midst of those pistol shots, he had seized on two Russians who were nearly exhausted, and was trying to swim with them to the boat.

"The officer in charge of the boat shouted to him to let go of the Russians and they would save him, but he shouted back:

"All or none! All or none!"

"That was the sermon that convinced me that your religion was the true one. Our religion said to shoot your enemies; your religion said to save them. We had plenty of men brave enough to die in battle, but the only man brave enough to die in saving his enemies was a Christian officer in our army. We saved him and his two Russians, but we all knew that he would have gone to the bottom rather than let go of them."

"That," said Dick, "strikes me as a pretty good answer to what our young friend here has said about the Christians being afraid to die."

The news of the discussion at the club spread from mouth to mouth and was the first topic of conversation at the roundhouse. During the talk, the door opened and Charlie Haight came in, with torth and dinner bucket in hand, to take out his regular run on the milk train.

"Drawbar" Schwartz, so named because of his proclivity for pulling the end-sills out of freight cars, was struck with a bright idea.

"See here, Charlie," he called, "you're a good Methodist, mebbe you can settle this question for us. Is a Christian man afraid to die, or ain't he? Suppose you was to pull around a curve after dark tonight, and suppose you was hittin' it off about forty-five an hour and you found yourself plumb into the red lights of a train, would you be seared or wouldn't you?"

Charlie Haight, modest, unassuming, a man of few words, stood in serious thought for a moment:

"Drawbar," said he, "I don't know. I suppose every man is seared at such a time. I hope I wouldn't be a coward. All I can say is that I pray to be spared from any such experience."

A few minutes later, he had backed his big, graceful "Mother Hubbard" down through the yard and coupled to the milk train. The two passenger coaches, at the rear of the train, picked up their local travelers, conductor Johnny Lyons waved his hand, and train "No. 856" was off for Binghamton.

The sun was dipping behind the hills as the camel-backed "179," a trifle late and under a full head of steam, swung around the curve near Riehfield Junction. Ever watchful and alert, Haight's eyes were straight to the front, when far ahead, he made out a small object between the rails. Thinking nothing of it, he glanced away and then instinctively took a second look. To his horror, he saw that it was a little child at play between the tracks. In an instant, he had jammed the throttle shut, set his brakes in emergency and reversed the engine on sand, but the momentum of the heavy train sent them sliding forward at a pace that made the ease appear hopeless. The roundhouse

conversation was as far as possible from his mind in that trying moment, yet unconsciously to him, the question that was to be settled within a few seconds was, "Is the Christian Man Afraid of Death?"

The stage was set for heroism. True, the scene lacked the drama of the battlefield. It had none of the picturesqueness of ocean, where the brave tars man the life-boat in the seething waves on a starless night. It was only the gray twilight of an April evening in the country, a little child standing innocently and unwittingly on the threshold of that mysterious realm we call Eternity.

Enter the hero. That man in the cab had little ones at home, and the mighty impulse of a father's love gripped him on the instant. Throwing away his gloves, he sped through the cab door, out on the running-board, over the steam chest, on down to the perilous toe-hold at the very apex of the pilot. Clinging with firm hold to the coupler brace with his left hand, he leaned forward with every nerve and muscle tense for the effort that meant life or death to a helpless child.

One sweep of that brawny arm and the little one was caught upward in his grasp; but thrown off his balance, the engineer nearly fell under the wheels with his precious burden, being saved only by the head brakeman who had followed him to the pilot beam, and who clutched him as he was in danger of losing his foothold.

"It is nothing," said Haight modestly, when he found himself surrounded by

newspaper men on his return; "I only did what any father would have done, and there is not much to tell."

Some weeks later, Charlie Haight received a long, official-looking envelope in his morning mail. The upper left-hand corner bore the legend, "Interstate Commerce Commission, Washington, D. C."

"Hello," said Charlie, "Guess I've got to testify in some railroad investigation."

To his surprise, however, it was a letter from Commissioner Moseley asking for full particulars of the child's rescue, in order that the name of the engineer might be put forward for proper recognition by Congress. The result came in a few weeks, in the form of a Congressional medal for conspicuous and extraordinary bravery.

Living quietly with his family at his little home in Utica, the engineer frowns upon any attempt to recognize him as a hero.

"One feast, of holy days the crest,
I, though no churchman, love to keep:
All-Saints'—the unknown good that rest
In God's still memory folded deep;
The bravely dumb that did their deed,
And scorned to blot it with a name;
Men of the plain, heroic breed
That loved Heaven's silence more than fame."

It is due the reader to say that, owing to certain annoyingly logical arguments which Danny Murphy and Dick Sunderlin drew from the incident of the child's rescue, the Ingersoll Club finally gave up its lease on the little lodge room, and "for want of financial support" has long since ceased to exist.

THE REASON

Foreman Builder—Now then, you, hurry up, can't yer?

Laborer—Orl right, boss; Rome wasn't built in a day.

Foreman Builder—No, p'r'aps not; but I wasn't foreman o' that job.—*Collier Men.*

WE SHOULD WORRY

Lady—"Why are you all so worried?"

Captain—"The fact is, madam, we have broken our rudder."

Lady—"Is that all? Well, the rudder is under water, and it won't show. Let's go on."—*Toledo Blade.*

DREAM ENGINES AND STEAM ENGINES*

MAJOR J. G. PANGBORN,
Special Representative of the Baltimore & Ohio

II. THE PIONEERS

NATHAN READ of Salem, Massachusetts, thought steam generation too slow in the prevailing types of boilers of his day—the single and return flue varieties—so, Yankee-like, he proceeded to give flight to his fancy in the way of getting more out of fuel combustion. Read was a natural born mechanic of the jack-of-all-trades and-master-of-none stamp. With all his erratic tendencies there were streaks of real genius manifested, and this was the case when he reasoned it out that small fire tubes of brass or copper would insure the more rapid transmission of heat to the water. Thus the birth of the multitubular boiler. The year, 1785.

It is well said that there is nothing new under the sun, and strikingly illustrated in the instance of the automobile. In conception it is older than the locomotive by a score of years.

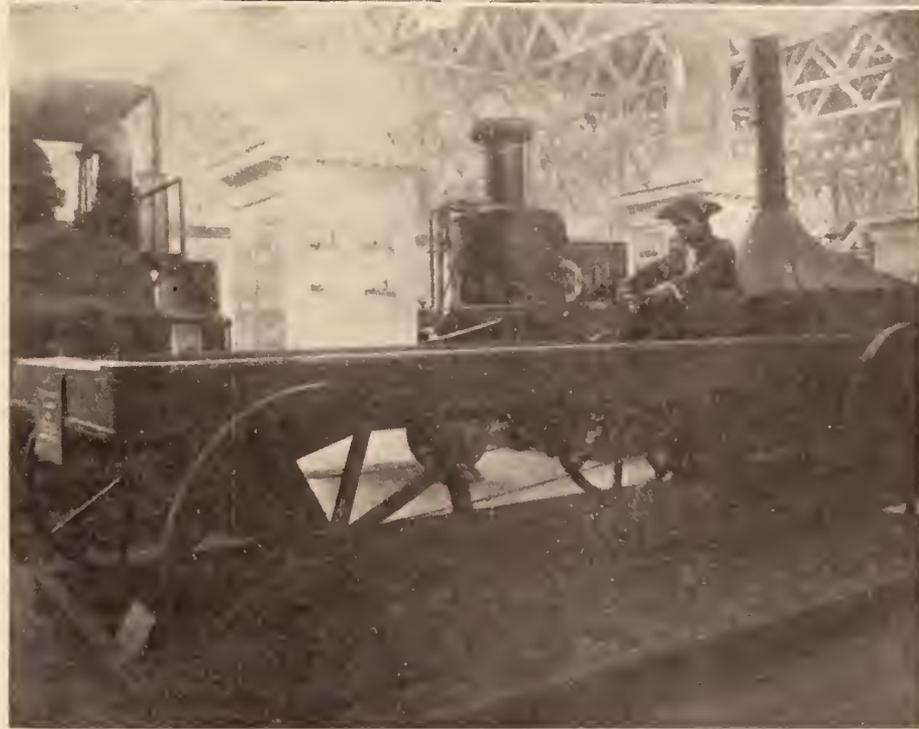
The first dream of a power-moving vehicle for passenger carrying was that of William Symington of England, and in 1786 he fashioned a working model to demonstrate its practicability. Common roads were, of course, the contemplated arena as there were no rails those days save the rude iron-capped wooden ways of the coal collieries.

Simultaneously with Symington's expression of this innovating idea abroad, Oliver Evans on our side of the Atlantic appealed to the Pennsylvania Legislature for permission to introduce the steam carriage in that State; but he was turned down without ceremony as a posterously presuming individual to think

of such a thing. Maryland, however, was more tolerant of him than was his native State, for her Legislature acquiesced in his wish for what was denied him at home. Money not being forthcoming for anything so crotchety as he proposed, Evans had to be content in going on with the more humdrum things with which his name is connected—flour mill machinery, boat building, anything in fact that would keep his head above water financially. He did, however, succeed in 1787 in getting a patent in Pennsylvania on his high pressure engine and put one together in his Philadelphia shop.

By 1790 the Yankee Read had so far progressed with his plans for the adaptation of steam to road locomotion as to secure a patent—the original papers being still existent—and make a model. This, the harbinger of the steam carriage or automobile on the American Continent, was devised for the transport of freight and might, not at all inaptly, be spoken of as the parent of the heavy delivery trucks that now, a century and a quarter later, have become common on our streets. In the Read of 1780 was the primary introduction of copper and brass tubes—the multitubular boiler. It was the pioneer formulation, through an actually outlined plan, of steam propulsion on land in America. Read couldn't make a go of it in enlisting influence or capital in the steam wagon or, to any material extent, in other inventions of which he was very prolific, and, becoming disgusted at the lack of appreciation of the emanations of his head-piece he turned as a by-play to politics;

* From an address given at the opening of the Transportation Building, University of Illinois, Chicago, May 8.



READ—1791 (LOWER PICTURE) AND EVANS—1804 (BOTH U. S.)

was elected to Congress and never afterward heard from.

Near Watt in Cornwall was a man who had vainly endeavored to evade his patents; tenaciously seeking to find a way to get around them and do something. Richard Trevithick was his name, and every thought of him is as of a giant physically and mentally. A Hercules in build and possessed of the strength of a Samson he was the idol of the miners to which class he originally belonged. The tales of his prowess with his bare hands in twisting horse shoes out of shape; of his bending iron bars over his forearm and of superhuman power of lifting and striking are yet traditional in Cornwall. But infinitely more enduring is Richard Trevithick's fame as the Father of the Locomotive. For such he was—story books to the contrary notwithstanding.

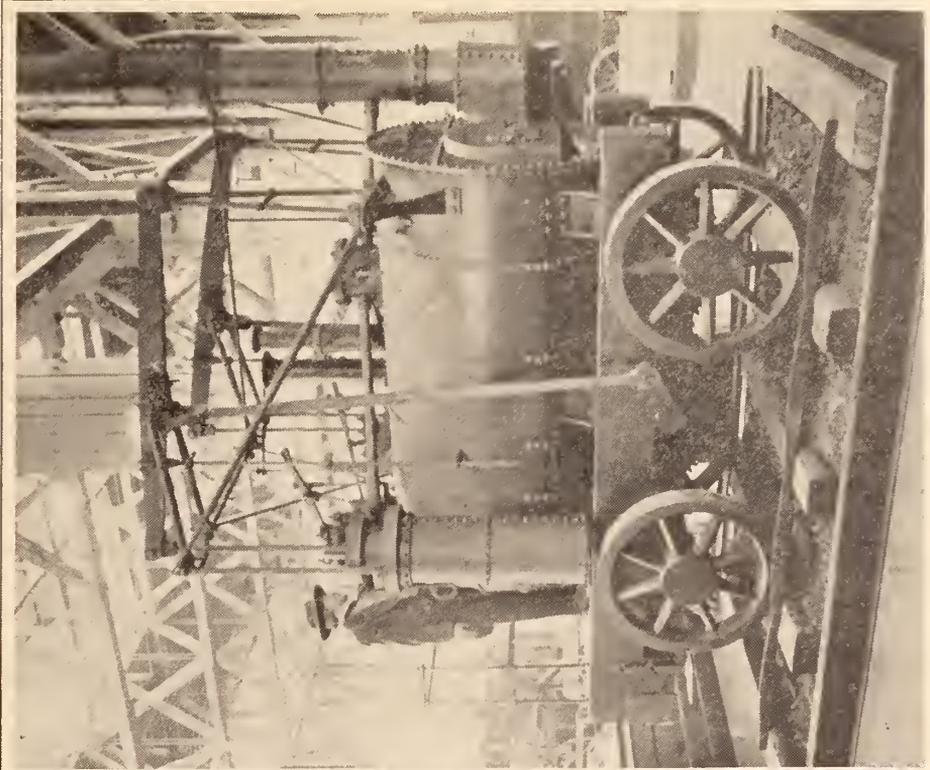
Watt's patents keep Trevithick restless, and by no means voiceless until, happily in 1800 they expire and the brawny big miner's opportunity comes. Models follow models with kitchen table and floor as base of operation. Then Christmas time 1801 "Captain Dick's Puffer," as the towns-people call it, appears on the country road. His neighbors to the number of a half dozen are brave enough to accept his invitation and clamber to a foot or hand hold and off moves the uncouth contraption; slowly and doggedly, but accomplishing the primary transport of passengers by steam in the world's annals. There was, as to be expected, much talk sequencing these doings; the whole neighborhood became agog, and the reports of the astonishing things Captain Dick had done, spreading beyond the village confines culminated in a wager that Trevithick could not construct a locomotive that, on the Methyr Tydvale colliery tramway in South Wales, would demonstrate an efficiency equal to pulling ten tons. Trevithick, despite the

difficulties, promptly accepted the challenge, built his engine, attached the little cars to it and not only drew the ten tons of metal as stipulated but, as well, two dozen or more people atop of it. Headway was slow as trees had to be cut down where the width or height of the engine would not permit of its passage. Rocks and boulders, too, had to be shoved aside and while a speed of five miles an hour was reached when obstructions did not intervene, the latter were so numerous that it required nearly four hours to cover the nine miles. Such was the first movement by steam on rails on all the earth. Richard Trevithick won his wager and became in truth the Father of the Locomotive. There was none before him to design and create one. Never before had there been an attempt at tractive power and never before had steam been made to propel on rails.

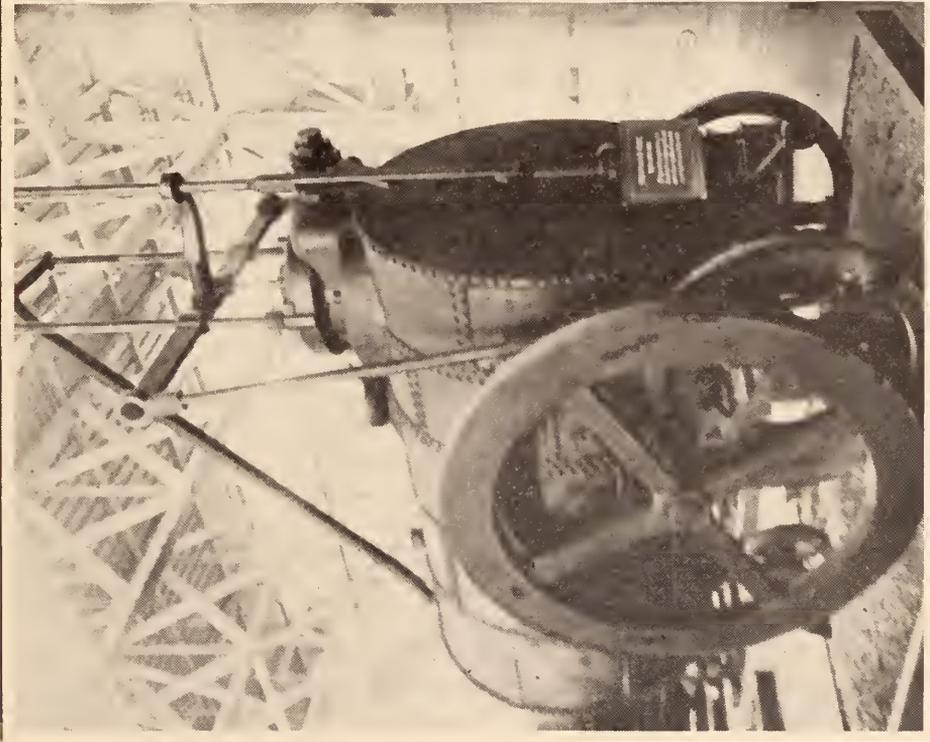
In the Baltimore & Ohio's collection are two of the original cars drawn in 1803 by the Trevithick locomotive; several sections of the original rails, as, also, a number of the original stones to which the rails were fastened and over which was the memorable movement described.

Placing the rail sections in position on the stones and then the cars, discloses that the gauge of the track over which the Trevithick train of 1803 passed was the standard width of today, viz: four feet eight and a half inches. Surprising, surely, this coincidence, or whatever may be its characterizing.

A year after Trevithick's triumph, Oliver Evans encompassed what in its way was a parallel achievement; the passage by steam through the streets of Philadelphia of a great unwieldy dredging scow, weighing forty thousand pounds. Instead of the aligned tramway he had cobblestones to traverse, and this the first locomotion by steam on the American Continent was the prac-



PUFFING BILLY—1813



TREVITHICK—1800

tical demonstration at last of what this phenomenal man had for years been declaring achievable. He had built the steam dredge under contract for the municipality and it was provided that delivery should be in the Delaware at the foot of Market Street. His shop was on Broad Street, South of Walnut. Catching on to the opportunity to prove that what he had been claiming was not, as viewed, ridiculously chimerical, he rigged up a connection of the engine with the wheels upon which he mounted the dredge and without mishap steamed merrily through Broad to Market Street and thence to the Delaware, where, the vessel being taken from its carriage, the sliding into the river was a simple proceeding and the contract was fulfilled. Amazing, all things considered, as was this feat it made no lasting impression. Evolution is a slow process. A quarter of a century elapsed before steam turned carrying wheels a second time on this continent.

Evans, irrepressible and unfortunately for him, living decades ahead of his time, proposed in 1809 a railway from Philadelphia to New York and in his advocacy of it foreshadowed all that has since come to pass, not only as to the railroad itself, but as to its luxuries—sleeping and parlor cars, dining and cafe cars. The man had visions startling in their substantiality as we look back a hundred years to his period and its environment. He dreamed dreams which proved veritable prophecies. But he died unwept of the world; simply another visionary gone.

Adhesion; tractive power—how to make the wheels take hold and pull anything—that was the rub. William Hedley a coal mine superintendent was the first man to tackle the knottiest of the problems of the day with the correct principle. He found through his tests the most efficacious points of weight

placing and in 1813 built the "Puffing Billy" which creation settled for good and all the much-vexed question of the adhesion of smooth wheels to smooth rails. The "Billy" was the Father Locomotive in that it was the first practical engine meeting operation demands through a power to propel other than itself. It is pleasant to record that this oldest of locomotives, and largely in its original form, is reverently preserved in the South Kensington Museum in London.

The year after the advent of the "Puffing Billy" signaled the entrance of George Stephenson, then a mine foreman, upon the scene of locomotive evolution, with his first engine "Blucher" a failure. It was a bringing together, as continued to be so largely the practice in the Stephenson locomotives, of other men's dream children. In 1826, Marc Seguin a mining expert of France, secured from England a discarded Stephenson locomotive, replaced the single flue boiler with the multitubular, supplying the requisite increased draught through a fan operated by the revolution of the wheels of the tender. The steam blast came a year later in the blacksmith foreman Timothy Hackworth's "Royal George" and the basic question of draught to extend the efficiency of the multitubular boiler was answered. It wasn't with this in view, however, that the exhaust was thrown into the smokestack. Parliamentary laws had compelled a cessation of the practice of exhausting steam into the atmosphere, the noise so made scaring horses as well as putting the nerves of humankind on an unendurable tension. The escaping steam was diverted into the interior of the engine as the only way of muffling its disturbing racket.

Stephenson in the famous "Rocket" of twenty odd years later origin than the

Trevithick, had the advantage of a comprehension of what Oliver Evans had done in the development of the high pressure non-condensing engine, and of the adaptation by Sequin of France of the Read and Evans progression with

the multitubular boiler. He was an exceptionally clever person in the appreciation of the accomplishments of other men; a clear-headed pushing individual in applying them to his own ends.

(TO BE CONTINUED)

THE DEAD HERO

In Memory of CHARLEY BURCH

H. ALLISON, *Cumberland*

No more along the silent night
 Shall roll the thunder of his wheels.
 For now he sees no signal light,
 No tremor of the lever feels.
 No more for him that iron beast
 Shall throb with notes of giant force,
 Its sable front in woe is dressed,
 And black death follows in its course.

Oh! it was joy to flash by stream,
 By town and village, river, lake,
 And hear, as in a long-drawn dream,
 The oft responsive echoes wake;
 To pierce the dusky glades of woods
 And chase the shining star,
 To glide by shores of brimming floods,
 Or catch their whispers from afar.

Farewell that grasp, those nerves of steel,
 Farewell, that ready watchful eye,
 This long, last sleep its glance must seal,
 To open in eternity;
 Alas! that now a stranger hand
 Should curb his steed, while, still and cold,
 Its master seeks the unknown land,
 With all his tale of sorrow told.

Let off the steam, and draw the fires;
 Uncouple links, turn headlights low;
 One workman from the ranks retires,
 Has got his time and he must go.
 Upon the books, alas! no more
 One comrade's name will now appear,
 For God stood at the semaphore,
 And waved to Charley Burch: "All clear!"

THE RAILROAD SPARED THOSE TREES

The Sharpville (Penn.) station of the Baltimore and Ohio Railroad is one of the living examples that all railroads are not soulless corporations. At Sharpville, the railroad purchased extra land for tracks and station in order to allow two beautiful specimens of the silver-leaf maple to keep on growing on the right of way, although by chopping them down many hundreds of dollars might have been saved. When the engineers ran their lines into the town the plans called for the rails to be laid over the ground now occupied by the trees. At the same time officers of the company inspected

the route, and lovers of trees made a fervent plea for the preservation of the trees. The company took notice of the pleas and the engineers were ordered to run new lines and make plans for a new track in a curve in order that the trees might continue to live undisturbed. It is claimed that a similar condition cannot be found anywhere else in the United States, and it is no uncommon sight to see travelers stopping and wondering at the sight of these majestic trees growing between the railroad tracks.—*Dr. Charles G. Percival, in his book, "The Trail of the Bull Dog."*

There is but one possible advantage that can be derived from an accident, and that is to have it so impress us with our duty that we will avert similar ones.—*E. Chamberlin, Manager Equipment Clearing House, New York Central Lines.*

MEN WANTED

JAMES BALL NAYLOR

By Permission of the Ohio Star



BLAZONED on the walls of the world, my son is this advertisement: "Men Wanted!"

More than ever before old Mother Earth is in need of Men. You'll note, my boy, the word "men" is printed with a capital "M." This indicates the kind of men wanted: not mere male bipeds in breeches; but capital men—men with physical, mental and moral capital.

Stop and read the sign, son; and then take a day off from fun and frivolity—and sit down, all by your lonesome, and do some old-fashioned, common-sense thinking. It'll pay you; believe me—it'll pay you.

Mother Earth has always needed men—but never so much as today. In the long, long ago, life was a simple affair. Almost any hairy-faced human being could hunt and fish, build a hut of mud and sticks, and smite an enemy with a stone axe. In pastoral times life was still almost wholly lacking in complexities. It didn't take much of a man to tend grazing flocks or scratch the surface of the soil with a wooden plough. And in the days of mediaevalism—

To drink and fight, in a wild delight.

Was the order of church and state;
And Man in the game was the moth in the flame—

And the pitiful fool of Fate.

But it's far different now, son. Life at present is full of perplexities and complexities. "Men Wanted!" is the advertisement universal. All over the globe you'll see it. It glows as a pillar of flame by night, and shows as a pillar of smoke by day. "Men Wanted!" And no weaklings need apply. The law of the survival of the fittest is still operative—no matter how much mushy sentimentality we may indulge in. Get down to business or get off the globe. It's the law of nature; and man's a part of nature. Today the affairs of life are multitudinous. Never before were such opportunities offered; but never before was such fitness required. It's up to you to make good, son. The whole world hails from the Ozarks right now; it asks to be shown. It's ready to offer you a job, to try you out; and it propounds but one question in the preliminary test: "Are you fit?" It doesn't care whether your ancestors came over in the Mayflower—or on a cattle boat; whether you're a Jew or Gentile; whether you were born in a palace or a pig-stye; whether you prepared yourself in a classical college or in the school of hard-knocks.

ARE YOU FIT?

I'm going to admit, my boy, that heredity and early environment help or hinder

in the making of a man. But with your heredity and early environment you've had nothing to do. The whole thing's up to you now. The world has a job for you. Will you be able to hold it; will you be able to make good? The kind of job you get will depend largely upon the kind of man you are; and the pay you receive will depend largely upon the service you render.

I know what you're muttering under your breath as you read this, my boy:

"Some men get better jobs and better pay than they deserve; some get poorer jobs and poorer pay than they deserve."

True, every word of it—once in a hundred times; but the exceptions only prove the rule I've laid down. Really Fate plays few favorites. Opportunity knocks at every one's door—and more than once; but you've got to be fit to welcome her, lad—or she'll turn and go her way.

And what do I mean by being "fit?" I'm not preacher nor prophet, nor the seventh son of a seer; I'm just an ordinary professional man. But my hair's white with the frost of years; my face is furrowed with care lines. I've lived, and learned a few things—just a few!—by observation and experience. I've been on both sides of the problem—and all around it; and here's my opinion, given for what it's worth:

To be fit is to be sound—physically, mentally, morally; is to be educated and trained for strenuous and worthy endeavor; is to possess the self-controlling and self-directing power that makes for success.

There! And it rests with you to make that kind of man of yourself. How? Listen!

Keep yourself clean—inside and outside; exercise your muscles, your mind and your morals; live in the open; walk erect and breathe deep; think wholesome thoughts; be cheerful and hopeful; work,

study and play; read good books and choose clean associates; practice self-denial and human-helpfulness; do a little good every day—and expect to do more on the morrow: do your full share of the lifting—no matter who does the grunting.

And remember: What you get out of any school or college will depend mostly upon what you desire to get out of it. A loud suit of clothes won't help the world to hear from you later; a calabash pipe will strengthen your breath—but it won't strengthen your brain; a cigarette won't serve as a skeleton key to unlock the door of success; booze won't make you a friend or a dollar; athletic sports are all right, pursued to a sane extent—but athletic lingo isn't the language of the rostrum or the forum, of the busy mart or the open road.

What you get out of any position will depend largely upon what you put into it. Courtesy, industry, loyalty, economy—will all help you. A "Big Ben" clock will do some good; but let it tell you when to retire, as well as tell you when to rise. A night out with the boys means a day of loss to your employer. He owes you a salary; you owe him value received. Draw poker won't teach you how to draw checks on your own bank account or draw a bigger salary; seeing your reflection in the mirror behind the bar won't help you to see yourself in a better position, at the end of the year.

It's the law of life I'm talking to you son; the law of the survival and success of the fittest.

However, if you've made up your mind to have a soft time now—in order to have a hard time all the rest of your days—go to it; and make the most of it. Get busy; you'll have a lot of leisure to repent of it, by-and-by. But when you have to sit down and acknowledge that you're a frayed-out failure, don't let the lie pass your lips, that you never had any chance

in life—that Fortune never knocked at your door. As I've said, Fortune knocks at every door—more frequently and persistently at some, of course; and nine times in ten she turns away, her face white with pain and pity, over the sights she saw and the sounds she heard through the keyhole.

Yes, there's such a thing as blind chance; but you don't have to give it consideration, son. Make yourself fit—make yourself necessary to the world, and there's work waiting you; make yourself unfit—and it's you for the discards, inevitably. Nature doesn't endow us all with

the same capabilities; but each of us can improve what he has—and thus achieve a measure of success.

If your heredity is bad, do your best to rise superior to it; if your environment is bad, do your best to find your way out of it. You can succeed, my boy; get this thought in your mind—and never let it go. Adverse circumstances may be just what you need for your development.

“Men Wanted!”

Answer this advertisement in person, son; and present yourself with clean heart and clear brain, with well-knit nerves and willing hands.

Frederick, Maryland, possesses the first railroad terminal in the United States, and the site on which the first telegraph instrument was installed and the first message ever sent over a wire was received. This little old stone building is still used by the Baltimore and Ohio Railroad as a freight shed, and was, in 1833, the terminal of the little railroad with its two and a half ton engine, which ran on wooden rails from Washington to Frederick, a distance of fifty-seven miles. When Robert Finley Morse, after many discouraging years of poverty, received a grant of money from Congress to build an experimental telegraph line, it was along the tracks of this road that he strung his wires and it was



FREDERICK FREIGHT RECEIPT, 1837

in the little stone depot that the first message in the world was sent. Thus in the little Maryland town of Frederick were born the two greatest developers of industry that the civilized world has ever known, the railroad and the telegraph.—*Express Gazette.*

We are at last beginning in truth and in fact to prevent accidents, and it is the railroad men who put the movement into effect, the railroad men who are going to make it successful.—*George Bradshaw, General Safety Committee, New York Central Lines.*

ENGINEER W. T. PARLETT

PHILADELPHIA Division passenger engineer Edward T. Parlett met with a very serious accident at Mount Royal Station, Baltimore, on the night of June 25. Mr. Parlett was running engine 1448, hauling Royal Limited train 523. It had been his practice to oil the Walchert gear, with which this engine is equipped, while making station stop at Mount Royal, and in order that there might not be the slightest delay to the train he had instructed his fireman to start the engine the instant the air signal whistle sounded. The fireman followed instructions, but at the instant the signal whistle was blown Engineer Parlett had the oil can in such a position that he could not get it out before the wheels had started to revolve and the oil can and his hand were caught between the eccentric crank and the main rod, causing his body to be revolved, crushing the left arm between the wrist and elbow so badly that amputation above the elbow was necessary. His right hand and wrist were also cut and bruised. Although suffering great pain, with his usual coolness he directed a taxicab be called and his family physician notified and asked that he be taken at once to St. Joseph's Hospital, where the amputation was performed. Mr. Parlett was able to leave the hospital on July 8th and is rapidly recovering from the injury and operation.

A great many of our engines are now equipped with the Walchert gear and Engineer Parlett feels all engineers on the system should profit by his accident and use great care in oiling about this class of engine.

Mr. Parlett is one of the most efficient and faithful employes in the service of the Baltimore & Ohio Railroad.



It will, of course, be impossible for him to again handle an engine but it is officially known that in recognition of his long and faithful service and loyalty to the Company he will be taken care of in a manner satisfactory to him.

Mr. Parlett has been in the Baltimore and Ohio service 41 years, commencing when 19 years old as brakeman. In 1877 he started firing and three years later was promoted to locomotive engineer, where for thirty-three years he has remained without causing a single train accident or costing the Railroad Company one cent in damage.

Mr. Parlett carries with much pride a very fine watch, presented to him by the Baltimore & Ohio Railroad Company,

bearing this inscription: "Presented by the Baltimore & Ohio Railroad Company to Edward T. Parlett in appreciation of long and meritorious service and courageous action December 22, 1904."

On this winter's day while running engine drawing Royal Blue train 526, the reverse bar jumped from the rack, catching his finger between the bar and a pipe, cutting his finger off at the first joint. He had the fireman wrap his hand up with a white signal flag, and after washing his face in cold water to take away any feeling of faintness, ran his engine 80 miles to

Philadelphia, arriving "On Time," in preference to badly delaying the train waiting for someone to relieve him.

For a number of years Mr. Parlett served on the Committee of Management of the B. & O. Y. M. C. A. at Riverside and is a consistent Christian, loved and admired by a large circle of friends both in and out of the railroad service, and he enjoys the confidence and respect of officers and employes alike, who are glad of his escape from more serious injury and happy over his speedy recovery.

THE BAGGAGEMAN REJOICETH

The baggageman has at last come into his own. And he is properly rejoicing over his good fortune. For the Interstate Commerce Commission, that far-off body whose sole duty it seemed to many was the fixing of freight rates, has deigned to consider the woes of the baggageman and has issued an order that it is believed will put a stop to the rapidly increasing size of trunks.

Since the man who first invented the wardrobe trunk put his idea on the market, the patience of the baggageman has been fast wearing out. Many of these trunks are over six feet long, permitting the fastidious to transport their entire wardrobes without the unpleasantness of having their clothes soiled or rumpled at the end of a journey. While this was a

great convenience to the traveler, it soon became an equally great hardship on the baggageman, often resulting in accident or waste of time in handling these freak trunks.

Now, however, the railroads are permitted to charge extra for all trunks over forty-five inches in size. This extra charge is fixed at the proportionate of five pounds for every inch over forty-five. And in addition, railroads may, on one year's notice, refuse to accept any baggage over six feet in any dimension.

Others affected by this decision of the Interstate Commerce Commission are drummers, actors and costumers, people who are particularly in the habit of using what one baggageman has termed "intolerable nuisances."—*Railroad Reporter*.

WHAT THE LAWN-MOWER NEEDS

Probably not one person out of a dozen who uses a lawn-mower knows that it does not always cut according to the sharpness of the knife, but according to how close the reel-blades run to the knife. For this reason when it begins to run over the grass without cutting clean the mower is supposed to be dull and must go to a machinist to be sharpened.

This is not what it needs. Take a small bicycle wrench, and by turning the set-screws at the ends of the knife force it up until each blade scrapes lightly on the knife from one end to the other. Now oil the machine well, and it will cut as well as when it was new.

—*Farm and Fireside*.

THE FIRST TRAIN ORDER BY TELEGRAPH

A BIT OF HISTORY TOLD AT THE DEDICATION OF A MONUMENT ERECTED BY POPULAR SUBSCRIPTION IN HONOR OF CHARLES MINOT *

HENRY D. ESTABROOK

IT IS not usual to perpetuate in bronze the likeness of one whose fame is as local as were his habitation and his name, or to celebrate with public rites and predication a single act, of far-reaching consequence to be sure, but done in the day's work, on the impulse of a moment, with no thought of its ultimate importance.

Born in Haverhill, Massachusetts, son of a Justice of the Supreme Court of that State, Charles Minot might have had the making of a great lawyer, but he did not work at the law long enough to find out. It was stupid sport, poring over Coke and Kent and Chitty and Story in some two-by-four back office where he could hear the snort and snore of a locomotive, and where every time he looked out of the window he could see a telegraph pole, grafted with insulators, budding like Aaron's rod. The railroad and telegraph were new—the latter very new. The marvel of their creation still dazzled the imagination. It needed no prophet nor son of a prophet to predict the future of the railroad. It was to become the mother of great cities, rivers, lakes, canals, Old Ocean himself should pay it tribute. In defiance of physics or mathematics, it was to do the impossible—it was to change miles into minutes. As for the telegraph it had already annihilated both miles and minutes; given voice to silence and a tongue to distance.

Now there is all the difference in the world between the humdrum of a dull routine and the drum-hum of achievement. One is a call to the drone in us,

the other to the soldier in us. One is work without rhyme or rhythm, the other is the chimed cadence of a marching regiment. Charles Minot took down his sign, rolled up his sheep-skin, gave his copy of the state statutes to the nearest Justice of the Peace, and forthwith sought employment from the Boston and Maine Railroad Company in any capacity that would give to him a foot-hold. In 1850 or thereabouts, he found himself not only an expert telegrapher but General Superintendent of the Erie Railroad, which had been completed as far as Elmira.

The story of Minot's advancement is a familiar one. I doubt if there is a single railroad president, manager, superintendent, or assistant superintendent, in the United States today who did not grow out of a conductor, a brakeman, or a train dispatcher. If there is, he is the exception that proves the rule. But of all the incubators of railroad officialdom, train dispatching has been, by odds, the most prolific. So it is little wonder you make obeisance to the memory of Charles Minot, for it was he who instituted train dispatching against a protest and opposition as stubborn as the event shows it to have been stupid.

The railroad and the telegraph are the Siamese twins of Commerce, born at the same period of time, developed side by side, united by necessity. What the laws of trade and traffic have thus joined together it were folly to put asunder, and I am pleased to note that by a recent amendment to the Elkins Act, Congress has at last sanctioned the connection.

* Reprinted from a pamphlet published by
J. B. Tallant, New York.

If Charles Minot had not utilized the telegraph for train despatching as he did, some other railroad superintendent would shortly have done so. The fact remains, however, that it was he who first recognized the supreme importance of operating trains by telegraph, instead of by the old time-card method; and that the inertia of habit was so unyielding he was forced to establish the new method by arbitrary orders, and fight for their enforcement.

It seems that Ezra Cornell, in 1847 and 1848, had erected a line of telegraph from New York City to several points in New York State on a highway paralleling the Erie Railroad. It consisted of a single wire erected for commercial service. But there was mighty little commerce to serve, not even enough to pay the operators. Wherefore arrangements were made with the Erie Company to "loop" in at its stations and have its agents act also as the agents of the Telegraph Company.

Up to this time trains had been run on what was called the "time interval system." That is to say, a train coming East, having reached its trysting place with a train going West, was left "waiting at the church" until the other train showed up. Then as now, however, trainmen were anxious to get through. When blocked by their time orders they would side-step and wait a while for the belated train having right of way, and then a brakeman would be sent ahead to flag it, his own train following to overtake him if it could. It was an exciting handicap race between the man and the locomotive, both puffing and blowing with the fervor of their exertions. To be a good railroader in those days a man had to be a pretty good pedestrian, for, in the aggregate, he walked about as many miles as he rode.

On the day Minot made his astonishing innovation he was going over the road on a west-bound express train in charge of

a conductor named Stewart. The train, under the rule then existing, was to wait for an east-bound express to pass it at Turner's. That train had not yet arrived, and the west-bound train must wait for it an hour if necessary. There was a telegraph office at Turner's, and Superintendent Minot, impatient of delay, telegraphed to the operator at Goshen, fourteen miles further on, and asked if the east-bound train had left the station. The operator replied that the train had not yet arrived at Goshen. Whereupon Superintendent Minot wired as follows: "To Agent and Operator at Goshen:

"Hold the train for further orders.

"Chas. Minot, Superintendent."

He then wrote this order and handed it to Conductor Stewart:

"To Conductor and Engineer Day Express:

"Run to Goshen regardless of opposing train.

"Chas. Minot, Superintendent."

"I took the order," says Mr. Stewart, "showed it to the engineer, Isaac Lewis, and told him to go ahead. The surprised engineer read the order, and handing it back to me exclaimed: 'Do you take me for a d—n fool? I won't run by that thing!'" Minot's order was not only novel, but appalling. Taken literally it meant indubitable disaster, for every collision that ever happened has been caused by one train trying to run to Goshen, or some other seaport, regardless of an opposing train. It meant the infraction of old customs; it meant the severing of old ties—*railroad ties*, so to speak; it meant losing sight of the scudding coat-tails of a fleeting flagman; it meant trusting lives and property to the chatter of an electric dumphunny, all right as a scientific toy, perhaps, but useless for real business.

So Engineer Lewis refused to obey orders, with the result that he was told

by his superintendent to go way back and sit down, which he did with sullen alacrity, seating himself in the rearmost seat of the rearmost car; and Minot himself took charge of the throttle. Arrived at Goshen it was found that the east-bound train was not yet in sight. Minot telegraphed to Middletown. The train had not arrived there. The west-bound train was run on a similar order to Middletown, and from

there to Port Jervis, where it entered the yard from the east as the other train pulled into it from the west. More than an hour of precious time had been saved! So far from accident, there had been no risk of accident! It was a discovery, the practicality of which was demonstrated with the disclosure itself. And thus, and so, the most perplexing problem of railroad operation had been solved once and forever.

A LETTER FROM THE BOSS TO THE JUNIOR CLERK

(Sometimes inaccurately known as the "office boy.")

CHICAGO, ILL., July 2, 1912.

My dear Henry:

Eavesdropping is poor business, but sometimes one overhears without intending. As I passed by your room this noon on the way to lunch, I caught one swift phrase from your address to the blond stenographer. As nearly as I can recall, it ran like this:

"Every fellow gets his wings clipped, fast enough, in business. Ideals don't last——"

And just then the elevator hove into sight, and I got in with the other plutocrats—all plotting, of course, to clip the wings of their junior clerks with neatness and dispatch.

Now, of course, you'll think I'm laughing at you. Don't. Cut out that notion, along with the secret vision of the "other job" where all is radiant peace.

In the first place, look at it from my standpoint just a minute. Understand right now that this business of mine is *built* on ideals—the thing you're all for abandoning in order to succeed at it.

True, we must make money to live, but *we must also live to make money.*

The grind? Yes, of course. We're all under it. It isn't a question of hours or wages mainly, but just plain "getting tired." But did you ever stop to think that every time you get tired you're also getting experience? The weariness slips away, in time, but the experience lasts. It is work and fight and worry, sometimes, that tests our ideals—ripensthem—makes them sound and sure. The business world is one big melting-pot, out of which men are coined as well as dollars. And we do our own coining.

Yours very sincerely,

"THE BOSS."

—Office Appliances.

There are many employes who will not take the trouble or time to read rules prescribed for their safety, or who, if they did read such rules, would fail to comprehend them. To these employes the most effective means of education is to have some one well versed, tell it to them.—W. S. Topping, Bureau of Explosives, American Railway Association.



THE HOME

AUNT ELVIRA GETS READY

When Aunt Elvira takes the train,
 She always has a vision
 (She's told me, time and time again)
 Of being in collision;
 She doesn't seem to feel much dread
 And fear of being mangled,
 Of broken bones, a broken head,
 Of being burned or strangled.
 "I always think," she says to me,
 "That 'twould be dreadful shocking
 If folks should pick me up and see
 A big hole in my stocking!"
 So Aunt Elvira takes her yarns
 When plans are made for starting,
 And darns and darns and darns and darns,
 Before she risks departing.—*Judge.*

BE GOOD TO YOUR EYES, CHILDREN*

Count over all the things that you have had to get your eyes to tell you today, and then shut your eyes for a minute and think what it would mean never to be able to see. Don't you think you ought to take very good care of your eyes? You are going to keep them very busy all your life, and they deserve the very best care you can give them.

Just as soon as lessons begin, you get out your books; and a good share of the day in school you have a book before you, reading it or studying it or copying from it. It makes a great difference to your eyes how you hold the book and how the light falls. In reading, you should always hold your book so that the light falls upon the page from behind you, or from over one of your shoulders. In this way, the brightest light that comes into your eyes is not from the window,

* The first selection from "The Child's Day," Houghton, Mifflin Company, Boston, 40 cents post paid.

but from the page of your book.—*Dr. Woods Hutchinson.*

The speck in the eye, on a windy day gives a pang. But the injury is not half so severe as many abuses that give almost no immediate pain. The strain of reading fine print in a bad light, for instance. Or habits of uncleanness, inflicted by soiled hands. We are not, however, long left uninformed of real injury; and when we are made aware of the harm it is our first duty to ourselves to find the cause.

If you have lost a diamond ring, it is a less matter than any trouble with the eye, that alone makes the diamond beautiful. Never mind hunting for the diamond, but first hunt for the cause of enfeeblement to the eye.

Dust and dirt may be enemies of the eye. But poor light is the very worst enemy, for sight is a composite thing; it is light and an organ of the body, working harmoniously. Perhaps we do not know what light is, but it is something that seems to enter our person. Then a miracle takes place, and the brain responds and the soul sees. It is "past finding out." But by every fair face that we love to see, let us be careful of the eye.—*New York Mail.*

HOW A QUEEN LEARNED THE BLIND ALPHABET

Carmen Sylva, the Queen of Roumania, had her eyes bandaged for weeks while she laboriously learned to write Braille, the raised letters for the blind. It is said that not only did her eyes ache, but her right hand as well; but by the process she became one of the most helpful friends the blind people in all the world have ever had. She established a school for them, where they were taught music and many industries, so that they could earn their own livelihood.—*Christian Herald.*

THE CARE OF BABY'S NOSE, THROAT AND EARS

MARIANA WHEELER

*Former Superintendent, Babies' Hospital,
New York City, in Harper's Bazaar*

AS AN opening for the air to enter, the nose is far better than the mouth. The nostrils are lined with fine hairs which act as a filter to catch dust and foreign matter which the air contains, thus preventing much that is irritating from entering the lungs. When air is drawn through the mouth the mucous membrane of mouth and throat becomes unnaturally dry. Dust and germs are allowed free entrance, and coming in contact with the delicate throat cause irritation and soreness. From this irritation the throat becomes swollen, the tonsils enlarged, and a growth soft and spongy appears at the base of the nostrils, stopping them up. The result is catarrh, colds, and almost constant irritation of larynx and bronchial tubes.

The nose and ear are in close connection by means of a tube, and the mucous that is constantly forming and finding insufficient outlet naturally forces its way through this tube leading to the middle ear. An abscess forms, causing intense pain until the ear-drum becomes perforated by natural or artificial means. If the pus formed does not find escape through a perforated ear-drum it is apt to burrow still further, and what is called a mastoid abscess forms, which is most painful and not without danger of serious consequences.

The preventive treatment of these ills cannot commence too early in childhood. From the time the baby is born watch its breathing closely, especially when asleep, and if you find the lower jaw dropped, with mouth open, gently close it. At first it may be necessary to do this many times day and night, until the child naturally falls into the habit of keeping his

mouth closed. Watchfulness will pay both you and the child in the end.

One thing should be remembered, and that is to keep the nostrils perfectly clean and free from obstruction. This should be attended to before putting the child to bed at night and on arising in the morning, also during the day, if necessary.

The best method is by means of a swab made with a small wooden tooth-pick wound at the end with absorbent cotton. A bit of absorbent cotton about the size of a dime in circumference and almost as thin as a cobweb will answer the purpose. In winding it on be sure that the end of the tooth-pick is well covered so as to prevent injury. Go into the nose very gently and remove any accumulation of mucous there may be. Sometimes when the secretions become hard, and are tenacious, as in the case of cold in the head, the swab must be slightly lubricated with white vaseline, sweet oil, or alboline in order to soften the secretions and make the removal less difficult. Secretions of mucus should not be allowed to accumulate in the nose or run back down the throat and be swallowed; if so, catarrh of nose, throat and stomach is likely to result.

As soon as a child is old enough he should be taught to use a handkerchief. The handkerchief should be an individual affair and the use of a common family one cannot be too strongly condemned. Most colds, especially those of the influenza type, are now pronounced infectious by physicians. Diphtheria germs are also as common in the nose as in the throat, if not more so, and surely there is no surer way of distributing these germs, so common to both nose and throat, than by the indiscriminate use of the handkerchief.



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

, *Editor*

HERBERT D. STITT, GEORGE B. LUCKEY, *Staff Artists.*

THE SUNSHINE CLUB

Twenty years ago Frank Bender, now a conductor on the Philadelphia Division, was laid up for a time. There is nothing peculiar about that, as hundreds of items in our news pages will testify; but the results in this case are not so common. When he was well enough to go out, instead of moping around the house till his full strength came back, Bender went to Fairmount Park. There he found a scattered company of men disabled by age or weakness. He didn't know them and they didn't know each other. One of the pitiful things about life is the number of people with undeveloped powers of friendship; but it's wonderful how fast such powers grow in a little human sunshine. Somehow or other those ancient benchwarmers began to find each other out. The conductor was a mere boy among them though he had already served twenty years on this road. There were city firemen upon whose flame of youth Father Time had turned the hose; policemen upon whose shoulder he was laying an arresting hand. One old fellow had been around the world and was happy in the new audience for the tale of his pilgrimage. The park became their club room. There they found sympathy for their bodily woes or the tonic of a wordy skirmish. Bender made it his business to keep them supplied with good reading—newspapers and magazines. They are today among the most faithful readers of

these pages. Some of the original members are gone; most of the survivors—except Bender—are between eighty and ninety. In winter they call themselves the Rheumatic Association; in summer, the Sunshine Club.

Every pleasant afternoon you may see them close together on the benches, debating politics, science or social reform as though the world were waiting for them to settle all questions. Well, they might do worse. And we like to think of the friendly Baltimore and Ohio spirit overflowing railroad limits, as the Nile enriches the Delta of Egypt. We like to think that a few small boys look forward more eagerly to "being a man" because of the kind of men described here. We like to think that some old men are happier as they find themselves remembered in these pages and that they are constrained to confess that the young men they read of here are no less brave and faithful than those who served in the good old days.

THE MAN AND THE ENGINE

"But they don't make men any bigger," said an observer, as he looked from the little grass-hopper engine of the 30's to the great Mallet, in the Hempfield yard at Wheeling. We're not so sure as the speaker appeared to be. It is true that in all ages giants have arisen. But we believe the average man of today is better and wiser and has a greater power for service than the men of other times; and the advantage of the man over the engine is that he adds to the general equipment of his time a power of continuous personal growth. It was wonderful to see those eight engines, covering the development of nearly a century, each under its own steam. Each had the same kind of power, each moved and was capable of pulling the same load it had been made to pull—just that and no more. Each in turn

had been discarded, not because it failed, but because *it could not grow in the power of service*. There's the test for man or engine—the measure of the growing power to serve. We may scold about the injustice of life as we will, and there is plenty of injustice; but when we are done talking, the inexorable law will continue to act upon every one of us great or small. The task of being a man is a greater one every year—and better worth while. And there's hope in it. The engine that is of no use today will never be of any use. But the man who opens the cylinders of his will to the power of God—no matter what he was yesterday, will develop forces undreamed of in the physical world. And he will experience what the blind wheels of his own making can never know, that which he alone of all creation shares with the Creator—the joy of giving himself to the need of the world.

THINK THIS OVER

An item was recently printed in the newspapers denouncing the proposed new freight rates on potatoes from Western points and stating that they would cause an unjust advance in the price of potatoes to the consumer and "make the income to potato raisers dwindle so much that the industry would become unprofitable." An analysis of the freight rate per hundred pounds of potatoes as proposed under the new rates, shows that they would have amounted to from less than one-third of a cent to three-fourths of a cent per peck! It can readily be seen that the increased cost would be inconceivably small to the consumer, if the exact amount of the freight rate increase were added to the retail price.—*Leslie's Weekly*.

The new low-grade line built by the Baltimore and Ohio Railroad between Rockwood and Garrett, Pa., a distance

of 7 miles, was opened for traffic July 1st. The line was constructed to facilitate the movement of coal traffic from the Quemahoning fields of Southwestern Pennsylvania. Coal trains may now be run from Somerset, Pa., to Cumberland, Md., and with the new line in operation there will be no interference with traffic on the main line west of Yoder, Pa., providing three tracks between Yoder and Rockwood. The improvement is a part of the work begun three years ago of equipping the Baltimore and Ohio Railroad with sufficient tracks to insure expeditious handling of traffic. Third and fourth tracks have been built on sections of the road where density of traffic require it.

The passenger department of the Baltimore and Ohio Railroad closed the fiscal year, which ended June 30th, with a substantial increase in earnings. O. P. McCarty, manager of passenger traffic, expressed his gratification at the efforts made by the officers of his staff to building up the business. Mr. McCarty regards the increase in travel on his road as indicative of the general condition of business throughout the country and tourist travel is also holding up. With the last change in schedule the Baltimore and Ohio inaugurated new through service between New York and Chicago and there was a general re-arrangement of schedules with a view to meeting the best interests of the traveling public.

LAMENTATION

"Down to the beach I cannot go!"

The maiden said, and heaved a sigh.

"No, I can't go this year, and so

I'll swelter here, no doubt, and die!"

My heart went out to her. I said,

"What puts despair into your speech?

Perhaps your hopes are not all dead.

Why can't you go down to the beach?"

"Because," the maiden sobbed, "I hear

A fellow I had on the string

Last season's coming back this year.

And he'd make me dig up his ring!"

—Howard C. Kegy, in *Judge*.

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the question shown here. His answer is reproduced in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR MAY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Wellston	\$49,559	\$16,845		*\$26,034
Illinois	15,308			
Indiana	11,523		\$40,150	
Connellsville	10,757			32,188
Philadelphia		14,276		
Toledo		13,184		
Connellsville		11,744		
Wellston			\$6,335	
Shenandoah			\$741	
Illinois			71,790	
Pittsburgh				22,383
Ohio				21,238

* Signifies that these divisions did not have a single personal injury in the class of service indicated.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around shops and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, MAY, 1913

Divisions.	In and Around Trains and Yards.	In and Around Shops and Engine-houses.	Maintenance of Way.	Total.
Philadelphia.	\$14,276.00	\$ 1,283.00	\$ 9,021.00	\$ 5,135.00
Baltimore...	5,913.00	1,341.00	6,463.00	3,082.00
Cumberland..	3,996.00	1,407.00	4,061.00	2,784.00
Shenandoah..	3,540.00	741.00	4,057.00	5,063.00
Monongah...	8,364.00	3,128.00	10,176.00	5,133.00
Wheeling....	4,304.00	3,401.00	2,572.00	3,810.00
Ohio River..	4,176.00	3,961.00	8,860.00	5,062.00
Cleveland...	9,590.00	1,795.00	6,463.00	4,921.00
Newark.....	3,086.00	1,892.00	5,271.00	3,201.00
Connellsville.	11,744.00	5,260.00	32,188.00	10,757.00
Pittsburgh...	5,715.00	3,176.00	22,383.00	5,611.00
New Castle..	3,845.00	1,895.00	4,382.00	3,712.00
Chicago.....	4,977.00	1,505.00	6,187.00	3,158.00
Ohio.....	9,261.00	1,303.00	21,238.00	5,303.00
Indiana.....	5,987.00	40,150.00	15,598.00	11,523.00
Illinois.....	9,666.00	71,790.00	8,994.00	15,308.00
Toledo.....	13,184.00	4,878.00	7,649.00	6,003.00
Wellston....	16,845.00	6,335.00	26,034.00	49,559.00
Indianapolis..	5,917.00	8,508.00	7,080.00	8,142.00
Average.....	5,864.00	2,429.00	7,361.00	4,576.00

NINETY-SIX PER CENT PERFECT IN OBSERVATION TESTS

A total of 746 Observation Tests were made on the system during the month of May. Of this number thirty, or four per cent, failed. Failures occurred under the headings given below.

These tests are made for the purpose of keeping all employes in train service, where human life is at stake, vigilant, without waiting for an accident to point out a weakness. There are no "catch tests."

CHARACTER OF TESTS	Number Failures
Fuse.....	1
Failure to detect Form A or B incorrectly made out	2
Failure to detect train order incorrectly repeated	1
Failure to observe automatic signal.....	5
Did not see signal change.....	2
Failure to detect hand signal given to pass fixed signal.....	1
Failure to detect lights removed from signal....	2
Failure to note markers improperly displayed...	1
Failure to note wrong signal given flagman to come in.....	2
Flagman not back proper distance.....	4
Failure to blow flagman back or in.....	1
Failure to register properly.....	4
Cut engine loose for water.....	1
Miscellaneous.....	3

HONOR ROLL

MT. CLARE

Rare presence of mind was shown recently by Martin Hickey, conductor of Engine 23 in Mt. Clare Yard, in averting what might have resulted in the serious injury or death of one of our employes. The employe was crossing Mt. Clare Repair Track, between two cars, just as the cars were coming together. Mr. Hickey pushed him from between the cars, and threw him out of harm's way.

CONNELLSVILLE DIVISION

On May 28th, Joseph Baker, who resides at Cheat Haven, Pa., heard what he thought was a landslide coming down on the track during the night and notified section foreman Mankins, who also lives in that vicinity. In company with Mr. Baker, Mankins made an examination of the track and discovered and removed a large stone that rolled from the hillside.

Mr. Baker's action doubtless averted a more or less serious accident, and is highly appreciated by the railroad company and by the superintendent, personally.

On May 24th, engineer J. Hughes, in charge of train No. 9, engine 2146, while using the eastbound track from "HK" Tower to Yough, observed a car replacer lying in the middle of the westbound track. He stopped the train and removed the obstruction.

On May 29th, engineer A. R. Cameron, in charge of engine 1809, east, found 28 inches of flange lying on the track between Williams and Hyndman. He notified the train dispatcher, who instructed the conductor in charge of extra east, engine 2827, to examine his train at Mt. Savage Junction, when it was discovered that the piece of flange had been broken from a wheel on a car in this train. The car was set off at Mt. Savage Junction.

On May 22nd, while train No. 95, west, engine 2912, was passing Garrett, conductor A. Swarner, who was in charge of extra east engine 2814 laying on the siding at that point, noticed a brake rigging down on a car. The train was stopped and the brake rigging removed.

On June 3rd, flagman T. E. O'Neil of extra east engines 2851 and 2779, found a broken rail in the east bound track at Casselman, Pa., Sectionmen were notified and the track was repaired.

On May 31st, a young lady, while running to board train No. 48 at Rockwood station, fainted and fell between the curb and the track on which train No. 48 was standing. Baggage-master A. F. May, who was standing at the opposite side of the train, noticing the danger, crawled under the train and carried her to safety. This was a very creditable action on the part of Mr. May and carried with it considerable danger, as the flagman had been called in and the train was ready to proceed.

On June 18th, Fireman J. P. O'Donnell of extra west engine 2976, found a broken rail in the eastbound track at Huston. Trackmen were notified and repairs made at once.

PITTSBURGH DIVISION

"I desire to commend Giuseppe Licursi, the crossing watchman at Sharpsburg, day man, for his attention to duty. While extra 2663, west, with full tonnage train was approaching this crossing on the 11th inst., he observed an old lady, who, not noticing the approach of the train or that the gates were down, attempted to cross from the opposite side from where watchman was standing. The watchman noticed her and running quickly across the track seized her and conducted her to a place of safety.

"The train was very close and had he called to her, she might have become confused and been hit by the train. His watchfulness and the intelligent way in which he handled the matter deserves mention and I would be glad if you would make it known to him. Mr. Cook also desires you to express his appreciation.

"C. B. GORSUCH, *Superintendent.*"

At 11.30 A. M. May 6th, Fireman C. E. Hess, firing Pittsburgh yard engine 1525, while lying on siding east of 10th Street Bridge, Pittsburgh, saw a foreign woman, who was trespassing on our tracks, step from behind tank of engine 1525 directly in front of train No. 3. Mr. Hess immediately jumped from his engine and pulled the woman from the track. Mr. Hess should be commended for the brave act of saving this woman's life at the risk of his own.

On Thursday May 29th, Michael Coyne, crossing watchman at 13th Street, Braddock, Pa., who had lost one leg, dropped his flag and cane, hobbled across No. 2 track just ahead of train No. 2 and picked up a four-year-old child, saving its life at the risk of his own.

OHIO DIVISION

About 5.45 P. M. June 11th, as Electrician Roy Eves was leaving work at Chillicothe shop his attention was called to the skull cracker near the foundry, which was on fire. Together with two wiremen, George Hauss and Walter Rankin, they extinguished the blaze, using a hand line, a chemical fire extinguisher and a bucket of water.

The quick work on the part of these men probably saved a very heavy loss as the fire would have spread very rapidly owing to the proximity of other buildings.

On May 31st, Ben M. Newton, engine watchman at Hillsboro, while walking along the track found a rail broken about one half mile west of Hillsboro. As east-

bound passenger train 246 was about due, he continued up the track west and flagged this train and prevented what might have been a serious derailment.

Mr. Newton took service with this company August 29, 1892, as a trackman, was transferred to engine watchman November 1st, 1908, and has been in continuous service for nearly twenty-one years.

PHILADELPHIA DIVISION

On May 17th, as extra east 4122 was pulling out of side track at Foys Hill, it was discovered that 36 inches of flange had been broken off a wheel of U. C. Co. car 2267. The train was stopped by Brakeman Martin and the car set off at Leslie. His watchfulness and prompt action probably prevented an accident.

On June 1st, while extra 4014 east was taking water at Elk Mills, Brakeman C. J. Nickel discovered J. C. C. 568, loaded with coal, with column bolt broken and top arch bar badly bent. The car was set off at Barksdale. Had this not been discovered by Brakeman Nickel, a serious accident might have resulted.

On June 15th, while coming east with extra freight train, engine 4027, Conductor Hampton noticed smoke coming from a car. He stopped the train and found that the arch bar on a B. & O. car 20088 was broken. The car was carefully moved to Van Bibber and set off. Vigilance and prompt action on the part of Conductor Hampton probably prevented an accident and he is to be commended.

On June 6th, a painter rolling barrels across the track at East Junction left a plank lying across the main track. Brakeman Pearce noticed the plank on the track just before train No. 2 arrived and at risk of personal injury to himself removed it. Had it not been for this prompt action, possible derailment of train No. 2 might have resulted. Brakeman Pearce is to be highly commended.

ILLINOIS DIVISION

On April 23rd, while a coal train was switching at Lebanon, engineer John Cundiff noticed smoke at bridge 313-94, east of Lebanon. Cundiff immediately cut his engine off and went to the bridge to ascertain the cause. On arrival he discovered that the bridge was on fire and together with his fireman, using the squirt hose from the engine, he succeeded in putting it out, with but very slight damage. Had Mr. Cundiff waited until his work was completed before making investigation, there might have been heavy damage to the bridge.

CUMBERLAND DIVISION

Flagman Charles L. Fisher, while shifting cars with the work train near Shenandoah Junction, caught a carload of rail as it was being shifted. The brake shaft was badly bent and he found it almost impossible to stop the car. By sticking to his post at a great risk of personal injury, he finally controlled the car just in time to save a derailment, thus averting serious damage to property and the loss of time to the trains.

MONONGAH DIVISION

Conductor A. L. Posey is commended for discovering a small boy on trestle, Bridge No. 1, West Clarksburg, who was swinging from end of tie. He stopped train, swung down from side of car, there not being sufficient room to walk between car and end of ties, grabbed child by the arm and brought him safely to top of car and no doubt saved the child's life, as it was about exhausted and about to fall when reached.

Brakeman E. E. Vernon observed man swinging on handhold of car train 15, after pulling away from platform, Ocean, the vestibule doors having been closed. Immediately opened doors soon as he was discovered and assisted him into coach just in time to prevent him striking No. 1

tunnel. Commended for the prompt action taken in the matter.

NEW CASTLE DIVISION

Engineer J. P. McElligott on May 1st discovered cattle guard on fire on the C. A. & C. joint track. He whistled out his flagman and extinguished the fire, then stopped at "VD" Tower and notified the C. A. & C. officials.

F. C. Smith, New Castle Junction yard conductor, working on the eastbound hump, discovered Pittsburgh Division engine 2575 with twelve inches of flange gone from the tank wheel, June 15th. You will note Carl keeps his eyes open.

WHEELING DIVISION

On May 30th, James Elliott, a pumper in the oil fields, while making his rounds, discovered switch points at east switch, Glover Gap, standing about half open. He telephoned the information to the Tower and the train dispatcher held up westbound trains at Mannington until the switch was repaired. A re-railer had fallen from a passing train on switch rods, bending them so as to open the points. This is the second dangerous condition reported by Mr. Elliott; his watchfulness and promptness are appreciated by the officials.

About 11.30 Sunday night, June 8th, as J. L. O'Dea, operator at Littleton, was on his way home, he discovered a piece of brake rigging wedged in a switch near the office at Littleton; the guard rail was also torn out. He notified the train dispatcher and called section men.

On June 5th, Ed. Matthews, operator at Littleton, discovered that something had been dragging along the rails, knocking boltheads off and tearing spikes out. He notified the train dispatcher in time to catch train 17 at Burton.

On June 5th, L. D. McCollough, section foreman at Barrackville, found a

piece of pipe and a bolt on the rail east of Underwood. It may have been placed there by children who were playing nearby.

On June 7th, as a work train was picking up scrap, Supervisor P. Murtaugh noticed that they had run over something just east of the west switch at Cogley. A spike was found in the joint between rails and a nut on the opposite rail; fortunately they were moving slowly.

CHICAGO DIVISION

On May 19th, conductor A. C. Smith, on extra 2717 east, discovered a broken rail in eastbound main two miles east of Attica. The conductor stopped his train and backed up to a point where the track had a bad appearance. He found both rail and track-joint ties broken, and left his brakeman to flag all trains. The caboose and engine went to Attica and brought back the section foreman, who made repairs at once.

A GOOD-NIGHT SMOKE

Two young men who were tramping through the country on their vacation lost their way in a wild part of Pennsylvania. Late at night they came to a shanty. They knocked. No one answered, so they went around to the rear, pushed open a window and crawled in.

The travelers proceeded to have a good-night smoke before turning in.

"Guess we're in a section foreman's tool-house," one of them remarked. "It's better than sleeping in the woods with the bears, anyway."

In the morning when they awoke they found in the hut a dozen boxes labeled "dynamite" and several kegs of giant powder. Two inches away from one of the kegs lay the matches they had used to light their pipes.

Five seconds later the shanty was deserted and in a cloud of dust down the road two shapes that were traveling fast could just be discerned.—*N. Y. Ev'g Mail.*

THE MOST USELESS THING IN THE WORLD

PERMISSION "TELEPHONY"

Granted that you have your troubles—forget them. They're the most thoroughly useless things on the face of the earth. Grow busy and they'll grow small.

Worry is like a mold. It can't get hold of anything that's moving any more than a creeper can cling on a spinning fly wheel.

If you don't believe in yourself, you're lost before you've fought. Master your fears! Just give yourself the show that you'd ask from anyone else, and you've won the greatest part of your battle because you've gained the allegiance of at least one firm believer to take the place of a traitor.

Perk up! Get the yellow paint out of your veins and instead fill them with the blood of determination. Control yourself and you needn't bother about the rest of us.

If you're threatened with reverses, remember that rain doesn't fall from every storm cloud. Each hour that intervenes gives you an opportunity to find an umbrella—to plan some way of surviving.

No man can do his best when he is tied hand and foot with his doubts, and shackled with fright.

Work it off! Worry is a disease of idlers. Despair is a fungus—a parasite that absorbs the vitality of the will. No man can keep the same ear filled with energetic ambition and enervating doubts.—*Herbert Kaufman.*

THE FIRST BALTIMORE AND OHIO TIME-TABLE AND AN EARLY TRAVELER'S IMPRESSIONS

COMPILED BY H. R. HOWSER

City Ticket Agent, Washington, D. C.

RAIL ROAD NOTICE.

(ADVERTISEMENT ISSUED JULY 17, 1830)

A SUFFICIENT number of cars being now provided for the accommodations of passengers, notice is hereby given, that the following arrangements for the arrival and departure of carriages have been adopted and will take effect on and after Monday next the 5th inst.

A brigade of cars will leave the depot on Pratt street at 6 and 10 o'clock a. m., and at 3 to 4 o'clock p. m., and will leave the depot at Ellicotts Mills, 12 miles from Baltimore, at 6 and 8.30 o'clock a. m., and at 12.30 and 6 o'clock p. m.

Way passengers will provide themselves with tickets at the office of the company in Baltimore, or at the depots at Pratt street and Ellicotts Mills or at the Relay House near Elkridge Landing.

The evening way car for Ellicotts Mills will continue to leave the depot Pratt street at 6 p. m. as usual.

N. B.—Positive orders have been issued to the drivers to receive no passengers into any of the cars without tickets.

P. S.—Parties desiring to engage a car for the day can be accommodated after July 5th.

This is the first time-table ever advertised by the Baltimore and Ohio. At this time the line extended from Baltimore to Ellicotts Mills, twelve miles, and the road bed was made of stone blocks laid on the ground; on these blocks were laid pieces of timber with strap-iron on top for rails. All trains were drawn by horses.

The following "Travelers Memoranda," published in the *New York Gazette*, May, 1831, embraces some reminiscences of the past worthy of preservation. The speed of travel, compared with that of an earlier period and of our own day, is strikingly illustrated.

"MESSRS. LONG, TURNER & Co.

"Having, last week, business in Philadelphia, Baltimore and Washington, I

started at 6 A. M. on Monday. In order to show the facilities afforded at the present day, of doing much business in a short time, I send you a sketch of my excursion.

"Left New York at 6 A. M. on Monday, arrived at Philadelphia at 5 P. M. Called on four persons, settled my business with them by 9 P. M., went to bed and started in Tuesday morning at 6 for Baltimore, where I arrived at 5 P. M., got through with my business there at half past nine—went to bed—started at 4 A. M. on Wednesday for Washington, and arrived there a little after 9 A. M. Called on the President, and finished my business with him—dined at Gadsbys—took a hack in the afternoon, rode several miles, and completed my business with four persons—took tea with a friend—slept at Gadsbys—started at 4 A. M. on Thursday on my return. Arrived at Baltimore 10 A. M., visited a number of important points of interest before dinner, dined at Barnums splendid hotel. At 3 P. M. mounted a car with twenty-two passengers on the railroad and visited Ellicotts Mills, thirteen miles from Baltimore, returned to Baltimore before dark, took tea and afterwards visited the venerable Mr. Carroll of Carrollton, returned to Barnums, went to bed and started for Philadelphia 5 A. M., where I arrived at 6 P. M., left Philadelphia Saturday 4 A. M., and arrived in New York 6.30 P. M., the same day. Was thus absent nearly six days—traveling about six hundred miles and completing my business at the expense of forty dollars and seventy cents.

Yours, etc., J. L."



SPANNIN
See

THE RAILROAD MEN

By ELBERT HUBBARD

ONCE upon a time there was a sailorman who told big stories about the countries he had visited.

One day a man asked him this: "Have you ever been to Australia?"

"Indeed I have," was the reply.

"And did you meet any of those kangaroos?"

"Sure, I did," and here the sailor was slightly up in an aeroplane. "Sure, I met lots of kangaroos, and their money is just as good as anybody's."

Let every business man remember that the grouch's money is just as good as anybody's.

It takes money to meet the "over-head," to take care of terminal charges, to maintain the upkeep.

No railroad can shut down and take a vacation. A lockout on a railroad is

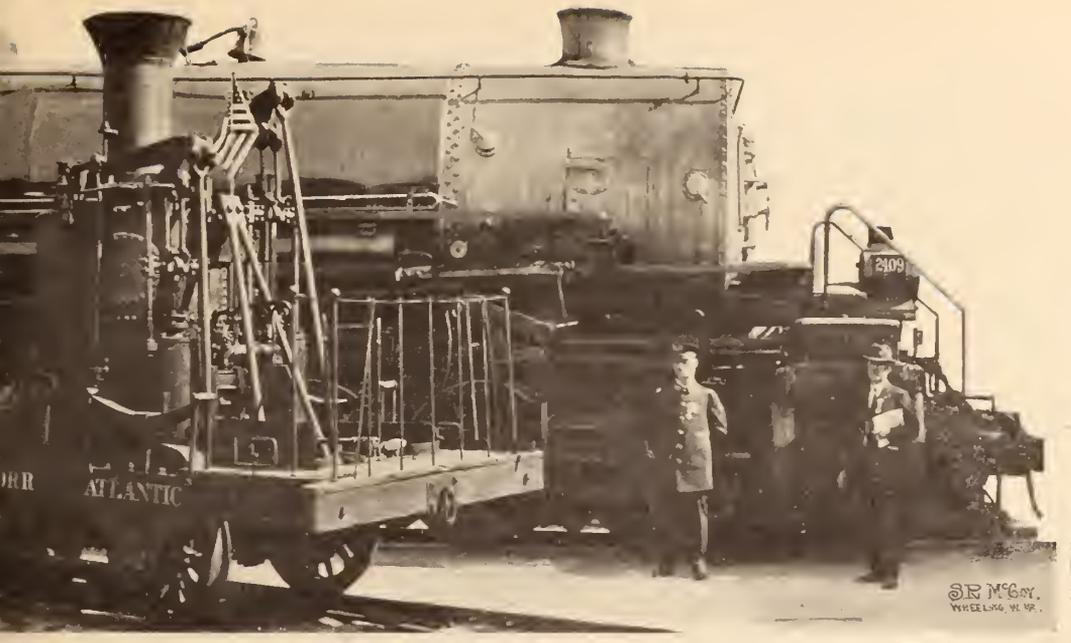
impossible. The railroad has to keep trains moving, whether passengers and freight come or not. To stop means bankruptcy for stockholders, bondholders, employes and the public.

Travelers expect safety and service. To meet these expectations is the business of a railroad man.

I have noticed that there are some railroads where courtesy toward the public is practiced to a degree that does not always prevail, and which certainly did not exist in the good old time, when if you asked a railroad man a question he was apt to snap your head off.

No good railroad man now is "fresh" toward passengers, nor does he give an unevils answer to anybody.

The same question may be asked over and over again, but it is his business to reply with unflinching patience. Especially



RS

does a good railroad man look after the welfare of elderly people, foreigners, "buckwheats," children, and all of those who seem to need a little protecting care.

Most of the railroad men in high places today are men who came up from the ranks, and they were advanced simply on account of their superior ability in rendering a service to the public. "Pull," nowadays, does not count.

The question is, "How much business can you divert to your road, and take good care of?"

There are very few lines of railroad today that have a monopoly. People can usually take their choice of routes, and the public is pretty sure to travel by the route where courtesy, kindness, good-will and the smile habit prevail.

I remember once, on a Western road, about thirty years ago, of a trainman who got into an argument with a passenger. No doubt the passenger was very trying, and the railroad man gave him

what he deserved—that was a backhand slap in the mouth.

The railroad man reported the case somewhat jubilantly to the conductor and said, "I gave him just what was coming, and I bet you we never see him on this railroad again."

The conductor replied: "I fear that is just what will happen. We have lost one customer."

A little kindness and diplomacy would have made that scrap unnecessary.

The passenger asked a fool question, and the railroad man gave a sharp reply, and then the passenger made an insulting remark and got called.

No doubt the trainman was right—the man would travel by any other route than that thereafter.

The truth is, scraps never settle anything. Railroad men who want to fight should join the army or go to Mexico.

Just remember that the money of the kangaroo is as good as anybody's, and

money is a necessary factor in maintaining railroads.

Good railroad men, in dealing with the public when they present themselves for business are well-dressed, but not too well-dressed.

I can remember when some railroad men wore expansive shirtfronts, with diamond studs and wondrous jewelry, also sidewhiskers. And these men had a way of making love to the pretty lady passengers and leaving all old women beautifully in the lurch.

Any special attention to any passenger is now out of place, as every good railroad man knows. If you have any extra courtesy to pass out, give it to those who need it most.

Every passenger spots a trainman who is trying to lay a cornerstone.

A good railroad man carries a certain degree of dignity.

Above all things, he is personally agreeable. He knows the use of a toothbrush; but he does not carry his toothbrush, comb, a pipe and six lead pencils in the northwest corner of his vest.

He is manieured. His shoes are shined. His necktie is of modest hue. He does not roll up his trousers to show that his socks match his tie.

He gets his regular sleep, and he does not have the yellow forefinger of the cigarette smoker. He has a good breath and a bright eye, showing that he is on good terms with himself and with the world.

A railroad man should be proud of his position. It is a wonderful thing to speed the public on its way, to pass out kindness, good cheer, and help make the world a better place because you are here.

Travel is the great educator; it is the great civilizer.

Good railroad men are sane, sober, and they take no chances in the line of "permissible blocking."

I have traveled on railroad trains for forty years, some years half the time being spent in day coaches or in sleepers.

And behold, in all that time I have never lost a grip, an umbrella, a hat, or my temper on the right of way.

I have not been looking for trouble and no trouble has been passed in my direction.

The intent of railroad men, I believe, is toward courtesy and kindness as never before in all history, and to a degree unequalled by any other class of business men.

This speaks well for the railroad fraternity. It is a great thing to guard your tongue, and not only meet kindness with kindness, but to meet rudeness with un-failing restraint.

The Smile Habit and the Safety Habit pay dividends all day long. They bring business to your road and keep it, and without the business there would be no railroad.

We get our money from the public, and the buyer always considers that he has the privilege of kicking. So let him kick.

We will smile just the same, and in the course of time he will learn to smile, too.

So there you get it. Courtesy, kindness, good will, good health, the Smile Habit and the Safety Habit. These are the winners.

Delivery of the first of the new locomotives ordered recently by the Baltimore and Ohio Railroad has been started and will continue at the rate of 10 engines a day until the contract is concluded. The order was for 150 locomotives, 110 of the Mikado type of heavy freight engine, 30 Pacific type engines of the most powerful class in passenger service, and 10 Mallet type engines for pusher service on the mountain service.

THE POOR OLD BOSS

MY old boss ate business. He slept with it and lived for it. To have robbed him of his business would have been equal to taking his life.

Well sir, the boss used to sit up nights working out some scheme to cut expenses here—to increase the output there—to raise the efficiency somewhere else—to put his business on a par with any of 'em and to beat 'em to it wherever we could.

Next morning he'd explain the whole layout to the general manager and the G. M. would explain it to a department head who would pass it along to some one else. As it flopped and floundered around, it held less interest to the last person who heard it than it did for the one who told him.

By and by every one would forget all about it, and the boss thinking it was in operation, and not seeing results would conclude that it didn't work out. A few more sleepless nights would be charged up to "ideas."

It's pretty hard on the boss, for after all—he isn't such a bad lot. It's up to him to make the business go and he knows it. He's putting us in touch with our bread and butter and we ought to be just as hard fighters as he is.

What he is doing for the business he is doing for us. As the business prospers we prosper with it. He is the power behind it. Are we relay stations? Do we contribute our share of the power that keeps the wires hot?

He's our captain. He's been at it a long while. He knows the rocks and shoals. When he hands down a scheme—devour it. Clutch it to your bosom and be thankful the boss has enough confidence in you to trust you with his schemes. Show him that you are equal to it. When it comes time to report—show him something real.

Prove that you are able to take orders and you'll soon be able to give them.
—*Things Technical.*

THE BOBBLEYJOCK

"**T**IS THE truth Oi'm tellin' ye," said Gravel-car 411107, through the iron fence beyond Track 12 of the passenger station; "'tis dhirty dhrummers an' cryin' kids ye'll be a-carryin', an' a Baltimore naygur for your porther, the black curse of Sheelagh be on 'im!"

The shiny new sleeper on Track 12 shivered in its trucks with vexation. "I'm sure you're a very common person," it said; "and I can't think what makes you speak so. Why, I've two staterooms with solid silver fittings, and I *know* they're to be occupied by bridal parties every run; and telescope my vestibules if anybody is ever to ride in any of my

other sections but millionaires flying to meet their long-lost sons!"

"Ye give me flat spots, me son. Ye'll carry whoiver an' whatever has got the pricc; an', as sure as your name's Bobbleyjoek, ye'll learn the ould Song av the Pullman before ye've been on the road three wakes."

But the Bobbleyjoek stared eoldly with all his starboard windows, and made no reply.

* * *

"Shiver me sideboards, an' smash me couplin's! Shove me off the dump, but it's the Bobbleyjoek ag'in! Bobbley, darlint, have the weddin' couples an' the millionarys come along on schedule time?"

said 411107, when they met in the yards a month later.

"Don't ask me!" growled the other. "My very first run I had a funeral party of Congressmen, and they all went to bed with their boots on. Then there's been a dreadful woman with a lunch-basket and a baby every trip; my carpets were smothered in rice, and that confounded *a la carte* dining-car keeps people from finding out what nice things I have in my buffet, and I've no pride left; I'm nothing but a slave."

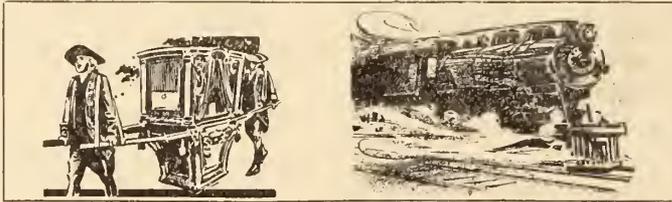
"O! tould ye so," said the Gravel-car, nodding both its draw-bars.

* * *

Go and stand beside the track at 11.23 P. M. If the Pea Green Express is on time you may see the humbled Bobbley-jock bringing up the rear, and hear it intone the Song of the Pullman:

"Two dollars—a berth—a night,
Two dollars—a berth—a night,
The porter—takes—whatever's—in sight,
Two dollars—a berth—a night."

— F. K. Farr, in *Puck*.



MODERN MIRACLES

Many miracles are ordinary occurrences—with the time element dropped out. To see an acorn converted into a towering oak—all in an instant—would amaze us. Not because something small has become large, for each day seeds are slowly growing into huge trees. That's Nature's way of doing things—the ordinary way. But when an epoch is bridged in a flash—through the agency of some marvelous invention—that's a miracle. But miracles are rare. Change and growth require time—centuries.

Between the litter carried by menials and the modern locomotive with its train of luxurious coaches, there lies a bridge

of generations, covering slow, laborious development. Ideas, inventions, new ways of doing things—all these come slowly. Old methods, old habits, cling.

In the story of human advancement the whole tread is away from doing things by hand. Steam steps in where rowers sat in ancient galleys. Automatic looms abolish the housewife weaver. Furniture is manufactured and food prepared by machines. Books are printed, paper made—and a thousand and one other things are done automatically—by machines.—*Illinois Telephone and Telegraph Company Booklet*.



A DOG-GONE SHAME

T. B. FRANKLIN

Terminal Agent, Philadelphia

SOME years ago, while a former agent, long since returned to commercial life, was going the rounds, he visited the float-bridge, where cars from the yard tracks begin their voyage to the up-river piers. This bridge is operated by windlass and hoisting apparatus to meet the tide conditions. The car float is toggled to the bridge securely to guard against the danger of cars going over-board during the process of loading. There are cog-wheels and "dogs," or stops, to hold the windlass fast.

During the agent's visit, he noticed several dogs of the canine race running around or over the bridge. Some of the animals belonged to the workmen and certain wandering curs had joined the company.

The next day this agent, while sitting in his office many squares away, got word that the floats were late in getting to the uptown piers. He wired to the slip tender.

"What is delaying float movements to the piers?"

The hoisting gear on the bridge being out of order, the slip tender wired back,

"We are having trouble with the dogs on the bridge." The agent was furious. He immediately wrote a scorching letter to the slip tender, saying that he didn't wonder at the delay, for he himself had seen half the dogs in town on that bridge. He closed with the peremptory order,

"In future I want all dogs kept off that bridge."

"FIRE" TALK

Do not keep benzine, naphtha, gasoline, alcohol, turpentine, paint or varnish, except in safety cans as required by law.

Keep gas jets guarded by wire cage, so that materials may not touch the flame.

Organize a fire drill among the workmen.

Keep passages clear to all exits, doors, stairs and fire escapes.

Keep all doors leading to exits unlocked.

Keep halls and stairways lighted while workers are in the building.

Keep fire escapes free from every obstruction.

Do not allow machinery or merchandise to block the aisles.

One railroad found in 1910 that their fire loss was over \$100,000. Strict orders were given to stop all leaks in the ash pans of engines. Fire guards were patched; engineers were warned to be more careful about sparks. Shop conditions were improved. The whole force of employes joined in a campaign against fire. In one year the loss was cut in half and in 1912 it was reduced to the small total of \$6000.

Popular Mechanics has well summed up the whole situation as it affects each of us personally:

"We think the fire insurance companies pay the loss; they don't; you and I and all the rest pay; the insurance company merely collects and disburses the money. Here a house burns up and all the neighbors join in sympathy and help. Over in Europe, where they have the fire business down to a fine point, the neighbors are indignant if your house gets afire, and soundly resent the danger you have, however unintentionally, brought to them. To get afire there is on a par with getting the smallpox, and is a very unpopular thing to do. In addition, the owner of the premises has to pay a good round sum for the use of the fire department, even if it does no more than come to the place.



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman

A. HUNTER BOYD, JR.

E. STIMSON

DR. J. F. TEARNEY

JOHN HAIR

GENERAL OFFICE, BALTIMORE

F. B. Mitchell, former superintendent of the Illinois division, of the B. & O. S. W., at Flora, Ill., has been made superintendent of the Toledo Division, C. H. & D., with headquarters at Dayton, O., succeeding J. J. Corcoran, who resigned to enter the service of the Pere Marquette Railroad. Mr. Mitchell entered the service in 1899 as an operator. He was appointed superintendent at Flora in 1912.

E. W. Sheer, formerly assistant to the general superintendent at Cincinnati, succeeds Mr. Mitchell as superintendent at Flora. He entered Baltimore and Ohio service in February, 1890, in the ear department at Zaleski, O. He later became clerk and chief clerk in the division superintendent's office at Chillicothe, and in January, 1899, was promoted to secretary to vice-president and general manager, with offices at Cincinnati. He became chief clerk in the same office in February, 1906. He was raised to the office of assistant secretary of the Baltimore and

Ohio Southwestern railroad in July, 1908, and was appointed assistant to the general superintendent at Cincinnati, in June 1912.

F. D. Batchellor has been appointed assistant superintendent of the Toledo Division at Dayton. He entered Baltimore and Ohio service in July, 1903, as a member of an engineering corps. He was made assistant division engineer of the Indiana Division in March, 1911, and was appointed assistant to the general superintendent, Cincinnati, in December, 1912.

J. B. Carothers becomes assistant to the general superintendent at Cincinnati. He entered Baltimore and Ohio service as assistant engineer at Cincinnati in June, 1895. He was promoted to division engineer of the Springfield district in June, 1896, continuing in this capacity until 1900, when he left the service and was engaged in other business until July, 1901. He was appointed superintendent at Washington, Indiana, in February, 1904, and was promoted to chief engineer main-

tenance of way, in Cincinnati, April, 1910. He later became superintendent of the Philadelphia Division at Philadelphia, and more recently was engaged in a special engineering capacity on the staff of the chief engineer. Mr. Carothers is a brother of the late D. D. Carothers, who was chief engineer of the Baltimore and Ohio at the time of his death.

Charles A. Plumly, the new assistant to general superintendent at Cincinnati, who succeeds Mr. Scheer, has been connected with the operating department of the Baltimore and Ohio since November, 1887, at which time he entered the service as an operator. He was made dispatcher at Chillicothe in June, 1903, night chief dispatcher in October, 1905, day chief dispatcher in September, 1907. Mr. Plumly was appointed division operator at Cincinnati in July, 1910, and was made trainmaster at Seymour, Ind., in March, 1912, being appointed assistant superintendent of telegraph in January, 1913.

Michael A. McCarthy, who has been appointed assistant superintendent of telegraph, entered Baltimore and Ohio service as a yard clerk at Cincinnati in July, 1894. He was promoted to dispatcher in March, 1895, and became chief dispatcher in April, 1910. He was made division operator in March, 1912.

Thomas T. Heckrotte, general inspector of dining cars, died at his home in Baltimore on Tuesday, June 17th. His death was caused by a complication of diseases. Mr. Heckrotte enjoyed the distinction of being the oldest dining car official in point of service on any of the American railroads. He entered the sleeping car department in 1880, when the road owned and operated its own sleeping cars. He became identified with the dining car service when that department was established and served for several years as dining car conductor. He was

considered one of the foremost experts in feeding the traveling public. He enjoyed a wide acquaintanceship with men of prominence whom he had met while in the discharge of his duties.

Mr. Heckrotte was born in Baltimore, July 2, 1852. In 1881 he married Miss



THOMAS T. HECKROTTE

Lottie E. Corns, a former teacher in the Baltimore schools, who survives him. There is also a son, Frank B. Heckrotte, now in Baltimore and Ohio service. Mr. Heckrotte was a thirty-second degree Mason, a member of the Mystic Shrine and honorary member of the Blue Lodge. The esteem in which he was held in Baltimore and Ohio circles was indicated in the words of E. V. Baugh, superintendent of dining cars, who, in speaking of his death, said: "I have never met a man in my life more honest, conscientious and devoted to business interests nor more unrelenting in his efforts to improve this branch of the service and promote the interest of the company in every way."

General Manager W. C. Loree, of the Baltimore and Ohio Southwestern-Cincinnati, Hamilton and Dayton System,

has announced the appointment of R. N. Begien as General Superintendent of the Baltimore & Ohio Southwestern with headquarters at Cincinnati and the jurisdiction of H. B. Voorhees, General Superintendent, will extend over the Cincinnati, Hamilton and Dayton and the Cincinnati Terminal division. The appointments are effective at once.

Mr. Begien, the new general superintendent, is a native of New England. After completing the engineering course at Harvard University, a member of the class of 1897, he went to Central America and served for more than three years as a member of the Nicaraguan Canal Commission. Leaving Nicaragua, he went to South America, where he spent a year as a railway engineer in Ecuador, returning to the United States to enter the engineering department of the District of Columbia. Mr. Begien entered the service of the Baltimore and Ohio on August 1, 1902, as assistant engineer at Somerset, Pa., and in June, 1908, became division engineer at Philadelphia. He was promoted to the position of assistant to chief engineer of the Baltimore and Ohio under A. W. Thompson on May 1, 1910, and when Mr. Thompson became general manager Mr. Begien continued as his assistant, becoming assistant to the third vice-president May 1, 1912. Mr. Begien was made assistant general superintendent December 1, 1912, from which position he is promoted to general superintendent at Cincinnati, exclusive of the Cincinnati Terminal division.

Mr. Voorhees went to Cincinnati May 1, 1912, as general superintendent of the Baltimore and Ohio Southwestern-Cincinnati, Hamilton and Dayton System, prior to which time having been general superintendent of transportation of the Baltimore and Ohio at Baltimore and also has served in the capacity of Assistant to President of that road.

Simon Bernard Muller, of the general auditor's office, quietly slipped away the other day and took unto himself a wife. We extend to him and to Mrs. Muller our best wishes.

On June 12th, the stork visited Arthur E. Roden, an employe of the claim accounting bureau, and left a bouncing baby girl.

Guy E. Pritchard, time clerk in the office of auditor coal and coke receipts, has replaced his Waterbury with a new solid gold watch. The extreme accuracy of this time-piece has avoided many arguments and tardiness is becoming a thing of the past around here.

Robert A. Sahn, his wife and their daughter Virginia, have just returned from a visit to St. Augustine and Jacksonville, Fla., and find the farther south a very pleasant place. They are much improved in health.

Last year the clerks in the office of the superintendent of telegraph organized a baseball team, composed principally of members of that force known as "The Severna Athletic Club."

Their success through the season of 1912 was not very great on account of inability of some of their best players to participate in the most important games, but there was constant improvement in certain weak spots, and each game was played better than the previous one.

So far this season they have played two games, losing the first by a score of 13 to 4 and winning the second by a 11 to 8 score. A successful season is expected now that they have broken into the victory column.

The line-up is composed of the following—C. P. W. Myerly, catcher; G. M. Fritzges and W. Duke, pitchers; R. Vogelman, 1st base; J. L. Krausz, 2nd base; Buck Thomas, 3rd base; R. Byrd, short stop; J. W. Seeds, left field; M. Kornman, center field; R. Smith, L. Kornmann, R. Holmes, and G. Holcomb, right field.

Mr. Myerly is captain and manager of the team and would be pleased to schedule games with any other teams of the general offices. Communications may be addressed to him or to J. W. Seeds, care of the superintendent of telegraph.

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York
DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.
W. B. BIGGS, Agent, Pier 22, N. R.
J. J. BAYER, Agent, West 26th Street.
E. W. EVANS, Agent, St. George, S. I.
J. T. GORMAN, Agent, Pier 21, N. R.
E. SALISBURY, Agent, Pier 7, N. R.
JOHN B. HICKEY, Foreman, Pier 22, N. R.
M. E. DEGNAN, Foreman, West 26th Street.
TIMOTHY DINNEEN, Foreman, St. George, S. I.
C. J. TOOMEY, Foreman, Pier 21, E. R.
E. SHEEHY, Foreman, Pier 7, N. R.
LOUIS POLLY, Laborer, Pier 7, N. R.
FRANK COOK, Laborer, Pier 22, N. R.
SAM GLESTA, Laborer, 26th Street.
J. BOITANO, Laborer, Pier 21, E. R.
MIKE DEMAYO, Laborer, St. George.
C. H. KOHLER, Tug Dispatcher, Marine Department.
A. W. MAUL, Lighterage Agent.
A. BOHLEN, Captain, Marine Department.
JAS. HEWITT, Engineer, Marine Department.
PATRICK MEADE, Oiler, Marine Department.
R. MULLEN, Fireman, Marine Department.
T. HALVERSON, Deckhand, Marine Department.
H. M. NIELSEN, Captain, Marine Department.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*.
Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE, Trainmaster, Chairman.
B. F. KELLY, Assistant Trainmaster.
R. H. TAXTER, Road Conductor.
M. SCHAFER, Road Brakeman.
JOHN GIBB, Yard Conductor.
ALEX CONLEY, Road Foreman of Engines.
HARRY WOOD, Fireman.
E. ALLEY, Track Supervisor.
BRADFORD CRUM, Master Carpenter.
W. L. DRYDEN, Signal Supervisor.
H. E. SMITH, Shop Foreman.
C. J. O'CONNOR, Passenger Conductor.
F. E. HORAN, Engineer.
D. A. MCLAUGHLIN, Yardmaster.
R. E. COLLINS, Passenger Trainman.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON,
Chief Clerk, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
J. P. GIBSON, Machinist.
J. M. KELLY, Engineer.
J. CONNELLY, Fireman.
C. E. UHLER, Freight Conductor.
W. R. COLLINS, Yard Conductor, Wilmington, Del.
J. S. ROUSH, Yard Conductor, Philadelphia, Pa.
T. B. FRANKLIN, Terminal Agent, Philadelphia, Pa.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Division Claim Agent.
DR. A. L. PORTER, Medical Examiner.
R. C. ACTION, Secretary.

C. A. Skinner, foreman car inspector, West Yard, Wilmington, Del., went on the pension list June 1st, 1913, rounding out service of twenty-eight years. He will reside hereafter in Rochester, N. Y.

W. M. Kelly of the superintendent's office force, has just returned from a pleasant vacation trip on the Ohio River Division.

Messrs. Acton, McClure and Mulligan, of the superintendent's office force, have taken up the study of Spanish and are making great progress.

J. C. Watts, agent at Elk Mills, Md., with his wife are enjoying a visit to the Pacific Coast.

R. S. Gallaher, agent at Newark, Del., is taking several weeks' vacation on the Eastern Shore of Maryland.

Mrs. J. T. Olhausen, wife of superintendent Olhausen, has just returned from a visit to relatives in Chicago and Keokuk, Iowa.

Benjamin W. Mace, electrician in charge of the B. & O. electric plant at Philadelphia, was killed on June 18th. Mr. Mace was making an inspection of the cable on the electric turn-table at East Side shops when he is supposed to have received a slight shock causing him to fall in the turn-table pit, fracturing his skull. He was taken to the University Hospital immediately but never recovered consciousness. Ben had been employed in Philadelphia since June, 1887, and was a general favorite among his fellow employes and acquaintances. He was a member of the Veteran Employes Association from its inception, and was also a member of a number of fraternal organizations and a director of the Darby, Pa., National Bank. He leaves a widow and son, aged six.

A number of Philadelphia Division officials and employes attended the meetings of the Master Mechanics and Master Car Builders' Association at Atlantic City.

These meetings are very interesting and are better attended by our people every year.

The underground walkway at our Delaware Avenue Station, Wilmington, Del., described in the May issue, has been completed and put into use. This passageway will obviate the crossing of tracks at that place to board westbound trains.

BALTIMORE DIVISION

Correspondent, H. ROGERS, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS, Superintendent, Chairman.
 C. W. MEWSHAW, Trainmaster, Vice-Chairman, Baltimore, Md.
 R. B. BANKS, Claim Agent, Baltimore, Md.
 E. W. BURCH, Brakeman, Brunswick, Md.
 W. T. BURNS, Engineer, Brunswick, Md.
 J. A. CHAMBERS, Machinist Helper, Brunswick, Md.
 B. J. CORWIN, Conductor, Camden Yard.
 W. L. EWING, Brakeman, Locust Point.
 J. H. FEINOUR, Brakeman, Mount Clare.
 D. M. FISHER, Agent, Washington, D. C.
 J. C. FOGLE, Fireman, Riverside.
 M. D. GRANNEY, Car Inspector, Washington, D. C.
 A. M. KINSTENDORFF, Agent, Camden Station.
 J. E. LEOPOLD, Car Inspector, Brunswick.
 DR. E. H. MATHERS, Medical Examiner, Camden Station.
 W. T. MOORE, Agent, Locust Point.
 J. F. NOBLE, Operator, Bay View.
 J. W. RIVES, Conductor, Washington, D. C.
 W. E. SHANNON, Transfer Agent, Brunswick, Md.
 E. SHUCKHART, Brakeman, Curtis Bay.
 E. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
 T. E. STACEY, Secretary, Y. M. C. A., Riverside.
 C. H. STEPHENS, Machinist, Riverside.
 G. R. TALCOTT, Assistant Division Engineer, Camden Station.
 S. C. TANNER, Master Carpenter, Camden Station.
 G. T. TIERNEY, Conductor, Camden Station.
 G. H. WINSLOW, Secretary, Y. M. C. A., Washington, D. C.

L. C. Sauerhammer, chief clerk to superintendent, has been promoted to a place in the office of the third vice-president. Mr. Sauerhammer entered the service of the B. & O. in December, 1899, as supervisor's clerk at Piedmont; in 1901, he was placed on the division engineer's staff as secretary and later chief clerk; in 1903, he was transferred to the division engineer's office at Pittsburgh, as chief clerk; in April, 1907, he was made secretary to chief engineer M. of W., and in October, 1907, was made assistant chief clerk in the same office, which position he held until September, 1911, when he was made chief clerk to superintendent, Baltimore Division.

W. C. Kinney, formerly assistant chief clerk in the superintendent's office at Grafton, W. Va., has been promoted to the post of chief clerk to superintendent.

George Travers, our office boy, has returned from his vacation, during which he traveled extensively.

Everybody's happy in the superintendent's office now, for we're going to be flush twice a month, starting in with July.

Assistant Chief Clerk Frenner, of this office, has purchased a new home in Halethorpe, and spent part of his vacation in moving and getting settled. George looked rather pale on his return, and we don't know whether he worked too hard, or whether the country is too much for him.

Dispatcher Hambleton of "DO" has been receiving a good many letters from Aberdeen, and it is thought he is spending his vacation at that place. We are wondering whether or not he will return alone.

Yardmaster Gaither of Locust Point and Mrs. Gaither are visiting their son at Needles, California. He is connected with the Santa Fe. Mr. Gaither was formerly ticket agent at Mt. Royal Station. He and his wife will visit many points of interest along the Pacific Coast during their trip.

Assistant Timekeeper Mewshaw has returned from his vacation, during which he visited relatives in Indianapolis.

W. E. Shannon, transfer agent at Brunswick, enjoyed a few days' vacation after putting in a good deal of strenuous work at the transfer.

C. K. Orrison, conductor on the Baltimore Division, and his son, C. E. Orrison, chief clerk to general yardmaster at Brunswick, are enroute to the Pacific Coast on a vacation trip. J. R. Russel is acting as chief clerk during the absence of Mr. Orrison.

The following gentlemen were elected delegates from the Baltimore Division, to attend the Relief Department Convention, held at Pittsburgh on June 26th. and 27th: E. L. McCahan, chief crew dispatcher, Riverside; W. H. Chapman, air brake inspector, Mt. Clare; C. E. Hood, secretary-assistant to president, B. & O. Building; A. Stevens, shop painter, Mt. Clare; J. A. Barnes, tallyman, Locust Point; L. C. Bowers, supervisor, Washington Junction.

The Thirty-second Annual B. & O. Y. M. C. A. excursion, sometimes known as the "Jennie Smith Excursion," will be held at Island Park, Thursday, July 31st, 1913. A committee of sixty-five members, assisted by a committee from the Ladies' Auxiliary, are arranging details and expect to take care of approximately 6,000 people, who will attend from points along the line as far west as Grafton and as far east as Philadelphia. Special excursion trains will run from all points, and a grand re-union time is expected among old friends and families.

Brakeman W. H. Hodges and family, and Conductor E. Selby and family, have returned from San Francisco after an enjoyable trip. While there, they attended the B. of R. T. Convention.

The home of Mr. and Mrs. Edward B. Anderson of 1441 Light Street, was the scene of one of the prettiest weddings of the season, when their only daughter Edna was married to Joseph P. O'Brien of this city, by the Rev. Thomas Lowe, pastor of William Street Independent Methodist Church. The bride was attended by her cousin Miss Margaret E. Todd of Relay, the groom by Charles L. Todd, Jr. The bridesmaid and best man are cousins of the bride. Their father, Charles L. Todd, is assistant train-master of the Baltimore Division. About a hundred guests were present. The bride was the recipient of many hand-

some gifts, one of the most highly prized being a silver service set lined with gold from Mr. and Mrs. Daniel Willard. There was also a useful check for five hundred dollars from the bride's father, who is conductor on the "Royal Blue."

After a trip to Niagara Falls and Atlantic City the couple will reside at his home.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

H. A. BEAUMONT, Chairman.
C. A. DAVIS, Piecework Inspector, Freight Repair Track, Mount Clare.
J. T. BRENNAN, Car Inspector, Freight Repair Track, Mount Clare.
W. R. SHECKELLS, Piecework Inspector, Cabinet Shop, Mount Clare.
R. S. COLLISON, Gang Foreman, Passenger Shop, Mount Clare.
J. E. CARLTON, Painter, Paint Shop, Mount Clare.
J. ZISWARCK, Car Builder, Camden.
C. P. LEHRER, Gang Foreman, Baileys.
J. D. BLINKE, Piecework Inspector, Curtis Bay.
G. F. STINER, Piecework Inspector, Locust Point.
J. W. PENN, Gang Foreman, Locust Point.
J. KALB, Assistant Foreman, Bay View.
T. H. TATUM, Car Repairman, Freight Car Repair Track, Mount Clare.
C. W. KERN, Stenographer, Baileys.
H. C. ALBRECHT, Inspector, Locust Point.

MACHINE SHOPS

J. W. BREWER, Chairman.
S. A. CARTER, Erecting Shop.
H. OVERBY, Erecting Shop.
J. P. REINARDT, Blacksmith and Axle Shops and Power Plant.
H. C. YEALDHALL, Boiler Shop.
ROBT. W. CHEANEY, Brass Foundry.
V. L. FISHER, Iron Foundry.
GEO. F. KLINE, No. 1 Machine Shop.
J. O. PERIN, No. 2 Machine Shop.
W. E. HAESLOOP, Pipe, Tin and Tender Shops.

On June 3rd the Mt. Clare apprentice school held its second annual commencement, after a successful year, addresses being delivered by Mr. Morriss, general secretary of the Y. M. C. A., F. H. Clark, general superintendent motive power, J. T. Carroll, assistant general superintendent motive power, P. Conniff, superintendent of shops, and J. W. Adams, general foreman locomotive department. Music was furnished by Miss Weisample and Miss Gertrude Rombout. Prizes were presented to the following boys, for

their good work in mathematics and mechanical drawing:

First prize, Wilford Davis, twenty dollar gold piece; second prize, C. H. Spence, set of machinist's tools; third prize, C. T. Nickels, Haswell's Hand-book.

Those who did not receive prizes, but whose work was especially good, were given special mention as follows: E. E. Emrich, William Flynn, Leo Hitzelberger.

Those who received honorable mention were as follows: C. M. Alvater, C. A. Holland, F. A. Ogle, C. W. Bachman, W. M. Shipley, A. H. Sonnenleiter, L. E. Thomas, J. W. Ferry, F. L. Einwachter, D. E. Fitzgibbons, C. M. Shriver.

After the presentation of prizes and honorable mention by Mr. Conniff, refreshments were served.

The following apprentices were the committee on refreshments and entertainment: Mr. Davis, D. E. Fitzgibbons, C. A. Holland, F. A. Ogle, C. H. Spence, G. T. Nickels. Among the many in attendance were O. C. Cromwell, mechanical engineer; Mr. Martin of the Gold Car Heating and Light Co., J. E. Cromwell, W. A. Allman, O. V. Borp, W. N. Hedeman.

This year the boys have shown a greater interest in the work than they did last year, and the shops have already begun to profit by the benefit the boys are deriving from their instruction. This results from the greater interest they take in the work, as well as from the more intelligent manner in which they perform their duties.

Mt. Clare apprentice school consists of three groups, which meet on two days for two hours each from 7 to 9 A. M. The course of instruction covers shop mathematics and mechanical drawing; there is also a shop instructor, W. N. Kelly, who shows the proper method of handling tools. The course extends from October to June.

On August 3rd, Colonel William O. Peach, in charge of the gauge room at Mt. Clare, will have completed fifty years continuous service with the Baltimore & Ohio. Colonel Peach was born May 17, 1847, at Ellicott City, and was educated at Knapp's German and English Institute, Baltimore.

He began his apprenticeship August 3rd, 1863; was free four years later and received a bounty of \$102, having lost no time during his apprenticeship. At the time of his entering the service, Thatcher Perkins was master of machinery and Wm. H. Harrison was master mechanic. When he finished serving his time, John C. Davis was master of machinery and Edward Bosley master mechanic. All of these have since died.

When the government purchased the steamships Carroll, Worcester and Somerset, Mr. Peach worked with Alvin Coster on the repair of these boats. He afterward worked at Mt. Clare shops on a lathe, turning rolls for a small merchant mill, which was in operation at that time. He also turned and fitted up all the rolls used in the Cumberland Rolling Mill, consisting of 8", 12" and 16" mills, rail mill, puddle mill and top and bottom mill. He was sent to Cumberland in 1873 to take charge of the roll turning department. He returned to Baltimore in 1884, where A. J. Cromwell gave him charge of the wheel work at Mt. Clare shop, in place of Alexander Platt, who died in harness. Mr. Peach retained the position of foreman of the wheel shop until 1911, when he was put in charge of the blue print and gauge room by J. W. Brewer, then superintendent of shops, in which capacity he is still actively engaged.

James F. Conley, assistant foreman at Mt. Clare tinshop for more than 45 years, will round out 50 years of continuous service in that place on August 1st, 1913. Mr. Conley, generally known as Uncle

Jimmie, was born in Maryland in 1841. After serving his apprenticeship as tinsmith, he entered the service of the Baltimore & Ohio at Mt. Clare in 1863, and has been working there continuously.

Uncle Jimmy is active and vigorous, and remembers very distinctly when John W. Garrett started the first steamship line between Baltimore and Liverpool.

WASHINGTON TERMINAL

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

Unique among affairs of the Railroad Young Men's Christian Associations was the annual Anniversary Dinner of the Washington Terminal R. R. Y. M. C. A., which was held in the Association gymnasium on June 25th, B. R. Tolson presiding. Four hundred men gathered around the banquet tables. The gymnasium was attractively decorated with American flags, which literally covered the walls and ceiling of the large room.

The Washington Terminal Association comes into touch with almost every railroad man living and running into Washington, and numbers more than 700 of these men in its membership. Reports of the year's work was presented by the Secretary, and by E. Foulke and C. H. Spencer, members of the Committee of Management, whose cooperation are largely responsible for the success of the Association.

At the guest table, among a number of railroad officials and Association representatives sat Secretary of State W. J. Bryan, Secretary of the Navy Josephus Daniels, Senator H. F. Ashurst, of Arizona, and A. M. Keppel, Superintendent of Washington Terminal Co., C. W. Egan, General Claim Agent of B. & O., S. B. Hege, District Passenger Agent B. & O., Washington, D.C. The principal speakers were Secretary Daniels, Secretary Bryan,

Senator Ashurst and W. E. Andrews. Secretary Daniels paid high tribute to the work of the Young Men's Christian Association and expressed the hope that he would see many more large buildings erected for the Naval Department of the Association. He pledged his influence and cooperation in securing an Association Secretary for every battleship in the American Navy. He also expressed confidence in the moral character of the men who are running the American railroads.

Senator Ashurst spoke of the many opportunities which young men have today, and of the help rendered them by the Association. He said the marvelous progress and development of the Association was due to its high ideals and its emphasis upon the fundamental truths of the Christian religion, which appealed to thoughtful men throughout the world.

Secretary Bryan said that while the saloon interests claimed large personal liberty for all men, it made a vast amount of difference to him when he was on a train whether or not the engineer was sober and clear headed and had just come from the good influences of the Association, or from a saloon. He emphasized the spirit of helpfulness and friendship which the Association fostered.

John T. Nolan spoke from the floor for the railroad men.

Auditor of the U. S. Treasury Andrews also expressed his confidence in the Association as a great Christian forward movement.

CUMBERLAND DIVISION

Correspondents, W. C. MONTIGNANI *Y. M. C. A.*
Secretary, Cumberland

E. H. RAVENSRAFT, *KEYSER*

DIVISIONAL SAFETY COMMITTEE

H. C. McADAMS, *Chairman*
W. L. RICHARDS, *Conductor, East End*
J. F. BARNETT, *Engineer, East End*
J. S. CAGE, *Conductor, Martinsburg Yard*
W. L. STEPHENS, *Martinsburg Shops*
J. T. FOREBECK, *Brakeman, Cumberland Yard*

D. ZILBER, Car Repairer, Cumberland Mill Yard.
 J. V. YARNALL, Machinist, Cumberland Shops.
 T. A. MORAN, Machinist, Keyser Shops.
 J. W. RAVENSCRAFT, Car Inspector Keyser Shops
 A. E. RICE, Brakeman, Keyser Yard.
 M. F. NAUGHTON, Conductor, West End.
 W. M. PERRY, Engineer, West End.
 DR. J. A. DOERNER, Medical Examiner, Cumberland.
 W. C. MONTIGNANI, Secretary Y. M. C. A., Cumberland.
 W. HARRIS, Assistant Claim Agent, Cumberland.
 F. A. TAYLOR, Master Carpenter, Cumberland.
 D. CRONIN, General Supervisor, Cumberland.
 C. M. GEBHART, Chief Clerk, Secretary.

The handling of shipments over the eastern section of the Baltimore & Ohio Railroad will be greatly facilitated by the large interchange yard between that Company and the Cumberland Valley Railroad at Cumbo, W. Va., which has been completed and put in operation. The yard, which will handle both eastbound and westbound traffic, is located five miles west of Martinsburg, on a connecting line between the Baltimore & Ohio at Hedgesville, and the Cumberland Valley at Berkeley. Prior to opening the yard, interchange traffic between these roads was handled by way of Martinsburg for eastbound movement and westbound business was handled by way of Cumbo. The total capacity of the new yard is 1000 cars.

With the new yard in operation, eastbound traffic for Cumberland Valley delivery will be diverted from the Baltimore and Ohio's main line at Hedgesville.

In addition to the yards' tracks, the Cumbo is provided with an engine yard of four tracks having a capacity of 14 engines each; 100-foot turntable, operated by an electric tractor; a fire or cinder track, 400 feet long; and two large penstocks supplied with water from two 50,000 gallon wooden tanks.

Among the yard buildings provided are a rest house for trainmen; building for use of hostlers and repairmen; storehouse; yard offices and track scale located in the "hump" between yards "A" and "B."

Work on the Cumbo terminal improvement was begun in September, 1911.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Born to drill pressman and Mrs. L. H. Shriver, a son; switchman and Mrs. Frank Stoke, a daughter; Mr. and Mrs. George Andrews, a daughter, and to Mr. and Mrs. Walter Chrisman, a daughter. Mr. Chrisman is with Foreman Lewis's carpenter camp. A very good natal record.

Lewis Dugan and Miss Annie B. Keller were married recently at the bride's home, 631 North Queen Street. The wedding was a quiet one. Mr. Dugan is a retired B. & O. conductor. He lost an arm in the service. The bride is a daughter of the late William Keller, who was an old B. & O. conductor. Mr. and Mrs. Dugan will make their home in this city.

Miss Lillie Rockwell, daughter of Mr. and Mrs. William Rockwell, and Duvall Harris, a B. & O. engineer who lives near Hedgesville, were recently married in this city.

Reuben L. Schill, formerly of Martinsburg, but for sometime past agent for the B. & O. at Mountain Lake Park, Md., and Miss Maize Prevost of that city, were married recently in Baltimore. After spending a few days in Baltimore and Washington the newly wedded couple returned to Mountain Lake Park. They will eventually make their home at Green Spring, W. Va., where it is understood the groom will be the agent after July 1st.

John Oliver, Jr., son of J. E. Oliver, foreman of the scale shop, who has been attending school at the Shenandoah Collegiate Institute, Daylin, Va., is home for the summer vacation. John is developing his muscles working around the shop.

James H. Aldridge, Jr., son of assistant superintendent James H. Aldridge, has completed his third year at the Polytechnic Institute, Baltimore, and has taken a position with a maintenance of way engineering corps stationed at Pittsburgh, Pa.

Forty members of the Ladies' Auxiliary, United Links Division No. 352 B. of L. E., sprang a delightful surprise on Mrs. E. T. Fortney of South High Street by calling at her home in a body and spending a very pleasant social evening. Refreshments added much to the pleasure of the evening.

The railroad men and citizens of this city were shocked at the untimely death of yard conductor Arthur C. Dutrew, which resulted from an accident occurring near this city a short time ago. Young Dutrew was the son of Mr. and Mrs. C. Dutrew of North Queen Street, and lives at 226 South Water Street. He was 23 years of age and leaves a wife and one son. Mr. Dutrew had been in the employ of the B. & O. for a number of years and was regarded as a most efficient employe. The funeral was held at his late home, Rev. Dr. Trump officiating. The Brotherhood of Railway Trainmen attended in a body and acted as an escort to the cemetery.

Thomas Arthur Stevens, who for nearly forty years worked as a carpenter for the B. & O., died at his home here at the age of 75 years. He entered the employ of the B. & O. in 1866 and helped rebuild the local shops, which had been destroyed during the Civil war. After they were completed he went to work in them and continued there until 1904, when he was placed on the pension list. He served in the Confederate army and took part in many hard battles. Mr. Stevens was known by many railroad men, especially those whose runs terminated at this station when Martinsburg was the divisional terminal. He was of a kindly and generous disposition and was an efficient workman. The obsequies were in charge of the Masonic Lodge, of which he had long been a member.

Walter Elias Laidlow, a young car repairman, died at the City Hospital after a brief illness of pneumonia. He was

slightly injured in the local yards, where he was employed. His physical condition at the time of the injury was such that the disease, which afterward developed, took a firm hold and would not yield to treatment. The deceased was born near Opequon Creek in this county about 22 years ago and lived in this community during his entire life. He has been in the employ of the B. & O. for some time and was considered a faithful employe.

United Links No. 352 of B. of L. E. and the Ladies' Auxiliary attended Divine services in St. John's Lutheran Church on Sunday, June 8th. Dr. Trump preached the annual sermon to the Knights of the Throttle; the theme selected by the speaker was an appropriate one, "Observing Signals." The principles of the brotherhood were woven into the text, and the discourse was a scholarly one.

We have ten men working in the local shops who could well qualify as members of the veterans' association. Z. T. Brantner, 50 years; George H. Keedy, 47 years; W. G. Edwards, 42 years; J. M. Young, 40 years; J. W. Myers, 40 years; J. H. Aldridge, 38 years; M. L. Brown, 33 years; J. H. Copenhaser, 32 years; J. W. Kastle, 31 years; J. H. C. Dailey, 31 years. An aggregate of 364 years of continuous service and still in the harness.

Bruce Leroy Long, infant son of Mr. and Mrs. William Long, died of stomach trouble June 26th. The father, William Long, is a repairman in the yards here. The sympathy of the employes goes out to their fellow-workman and the stricken mother.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman.
E. D. CALVERT, Supervisor.
S. J. LICHLITER, Supervisor.

The wife of Baggageman William Manuel died very suddenly on the morning of

June 21st. She leaves besides her husband a large family. Mr. Manuel lost two children by death last summer. He has the sympathy of his fellow employes.

Conductor C. E. Dudrow, of Harpers Ferry, is on short vacation visiting friends.

F. M. Brannum, station baggageman at Harrisonburg, has about recovered from an operation for appendicitis and will be ready for duty in a few days.

Traveling Freight Agent B. H. Street spent several days in Winchester this month looking after the company's interests.

Assistant General Industrial Agent Hartzell, General Freight Agent Lewis, and Division Freight Agent Askew were on the Division during June in the interests of the company and renewing old acquaintances.

Conductor W. L. Henry and family have returned from a pleasant visit to friends and relatives in Dayton, Ohio. Conductor Henry reports Dayton recovering rapidly from the losses occasioned by the flood, but there is still a great deal to be done before the city is restored to its original beauty.

Baggageman W. F. Edwards is taking a few days' vacation. Brakeman E. J. Sullivan has taken Mr. Edwards' place in the baggage car during his absence. He faced the hottest day of the season with his car piled full of baggage to the roof, on account of the closing of several schools along his route. Brakeman D. M. Phalen is handling Mr. Sullivan's job in fine shape, seeing to it that the ladies are made as comfortable as possible getting on and off trains.

W. A. Spengler, ticket agent and operator at Charlestown, W. Va., is on the sick list. His place is filled by T. B. Farnsworth, of Summit Point.

F. B. Coekrell has been appointed acting freight agent at Charlestown vice A. S. Allen, on leave.

The new passenger station at Lexington has been opened and is very much appreciated by the citizens of the town.

The grounds around the already handsome passenger station at Harrisonburg are being beautified by driveways, walks, parkings and the installation of electric lights.

Samuel Powers, the veteran bridge inspector, and his wife, are visiting friends in the Eastern cities.

The following employes were elected delegates to the R. D. convention to be held in Pittsburgh, June 26th-27th: J. E. Glenn, ticket agent and operator; J. J. Cavey, carpenter foreman; W. W. Chittum, agent and operator; G. W. Brady, track foreman; R. W. Hawkins, conductor; W. A. Walton, carpenter.

Engineman T. Clooney and wife expect to attend the Elks' Convention to be held in Rochester, N. Y., July 5th.

Baggageman R. B. Russell, wife, son and daughter, are visiting friends and relatives in Beaver, Pa., Piedmont and Cumberland.

The United States government has rented 1200 acres of land near Winchester, to be used for cavalry drills during the summer.

There will be about 2500 men encamped for two months, commencing July 20th. Troops will be brought from all sections of the United States. Foreign visitors are expected to visit the camp to watch the manoeuvres.

MONONGAH DIVISION

Correspondent, F. J. PATTON.

Chief Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

E. D. GRIFFIN, Trainmaster, Grafton, Chairman.
 DR. C. A. SINSEL, Medical Examiner, Grafton.
 P. MADDEN, Engineer, Clarksburg Yard.
 H. BRADENBURG, Conductor, Grafton Yard.
 B. E. JEFFRIES, Conductor, W. Va. & P., Weston, W. Va.
 H. E. KLOSS, Assistant Division Engineer.
 WM. C. DECK, Machinist, Grafton.
 A. P. LEVELLE, Train Dispatcher, Grafton.
 A. J. BOYLES, Conductor, Fairmont.
 J. J. LYNCH, Car Repairer, Fairmont.

We recently organized a baseball team at Grafton and Fairmont for the purpose of playing a series of twilight games. The first took place at Grafton, June 10th, and resulted in a victory for the home team by a score of 10 to 8. The second game was played at Fairmont, June 18th, and resulted in favor of Grafton, score 8 to 5. The Grafton B. & O. team is ready and willing to play any other B. & O. team at any point on the system. The summary of the second game is as follows:

FAIRMONT B. & O.		GRAFTON B. & O.	
	R		R
Gedel...1st....0		Cole....3rd...2	
Chase...3rd...1		Gerken...cf...1	
Boise...ss....0		Tramer...c....0	
Travis...lf....0		Cook...2b...1	
Hoffman.rf....2		Pepper...lf...1	
Madden...c....2		Anthony...1b...1	
Prim....2b....0		Price....ss....0	
Sturm...cf....0		Mays...rf....1	
Miller...p....0		Norris...p....1	
*Madgot.....0			8
	5		

* Madgot batted for Travis in the 5th.

Score by innings:

	1	2	3	4	5	Total
Grafton	0	0	4	0	4	8
Fairmont	0	2	0	2	1	5

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*,
Glover Gap

DIVISIONAL SAFETY COMMITTEE

- H. B. GREEN, Superintendent, Chairman.
- DR. C. E. PRATT, Medical Examiner, Wheeling.
- M. C. SMITH, Claim Agent, Wheeling.
- H. E. FOWLER, Assistant Division Engineer, Wheeling.
- R. W. BURNS, Yardmaster, Holloway.
- J. COXON, Engineer, Benwood.
- V. B. GLASOOW, Conductor, Fairmont.
- W. J. CARTER, Shop Foreman, Benwood.
- C. M. CRISWELL, Agent, Wheeling.
- DR. E. F. RAPHEL, Medical Examiner, Fairmont.
- E. E. HOOVEN, Shop Foreman, Holloway.
- H. H. HPSLEY, General Yardmaster, Benwood.
- W. A. MORRIS, Fireman, Benwood.
- E. McCONAUGHY, Engineer, Bridgeport.
- G. ADLESBERGER, Car Foreman, Benwood.
- J. C. MOORE, Traveling Fireman, Benwood.
- A. G. YOUST, Operator, Glover Gap.
- C. McCANN, Engineer, Benwood.

On the following page is a picture of the Glover Gap section gang.

Standing, left to right: L. B. Snyder, W. C. Oliver, M. Hopkins, D. D. Brummage, J. L. Pethtel, B. L. Rice, R. Hennen.

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GLOVER GAP SECTION GANG

Sitting: G. E. Phillips, foreman; V. E. Horner, G. L. Church, G. B. Morris, E. C. Varner, B. F. Powell, Santa Claus; W. O. Mayne, H. C. Brummage.

All are Americans with an unlimited amount of physical endurance, always ready for any emergency.

J. WEINS, Engineer, Lorain, Ohio.
 E. G. LOWERY, Engineer, Cleveland, Ohio.
 E. A. MYERS, Conductor, Cleveland, Ohio.
 T. L. TERRANT, Yardmaster, Ohio.
 J. C. SHIELDS, Yardmaster, Canal Dover, Ohio.
 W. H. RUCH, Agent, Massillon, Ohio.
 C. OLDENBERG, Acting General Yardmaster, Cleveland, Ohio.
 E. D. HAGGERTY, Yardmaster, Akron, Ohio.
 C. H. WALKER, Yardmaster, Canton, Ohio.
 R. H. THROESCHER, Acting Agent, Cleveland, Ohio.
 J. M. HUTCHINSON, Fireman, Lorain, Ohio.
 T. KENNEDY, Supervisor, Cleveland, Ohio.
 GEO. ELFFORD, Operator, Seville, Ohio.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, *Y. M. C. A.*
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
 S. T. ARCHER, Engineer, Vice-Chairman.
 A. MACE, Trainman.
 P. J. MORAN, Yardman.
 R. L. COMPTON, Shopman.
 C. L. PARR, Fireman.
 W. B. WINKLER, Agent, Operator.
 DR. F. H. D. BISER, Medical Examiner.
 W. M. HIGGINS, Maintenance of Way.
 W. E. KENNEDY, Claim Agent.
 J. H. OATEY, *Y. M. C. A.*

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent, Cleveland*

C. H. LEE, *Dispatcher, Cleveland*

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Cleveland, Ohio, Chairman.
 E. H. CLINEDINST, Division Claim Agent, Cleveland, Ohio, Vice-Chairman.
 O. C. SPEITH, Assistant Division Engineer, Cleveland, Ohio.
 DR. J. J. MCGARRELL, Assistant Medical Examiner, Cleveland, Ohio.
 W. K. GONNERMANN, General Foreman, Lorain, Ohio.
 J. E. FULF, Foreman, Machine Shops, Cleveland, Ohio.

M. G. Carrel, district passenger agent at Cleveland, says the following prose poem, from the *Cleveland Leader* of June 16, is by far the most "flowery article on the B. & O." he has ever read:

"IRONTON, O., June 15—A peculiar situation confronts the officials of the Romney branch of the B. & O. Railroad. Two weeks ago two boards in the floor of a car loaded with morning glory, nasturtium and sweet pea seeds, broke and scattered the seeds along the tracks of the railroad for a distance of twenty-eight miles. Heavy rains of the past week and previous week and the bright sunshine of the past few days has brought up the seeds, and the track is now a profusion of vines and flowers, good to look upon, but of great hardship to the railroad men, who have been obliged to clear them from the

tracks. Bridges have been transformed into floral bowers, and the tiny train run by engine 1408 can no longer make her schedule.

"This morning when a train was taken out of Romney the tender was blooming with nasturtiums and the fire was put out. The engine failed to get up steam. Night and day shifts of the trainmen are fighting the flowers, which are gaining headway. The Green Springs station is buried in flowers and the roundhouse at Romney is covered. The road and rolling stock are overwhelmed with flowers."

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

W. T. EAGAN, Trainmaster, Chairman.
 C. G. MILLER, Shopman.
 BERT SMITH, Yardman.
 C. C. O'HARA, Yardman.
 J. G. STRICKENBURG, Agent.
 A. R. CLAYTOR, Claim Agent.
 R. W. LYTLE, Yardman.
 A. N. GLENNON, Trainman.
 E. C. ZINSMEISTER, Superintendent Buildings and Bridges.
 C. C. GRIMM, General Yard Master.
 H. M. EVANS, Engineer.
 DR. W. A. FUNCK, Assistant Medical Examiner.
 E. V. SMITH, Division Engineer.
 G. F. EBERLY, Assistant Division Engineer.
 J. KIRKPATRICK, Master Mechanic.
 W. F. ROSS, Road Foreman of Engines.
 G. R. KIMBALL, Division Operator.

CONNELLSVILLE DIVISION

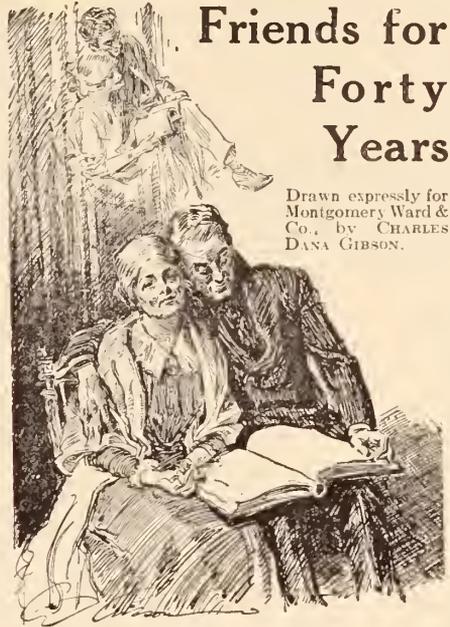
Correspondent, P. A. JONES, Office of Chief Clerk, Conneltsville

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 J. M. BOXELL, Conductor.
 J. H. BOWMAN, Yard Conductor.
 J. H. BITTNER, Locomotive Engineer.
 DR. M. H. KOEHLER, Medical Examiner.
 T. V. DONEGAN, Machinist.
 F. BEYNE, Division Claim Agent.
 H. M. HEINBAUGH, Fireman.
 E. L. LINT, Car Repairman.
 A. K. LONG, Track Foreman.
 J. W. RYAN, Dispatcher.
 H. W. FOWLER, Conductor, S. & C. Branch.
 J. D. GRAHAM, Conductor, S. & M. Junction.

Engineer J. Maloney of Johnstown has been visiting relatives at Friedens for a few days.

Company Surgeon and Mrs. G. F. Speicher of Rockwood, are the parents of a baby boy which arrived on May 26th. Mrs. Speicher is the daughter of the as-



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sistant road foreman of engins, B. H. Miller of Rockwood.

Operator P. J. Riley of Hooversville was visiting his parents at Spring Grove, Pa., recently.

O. C. Baker, third trick operator at Stoyestown, has resigned to accept a position with the Western Union Telegraph Company at Hammond, Ind. He is succeeded by Operator R. Gates.

Born to Fireman and Mrs. H. F. Speicher of Johnstown on May 26th, a baby boy.

Engineer G. A. Miller and family, of Rockwood are spending a few days at Mt. Pleasant visiting friends.

M. K. Lentz, first trick operator at Mukden, has resumed duty after a short period of illness.

Engineer D. Mankmyer and Fireman M. Critchfield of Johnstown have returned to work after being off duty for several days.

Engineer J. Crone and Hostler Zimmerman of Johnstown, are spending a month visiting points of interest in the Southwest.

Operator C. B. Furtney of Connellsville "D" office has been off duty for about ten days on account of sickness. Operator P. G. Waterhouse substituted during his absence.

E. F. Snyder, clerk in the agent's office at Rockwood, is off on a two weeks' vacation. His position is being filled by the night clerk, N. B. Samner.

Roy E. Snyder has been appointed yard clerk at Rockwood, vice George Fishburn, transferred.

Brakeman B. W. Mitchell and wife of Uniontown are visiting relatives at Mannington, W. Va.

Conductor George Costello of Smithfield is undergoing treatment in a Baltimore Hospital as a result of injuries received in an accident some time ago.

Brakeman G. A. Ambrose of Connellsville was called to Cincinnati, O., recently, by the illness of a relative.

Mrs. W. Mull, wife of Brakeman Mull of Salisbury Junction, is visiting friends in Akron, Ohio.

Mrs. T. J. McKittrick, wife of the yard brakeman, is visiting relatives in Martinsburg, W. Va.

J. E. Albright, clerk at Meyersdale, has been appointed agent at Sand Patch, Pa., effective June 1st, vice J. N. Rees, resigned.

R. R. Dull, chief elerk to freight agent at Connellsville, has been appointed agent at Indian Creek, Pa., vice W. S. Rafferty, resigned.

S. J. Tipton, agent at Markleton, has been appointed ticket agent, at Morgantown, W. Va., effective June 1st, vice J. W. Ratcliffe, assigned to other duties.

W. H. Wessell, extra yardmaster in Connellsville Yard, has been appointed yardmaster at Smithfield, Pa., vice W. E. Cupp, assigned to other duties.

M. H. Koehler, medical examiner at Connellsville, spent a few days with his parents at Zanesville, O., recently.

Effective May 29th, Dr. Elliott B. Edie was appointed company surgeon at Connellsville.

After losing the first game on May 13th by a score of 9 to 5, the superintendent's office force came back strong on May 20th and defeated the freight house force to the tune of 16 to 11. Summary:

SUPT'S OFFICE		FREIGHT OFFICE	
	R H	R H	
Courtney...s.	2 1	Murphy...p.	1 1
Miller...l.f.	3 2	R.Martin...s.	1 2
Powell...2b.	2 2	C.Martin...3b.	1 1
Port...3b.	3 3	Lysinger...1b.	2 1
Markley...m.	3 2	Camp...m.	2 1
McClelland.1b.	1 2	Soisson...l.f.	1 2
Horne...c.	1 2	Burrell...c.	2 1
Swartzwelder.r.f.	1 1	Carter...r.f.	1 1
DeHuff...p.	0 1	Dull...2b.	0 0
Totals....	16 16	Totals....	11 10

Ray Morrison has been appointed night clerk in the scale office at Connellsville.

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J. Niland has been appointed night general yardmaster in Connellsville Yard.

The Connellsville Division was represented at the Relief Department Convention held in Pittsburgh on June 26th and 27th by the following employes: George W. Scott, chief clerk to master mechanic; C. W. Mielke, engineer; G. M. Tipton, coal billing agent; T. S. May, yard brakeman; S. M. Bittner, extra gang foreman; and C. W. Crim, water station repair man.

Operator M. K. Lentz is spending his vacation at his home in Strasburg, Va.

Operator S. M. DeHuff and wife are visiting friends at Stoyestown, Pa.

Operator Gill of Johnstown is spending his annual vacation in Williamsport, Pa. E. V. Strasbaugh is filling in.

On June 26th, agent E. E. McDonald and wife of Confluence, Pa., started on a very delightful trip to the Pacific Coast, where they will spend about two months visiting friends in Washington and California. Returning they will spend several days in Salt Lake City and sight-seeing in Colorado. During the absence of Mr. McDonald the agency will be in charge of P. E. Weimer.

At 8 o'clock p. m., June 11th, the wedding of Miss Gladys Pauline Buttermore and Kennedy B. Porter, agent at Fairchance, Pa., was solemnized at the Connellsville home of the bride, in the presence of about seventy-five guests. The ring ceremony was performed by Rev. R. C. Wolf, pastor of the First Methodist Episcopal Church. Following the ceremony Mr. and Mrs. Porter left for a wedding trip to Atlantic City, New York and other Eastern cities.

On June 20th, Miss Fannie E. Morris of Pittsburgh and Arthur F. May, the popular baggagemaster on trains 146 and 147 running out of Confluence, were married in Pittsburgh.

Assistant Trainmaster E. C. McClelland is spending several days in Atlantic City and New York.

Trainmaster T. E. Jamison and wife of Connellsville were visiting relatives in Wheeling, W. Va., during the recent semi-centennial celebration.

J. G. McGrath, clerk in the ear distributor's office at Connellsville, is taking his annual vacation.

Effective June 20th, J. I. Malone was appointed acting supervisor of sub-division No. 4, with headquarters at Smithfield, Pa., vice R. Malone, who is off duty on account of sickness.

A meeting was held in Baltimore on May 31st and was attended by all the ear distributors on the system. The new method of ear distribution, to be inaugurated on July 1st, was discussed.

The meeting was under the direction of Mr. Curran, assistant to the general superintendent of transportation; John Neesner of Mr. Riley's office; and J. C. Page, chief ear distributor, who spoke at length on the various phases of the contemplated revision. General Superintendent of Transportation C. C. Riley, and Superintendent of Transportation J. R. Kearney, were also in attendance and gave very instructive talks on the subject.

The new system will be of vital importance to the Connellsville Division, since it necessitates changes in the manner of reporting cars placed at the various mines for loading.

It requires considerable extra work on the part of the ear distributor's forces. However, it is felt that the men at Connellsville are equal to the occasion and that the additional work will be taken care of satisfactorily.

C. E. Saunders, clerk at Meyersdale station, was married on June 18th to Miss Crowe of the same place. They will visit relatives at Beavertown, Pa., and Atlantic City, N. J., for a few weeks.

On June 9, Mrs. Sadie Lowe, wife of brakeman James Lowe of Connellsville, died of pneumonia, following an operation, in the West Penn Hospital, Pittsburgh. Interment was in Hill Grove Cemetery. Mrs. Lowe was a daughter of Mr. and Mrs. Hiram Richter. She is survived by her husband and four children.

J. W. Madore, freight agent at Uniontown, returned to work on June 1st, after an absence of three months.

L. M. Port of the car distributor's office is taking his annual vacation.

Brakeman K. L. Nye and wife of Connellsville were called to Grafton, W. Va., on June 12th by the death of the former's father.

Brakeman L. W. Radcliffe and wife of Connellsville attended the semi-centennial celebration in Wheeling, W. Va.

Brakeman Samuel Long is off on his annual vacation.

Conductor A. Robb and wife of Cumberland are visiting friends in Cincinnati, Ohio.

Mrs. J. M. Boxell, wife of conductor Boxell of Cumberland, visited friends and relatives in Magnolia, W. Va., recently.

Mrs. T. J. Harrigan, wife of chief clerk to commercial freight agent of Uniontown, is visiting friends in Washington.

W. E. Matthews, stenographer in office of commercial freight agent of Uniontown, is visiting his parents in Elmira, O.

Mrs. C. M. Stone, wife of the assistant trainmaster of Uniontown and their child, are spending a few weeks with relatives at Carlisle, Pa.

Conductor C. Costello of Smithfield has returned from a Baltimore Hospital where he underwent an operation for an injury received some time ago.

Yard Brakeman Lynn Slinger and Miss Winnifred Logan of Connellsville were married at Cumberland on June 23rd.

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PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

J. J. DRISCOLL, Trainmaster, Chairman, Butler.
J. L. BOWSER, Shopman, Glenwood.
P. W. KEELER, Yard Brakeman, Demmler, Pa.
G. W. GARRETT, Conductor, W. & P. District.
G. W. BORGARDUS, Engineer, River District.
W. H. HEISER, Conductor, Pittsburgh Yard.
C. A. SMITH, Brakeman, Allegheny Yard.
J. J. McGOOGAN, Conductor, 36th Street Yard.
R. BROOKS, Assistant Division Engineer, Pittsburgh.
E. N. COLEMAN, Brakeman, Glenwood Yard.
J. E. HONTZ, Conductor, Willow Grove Yard.
J. M. CONNOR, JR., Assistant Car Foreman, Glenwood.
B. C. WADDING, Fireman, Passenger.
J. KELLY, Freight House, Pittsburgh.
FRANK BRYNE, Division Claim Agent.
DR. N. B. STEWARD, Assistant Medical Examiner, Glenwood.
WM. FELLOWS, Manager, Telegraph Office, Pittsburgh.
J. F. MILLER, Secretary.

Abraham V. Dille of the transit department died on June 4th. He entered the service of the Baltimore & Ohio Railroad in 1888, was two years night baggage-master in Wheeling, W. Va., and in 1890 entered the transit department of the Pittsburgh Division.

A baby has arrived in the home of J. M. Comor, Jr., assistant general car foreman.

George W. Heird, assistant yardmaster, has been granted six months leave of absence and has left for California.

The Brotherhood of Locomotive Engineers, Captain S. S. Brown Division 370, held their annual memorial service on June 8th, at Hazelwood Presbyterian Church, Pittsburgh, Pa. Addresses were made by Rev. Mr. Boory, of the Lutheran Church; Rev. Mr. Imhoof, of the Christian Church, and the pastor, Rev. Leon Stewart. The male quartet rendered selections.

Hubert B. Smith, distributing clerk to car accountant at Pittsburgh, has been made traveling car agent with headquarters at Baltimore, Md., promotion to take effect July 1st. He formerly worked as yard clerk at Glenwood and as clerk to the agent at Pittsburgh.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk*,
New Castle

DIVISIONAL SAFETY COMMITTEE

C. H. WALDRON, Chairman.
F. W. GREEN, Operator.
M. J. GARRETT, Engineer.
H. D. HORNER, Fireman.
J. B. TALBOTT, Brakeman.
M. C. WOOLDRIDGE, Conductor.
T. J. RAFTERY, Car Foreman.
W. H. WATSON, Switchtender.
P. J. McCANN, Conductor.
E. H. BARNHART, Assistant Division Engineer.
C. J. MAJSCH, Claim Agent.
J. E. GRILL, Conductor.
G. H. HAMMER, Foreman.
DR. E. M. PARLETT, Medical Examiner.

Harry A. Sonntag, M. of W. department material clerk, was married to Miss Emma J. Ubry on June 17th, and they took a short jaunt to Washington, D. C. We wish them good luck and a long, prosperous and happy married life.

The marrying bug has got the men on this division. Fireman A. H. Suodgrass was married a short while ago, as was Fireman T. W. Maloney. Fireman L. E. Shover is to be married shortly.

"Dick" Foltz, chief clerk to trainmaster, is to be married the latter part of June. He quietly got his passes and slipped away, but of course, a matter of that kind cannot be kept under cover long. We wish him and his bride all that a newly married couple should be wished.

We understand on good authority that Roundhouse Foreman E. W. Schorndorfer of Painesville, Ohio, is to take unto himself a wife in the month of roses.

Division Operator E. C. Boek, took his turn at the key at "TF" Tower for a week, owing to a sudden shortage of operators.

C. D. Updegraf has been acting as assistant yardmaster during the absence of C. S. Parker, who was injured while working around cars in the New Castle Junction yard.

H. L. Evans, night yardmaster, has returned to work, having been off for some time on account of a broken arm. He

was cranking an automobile while on his vacation, and she "bucked" on him. His friends are advising him to keep away from the horse's head.

Assistant Yardmaster Bowser, New Castle Junction, has returned to duty after having been off for some time on account of the illness of Mrs. Bowser.

General Foreman H. A. Geldbaugh of Painesville and General Foreman J. R. Kane of New Castle Junction took a flying trip to Atlantic City to look in at the Master Mechanics' Convention. When they came back, Master Mechanic Elliott took a firm hold on his little traveling bag and hiked for the seashore to get a line on what they were doing at the convention.

Owing to the summer business, some few changes have been made in assignment of dispatchers and operators at New Castle. George Sarff, manager of the telegraph office is working as extra dispatcher; M. F. Leahy, night operator, has taken the daylight job; J. H. Haun, car tracer, has gone on the wire nights; G. G. Neely, clerk to night chief dispatcher, has taken Haun's seat and Donald McCormick, the "short" Scot from the general yardmaster's office, has condescended to keep an eye on the night chief dispatcher.

Division Engineer Andrews and Supervisor Green, while riding along a piece of straight track on their little gasoline speeder after shutting off the power, had the darn thing jump the track, why or wherefore no one knows. Mr. Green was slightly bruised and cut up, and extra gang foreman H. C. Robinson is looking after the sub-division while Mr. Green is recuperating.

Signal Supervisor James Cain, while stooping over at Lowellville repairing a dwarf signal, was unfortunate enough not to hear the approach of a train on account of a P. & L. E. train passing about the



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same time, and was butted over into the other track. Signal Foreman Dorsey of Newton Falls is looking after Mr. Cain's work while he is recovering. Mr. Cain was not badly hurt, only being bruised and rumbled up a little.

M. of W. Timekeeper Ivan Wetmore is away on his vacation, going up into Massachusetts to visit relatives and look over old historical scenes.

The men on the line and at outlying stations are again requested to send to the correspondent any items of news and interest. Some of the boys are a little lax on this at the present time.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*,
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT, Superintendent, Chairman, Garrett, Ind.
J. B. HERSH, Yard Master, Garrett, Ind.
H. S. LEE, Yard Master, South Chicago, Ill.
C. SCHOMBERG, Shopman, Garrett, Ind.
J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
D. PARRODY, Shopman, South Chicago, Ill.
W. G. CAMERON, Conductor, Garrett, Ind.
T. E. WAYMAN, Agent, Chicago, Ill.
T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
A. CREW, Claim Agent, Chicago, Ill.
C. A. STIERT, Shopman, Chicago Junction, Ohio.
DR. F. DORSEY, Medical Examiner, Garrett, Ind.
R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction,
Ohio.
W. C. FRANCE, Agent, Tiffin, Ohio.
O. M. BAILEY, Engineer, Garrett, Ind.
D. G. THOMPSON, Fireman, Garrett, Ind.
A. D. GINGERY, Brakeman, Garrett, Ind.
J. S. BARNB, Operator, Galatea, Ohio.
J. D. JACK, Claim Agent, Garrett, Ind.
J. W. HAMILTON, General Yard Master, Chicago Junction,
Ohio.

Dispatcher Bert Shultz spent a fifteen day vacation with his family at Houston, Texas. Mrs. Shultz is staying in Texas for the benefit of her health.

Car Foreman W. W. Calder and Mrs. Calder spent a few days in Garrett visiting Mrs. Calder's mother and other friends. Mr. Calder was formerly located here but was transferred to Washington, Indiana.

The many friends of the late Paul Siegel were shocked to hear of his death, although he had been in poor health for some time. Paul had spent his life on

the B. & O. as machinist and foreman, starting at Chicago Junction, Ohio, then coming to Garrett, where he worked for many years. Three years ago he was transferred to South Chicago, where he lived with his family up to the time of his death, June 3rd. His body was shipped to Garrett and interment made in Calvary.

Engineer C. C. Lindoerfer has just returned from an extensive trip through the West. He reports having had a delightful time but is glad to get back to the B. & O. as he found no better road from Chicago to the Rockies.

Engineer O. W. Clark and family are now settled in their own home on Randolph Street, having come here from Akron, Ohio, where Mr. Clark was located for some time as assistant road foreman of engines. We welcome them back to the Chicago Division.

Yardmaster R. C. Ott left East Chicago on Saturday, May 24th, to spend Sunday in Bloomington, Illinois. He was sporting a nifty new suit, and in the right hand pocket of his bright new vest lay a big diamond ring; that is, the diamond was big, not the ring. He also wore a broad smile when leaving, and it was broader when he returned. Sounds like wedding bells for Robert.

Switchman E. Curran was injured at Chicago Heights on May 19th. In getting off a coal car his foot caught in the stirrup and he was dragged for some distance. His injuries, however, were not serious.

Switchman L. A. Klepfer is again off duty with his injured knee.

Switchman C. Druckamiller is also out of service on account of an injured knee.

Mrs. A. A. Green, wife of the conductor, became ill with pneumonia on Sunday, June 1st, and passed away Monday evening, June 2nd. The remains were taken to her former home in Chicago on June 4th, and interment took place on June 5th.

Services were held at the residence in East Chicago before moving the remains to Chicago. Many friends paid their respects and offered their sympathy to Mr. Green and his children in their great loss and bereavement. Flowers were given by Conductor Green's fellow workmen and by the fraternal orders of which Mrs. Green was a member.

Agent Hiekok coached his office force to victory over the Republic Iron and Steel Co. office boys in a baseball game played on Saturday afternoon, June 14th, the score being 7 to 4. The chief yard clerk, Joe French, captured the batting honors with a three-bagger in the sixth inning. Rufe Klepner was badly bothered with the sun. Maybe Rufus is a cloudy day player. Pitcher Earl Smith had the Republic Star batters completely at his mercy, sixteen of them going out via the strike-out route.

Changes made in the matter of calling crews at East Chicago on June 1st made it necessary to drop callers M. Young and A. Schwandt from the service. R. Schult from the B. & O. at South Chicago was made chief caller, and is being assisted by callers A. Goula and M. Sheets.

The following changes were made in the office force at East Chicago during the month:

- William Curry, freight received clerk, resigned to go to work for the Inland Steel Co. at Indiana Harbor.
- R. Klepner, night bill clerk, was given the freight received job and William Beatty, from Hammond, was made night bill clerk.
- W. C. Carnes, ear service clerk, also resigned to accept employment with the Inland Steel Co.
- Walter Dunne is now looking after the ear service.
- L. Gilford is carrying mail between East Chicago and Chicago, D. Riggs having left the service.

Mrs. L. F. Murphy, wife of the conductor, has been very sick.



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The following employes, members of the Relief Department, were elected delegates to the Relief Department Convention held at Pittsburgh, June 26th and 27th: H. Loveridge, machinist; H. McDonald, supervisor; Chas. Johnson, clerk audit department; W. B. Wilkinson, yardmaster; R. M. Irish, chief clerk-district engineer; M. Larney, supervisor of gates.

George Hesslaw, stenographer in office of assistant road foreman of engines, has accepted a position as stenographer in the office of division claim agent.

H. E. Hansen, chief clerk to superintendent and O. J. Lozo, chief clerk to car accountant, together with their wives, spent two days fishing at Nashotah, Wis., and made a catch of forty pounds of fish in two days.

H. White, assistant chief clerk to the president, does not seem to be very enthusiastic over his fishing trip in the northern woods of Wisconsin. I wonder what was wrong?

Joe Lennertz, stenographer in the mechanical department, was married June 10th, and is enjoying a honeymoon trip in Missouri.

J. W. Fogg, master mechanic, accompanied by Mrs. Fogg, is attending the Master Mechanics' and Master Car Builders' Association convention at Atlantic City.

F. B. Huntington, auditor, attended the 25th annual meeting of the Association of American Railway Accounting Officers, held at Atlantic City, N. J., May 28th, 1913.

H. J. Burg, chief clerk to auditor, spent a few days fishing in the north woods of Wisconsin.

John Hundsdarfer, clerk in the accounting department, is spending his vacation in Brooklyn, N. Y.

E. A. Muller, bookkeeper in the accounting department, has been fishing at

Fox Lake. He claims the fishing was pretty good.

John O'Malley, clerk in the traffic division, is spending his vacation at Reedsville, Wis. John writes that a brass band met him at the station.

W. A. Beath, station accountant, acted as teller for the election of delegates to the Relief Department Convention.



NAPOLEON BONAPARTE LASIER

Napoleon Bonaparte Lasier, general baggage agent of the Baltimore & Ohio Chicago Terminal Railroad, died at his late residence, 1712 Washington Boulevard, Chicago, May 26th, 1913. He had been ill for about two months, having first contracted a severe cold, which developed into a serious case of erysipelas, and terminated in intestinal trouble. The funeral was held from St. Jarlath's Church, on May 29th, solemn requiem high mass being celebrated. Interment was made in Rosehill Cemetery.

Mr. Lasier was born in Freeport, Illinois, October 5th, 1845, and in 1857 came to Chicago, where he resided up to the time of his death. He began his railroad career during the Civil War, as brakeman

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on the Illinois Central Railroad. After the close of the war he became connected with the Frank Parmelee Company, and was with them until 1883. At that time he went to the Chicago & Western Indiana Railroad as general baggage agent. In 1884, owing to his popularity, he was made city passenger and ticket agent of the Chicago & Atlantic Railway, now known as the Erie Railroad. He occupied that position until 1886, when the Wabash Railroad was placed in the hands of a receiver, at which time he was appointed general baggage agent of that system. The Wabash receivership was dissolved in the latter part of 1888, and he then became associated with the Chicago Terminal Transfer Railroad as general baggage agent, and held that position under all the changes of administration. Mr. Lasier buried his wife less than eighteen months ago, and is survived by one daughter and two sons, unmarried, who made their home with him; and by two brothers, David S. Lasier of Chicago, and Thomas J. Lasier of Washington, D. C.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

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C. P. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX CRAW, Claim Agent.
DR. E. J. HUGHES, Medical Examiner.
J. F. RYAN, Captain of Police.
C. L. HEGLEY, Examiner and Recorder.
H. McDONALD, Supervisor.
WM. HOGAN, Supervisor.
J. W. DACY, Trainmaster.
J. W. FOGG, Master Mechanic.
F. S. DEVENY, Road Foreman of Engines.
CHAS. ESPING, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
J. E. SHEA, Passenger Conductor.
JOHN ROGERS, Locomotive Engineer.
F. DOTZAUER, Locomotive Engineer.
JOHN CABIG, Switchman.
JOHN LOCKTON, Boilermaker.
JAMES HAJEK, Car Inspector.
CHAS. STANGE, Locomotive Engineer.
MARTIN SCHUAB, Car Foreman.
CASPER WEYDEBT, Locomotive Engineer.
P. H. BILLITER, Locomotive Fireman.
H. SELBURG, Conductor.
R. C. ATKINSON, Conductor.
WM. GEOTZINGER, Machinist on Floor.
LAS LANGTON, Machinist in Shop.
CARL HOFFMAN, Blacksmith.
FRANK KAPANKO, Car Repairer.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

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J. R. NEFF, Trainmaster.
R. MALLEN, Road Foreman of Engines.
C. W. PLUMLY, Division Operator.
R. R. SCHWARZELL, Assistant Trainmaster.
C. E. WHARFF, Relief Agent.
L. A. PAUSCH, Supervisor.
L. C. MUELHEIM, Road Recorder Inspector.
O. D. MONTE, Train Dispatcher.
O. C. CAVINS, Engineer.
E. O. BROWN, Fireman.
J. A. CARSON, Yard Foreman.
G. F. OBERLANDER, Claim Agent.
DR. P. S. LANSDALE, Medical Examiner.
T. E. BANKS, Conductor.
J. W. JAMES, Brakeman.

Chief Clerk Frank A. Conley, of the Illinois Division, came home for a Sunday visit to his parents, May 25th. There have been many rumors that he was about to join the ranks of the benedicts, all of which he strenuously denies. Of course Chillicothe is a long way from Flora and we can't keep close tab on him, but it's hard to figure how such a big handsome fellow has escaped when there are so many pretty girls in Flora.

Another young man to be transferred from the Ohio to the Illinois Division is C. E. Francis, timekeeper of the maintenance of way department, who goes as chief clerk to Division Engineer Gibson. Mr. Francis has been with us for the past two years, having been employed on the B. & O. since 1905. While here he made many friends and we are sorry to see him go. We shall see him often, however, as there is some one here who will not be satisfied with Uncle Sam's courtesies.

The new superintendent of the Illinois Division is another protege of the Ohio Division, E. W. Scheer, who was born on a farm in Vinton County, near Zaleski, Ohio, April 28, 1875, and went to school in Zaleski. Mr. Scheer received his early railroad training on the Ohio Division, having started as office boy under Thomas G. Duncan, superintendent of car service at Zaleski, on February 10th, 1890. Later he was promoted to the position of car re-

cord clerk and assistant book-keeper in the same office. When the car shop department was transferred to Chillicothe, he followed the procession. While working in the Zaleski office Mr. Scheer took private lessons in stenography and was appointed stenographer to the master mechanic at Chillicothe in 1893. He was then transferred to a similar position with Trainmaster E. R. Scoville, and became chief clerk to former Superintendent Charles H. Howard in 1895.

Mr. Scheer enlisted in the Ohio National Guards, Company H, located at Chillicothe, and served six months as sergeant major Company H, 17th O. N. G., for Uncle Sam during the Spanish-American War, resuming his position as chief clerk to superintendent (then W. H. Brimson), in October, 1898. In 1899 he was called to Cincinnati as secretary to the vice-president and general manager of the B. & O. S. W., W. M. Greene. He was promoted to the position of chief clerk to the General Manager in 1906. At the abolition of the general managership he was appointed chief clerk to the General Superintendent Brimson, which position he held also under General Superintendent Galloway and Voorhees, becoming in 1912 assistant to Mr. Voorhees, in charge of operation, B. & O. S. W. and C. H. & D. Knowing his sterling worth it was General Superintendent Voorhees' pleasure to appoint him a superintendent at the very first opportunity. His acquaintances on the Ohio Division, of which there are many, join in wishing him success.

Charles A. Plumly, who succeeds Mr. Scheer as assistant to General Superintendent Voorhees, was born and raised on the Ohio Division, starting his railroad career as telegrapher at Stewart, Ohio, on November 1st, 1887. He worked as agent and telegrapher till June 1903, when he was made chief dispatcher at Chillicothe. He was, in succession, night chief

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(1905) and day chief (1907). On July 21st, 1910, he was transferred to Cincinnati as division operator, later became trainmaster of the Indiana Division and then to assistant superintendent of telegraph. Mr. Plumly is always on the job and that smile of his is the best remedy for a frown ever prescribed. "Charley," as he is best known in this territory, has many friends on the Ohio Division who wish him well.

INDIANA DIVISION

Correspondent, O. E. HENDERSON.

Conductor, Seymour, Ind.

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H. S. SMITH, Trainmaster.
W. F. HARRIS, Shop Foreman.
J. B. PERKHISER, Assistant Trainmaster.
E. O. HENDERSON, Conductor.
C. E. HERTH, Assistant Division Engineer.
J. J. GYAN, Claim Agent.
C. B. CONKEY, Agent.
M. A. MCCARTHY, Division Operator.
E. MEYERS, Brakeman.
J. D. FRAZER, Fireman.
DR. J. P. LAWLER, Medical Examiner.

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

DIVISIONAL SAFETY COMMITTEE

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J. J. CAREY, Shopman.
E. A. HUNT, Shopman.
H. R. GIBSON, Maintenance of Way.
W. D. STEVENSON, Medical Examiner.
C. R. BRADFORD, Claim Agent.
C. H. SINGER, Agent, East St. Louis.
R. C. MITCHELL, Division Agent.
R. A. KERMODE, Trainman.
C. E. HENDRICKS, Trainman.
FRED SCHWAB, Engineman.
C. McLEMORE, Yardman—Shops.
R. SMITH, Yardman, Vincennes, Ind.
C. W. SHROYER, Yardman, Flora, Ind.
J. J. RYAN, Yardman, Cone, Ill.
H. E. PRITCHETT, Yardman, Springfield, Ill.

FLORA, ILL.

It is regretted by every employe of the Illinois Division that the time has come for Mr. Mitchell to be promoted. He was one of the most popular railroad men in this section and the esteem in which he was held among his subordinates and associates in this territory certainly bespeaks of his character and fitness for promotion. The worst that we can wish Mr. Mitchell is that fortune shower upon

him her very best. We want to welcome Mr. Scheer, our past acquaintance with him convincing us that the pleasant and successful operation maintained by Mr. Mitchell will certainly be continued under his administration.

WASHINGTON, IND.

"The B. & O. Employes Magazine for May has been received, but as it does not contain the usual spicy items from the Illinois and Indiana divisions one is led to believe that the correspondents were asleep at the switch."

The above appearing in the Washington, Ind., *Democrat* would lead our employes to believe that the severe flood conditions surrounding the Illinois Division are easily forgotten even by up-to-date newspaper men. The esteemed *Democrat* will please observe carefully subsequent issues of the magazine for, like all good railroaders, your correspondents will demonstrate that they are on the job.

Locomotives and cars at Washington, Ind., have been decorated by some unknown party signing his name J. B. King and the creature, who ever he is, is somewhat of a penman, finishing up the letters K. B. and J. after the entire name is written all with one stroke. How does he do it? A bright shopman submits the following:

Who in the thunder is J. B. King.

Who writes his name on everything?

He may be poor; he may be rich:

He may be a plain or handsome thing:

But nobody knows Mr. J. B. King.

In keeping with the custom of the Baltimore & Ohio, it is noted that this is the first railroad company to display the Safety First signs and buttons in the St. Louis Terminal Yards. Large wooden buttons made at Washington Shops have been placed there and are causing favorable comment.

Passenger Car Foreman Sterling, of St. Louis, writes that Mr. Schulte, one of the

most prominent business men in St. Louis, came to the Union Station a few days ago to get a train for Louisville, Ky., and took the B. & O. line for the reason, as he stated, that he considered this road the safest and best route and that he invariably used the B. & O. whenever he could in his travels. He expressed approval of the Safety First movement as represented by our line and was pleased to see the large wooden safety buttons displayed over our passenger department shops close to the station.

C. T. Goodwin, general air brake instructor, from Baltimore, Md., representing this company, was in attendance at the Air Brake Convention held in St. Louis last month. He had air brake instruction car X-3 on exhibition. Other B. & O. men noticed in attendance were J. J. Carey and R. C. Wallace, air brake foreman, of Washington, Ind., D. Gilsdorf, air brake instructor, Southwestern and C. H. & D., Walter Geraghty, motive power inspector, of Cincinnati, and J. A. Bleasdale, air brake instructor, Main Line System, of Pittsburgh, Pa.

W. W. Calder, general car foreman, of Washington, Ind., will leave shortly to take the position of general car foreman, with headquarters at Cumberland, Maryland, having jurisdiction over the large Cumberland, Keyser and Grafton shops of this company. Mr. Calder has had a varied experience with the B. & O. having been at Parkersburg, Fairmont, Allegheny, South Chicago and Garrett, where he met with flattering success in straightening our car department matters and since he has been on the Southwest for perhaps two years, he has worked wonders in improving car department matters on the Illinois and Indiana Divisions. He leaves Washington Shops in the best of condition. He will be succeeded by P. H. Barnes, formerly general foreman at Zanesville and Mount Clare.

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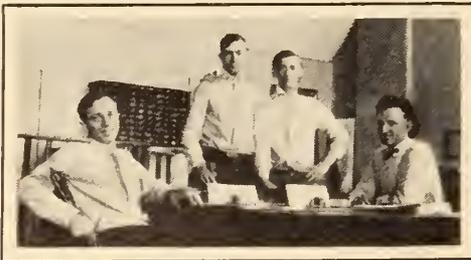
WATSON E. COLEMAN, Patent Lawyer
 624 F St., N. W. Washington, D. C.

We are showing here an interior photograph of I. C. S. air brake instruction car No. 105, now being used on the Illinois Division giving instruction to employes in the use of the air brake. H. E.



I. C. S. AIR BRAKE INSTRUCTION CAR No. 105

Johnson, the instructor, is a man of wide experience in the theoretical and practical use of the air brakes. He was formerly employed as locomotive fireman and engineer on the Frisco and Big Four Railroad systems. The car was recently given a general repairing at the Washington Shops at the cost of \$1200 and is said to be one of the finest jobs ever turned out of this large shop.



PORTION OF GENERAL CAR FOREMAN'S OFFICE

The accompanying cut represents a portion of the general car foreman's office force at Washington, Ind. Reading left to right the men are: John McEvilly, dis-

tribution clerk; Bud Edmondson, piecework clerk; Every Engle, stenographer; and H. C. Aikman, chief clerk.

W. E. Rathwell has resigned as freight car foreman at Washington Shops and has been succeeded by E. L. McGuire, who was freight car gang foreman at the same point. H. C. Aikman will succeed Mr. McGuire as gang foreman. These two young hustlers will make a winning combination.

J. R. Minter, mechanical draftsman, of Washington, Ind., has been at Flora and East St. Louis stations of the motive power department, checking over and providing a systematic filing system for blueprints.

J. J. Rose, pipe shop foreman, Washington, Ind., has returned after a short visit with relatives at Grafton, Fairmont and Martinsburg, W. Va.

C. W. Renner, machinist at Flora shop, is the possessor of a very interesting document in the shape of a timetable which went into effect on the "Parkersburg Branch," between Parkersburg and Grafton, 4.30 p. m. Sunday, May 17, 1868. The timetable is bound in a book about the size of our present book of rules and contains the rules for operation of trains. The following is from the introductory paragraph: "On the reopening of the Main Stem of the Road, on Tuesday next, the 11th of August, the following additional regulations for the government of the Trains must be carefully observed."

The trains on this timetable are not numbered but named—Mail Train, Fast Line, Tonnage Trains, and Stock Trains, etc. The schedule of each train is printed on a separate page. Meeting points, besides being designated by heavy type, have the notations printed opposite the time at these points, such as "Meet Fast Line East," "Meet Stock East," etc.

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Many of the rules in effect at that time would seem very awkward now, such as the following: "Each passenger train will carry upon the front of the engine, and upon the rear of the last car, conspicuously displayed, a white flag during the day, or two bright lights during the night, when no train of the same class is following. But when followed by another train of the same class or with the same privileges, a red flag during the day, or two red lights during the night, will be substituted for the white flag and bright light."

That the idea of "Safety First" is not at all new on the B. & O. is proven by the following, which appears on the first page of this interesting document: "Remember the rule that requires you, in all cases of doubt, to take the side of safety."

At the time this book was issued J. L. Wilson was master of transportation, Francis Mantz was general supervisor of trains, and M. R. Griffith was supervisor of trains for Parkersburg Branch.

At the foot of page 5 is the following: "Avoid intoxicating drink. No man is fitted to run in charge of a train or engine who indulges in strong liquors."

Mr. Renner, the owner of this book, was for several years an engineer on the Wheeling Division. He also served on the Parkersburg Branch, not however until some years after this schedule was issued.

EAST ST. LOUIS FREIGHT HOUSE DIVISIONAL SAFETY COMMITTEE

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- BARNEY ULHORN, Receiving Clerk.
- HENRY ZURHORST, Receiving Clerk.
- VICTOR D. EVANS, Delivery Clerk.
- CHAS. PURCELL, Delivery Clerk.
- C. M. HOLMAN, Yard Clerk.
- W. W. HEADLEY, Assistant Delivery Clerk.
- THOS. FRAWLEY, Tally Clerk.
- FRANK FRAWLEY, Tally Clerk.
- EDWARD EVANS, Tally Clerk.
- HENRY SCHAFFER, Tally Clerk.
- WILLIAM O'NEILL, Tally Clerk.
- W. J. CLARK, Weigher.
- JOS. WEHRMAN, Foreman's Clerk.
- A. J. KENNEDY, Tallyman.

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CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

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 HENRY ECKERLE, Chief Clerk of Superintendent Terminals, Secretary.
 DR. J. P. LAWLER, Medical Examiner, Cincinnati, Ohio.
 C. E. FISH, Agent, Cincinnati, Ohio, B. & O. S. W.
 E. C. SKINNER, Agent, Cincinnati, Ohio, C. H. & D.
 T. MAHONEY, Supervisor, Cincinnati, Ohio, B. & O. S. W.
 JOHN SULLIVAN, Roadmaster, Hamilton, Ohio, C. H. & D.
 F. S. DECAMP, Claim Agent, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
 J. M. SHAY, Passenger Car Foreman, Cincinnati, Ohio, B. & O. S. W., C. H. & D.
 R. B. FITZPATRICK, General Yardmaster, Cincinnati, Ohio, C. H. & D.
 S. O. MYGATT, Depot Master, Cincinnati, Ohio, C. H. & D.
 WM. MORAN, Shop Electrician, Ivorydale, Ohio.
 R. E. MCKENNA, Yard Foreman, Elmwood Place, C. H. & D.
 H. W. KIRBERT, Yard Engineer, Cincinnati, Ohio, B. & O. S. W.
 JOHN GANNON, Yard Foreman, Eighth Street, Cincinnati, Ohio, B. & O. S. W.

INDIANAPOLIS DIVISION

(C. H. & D.)

Correspondent, ROY POWELL,
*Superintendent's Office***DIVISIONAL SAFETY COMMITTEE**

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 CHAS. RUFFNER, Blacksmith.
 F. HEIDENRICH, Machinist.
 T. MURPHY, Boiler Shop.
 B. GOOD, Engine Inspector.
 V. TAGUE, Car Department.
 J. T. CLEMMONS, Supervisor.
 J. M. ROURK, Supervisor.
 R. KADY, Section Foreman.
 J. R. LEE, Section Foreman.
 H. NEWTON, Yard Conductor.
 C. TYRE, Yard Engineer.
 W. A. REISNER, Chief Clerk, Local Freight House.
 J. L. FOLEY, Freight House Cashier.
 J. W. SPENCER, Passenger Engineer, Indianapolis Division.
 J. J. LANGDON, Passenger Fireman, Indianapolis Division.
 E. E. TOWNSEND, Passenger Engineer, Springfield Division.
 J. F. GOULDY, Passenger Fireman, Springfield Division.
 E. A. WYSONG, Freight Engineer, Indianapolis Division.
 B. H. SCOTT, Freight Fireman, Indianapolis Division.
 F. M. MCCRACKEN, Freight Engineer, Springfield Division.
 WM. WEISMAN, Freight Fireman, Springfield Division.

P. T. PORTER, Freight Conductor, Indianapolis Division.
 C. A. HADLEY, Passenger Brakeman, Indianapolis Division.
 M. MATTHEWS, Passenger Conductor, Indianapolis Division.
 C. L. GARRISON, Freight Brakeman, Indianapolis Division.
 E. F. WASHAM, Freight Conductor, Springfield Division.
 C. A. RIGGS, Freight Brakeman, Springfield Division.
 R. L. LAWSON, Passenger Conductor, Springfield Division.
 JNO. HORNE, Passenger Brakeman, Springfield Division.
 E. A. MCGUIRE, Claim Agent, Springfield Division.
 DR. WM. OSENBACH, Examining Surgeon.
 DR. F. L. TRUITT, Examining Surgeon.
 GEO. FLEISHMAN, Special Agent.

R. Q. Prendergast, the efficient master mechanic of the Indianapolis Division, has severed his connection with the "B. & O. Family" and cast his fortunes with the B. & A. after a short but effective period of service on this division. Mr. Prendergast accomplished some high class work which will enable his successor to start in with the power in the best condition since a number of years. His resignation came as a complete surprise, and while we dislike to lose the best master machanic we ever had at Moorefield shop, we congratulate R. Q. on the substantial benefit he will receive by the change.

Edward Boas, who succeeds Mr. Prendergast, comes to us from the B. & O. S. W., highly recommended, and will no doubt keep up the good work so ably started by his predecessor.

W. G. Skinner, agent at Chrisman, Ill., has at last started on a much needed vacation, after trying to get relieved for two years. Agent Skinner is one of the "Old Guard" of agents and his health has been poor for some time. The hot weather captured his "Angora" and the two or

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The station agent or operator who wants to rise in the railroad ranks; the freight and traffic department clerks who want to get in the G. F. A. class; the man whose light is hidden under a bushel and who wants to attract the attention of the higher officials, should get busy now and study rate adjustment, tariff-reading, interstate commerce requirements, the new rate systems, and the many other matters necessary to success in this field, which lead to the better paid positions.

Sure Promotion for Railroad Men

You are fooling yourself if you think the ordinary activities of your present job will develop you for bigger things ahead. You are making a great mistake waiting for promotion—you will have to meet it half way by preparing yourself for it.

The chief traffic man of your road is on the lookout every day for men who show a superior knowledge of traffic matters. Attract his favorable attention by showing him that you have it.

Many men have some of the knowledge necessary to qualify for bigger positions, but they fail to systematize and collect it and add to it a more complete knowledge.

Hundreds of good men in railroad service are sticking to one spot year after year doing specialized work simply because they lack the all-round knowledge which will complete their traffic education.

Study at Home

The National Traffic course contains no books, no lectures, no theory, no tedious essays written by school teachers. The men

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Department M

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who have actually written this course and who will lead you through it step by step are traffic men, railroad experts, men who have spent their lives in traffic work and who are today actively engaged in the traffic business. Any man who can read can master this course as the lessons are short, easy, and progressive. Capitalize your present knowledge. A little training added to what you already know will point the way to the positions higher up.

FREE Book!

We have a plan whereby you can easily equip yourself during your spare time at home to fill any one of a dozen good positions where men are needed who know the general traffic rules. If you want to capitalize your present knowledge and put yourself in a place to earn promotion and all that goes with it, put your name, address, and present occupation on this coupon, mail it to us at once, and get a copy of our free booklet, "How you can increase your salary."

Don't wait. Don't keep on the same sidetrack, but switch into the main line and start yourself on the up-grade to a fine position. Mail coupon today.

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10 South La Salle Street, CHICAGO

Send me your book I am interested in traffic work.

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Occupation

Street and No.

City and State

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three weeks' vacation comes to him at an opportune time. D. E. Green, agent at LaPlace, is relieving him.

Dougherty, former agent at Camargo, is back in harness, relieving agent Green at LaPlace while the latter is taking care of Chrisman during Mr. Skinner's vacation.

Division Engineer Passell is back at his desk after a severe attack of typhoid fever. C. H. R. Howe, who was filling Mr. Passell's position during his illness, has returned to his duties as assistant division engineer on the B. & O. S. W. Mr. Howe was not with us long, but long enough to show that he is a wide awake M. of W. man.

C. H. Taylor, assistant general yardmaster at Indianapolis, surprised his many friends by requesting transportation recently for himself and wife for a trip through the South, and it developed he was married recently to Mrs. Minnie Ormsby, of Indianapolis.

The new station at Bolivia has been opened to handle freight and passengers, with E. G. Vincent as agent and operator in charge. The people of Bolivia have been requesting a station of their own for some time and the new building will fill a long felt want.

The train dispatcher's force on the Indianapolis Division has a new member in L. R. Thomas, who is working the second trick in place of W. E. Gossert, assigned to the car distributor's desk.

F. C. Clark, who has been handling the car distributor's position in the superintendent's office for some time, has found that he liked straight telegraphing better and has gone back on the line, where the complaints of shippers on cars not furnished come to him only as a rumor and not as a constant night-mare.

Division Engineer Passell has a large extra gang busily engaged relaying part

of the Indianapolis Division with new 90 pound rail. This will make the part of the line receiving this rail compare very favorably with any on the C. H. & D.

The signal gangs are pushing the automatic signal work between Glenwood and Indianapolis, and it will not be long until the Indianapolis Division from Indianapolis to College Corner will be equipped with one of the latest automatic block systems in the country.

L. G. Meyer, the genial and diminutive timekeeper of the transportation department, has returned from his annual vacation and in his travels reports as far away as Cincinnati. As he was gone almost a week we are wondering how he spent all of the time, but "Sylves" is some traveler.

TOLEDO DIVISION (C. H. & D.)

Correspondent, D. H. ODELL,
Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

J. J. CORCORAN, Superintendent, Chairman.
O. B. GROVE, Agent.
WM. BAVIS, Engineer.
C. W. DAY, Conductor.
E. F. GORMAN, General Yardmaster.
H. M. SHEA, Trainman.
JOHN F. BUCKLEY, Fireman.
R. H. BOHANAN, Yard Conductor.
W. M. THOMPSON, Trainman.
ARTHUR WEST, Trainman.
M. E. MORAN, Shopman.
FRANK PROCTOR, Shopman.
J. N. HOLMES, Shopman.
M. GLEASON, Shopman.
W. J. TAUBKENS, Section Foreman.
J. H. BRITT, Section Foreman.
D. H. ODELL, Secretary.

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Chief Clerk,*
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Trainmaster.
H. G. SNYDER, Division Engineer.
G. A. RUGMAN, Supervisor.
DR. F. S. THOMPSON, Company Surgeon.
J. R. CASAD, Claim Agent.
C. GRIESHEIMER, Master Carpenter.
M. KIRSCH, Secretary.
FRANK PEASE, Engineer.
E. F. SURFACE, Conductor.
G. GARRETT, Brakeman.
W. H. COUGHENOUR, Brakeman.
S. J. PINKERTON, Supervisor.
JOE BURNS, Section Foreman.



\$60 a Week and Expenses

That's the money you can get this year. I mean it. I want County Sales Managers quick, men or women who believe in the square deal, who will go into partnership with me. No capital or experience needed. My folding bath tub has taken the country by storm. Solves the bathing problem. No plumbing, no water works required. Full length bath in any room. Folds in small roll, handy as an umbrella. I tell you it's great! GREAT! Rivals \$100 bathroom. Now listen! I want YOU to handle your county. I'll furnish demonstrating tub free. I'm positive—absolutely certain—you can get bigger money in a week with me than you ever made in a month before—I KNOW IT!

**YOU!
YES, YOU
CAN GET IT**

DEMONSTRATING
TUB FREE



TWO SALES A DAY — \$300 A MONTH

That's what you get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men: Kunkle, Ohio, received \$240 first week; Mathias, Florida, \$120 in two days; Corrigan, N. Y., \$11 in 60 hours; Newton, California, \$9 in three days. You can do as well. 2 SALES A DAY MEANS \$300 a month. The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

Grant credit—Furnish sample—Help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building homes, bank accounts, so can you. Act then quick. SEND NO MONEY. Just name on penny postal for free offer. Hustle!

**H. S. ROBINSON, President Robinson Mfg. Co.
506 Vance Street, Toledo, Ohio**

ORGANIZED COURTESY

The railway owes to those who make use of its lines a service which it can only render if every employe is brought to feel that his actual employer is the daily shifting mass of fellowmen who buy tickets and ride on them. What the road owes to these travelers—in safety, in comfort, in service as scheduled, in courteous treatment—every individual member of the operating force equally should feel to be his own personal duty.

Personal responsibility—that is the thing!

Just as the man who computes stresses and strains in the engineering department; the structural steel worker who does honestly his part of the bridge-building; the alert, faithful track-walker; the signalman, engineer, fireman, conductor, trainman, oiler, switchman—every man of us

all is personally responsible to the company, to the traveler, and to his own conscience for the safety of those who ride by rail, so, every railway worker who comes into human contact with the traveling public is personally responsible for the comfort of those we all serve.

And, by the same token, a traveler, to be comfortable, must have comfort of mind as well as of body. Thus every railway worker is bound by his personal duty to accord to every man, woman and child whom he meets that courteous treatment which means fullest satisfaction.—*Monthly Bulletin of the Traffic Department, Chicago & North Western.*

“Are you the same man who ate my mince pie last week?”

“No, mum, I'll never be th' same man again!”—*New York Mail.*

Please mention this magazine

"MY OLD DAD USED TO SAY"

A man, by the name of Ames, who was interested in the immigration problem, wanted to know just what was or is the American standard. The first man he asked was an ironworker on a New York office building. "I wish," said Ames, "that you'd answer some fool questions for me."

"Fire ahead," said the workman.

"What's your standard of efficiency?" asked Ames.

"I don't talk anything but English," said the ironworker. Ames nodded.

"I mean this," he explained. "How well do you think you ought to do your work."

"I just as soon answer you," said the ironworker; "you are harmless and you know good tobacco!"

The two men grinned at each other, and the ironworker looked from Ames up in the dizzy height of iron frame-work. "I've noticed," he said, "that you can do one of two things in a job. You can do it as well as you darn can, or you can do it well enough to pass the inspector. If it passes the inspector the boss is satisfied and you draw your pay. But if you take any kind of pride in your work, you know whether your rivets will hold or not, and you wake up at night, remembering one that the inspector never noticed. You remember that if that beam loosens up, the whole blame floor will go down, and it drives you crazy, till you get back and report it. You ought to do your work well enough so you can't kick yourself no matter what happens. My old dad used to say that to me. He was a blacksmith, the prettiest forge worker I ever saw. Of course, you've got to remember this. If you are ignorant, even if you put your best into the job, your best may let the floor fall, see?"—*Collier's Weekly*.

"SEEING" MEN

"Seeing" men is an art. It amounts almost to second sight. Often, in a business line, some man makes his way mysteriously and rapidly to the top, or near to it. He does not seem to have greater trading ability than many others, nor has he been favored by a larger capital or a more magnetic personality. But he rises. His faculty of "seeing" men has been the magical force.

"Seeing" men means recognizing, perhaps under an unpromising exterior, what a man really is or may grow into, and attaching him to an organization or staff. There are business executives that are geniuses in doing this. Their success is brought about in great measure by the efficiency of the body of men they have picked in this way. It happens many times that a captain of affairs hunts for years for a lieutenant of certain qualities. He finds him at last, in Cinderella-like garb, far down the commercial ladder, a person a hundred other men who really wanted a man of just this type have passed carelessly over. They could not "see."

It is no trick at all to discover the man who has triumphantly made a record, who is already a personality in this trade or that. Unfortunately such a man is unfaillingly costly. What he has done, moreover, is no positive guarantee as to his future exploits. Men of great reputation as lieutenants many times prove great disappointments when they shift. The chief who "sees" picks a man whose reputation is yet to be made, and thereby gets the profits himself.—*Cromwell Childre, in Harper's Weekly*.

The man who can refuse a favor in a way to make the asker grateful needs no other gift for success.—*Judge*.

**Quick
Relief for
Rheumatism**



Health for You

Rejoice in the virile health that glows in your skin, sparkles in your eye and thrills you with new power. Get more vital force and strength in every nerve, fibre and sinew. Know the happiness and advantages of an active mind and sound body. Science has placed health, vigor, power and efficiency within your reach in the perfection of the wonderful Ind-Electric Massage Battery. The magic power of this scientific achievement is in its refreshing and recreating radiance of faradic electricity. Test its marvelous powers for health on 10 days free trial.

Dispels Every Ache

Your physician will tell you that faradism will do more to relieve the pains and aches of rheumatism than any other method known to medical science. The faradic current of the Ind-Electric will give wonderful relief to headaches, neuralgia, back aches, lumbago, sore feet, scalp disease, falling hair, tired feeling, nervousness, paralysis and other nerve and blood ailments. It is always refreshing, restoring and invigorating, for men, women and children.

Easy Aid to Beauty

Every man can now take a quick massage after shaving. Every woman can now be her own beauty masseuse. The faradic treatment of the Ind-Electric will banish pimples, black-heads, wrinkles and other facial blemishes and give to the user a smooth, clear, rose-tinted complexion. The electric hair brush attachment will healthy the scalp, enliven the hair and make it more lustrous and abundant. Every man should have this instrument to prevent premature baldness.

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The newest, latest and most convenient scientific application of faradic energy. Complete in itself. Always ready for instant use. No electric light connections are required in its operation. It is so simple that a child can use it with perfect results. Every home should get an Ind-Electric Health and Beauty Battery at the amazingly low price now open for a limited time.



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Use the Ind-Electric Massage Battery for 10 days to prove to you that it is worth more to you every week than the special low price for it now. Your money back if you are not more than delighted with its marvelous powers for health and beauty. Take advantage of this great opportunity to secure all the benefits of faradism at a price you can easily afford. Don't suffer. Don't neglect yourself. Send coupon today and get a copy of illustrated massage book free.

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Write for our free illustrated booklet on the benefits of faradism to beauty and health. It is postpaid free to you together with our very special low price on the Ind-Electric Massage Battery and full particulars of free trial offer. Send today.

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Gentlemen:—Without any obligation to me please send me free copy of your massage booklet postpaid and special price and all particulars of 10 days free trial on the Ind-Electric Massage Battery.

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Here is one of the exquisite new "inlay enamel" monogram cases that you may get on this great special offer. Your own initials handsomely inlaid in any colors of enamel you select—in the beautiful ultramarine blue, the royal cardinal, maroon, verte, and other rich deep enamel colors of your selections.



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choice of ladies' or gentlemen's open face or hunting case). You risk absolutely nothing. You pay nothing—not a cent unless you want the great offer after seeing and thoroughly inspecting the watch. Send for our great offer today.

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Right now for certain special reasons you may get the superb Burlington Special *DIRECT* at the rock-bottom price—the same price that even the **WHOLESALE jeweler must pay**. You may secure one of these superb timepieces—a watch of the very latest model, the popular new, thin design, adjusted to the second, positions, temperature and isochronism—19 jewels—at the rock-bottom price—the same price that even the wholesaler must pay.

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We will ship this watch on approval, prepaid (your choice of ladies' or gentlemen's open face or hunting case). You risk absolutely nothing. You pay nothing—not a cent unless you want the great offer after seeing and thoroughly inspecting the watch. Send for our great offer today.

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SAFETY FIRST

BALTIMORE AND OHIO
EMPLOYEES MAGAZINE



AUGUST, 1913.

A Master-Model That Solves "Typewriter Problems"



You've heard of the "master key" that fits every lock—
did you ever hear of a Master-Model of a Typewriter?

One Standard Model for ALL Purposes—

One Typewriter With the Combined Advantages of Many!

"Think of *all* the combined advantages of *several* typewriters you have seen, concentrated in ONE standard writing-machine that handles perfectly *every known form* of general correspondence and does card-writing and condensed billing besides—*without a single extra attachment* to complicate the mechanism or add extra cost to your typewriter equipment—and you will have a fairly good conception of the MASTER-MODEL of the Royal!"

Write for the "Royal Book"—or Send for a "Royal Man"

ROYAL TYPEWRITER COMPANY

**Royal Typewriter Building, 366 Broadway, New York
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Branches and Agencies the World Over

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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume I

BALTIMORE, MARYLAND, AUGUST, 1913

Number 11

A FITTING TRIBUTE TO DR. BOND A MAN WHO KEPT HIS FEARS TO HIMSELF BUT SHARED HIS COURAGE WITH OTHERS

MENTION was made in the April number of our magazine that a ward had been established in the University Hospital as a memorial to Doctor Bond. It is with pleasure that we are able to publish a picture of this room, which has already meant so much to many of our employes. The following is taken from *Old Maryland* a paper devoted to the interests of the University Hospital:

"The Faculty of Physics of the University of Maryland, cooperating with the Baltimore and Ohio Railroad Company, have caused to be constructed at the University Hospital, corner Lombard and Greene Streets, Baltimore, Md., a ward for the reception of the Baltimore and Ohio Railroad Company's patients and for other patients of a like character when the ward is not entirely occupied by the Railroad Company's people, in memory of Doctor Summerfield B. Bond, who was our chief medical examiner for many years. He was a graduate of the University of Maryland and formerly occupied the chair of clinical professor of Genito-Urinary diseases.

"Doctor Bond had many traits of character which endeared him very much to the people with whom he came in contact. He was optimistic to a marked degree, so much so that those of us who were fortunate

enough to know him well oftentimes wondered if the sun really was always shining for him as it seemed to be even under adverse conditions; and those of us



DR. S. B. BOND

who were fortunate enough to know him well can truly say he was the most unselfish individual we have ever known. In

his contact with his fellow practitioners it was characteristic of him to always belittle his own efforts and to praise the other fellow: this was particularly so with the young men, the students, many times sacrificing his own financial prosperity so

entirely fire and vermin proof and absolutely sanitary. There is a porch connected with this room for convalescent patients. The very latest hospital furniture is used. There are twenty-two rubber-tired beds, so arranged that the



A VIEW OF THE BOND MEMORIAL WARD, UNIVERSITY HOSPITAL, BALTIMORE

that he might aid a colleague, and this memorial is a loving tribute to the graciousness and unselfishness of Summerfield B. Bond."

The ward is modern in every sense,

head or foot can be lowered or raised as desired.

Many of our employes have already received the very best attention and care in this room.

RUNNING NAIL IN FOOT

WHEN we started the Safety work between twenty and twenty-five of our employes were injured in this manner each month. It is now running between five and eight each month. Considering the number of employes this is a splendid

showing and indicates what can be done by concerted action. See that all boards with nails are turned down or the nails bent over. Danger of blood poisoning always attends such injuries.

Good days and bad days exist only in your own head. The weather has nothing to do with it. Each day is what you make it for yourself. Bad weather is only an unfortunate opinion.

RIGHT NOW is the only time you can control. Yesterday is a record. Tomorrow is a secret. TODAY is yours, is mine.—*American Magazine*.



DR. S. R. BARR, SUPERINTENDENT RELIEF DEPARTMENT

THE attention of employes of the Baltimore and Ohio-Cincinnati, Hamilton and Dayton System, who have received wage increases, has been called to the fact that the increases in pay automatically entitle the men to greater insurance protection and disability benefits under the rules of the Relief Department.

The Relief Department offers Baltimore and Ohio employes insurance at minimum rates in case of natural or accidental death, and in case of disability because of sickness or injury. Besides the insurance feature, the Relief Department also has savings and loan features for the mutual assistance of the employes.

The man who shoots off his mouth and kills a good name deserves as much punishment as that other type of prize idiot who shoots off a gun without noticing where it is pointed. The fact that neither one knows "it is loaded" doesn't heal the hurt.—*Herbert Kauffman.*



DR. J. F. TEARNEY (STANDING) AND DR. PAGE EDMUNDS

SAFETYLETS

I will always defend the principles of safety first.

I believe it is better to be careful than careless.

I will always assist a fellow laborer in advising him to be careful.

I will preach to my fellows care, then our ranks will not be filled by the careless.

I will care for my family by being more careful.

I will hold fast safety thoughts paramount to all others.

I will never do a careless act which is liable to cause an injury.

I will be in the safety movement for the preservation of life, as much so as protecting my country or my family.

I will always protect myself by wearing goggles where pieces of metal are liable to fly and strike my eyes.

I, as a laborer, will hold fast to all rules promulgated for my safety.

I will never take a chance when a safe way will prevent an accident.

I pledge myself insofar as accidents are concerned, to be a protectionist.

I will always do all I can to stop the loss of life and to prevent accidents.

I, in the interest of myself and fellows, will cultivate safety habits.

I will never work about machinery until I advise myself it is safe.

I will never impoverish my family or reduce my earning capacity by being careless.

I will not take a chance at the risk of my life or injury to my body.

I will be first in the safety army, fighting to drive the careless from its ranks.

HAVING EYES THAT SEE

OF SPECIAL INTEREST TO THE RAILROAD MEN OF THE UNITED STATES

BY HOWARD ELLIOTT

General Manager's Office, Salt Lake Route



MOVE the adoption of the following resolutions:

That, whereas, the railroads of the United States are now confronted with a serious shortage

of net revenue, and

Whereas, the increased authority of national and state commissions has narrowed the field through which economies may be practiced until virtually the only flexible method left is by increasing the capacity of the individual employes, and

Whereas, the tendency against overspecialization is both logical and natural; and

Whereas, the "most important part of everything is the beginning" and that, while the specialist may be needed to apply the remedy, any average individual can see the disease;

Now, therefore, be it resolved, by each employe of every railroad in the United States, that he appoint himself a committee of one who, "having eyes that see," will observe what is going on about him, report improper conditions, make suggestions as to improving the service, and in every other way consider the railroad business in the same way that he regards his private affairs, to the end that the roads may be saved from bankruptcy, the country better served, and the stockholders properly recompensed.

The good Samaritan would have made a good railroad man. He had "eyes that see" and he used them. He saw a dangerous condition and he remedied it. If he had stopped to ask himself, "Is this a

matter that comes within my department?" he would probably have done just as the priest and the Levite did before him, and passed by on the other side; the man who fell among thieves would have perished, and the world might yet have been waiting for an abiding illustration of "who is my neighbor."

The priest and the Levite are symbolic of the railroad man of the past, the man whose perspective of life is restricted to his "prescribed" duties. The Samaritan is a type of the railroad man of the future, the man who considers the railroad business in the same light that he regards his own, and who thinks it his duty to do anything which will produce dividends for the road, whether it lies strictly within the scope of his employment or not.

Those of us who follow the trend of affairs in the railway field cannot fail to notice certain well defined forces at work. For instance, there is the safety movement, which has for its purpose the reduction of accidents and the amounts paid out for personal injury claims. With the slogan "Safety first" many roads have organized safety committees, lectures have been given, moving pictures displayed, literature distributed, and other steps taken to create in the minds of officers and employes the necessity of "having eyes that see" and of using the utmost care and caution, primarily to avoid the suffering and hardship which inevitably follow in the wake of personal injuries, and secondarily to reduce the enormous amounts continually paid out in consequence thereof.

Closely akin to this movement is that designated as "stopping the freight claim

leak." One road has appointed an assistant general manager who gives especial attention to this work. On that line the handling of O. S. and D. reports and claims for loss and damage have been transferred to the operating department. A salutary reduction in claims and claim payments has been made and a system devised whereby all the information necessary to settle a large portion of the claims is in possession of that department at the time the claim is received. Other roads have put on transportation inspectors whose initial purpose is to inquire into and report on conditions which cause claims and to remove so far as possible those causes. Still other roads are treating the same question in different ways.

Then there is the saving habit. One road issued a short time ago a schedule showing in terms of ton miles the expense caused every time a postage stamp is wasted, or a broom or a lantern and other articles usually considered of minor importance. The figures were astounding. One road has adopted the slogan, "Save a nickel a day," another "Save a penny a day," and other lines by other means are attempting to inculcate principles of economy in the minds of all.

A campaign of courtesy has also been started. There was published on one road recently a very excellent circular to impress upon agents and others the fact that courtesy costs nothing, but yields large returns in the way of friends for the road. This circular was copied by other roads, which instituted like campaigns. One road has, I understand, appointed an inspector of courtesy, who devotes his entire time to instructing employes how to be courteous and to have manners that please.

There are a number of other movements, such as the establishing of employes' magazines, as means of imparting

information to the rank and file as to what is going on, attracting their attention to their own possibilities and developing a spirit of loyalty; the founding of bureaus of economics to compile data with which to contest unsound economic theories; the instituting of a policy of publicity regarding railway affairs, which proceeds on the assumption that suppression of the facts is a wrong and is resented by the public; and the formation of traffic associations composed of both railroad men and shippers, whose object is to minimize their differences and magnify their common interest.

All of these movements were started with the object of developing and increasing efficiency, and the noteworthy fact about it is that the instructions covering all of these matters urged employes to look about them and make suggestions whether it directly concerned their department or not.

But there is one movement that stands head and shoulders above all the rest. Indeed, in a sense, it includes all the rest. Compared to the others, it is as substance to form. It is as much more important than the others as the spirit of the law is of more consequence than the letter. I refer to the pronounced tendency against overspecialization and overcentralization of authority. The trend of the times nowadays is distinctly in the direction of decentralization. Many roads are making the division the unit instead of the department. A broadening of the vision of men follows as the night the day. There is no disputing the fact that this tendency exists, and is finding expression in one form or another every day on some railroad. The only point of argument is whether or not it is a step in the right direction.

Now it is not my purpose to describe the unit system of organization. My friend Major Hine of the Harriman line

has done that most admirably. As a pioneer he advocated some startling innovations which have aroused much discussion, but which are being rapidly adopted, once their real import is comprehended. When the safety committee idea was first broached, a good many members of the old school referred to it as a huge joke. How different now! There is nothing so painful to the average mind as a new idea, yet even the "mossbacks" must admit that new conditions demand new methods of treatment, and who will deny that railroading nowadays is far different from what it used to be?

It has been but a few years since lower rates were accorded patrons who shipped in trainloads over those who shipped in carloads. No one thought of questioning the right to do it. Only a short time has passed since railroad managers were the judges of who were entitled to ride free. Even young men in the business may remember when cars were held without demurrage as long as the shipper desired. It has been only within the last five years that a railroad could not protect a rate quoted in error but in good faith. In 1907 the sixteen hour law became effective, prior to which time an appeal to the loyalty of men was sufficient to cause them to get their trains into terminals, even though they had met with extraordinary delays. Only within the last three years have we heard much about "full-crew bills." In short, the law of "supply and demand" so far as it relates to railroads, has been repealed in many of its essential features within the last decade. The situation has changed and methods of organization and operation must likewise be changed to meet the new conditions.

The opposition to the theory that a man in one department may possibly have an idea that is valuable with regard to some other department is founded

either in prejudice or ignorance. The prejudice is begotten of ignorance, but rapidly subsides under a system of enlightenment. I maintain that the theory of broadening men is entirely logical and practical, and that their efficiency is increased to the extent that their vision of departmental boundaries is dimmed. But disregarding the question of whether efficiency is promoted by going outside of one's department, this is at least true, that for every instance where the specialist is indispensable, there are ten instances where any man of common sense will do, and that even if it is necessary to call the specialist to apply the remedy, it doesn't always require his presence to discover the disease, and the discovery is of prime importance.

Let us take this case, to get down to "brass tacks." A traveling freight agent, walking down the track, discovers a broken rail. Knowing that he alone possesses the information, he says nothing about it to any one and an oncoming train plunges to its destruction. Now reporting rail failures is not one of the "prescribed" duties of a traveling freight agent, yet is there a man among us who would not say that the traveling freight agent was guilty of criminal carelessness and gross negligence? But negligence is defined as "the inadvertent failure to perform a nonecontractual duty," and if there was no duty there was no negligence. If there was negligence—and we are agreed that there was—then there must have been a duty. It follows then that there may be duties which are not "prescribed," and right there we find the "rub." I say it is a railroad man's duty to do anything which will further the interests of the railroad, and there is not nearly so much danger in encouraging this idea as there is in following the time-worn advice, "Stick to your knitting." If the traveling freight agent had done that when he

found the defective rail, what would have been the result? Could he have justified his failure to report the defect on the ground that he was not a track man and could not replace the broken rail with a sound one? Does his act lose any of its value because it came from one whose principal business was not that of rail mending? And could the roadmaster take offense because the suggestion came from outside the department of maintenance?

I say we need a change of heart if we harbor such ideas. But, says one, do you mean that if a clerk in the auditor's office discovers an intoxicated engineer on his run, that he should report it? I most assuredly do. Such a case may be fraught with graver danger than the broken rail case. Do you mean that a civil engineer should solicit business? Exactly, and some roads are now publishing the names of every one outside the traffic department who secures passengers or freight shipments. Yet solicitation is not one of the prescribed duties of a civil engineer. Do you mean that a section laborer who sees cars on a blind siding unnecessarily delayed, should report it? I do, for maybe he's the only one that knows about it. His pay comes from the same source as the car accountant's. Why should he stand back on ceremony and decline to do things merely because he won't be censured if he doesn't. Do you mean to obliterate departmental lines entirely? Yes, if their maintenance demands that every one else keep hands off and not be concerned with the success of the property as a whole.

Another thing. No man lives who can place his finger upon a single feature of railroad operation which does not concern more than one department. Sitting around a general manager's desk today you will find besides the general manager, the general superintendent, the superin-

tendent of motive power and the chief engineer, discussing the advisability of purchasing some Mallet engines. Now if there is any one feature of operation that suggests its own allocation, it is an engine, which every one knows belongs to the mechanical department. Why then is it necessary to go farther than the superintendent of motive power for a recommendation as to the purchase of locomotives? Because when you consider the increased tractive effort, you are looking at it from the standpoint of moving tonnage in larger train units, and this is something that directly concerns the general superintendent and the superintendent of transportation. But during the discussion it develops that to employ this larger power will mean heavier rail, better ballast, stronger bridges. Does it not then become an engineering matter?

But, mark you, out of those four officials, there is only one with the proper attitude. The head of the motive power department looks at it only through mechanical eyes. The general superintendent naturally disregards factors which cannot be expressed in "ton miles." The chief engineer pictures only the physical characteristics involved. Not only is there but one man with the right attitude, there is only one man who is in position to say whether or not the purchase of such an engine is true economy. He is the general manager. But the general manager was not always general manager. He came from the ranks. Can any one argue that a general manager can highly specialize up to the day of his appointment and then in an instant of time blossom out into a full fledged executive officer with a "discussable" working knowledge of all the other departments? Such a proposition is untenable. Then at what point in the career of railroad men should the broadening process commence? I say it should begin the moment he takes ser-

vice with the railroad. He should be taught to "have eyes that see" not only his own particular activities but those of other departments as well, in order that he may develop the proper perspective and fit himself for those positions where they speak of "our road" and not "my department." When we can grasp the force of this idea, at that psychological moment departmental lines will vanish.

When the Titanic went to her watery grave a few months ago, to the world's amazement, it was found that many of the seamen could not row. Seamanship had become such a highly specialized calling that it was thought unnecessary for em-

ployes of steamships to know how to handle a rowboat. If those two railroad officials who lost their lives in that catastrophe could speak today is there a particle of doubt in your mind and mine what they would say about the dangers of overspecializing?

This tendency to destroy sectional lines is one of the most discouraging signs of the times. It promotes loyalty, it generates the "team-work" spirit, it creates an *esprit de corps*, it enables employes to tell what is true economy, and if followed to its logical conclusion it will produce dividends, for which purpose and the serving of the public railroads were established.

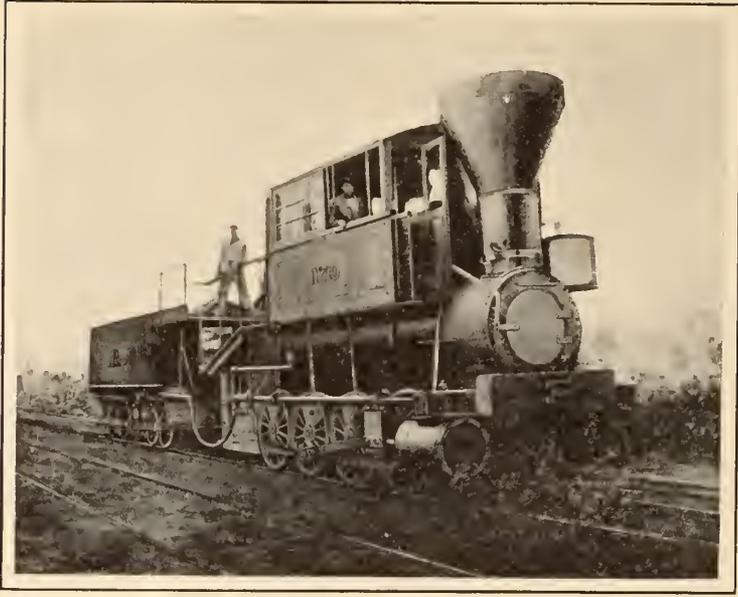
CONVINCING

I PRESUME you have all heard some very unreasonable and unjust remarks about "Safety First"; but I want to say that the men in general are beginning to see the good that has been accomplished. Some of the men who said it was a joke and all for the company's benefit are beginning to take notice of the vast improvements in and around yards, which before the "Safety" movement were littered up with all kinds of debris, and poorly lighted. Yes, it is for the company's benefit; but in the meanwhile we, as employes, are saving life and limb and making our homes happy with our presence, sound of body and able to provide for our families. Why shouldn't we take an interest in it, every man counting himself a committee of one to promote the "Safety" movement.

Much as I regret losing membership in the safety committee, I can see the importance of such changes. I shall continue to do all in my power for the advancement of safety at all times, for it is due our fellow-men, as well as the company. If we all put our shoulders to the wheel the decrease in accidents will be very noticeable in the next year. And the more we talk it and advertise it, the same as something good to eat, the more interest the men will take in it. Now I think I have about handled my full tonnage this trip. I am in to clear with my 75. For fear I shall get on the "dog law," I will blow out my markers and head in for eight hours "hay."

THOMAS E. BANKS,
Conductor Ohio Division.

As far as possible up-to-date machines are manufactured for all kinds of business and made fool-proof, but it never has been and never will be possible to make the average human fool-proof against himself, or, so to speak, against his own folly, and just as long as nature allows the gray-matter of the individual human to turn to mayonnaise dressing for a few seconds, at periods of more or less frequency, just so long will it be necessary to continue the safety education.—S. D. Smith, Superintendent Interborough Rapid Transit Company.



PUSHER IN USE ON MT. AIRY HILL IN WAR DAYS

This engine pushed three trains up the Hill all coupled together. At present it takes at least three engines over the Hill. Mr. Thomas Spurrier, grandfather of Mr. J. E. Spurrier, on the general mana-

ger's staff, was the engineer and is seen in the cab. They helped all troop trains over the grade during the war and made many retreats to Baltimore to keep out of the hands of the Confederates.

OUR CAR DISTRIBUTOR

By W. O. FREISE, *Timekeeper*

Bright and early, at the break of day,
The car distributor starts pegging away.
All through the day he does his work,
Ne'er for a moment does he shirk.

While writing some messages the other day,
I heard one of the local conductors say.
"Good Gracious, Mobley, is that all you do;
It certainly is pretty soft for you."

All you of the road, just take this from me,
There isn't a one who works harder than he.
If you'll listen to me for a minute or two,
I'll tell you the things that he has to do.

The first thing in the morning he has to see,
That the mines all have cars to a certain degree.
And then to Old Baltimore, he makes this report:
"Mines all filled up except Kennon, whose short."

Then there comes a message from Mr. Malone,
Instructing him to hurry a certain car home.
He looks up the record, and to G. F. M. does say:
"Rail inch CC 20, the car's on its way."

In the evening the mines all send in their report,
Of the cars loaded, left over, wanted and short.
The equipment is then ordered, for loading
next day,
And he's through to begin tomorrow the very
same way.

That his job "is pretty soft" (?) is plain to be
seen.

Let's give three cheers for him, and for Super-
intendent Green.

Three for Mr. Frazier, and three for the B. & O.,
For such men as these make the railroad world
go.

THE COST OF NOT STOPPING TO THINK A MOMENT BEFORE ACTING

BY W. H. ALLEN

THE little incidents which are herewith related were picked up in the course of a special investigation I was ordered to make by the corporation I represent. They are given to prove the truth of the assertion that it pays to hesitate one minute, or even a second, and think before taking an action. Except in extreme emergency cases, instantaneous action rarely proves helpful.

A motorman of a Boston street railway turned his head away from the front of his car to speak to a passenger. In the brief space of time required for the conversation, possibly fifteen seconds, an automobile shot in front of the car. The motorman saw the danger too late. A collision followed in which three people were killed and several thousand dollars of damage done.

Now, this motorman at the moment the impulse came to talk with this passenger whom he knew, did not stop to think that the rules of the company forbade him to converse with passengers. He forgot the rule which requires a motorman always to keep his eyes looking ahead when his car is in motion. The penalty naturally followed.

An elevator starter in one of the skyscrapers of Chicago was told by the chief engineer of the building one morning not to use Car No. 5 until two o'clock in the afternoon, as it was in unsafe condition. All through the morning Car No. 5 remained idle. At 1.30 in the afternoon an elevator operator reported for duty.

"Take Car No. 5," said the starter.

The car was loaded with passengers and made a safe ascent of fifteen stories. On the descent it broke loose from its safety controllers and dropped to the basement,

killing four people and injuring seven. The damage suits which followed cost the corporation owning the building about \$50,000 to settle.

At the investigation which followed, the chief engineer testified that he had given positive orders that the car should not be moved until two o'clock. The starter admitted this, but added:

"I forgot the order, and I did not stop to think when I ordered the car up. I know it is a rule of the building that no car reported unsafe shall be started without the permission of the chief engineer, but I did not stop to think of that. I am solely to blame."

We are all now familiar with the fact brought out by the investigation that if Captain Smith, of the Titanic, had stopped to think of the serious character of the warnings he had received of ice off the Banks he would have slowed down the speed of his vessel and the disaster probably would not have occurred. But I am choosing incidents out of the humbler walks of life, incidents which I feel come a little nearer home to our everyday life.

A once quite prominent railway engineer on a transcontinental line was one day given an exceptionally fast run. The division superintendent said to him:

"Jack, we want the best time made that ever was on this division, but don't forget that in coming down Corporal Hill you must be looking out for trouble and have your train under control. No matter how fast you run elsewhere, don't forget that orders are positive as to the downgrade speed on Corporal Hill."

The engineer took out his train and for miles made magnificent headway. When he reached the summit of Corporal Hill

he had broken all speed records for the division. In his sworn testimony, subsequently taken, he said:

"I was running sixty-five miles an hour across the summit of Corporal Hill. I had crossed the Hill for years, and knew all the train orders in regard to the upgrade and the downgrade. Yes, the division superintendent had repeated the orders to me that day, and cautioned me, but when I struck the downgrade I was so pleased over the time we were making I thought I might take one chance and go down the grade without my train being under control. I took the chance. Two minutes later we met a stalled freight train, trying to make a switch, and the wreck followed."

Twenty-two people were killed in this wreck, thirty-five injured. The property

loss exceeded \$150,000. The engineer lost not only his position, but a leg. He had failed to stop to think for a second of the consequences of disobeying orders; he forgot to think of the lives behind him for whose safety he was responsible. He forgot every sense of duty which should have come upon him like a flash of lightning, and the inevitable ruin followed.

I collected during my investigation over two hundred incidents of this character, collected them from every section of the United States. They all told the same story—those responsible for the wrecks, for the fires, for the explosions, for injury to human life and human property—forgot to think at the right moment of their duty.

Innocent people had to pay the penalty for this inexcusable and costly kind of "not thinking" just before acting.

THE maintenance program of the Baltimore and Ohio - Cincinnati, Hamilton and Dayton System during the past fiscal year was one of the most liberal in the history of the property. This was in accordance with the policy of the present management of putting a goodly portion of earnings back into the property for its physical upkeep. Figures covering the operation of the Baltimore and Ohio Railroad for the fiscal year ended June 30, show that the expenditures for maintenance of tracks, stations and equipment during the twelve months amounted to \$32,342,830, which was an increase of \$4,325,842 over the maintenance costs of the preceding year.

On the Cincinnati, Hamilton and Dayton Railway a large amount of track maintenance work will be done between Rushville and Fountaintown and east from Decatur, Ill., on the main line of the Indianapolis division. Heavier rails will be put in the tracks and reballasting will be done.

Heavier rails and new ballast will be put in the track over a large part of the Illinois division of the Baltimore and Ohio Southwestern Railroad. The longest stretch of track included in the betterment program is in the vicinity of Caseyville, Ill.

The facilities for handling locomotives at Lima, O., on the Northern district of the Cincinnati, Hamilton and Dayton Railway's main line have been increased with the completion of a new roundhouse, turntable and other improvement work at this terminal. The new turntable, which has a concrete foundation, is 80 feet in length and is electrically operated. A rearrangement of the machine shop is also included in the terminal improvements at Lima.

The largest locomotive and car repair shops on the C. H. & D. are at Lima, where from 600 to 800 skilled mechanics and laborers are employed. Other large shops are operated by the Company at Indianapolis.

LET'S JOIN HANDS FOR SAFETY FIRST

By W. R. PRICKMAN

(An *Employe*)

The railroads of this country have problems
hard to solve,
And every man is earnestly trying solutions to
evolve,
The transportation business must be handled
with great care,
So every one employed therein should do his
proper share.
We must protect the passengers who on our
trains may ride,
And make them feel that all is safe as o'er the
rails they glide,
As safety is our watchword and should govern
every man,
Let's all join hands for "Safety First" and pro-
mote it all we can.

Most every day there's something new invented
or discovered,
And doubtless there are others that have not
yet been uncovered,
But nothing yet has been produced upon this
continent
That does away entirely with the human
element.
The bell on the engine will warn you off the
track,
The whistle will likewise warn you if you dare
to venture back,
But bells and whistles do no good without the
aid of man,
So let's join hands for "Safety First" and
promote it all we can.

The air brakes and the coupler afford us much
relief,
And when correctly handled tend to minimize
our grief,
The signal and the semaphore will guide us
on our way,
And we should be particular, to see what they
display.
They are all very useful and unfailingly will
do
The work that they were built for or were
intended to,
But their success still depends upon the hands
of careful men,
So pin your faith on "Safety First" and promote
it all we can.

Appliances are being installed of almost every
kind,
To guard against the dangers of a failing
human mind,
The wooden car is being replaced by one of
solid steel,
And every part designed for strength from
roof down to the wheel,
Because of these and many other things, un-
necessary to state,
The transportation business has been brought
right up to date,
But still to insure its safety we must trust in
part to man,
So let's join hands for "Safety First" and
promote it all we can.

HE EXPLAINED

The girl was willing, but the base-ball
player was diffident. She had to resort to
strategy.

"Jim," she said, "there are several
points of the game that I wish you would
explain."

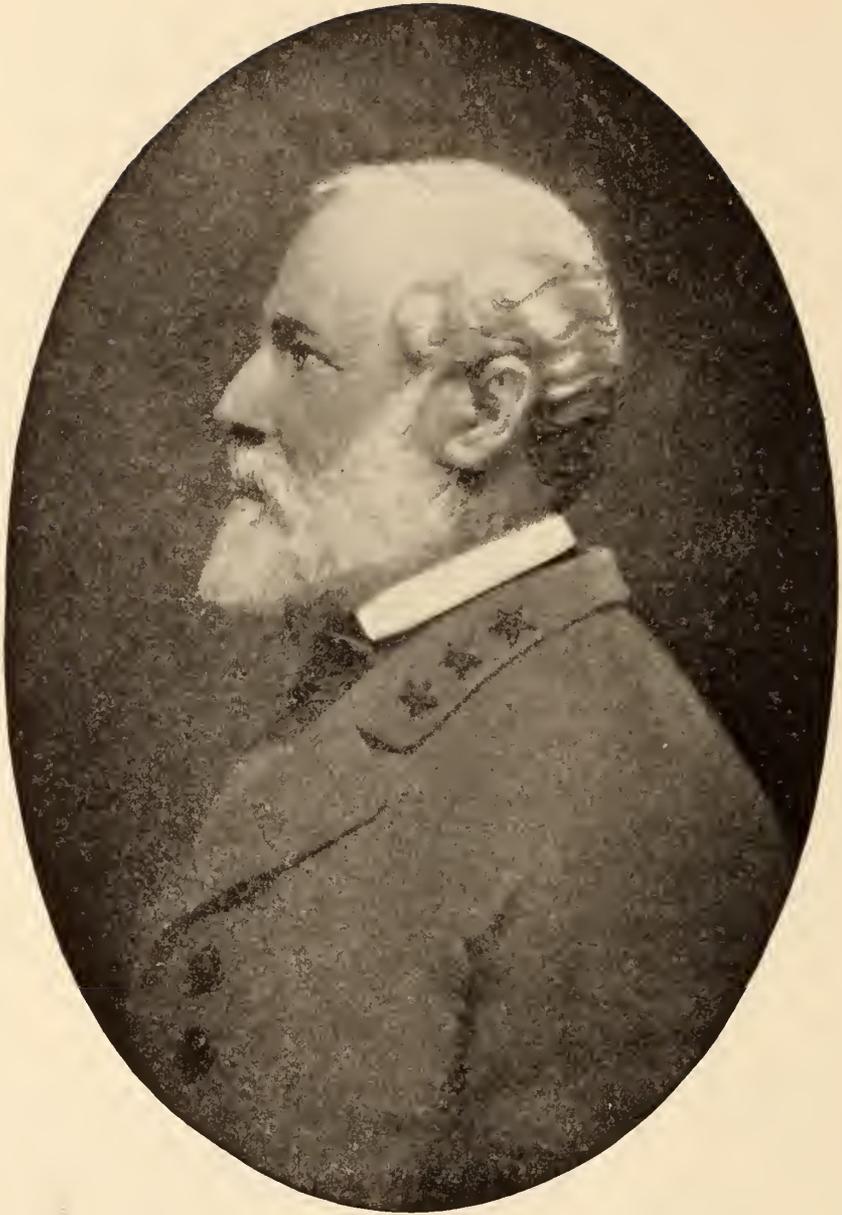
"Where shall I begin?" he asked, de-
lighted.

"I should like to—er," she hesitated,
blushing—"know more about the 'squeeze
play.'"—*Judge*.



YOUNG BRIDE (as train emerges from tunnel)—They say
that tunnel cost nearly a million.

BRIDEGROOM—By jove! It was worth it.—*Tattler*.



THE PERRY PICTURES 129 E
BOSTON EDITION

ROBERT E. LEE
1807-1870

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GENERAL ROBERT E. LEE'S BODY SERVANT

A MESSENGER IN THE PRESIDENT'S OFFICE

BY J. HAMPTON BAUMGARTNER



THE celebration of the semi-centennial of the battle of Gettysburg on July 1st, by the veterans of the Northern and Southern armies who survived this most stubbornly contested battle of modern times, was of particular interest to Baltimore and Ohio men. These old soldiers, bent by a half century of strenuous activity, turned back the leaves in the book of time and lived over the stirring scenes of carnage and strife. In faded uniforms of blue and gray the veterans spent the week recalling the hardships of the struggle and recounting the deeds of bravery and valor.

Punctuating the war-time stories of the veterans, there were frequent references to the railroads and the part they played in the transportation of troops and supplies to Gettysburg and other points during the war. It was to the Baltimore and Ohio Railroad that the veterans alluded chiefly, it being the only line into Washington at that time and paralleling, as well, the Mason and Dixon line, the strategical advantage of the control of the company's tracks was of utmost importance.

To President Daniel Willard's messenger, Joseph Preston Norris, in the general offices at Baltimore, the reunion was an event of great moment. Norris was the trusted body servant of General Robert E. Lee, the commander-in-chief of the Confederate army, and was intimately connected with the Southern cause. It was only recently that Norris told of his

recollections of General Lee and the events with which he was so closely identified during the war.

Norris is a venerable colored man, who is respected by the officers and other employes of the company, and is well known to railroad men throughout the United States. He came to Baltimore shortly after the death of General Lee, who, at the close of the war, constructed the Shenandoah division, from Lexington to Harper's Ferry. Norris has been in the service of the company more than thirty years, and has served as the messenger to eight Presidents of the Baltimore and Ohio Railroad Company. He still is active in both mind and body. He was born in slavery on a plantation at Lexington, Va.

He was drafted when the Confederacy issued its first call for troops and spent some time in the service in and about Lexington, repairing army vehicles and shoeing horses. Norris' father was a blacksmith. His father was sold just prior to the outbreak of the war and has never been heard of from that day to this.

"Yes sah, it's a long while ago since I went into the ahmy," said Norris in beginning his narrative which treated intimately of Lee and Jackson. "Times suht'inly have changed since then; General Lee, General Jackson, 'Marster Sam' and his daughtah Miss May Louise and Miss Agnes, and all my kinsfolks have crossed the rivah to the othah sho'."

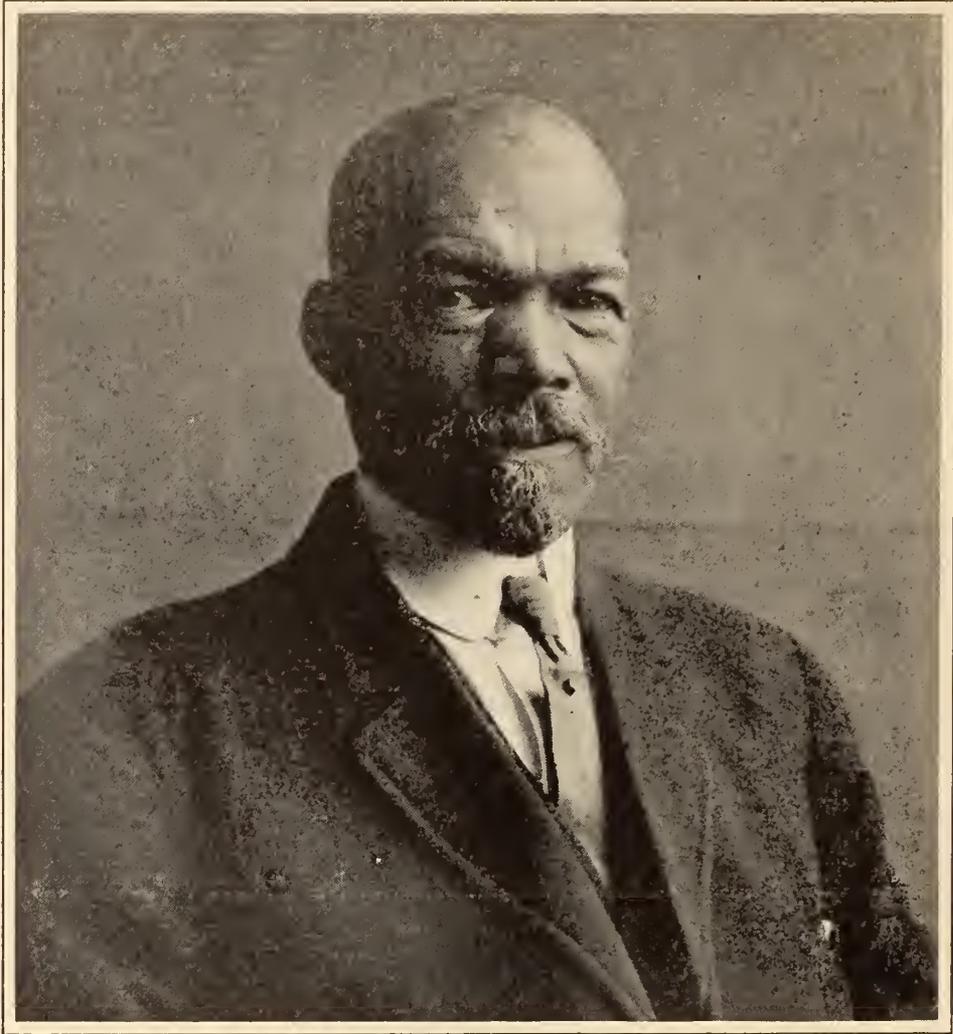
The old colored man's thoughts wandered back to times before the war in Virginia, and his eyes would close as he talked of his friends and scenes that are

dearest to him and which he seemed to see before him.

"I remembah General Lee and General Jackson well, sah," he continued; "both of them were good friends to me. General Lee was a gentleman of medium

his staff offisahs or the servants. General Lee was a Christian gentleman if one evah lived; he was clean of speech and mind and his charactah was spotless.

"General Jackson was stockily built and his hair and beard were to'p'bly darkah



JOSEPH PRESTON NORRIS

height and build, his eyes were sharp and kind like. His beard and hair were gray, tho' mo' lightah in color than Traveler, the General's boss. He was gentle and polite to everybody, nevah got out of so'ts either on the field or in the tent with

than General Lee's. General Jackson had a deep voice that carried fah and no one had trouble in hearing him.

"I was bo'n in slavery long befo' there was any talk of wah and grew up on the plantation until my people were freed.



LEE'S HEADQUARTERS, GETTYSBURG

Then I went into the Southern ahmy just like all of the folks of the South did. Times were not bad fo' us on the plantation, tho'; marster treated his slaves all right. We were well fed and had good clothes to wear. There was lots of fun fo' us aftah a day's work from sun-up to sun-down. We had singing and frolics such as 'taffy pulling,' babjo picking, rattling bones, playing the Jew's harp in the cabins on the place. We danced cakewalks and had parties and fun like that—and colored folks in Virginia sure could dance some—yes, sah, they could. Of an evening in the fall we were allowed to hunt coons and 'possums.

"It was a rule of my marster that all of the colored folks had to attend church. We all went to the Presbyterian Church in Lexington, and I joined the Sunday School conducted by General Jackson. We slaves always knew him as 'Marster Tom' Jackson, fo' then he hadn't gone to wah and was a colonel at the Virginia Military Institute. All of the membahs of the class liked General Jackson tho', and he was nice to us. The Sunday School was held in the lecture room of the church in the aftahnoon, and it was opened by a hymn that all of the slaves

sang, with General Jackson leading. Then after singing, the General would pray.

"When the call fo' men came from Richmond, all of the slaves that were old enough went into the ahmy. Lots of us went in as cooks and servants and others as 'hands' on the breast-works and in the ranks. Lexington sent a good many cooks to the ahmy, among them 'Jeff' Shields, who goes to all of the Confederate reunions now.

"I hadn't been in the ahmy mo' than a few months befo' I was transferred to General Lee. A fine man he was, but nobody can tell how kind he was to all who came in contact with him. I don't remembah evah seeing General Lee anything but always right 'peert' and he never said unkind things to any person, neither in the ahmy nor at home. We all loved him and every man knew he would do the best he could fo' him.

"It was after Bull Run, some call it the battle of Manassas, when I went with General Lee. He had some terrible fighting while I was with him—at Chickimauga Swamp, the Siege of Richmond, at Fisher's Hill, Petersburg, Cedar Creek. We were in the Shenandoah Valley at the time of General Sheridan's ride.



PICKETT'S CHARGE, GETTYSBURG

"When General Lee made his no'thn trip on the Gettysburg campaign, I was sent off to Richmond to attend to otha' matters and was left behind. I returned to the General afta' he retreated across the Potomac and back into Virginia and served until the surrender at Appomattox.

"In the Southern ahmy ev'rybody felt like it was all over afta' the no'thn invasion and that afta' the defeat at Gettysburg, it was only a question of time until we would have to surrender. What made it so hard was that our men had nothing to eat and often the entire ahmy went without food, including the Generals and othah officers. In the ahmy in those days we were all alike, and when food was short, all felt it and were cut down

acco'dingly. We were short of food when the General signed the papers of surrendah at Appomattox. When it was all ovah all of us were glad—I know General Lee was and often heard him say so.

"I was in Lexington when General Jackson was buried, and there were sad times there when word came that he had been killed. Every person loved him in Lexington and all through the South, for he was a pow'ful fighting man. The day of his funeral the cadets at the Institute had charge and they fired guns ev'ry half hour until the fune'al had been held. General Lee was mighty grieved when General Jackson was taken off, not only because of their personal friendship, but

because General Lee had such faith in him as a leader.

"At the time I went to work for General Lee in the ahmy, I was followin' my trade. I worked in his tent, kept things tidy fo' him, looked after his clothes, his military boots and his trunk and waited on his table. The General was a man who didn't put on style and make a show. He only carried a couple of suits of unifo'm and an extra pair of boots or two and only such other articles of dress as he needed to make him comf'table. I

kept his ridin' boots and his clothes nice and the buttons shining while I was with him.

"Most times in camp we had early breakfas', just after day-break, so every-thing would be over with befo' the day's action began. On the marches we didn't have

chance to fix much fo' the General and his offisahs, and they were satisfied with cold lunch and things of that kind. The General and his offisahs would discuss their plans while they ate, compare their fo'ces with the Union ahmy and receive dispatches about the way things were goin' in other parts of the South where fighting was in progress.

"General Lee had two hosses in the service. One was Traveler and the other was a kind of a chestnut sor'el. Traveler was a handsome animal, a gray hoss; and I reckon he stood sixteen hands high. He was bred in Virginia and General Lee got him up in one of the no'thn counties, now a part of West Virginia. No, hoss



Gettysburg was the scene of Pickett's famous charge and the defeat of the Confederates on the third day of the fight, which culminated at the "Clump of Trees." This battle was the turning point of the Civil War and the "Clump of Trees" has been designated the "High Water Mark."

could travel mo' miles than Traveler could and General Lee was mighty fond of him. He liked the other hoss too. We had a groom that looked after the General's hosses. Traveler lived a long while after the wah and died and was buried in Lexington.

"After the wah General Lee became president of the college in Lexington and took a house in the college grounds. I went back there with him and worked fo' him until his death. I worked about the house, waited on the table and kept things clean—the same kind of work I did for him in the ahmy. General Lee had a quiet disposition and he always tho't ev'rything had happened fo' the best. Other generals and visitahs used to come

to the house often to see him and they would talk over the diff'rent battles, the South's future and other things. General Lee nevah had a word of complaint about his men, but I often heah'd him discussing the reasons why various troops could not hol' this or that position during the wah.

"He died at the college on October 12, 1870, and is buried under the memo'ial chapel in the grounds. I get back to Lexin'ton about twice a yeah and go 'round to his tomb and stand befo' his statute, bare my haid and think about the times the General went through. It looks almost like General Lee is sleeping, and the statue shows him in the position in which he slept most."

THE CONNING TOWER

From the "*Enterprise*," New Concord, O.

SATURDAY morning, as the west bound accommodation was leaving the station here, another thrilling moving picture was exhibited to a small but electrified audience.

A lady had accompanied an aged friend to a seat in the train, expecting to return to the platform before the train started, but what happened to her immediately after she said farewell and left her friend conclusively proved that she is sadly deficient in the region of calculation, phrenologically speaking.

Before she reached the steps of the coach she discovered that the train was moving and straightway became desperate.

Dashing wildly down the steps, she was about to leap into the circumambient atmosphere, when she found herself tightly wedged between the strong arms of a husky brakeman. She struggled vigorously to detach herself and enter the dreamless Nirvana via the brick platform and the remorseless wheels, but the brakeman, a devotee of the dominant tenet of the B. & O. creed, Safety First, maintained control of the

situation until he was able to land his fair passenger unharmed on the platform.

He probably saved her life and he conducted himself like a true hero, but she was indignant and to her dying day she will regard him as a meddlesome upstart.

If she knew how narrowly she escaped death or maiming, she would thank on her bended knees the brave young man that unhesitatingly exposed his own life to save hers.

She is the wife of a man that jumped from the same train at the same place, a few days ago, with his back towards the engine, and narrowly escaped extinction while the agent and operator held their breaths and perspired liquid agony.

I wonder if he told her about his foolish stunt, and I wonder, also, if she will tell him that she looked death in the face rather than to ask the conductor to stop the train and allow her to leave it in the ordinary safe, conventional manner.

Moral: If you do not want to hop to it on wooden pins, do not try to jump on a train after it starts or off before it stops

CARBON COPIES—THEIR USE AND MISUSE

AN OFFICIAL recently shared a table at a restaurant with a couple of clerks from another department of the same company, but without disclosing his identity. The clerks were discussing the use of carbon copies of letters, and the extraordinary number floating around these days. They agreed that their use furnished a convenient and rapid method of conveying information and instruction, and to this extent represented an economy in time. But they also made their listener (who is a prolific distributor of carbon copies) sit up and take notice. Sundry officials were roundly scored for their lack of judgment in sending letters on routine matters to other officials whose interest in the subject matter was so remote as to be scarcely traceable; others were condemned for burdening the higher officials (including the executive), already overworked, with common-place observations, sometimes pages in length, on subjects not properly digested by the writer himself, and consequently not ready for attention at the hands of such officials; but which, once received, they are compelled to read for fear there might be something requiring their attention.

The clerks had little charity for those officers who jump at conclusions and write censorious letters to an employe, sending a carbon copy to ranking officials, before investigating the merits of the case, but invariably forgetting to apologize or retract when it develops that they went off at "half cock" and that the criticism was unwarranted.

The letter writer who, in making reply, sends carbon copies to all whose initials appear on the original inquiry, came in

for some sarcastic comments, these clerks taking the position that, unless requested to do so, he was simply causing duplication and confusion in a great many instances; likewise the person who fills your files with carbon copies on routine matters, when in the very nature of things the accumulated original papers must come to you eventually for disposition.

They echoed a complaint to which the listener subscribed, viz.: That many officials are receiving carbon copies of letters which are not self-explanatory, and he who receives them assumes that he is expected to do something, and hence starts another batch of carbon copies to a new bunch of victims, operating like an endless chain for collecting money, and making himself almost as much of a nuisance as the promoter of such schemes. The amount of time thus wasted is hard to compute; but it must be very considerable, saying nothing of the duplication of correspondence.

One of the clerks said that there was so much matter of an inconsequential nature circulated in this way that his boss was throwing carbon copies from certain officials into the waste-basket, without reading them, past experience having demonstrated that they contained nothing of value, and he could not afford to lose the time reading them.—*Wells Fargo Messenger*.

REDUCTION IN SERIOUS INJURIES.

Serious injuries to employes show a decided reduction. Practically all of our Medical Examiners and Surgeons make this assertion. Let each man consider himself a Safety Committeeman and help still more.

AGAIN WE BEAT THEM TO IT

THE way the bellcord came into use is about as interesting a railroad tradition as there is. Nearly every one of the older lines in the country claims to have originated it. One of the likeliest claimants is the Baltimore & Ohio. In those early days most of the conductors' takings were cash fares, and tickets were a rarity. Disputes with people who either couldn't or wouldn't pay were therefore of frequent occurrence. To put these off, stopping the train between stations, the conductor had to send a brakeman ahead over the freight cars and make a polite request of the engineer.

A bright young B. & O. conductor one day devised a plan to signal the engineer without sending the brakeman forward. He hung a stick on the engine cab and hitched to one end of it a clothesline which he ran back over the tops of the cars so that the stick would wriggle when the rope was pulled. He carefully explained his scheme to the engineer. The latter

looked at it scornfully and made no answer. Three-quarters of a century ago the man in the cab was a high and mighty person to whom no mere conductor could give orders.

This run started, and it was not long before the engineer saw the stick signaling him to stop. Instead of even slowing up, he let out the throttle a few notches and grinned at his fireman. At the next station they had to lie out for another train, and the young conductor came ahead with fire in his eye. The engineer finally climbed down from his cab and showed fight. Fortunately for railroad history the conductor was the stronger man. Stick signals were thereafter obeyed on that train.

Almost immediately the story reached the ears of the superintendent. He at once saw the conductor's idea was a capital one, and set about installing the bellcord signal system, practically the same as it exists today.

“KNOCKERS”—ATTENTION!

IF YOU work for a man, in Heaven's name WORK FOR HIM. If he pays you wages that supply your bread and butter, work for him; speak well of him; stand by him and stand by the institution he represents. If put to a pinch, AN OUNCE OF LOYALTY is worth a pound of cleverness. If you must vilify, condemn and eternally disparage, why, resign your position and, if you are a weak-

ling, when you are outside damn to your heart's content; but as long as you are a part of the institution, do not condemn it. If you do, you are loosening the tendrils that hold you to the institution, and the first high wind that comes along, you will be uprooted and blown away, and probably you will never know why, as many have experienced.”—*Elbert Hubbard.*

The more we talk safety and advertise it, the same as something good to eat, the more interest the men will take in it.—*Thomas E. Banks, Conductor, Ohio Division.*

We would rather that the cars come together and go back again any number of times in order to give you time to open the couplings than that you should be injured.—*President Daniel Willard.*

DREAM ENGINES AND STEAM ENGINES*

MAJOR J. G. PANGBORN

Special Representative of the Baltimore and Ohio

III. THE MODERN LOCOMOTIVE



GEORGE STEPHENSON was not the originator of any essential of the locomotive. A careful and painstaking research throughout the files of the British

Patent Office failed to disclose one patent taken out by him in his own name alone; always with an associate. It was as the promoter of locomotive operation, not the Father of the Locomotive itself that he should have been placed in history. To him first and foremost will the honor ever be accorded of compelling recognition of the feasibility of the conduct of the railway by steam power. When skepticism and distrust, very largely predicated upon his own failures, were rife; when the pioneer of the English railways, the Liverpool & Manchester, had decided to abandon all thought of operation by locomotives and throughout the Kingdom the universal opinion was adverse to further experimenting at so ruinous a cost, Stephenson by his indomitable determination to overcome every obstacle succeeded, through the demonstrations at Rainhill, in transforming the situation into one, marked ever thereafter by an unflinching optimism as to the ultimate outcome.

Hackworth although the first to recognize what the vacuum creating meant with the draft, overdid it in the "Sans Pariel" his entry in the Rainhill locomotive competition. The effect of the exhaust or blast into the towering stack of the engine was too strong for the single flue boiler

and the greater part of the fuel went through and out and into the air hardly half consumed. This being subsequently remedied the engine proved an infinitely better one than Stephenson's "Rocket," the fate which has already been alluded to. The "Sans Pariel" was in active railroad service for many years, and, as the "Rocket," is one of the historic treasures of the South Kensington Museum.

The chronicles of the railways of the world embrace no more daring embodiment of nerve than that of the Baltimore bankers, who, early in 1827, calmly resolved to build a railroad from the Chesapeake to the Ohio. There was no railroad anywhere for commercial purposes. No completed line of rail on the globe other than the roughly conformed tramways for coal or stone carrying, which to the period had been the sole incentive to construction and operation. The Liverpool & Manchester Railway had been projected in 1822, and, it is true, that in 1825 Stephenson locomotives were introduced on the Stockton & Darlington road, at that time an exclusively coal transporting tramway, and afterward its improvised stage coach passenger carrying was only as not interfering with mine output.

Where there was the will the way would be found was the courageous attitude of the virile Baltimoreans, and so assuming they proceeded to get busy. Developments proved that in truth they hadn't the least idea of the way, its length, or in fact, any of such as would now be deemed adequate knowledge. They knew only in the abstract what they wanted, must have, and the con-

* From an address given at the opening of the Transportation Building, University of Illinois, Chicago, May 8.

crete or actual as it demonstrated would be met and overcome.

Not one of the principal movers in the enterprise had ever seen the Ohio, and, it is not known that any of them had ever beheld the Alleghenies or been farther west than Frederick or Hagerstown.

There wasn't a proposition extant in the world to surmount a mountain range with a railway, leaving out of question the promulgation of any theory of how it could be done. The Liverpool & Manchester, "The Grand British Experimental Railway" as the official circulars put it, was being built through a country as level as the proverbial barn floor, and as straight as the model housekeeper's clothes line.

It was all the same to George Brown and the other men of Baltimore, associated with and like him, dreamers of dreams. They would go to the moon if they liked, but just then preferring to elongate immediate connections on terra firma, they would be satisfied with the Ohio River.

They weren't, as it eventuated, but that is another story.

The pioneers of American railway, building with the impatience of boys, not to be frustrated in what they had planned, brushed aside all queries, conundrums and the like as to how corners were to be turned, and hills climbed. Corners would be turned and hills climbed when they were come to, and literally this was the case. The way of the Baltimore & Ohio along river side as up hill and down dale, over mountains and through forests, was blazed pretty much as the first settlers found and fixed their bearings. American brain and brawn got there, and the Company became kindergarten, primary school, high school, college and university all rolled into one, of American railroading.

Peter Cooper's production of the first American designed and built locomotive, was an example of the stimulus the gingery Baltimore men infused into things railroad. He didn't merely think that steam operation of the Baltimore & Ohio was practicable, he knew it.

To 1829, when Cooper the merchant, with a vision, proceeded to prove himself the man who knew, even if he couldn't explain why, there had not been seen on this continent anything pre-figuring a locomotive.

Pending the working out of his application of steam to rail transport, the "Stourbridge Lion," the first locomotive to turn a wheel on American soil, arrived from England by sailing vessel, and was taken up the Hudson to the Honnedale coal tramway for operation there. A seven ton, top heavy, grasshopper type construction on a hemlock way, with but half inch thick iron plates between it and the wood, admitted of but one conclusion, which was speedily arrived at. A single trial trip settled it, and the "America," a Stephenson locomotive ordered abroad at the same time as the "Lion," arriving in New York a few weeks later, was left there to be sold for what it might bring as a stationary engine.

This experience, transpiring when Cooper was in the very thick of his perplexities had no daunting effect whatever upon him. No tubes being available for his boiler, he bought a lot of shotgun barrels and made them do. So too with other prerequisites, if the thing he wanted was not procurable, he turned to some sort of a shift in the adaptation of some other thing. He made good, and the future of the American railroad with American methods of progression was established. The triumphant demonstration of his little "Tom Thumb" of scarcely more than

a ton's weight meant everything at a period in the country's advance when the situation was critical in the extreme.

Confidence supplanted doubt, for the American locomotive was born. A baby, to be sure, yet so lusty as to fulfill the dream of the certainty of steam operation where the way of the rail was through curvatures of four hundred feet radius and over gradients of twenty feet to the mile. Nowhere else had this been visioned and nowhere was it so vital to the development of intercommunication as here. It was the beginning of an era the fecundity of which has had no parallel. Another merchant, Miller, of Charleston, South Carolina, awoke as had Cooper to the realization of the trend of his imagination and there came from him the first American locomotive constructed for real service. Davis, a watchmaker of York, Pennsylvania, followed with the precursor of a distinctive American type—the cheese or upright boiler that came to be known as the “Grasshopper.” Competitors with him in locomotive trial were the two fellow watchmakers of Philadelphia, Costell and Childs. Soon after appeared upon the stage a third watchmaker in Philadelphia, Baldwin, the founder of the famous locomotive works that still bears his name. Meanwhile from his

father's horse breeding farm in New Jersey there had come Ross Winans, to sell the power to the Baltimore & Ohio on which it was expected to rely for the operation of its line when opened. Speedily followed the revelation to him that this was not to be animal but steam and no man left deeper impress upon the locomotive of his time than this farm formed dreamer of dreams.

Long, the army topographical engineer, Norris as Winans from the farm, Rogers the carpenter, Swinburne, another carpenter, Clark the wool carding machine maker, Danforth, who made spinning frames, and Mason, the producer of cotton machinery generally. These and the host of others who played great parts in the earlier stages of the American locomotives' upbringing; not to overlook the landscape painter Morse, who gave to the world the telegraphic alphabet by which the locomotive to this day is timed in its movement; all originally were men of foresight more or less inexplicable from the strictly rational standpoint as is regarded that which restricts cause and effect to the influence of early environment.

Dreamers, men of imagination, men who have visions, men of initiative—term as you will—the earth would be a sorry place without them.

(THE END)



C. H. & D. STATION, GLENDALE, OHIO.



WEST INDIAN BOYS DIVING FOR COINS

These torrid days we cannot help envying them the luxury of their surroundings. While they seem at play they are really working. Their business is to dive to the bottom of the harbor for any coins tossed overboard from passing tourist steamers. They manage this easily in from thirty to forty feet of water.

THE JOB HE USED TO RUN

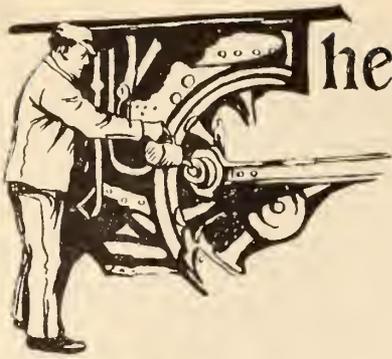
BY EDW. J. CAREY

He is useless on the "hind end,"
As a switchman "he's not there;"
But when it comes to "bat them out,"
He "gets up steam" for fair
He mentions how they made cars fly
Out west in the hot sun.
In fact, he talks of nothing but
The job he used to run.

He has worked upon the Nickel Plate,
And the good old Sante Fe;
He railroaded in Mexico,
And was "It" on the C. V.
And everywhere tries just the same;
Oh, the work that man has done;
He tells you at the noon hour meals
Of the job he used to run.

He hasn't got a thing to show
For all these years of work,
His greatest game while on the job,
Is to hide somewhere and shirk.
But when the man with brains says "Dine,"
That is our cue for fun,
And we all prepare to hear his yarn,
Of the job he used to run.

Now, though I'm but a "head-end shack,"
And cut hardly any ice,
I'm going to "get up on the deck"
And yell out this advice:
Just try to do your little bit,
Work then will seem but fun;
Don't "four-flush" at the dinner hour
Of the job you used to run.



The Pusher Engineer

by Edgar White

Illustrated by H. D. STITT



BILLY GOAT BOB," the boys called him, careless that the name pierced worse than a sword point. For seven years he had handled the throttle of the big machine that "nosed" the long freight trains up the two-mile hill into Divide City, where the grade was level. The crest reached, the pusher engine would swing loose and drift back into the valley, there to wait in the desolation for the next heavy train needing a lift.

Bob Manning had been a youngster of twenty when they changed him from the left to the right hand side of the pusher. He supposed that in the fullness of time they'd give him a run on the road and let him be a real engineer. But once having fixed him on the hill job they seemed to have forgotten all about it. It was the penalty of modesty. Had he gone into headquarters and demanded promotion, in all likelihood they would have remembered him and given him something better. But Bob was a shy sort of chap, and he was afraid if he suggested the change he might be told they had a superintendent to look after the road.

As time drifted along and he still had to hibernate among the owls and frogs of the bottoms, he began to look upon the men who sat in the cabs of the rushing

engines as his mortal enemies. They laughed and called him the Billy Goat, the intimation being, as Bob understood it, that he would never grow up to a regular run.

Sometimes fun-loving firemen would butt the top of their heads against the side of their cabs as they went by, as a pantomime illustration of Bob's job as "butter" for the big trains. It required all the pusher engineer's self-restraint to keep from throwing coal at them as they thus mimicked him, and he was getting close to the point where patience was losing control.

The only other place on earth as lonesome as Minerva Valley at night was a burying ground. There the big engine waited in the ghastly solitudes for a light to glow in the east, signifying a train. If it was a crashing half-mile-long freight train, or extra heavy passenger, Bob would have to unlimber and trail in behind, like the elephants do when loading circus wagons. But for his fireman, Tom Jones, Bob held no converse with any living person from midnight until dawn. The two crews of the pusher worked 12-hour shifts, from midnight until noon, and from noon until midnight. There was no chance for an ambitious man to distinguish himself. That didn't worry old man Bill Tatum, who had the noon till midnight shift, because he had run the road until lamed by an accident, and then they cared for him by putting him on the pusher. Tatum was entirely content, because he had traveled the shining

way of railroading and drained its cup of joys and sorrows.

But Bob, who had never tasted the real fascination of the craft, was dying for a chance to get away and do something beyond plodding up that long hill and drifting back like a bob-sled.

"If you want to go up, Bob," old man Davy Allison told him kindly, "you'd better go over to the division and start in firing again. Then you'll learn the road."

Bob turned his back on this well-meant advice, which he regarded as sarcasm, and added it to his long store of "insults" to be remembered when the day of reckoning should come. Allison was an old-time knight of the throttle. He had never called the pusher man "Billy Goat," and had really wished him well. But he was an engineer on a fast run, and, according to Bob's way of looking at it, must necessarily be one of those having part in his exile from the seats of the mighty.

Much as Bob disliked his job as an "also ran" in the railroad game, the greatest happiness of his life came out of it, for one morning he had gone up the valley a short way to beg a bucket of drinking water from a cottager, and there met Daisy Dartwell, a blue-eyed flaxen haired young woman, who greeted him kindly and pumped the water with her round white arm while he held the bucket. Daisy being a permanent resident of the wide and lonesome valley, and Bob an enforced sojourner there under the schedules of the road for about half his time, it was but in accord with nature that their great common woe should draw them together. Gingham-clad Daisy would often go over to the engine in the forenoon and sit with the lonely engineer and his fireman, and talk about the weather, and the chances for a flood coming down and ruining the crops, and how many little chickens she had, and other matters

of thrilling interest in the valley. She was much better company than the owls and the frogs, and the boys missed her badly when inclement weather prevented her coming. They fixed up a little bench for her near the track, and some days she would come and sit with them until a big train came along and took them away. In a very short time Bob and the cottager's daughter had matters arranged for the time when the pusher engineer should get a run and be somebody. As for Daisy, she thought the job he had was a wonderful thing, and he was as much a hero in her eyes as if his daily duty had been to make a big superheater S-2 thunder along at 60 miles an hour with ten coaches in its wake. She knew Bob could run that sort of an engine if he had to, and with that knowledge was perfectly satisfied. As far as Daisy was concerned, she didn't see any use in waiting.

Bob told her to be patient; something would turn up by and by and then—

"But I've lived here nineteen years," she pouted, "and nothing ever has happened."

"Wouldn't you rather have me an engineer on one of those big trains that go by?" Bob asked her.

"Your engine is just as big as theirs," Daisy informed him; "and besides I could see more of you than if you were out on the road so much. And here I—I wouldn't have any reason to get jealous."

Bob laughed and kissed her. On all such settlements of differences, Tom Jones, the brawny fireman, was discreet enough to look up or down the track.

One snowy night, just after the pusher had helped the second section of 73, west-bound freight, over the hill, the operator at Divide City notified Bob that the Limited, which was an hour late because of the storm, would cross the valley in about ten minutes and would need help

up the grade. Paralleling the main track at the foot of the hill, and running half way across the valley, was a side track on which the pusher waited the arrival of trains needing its assistance. In the center of the valley was the Minerva River, a small stream in dry times, but as wide as the valley itself when the floods came down. On either side of the stream were long trestles.

The pusher engine backed down under steam, and when it was stopped for Tom to throw the switch to get in on the sidetrack, Bob looked across the valley and saw the star-like glow of the Limited's electric headlight through the sheen of snow. As Tom gave the signal to back, the engineer applied the steam; the big machine seemed to jump back, and the next second the forward end of the tank lurched queerly. In an instant the engineer realized the truck had gone off the track at the switch, probably caused by the packed snow and ice. To move the engine either way would not clear the main track, and as Bob looked toward the east he saw the "star" was larger and brighter. There was a red light on the rear of the tank, but the engineer of the Limited would take it as a matter of course that it was on the sidetrack until too late to avert disaster. Bob sprang up on the coal and over the ice-coated tank, then reached to grasp the red lantern, intending to swing it across the track, but in his feverish haste his fingers pushed against the handle; the lamp slid off the rod and fell to the track with a crash, instantly going out. The horror of the situation came to the pusher engineer with staggering force. A long train, crowded with people, was rushing on to its doom. The unconscious Davy Allison was thinking of nothing on earth but the gathering in of that lost hour, taking it as a dead certainty the pusher would be in the clear.

Bob jumped off the tank and ran down the track towards the approaching train, without the ghost of an idea as to what he intended to do. Brighter and brighter glowed the star in the east, as the Limited swept along like a blaze of fire from a cannon. Good old Davy Allison was "burning up the track" across the level to make the long hill. It was the place where the engineers crowded on a full head of steam. Suddenly Bob stumbled and realized he was on the long trestle, and the ties were slippery with snow. Still he kept on and on, making for the approaching train, running his best right between the rails. The snow was driven against his face like fine shot. His hands were bare, and almost stiff. He never took time to think in what distance Davy might stop his train, or the allowance to be made for sliding wheels on a snow-covered track.

The electric light now flashed down the track broad and clear, and the heavy train roared on to the eastern end of the long trestle.

Bob stopped and realized the engine was almost on him. He suddenly jerked off his coat and waved it wildly backwards and forwards. Then his feet slipped from under him, and he felt himself going down, down, down for miles and miles it seemed, but before he lost consciousness he heard the fierce hiss of the air, and knew that Davy had seen and was putting on the emergency. The train thundered overhead on locked wheels, making a noise like the devil's charivari, there was a violent quivering of the trestle, and then came darkness.

"No, Bobbie dear, you're not dead," murmured a gentle voice at the bedside of the invalid; "I've been trying to tell you that for two days, but you won't believe me."

"Aren't you an angel?" he asked as he tried to raise himself on his arm, but



' YOU ARE GOING TO TAKE ME WITH YOU''

found himself too weak and fell back on his pillows.

The girl smiled and run her fingers through his hair.

"Not yet," she replied, as she sat on the bed beside him, "but you've been talking about angels and dead people so long you've made me shiver. There's nobody dead."

"Then the trains didn't hit?"

"Not by several hundred feet, thanks to you. Davy Allison saw you slip through the trestle, and as soon as he stopped he and his fireman ran down and picked you out of the water. You just fell in the edge of the stream, but you were wet, Bob—terribly wet!"

"Where am I, Daisy, and whose picture is that over there?"

"That," replied Daisy, as she got up and brought the picture to him, "is the photograph of the man who's just been appointed engineer on a passenger run on the eastern division, and his name is Bobbie Manning. The room you're in is mine. When they fished you out of the river they brought you here. Now,

have you anything to fuss about?"

She bent over and touched her lips to his.

"Not a thing on earth," he smiled up at her. Then he added, with mock regret: "But I'm afraid on my new job I'll miss the music of the owls and the frogs and—"

"And me! No sir! You're going to take me with you."

THEM RAILROAD GUYS

Permission Puck

At holdin' my own it's a pretty good bet
I'll get all that's comin'—I always have yet,—
But for gettin' in front and for coppin' the prize,
I take off my hat to them railroad guys.

In the restaurant now, for a sandwich or two,
I notice my neighbor pays less 'an I do.
"Wat's the answer?" I ask, and the waiter re-
plies:
"We gotta—he's one of them railroad guys."

To the guard at the gate, if my train's about due:
"Why can't I get in? You let that fellow
through.
Who is he?" I ask. "A Grand Duke in dis-
guise?"
"Duke nothing! He's one of them railroad
guys."

When the "Con" ambles through and insists on
his fare,
A chap springs a pass with a top-lofty air.
"Is it Morgan?" I ask with a gasp of surprise.
"Naw! Only just one of them railroad guys."

A wreck holds us up for an hour or two;
Not a passenger hurt!—only one of the crew.
They say he's hurt bad and that maybe he dies—
Ain't it lucky it's one of them railroad guys?

When he goes up to Heaven he won't have to
wait
With the rest of the crowd out in front of the
gate
His pass to St. Peter! And through it he flies!
A-seein' he's one of them railroad guys.

—*Frank Hill Phillips.*

HELL is paved with good intentions, curbed with broken
promises and guttered with excuses. Let Mr.
Tomorrow go to the devil, and send us, O Lord, the
man who gets things done today; and we will pay the
freight. AMEN.

SIGNAL MEN, TAKE NOTICE

DID YOU ever see a black cat's eyes when they were in the line of an electric light?" asked Ben Woodlief, traveling engineer for the Burlington Route. "If one steps on the track ahead of the engine and looks up, the engineer sees two vivid lights ahead of him, as large and clearly defined as any signal light on the road.

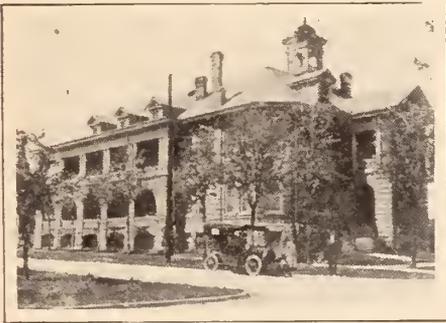
"Sometimes they are red, but most generally green or white. In the night time of course the engineer cannot see the cat. And all he can do is run in obedience to the cat's eye signals.

"If they are white he goes ahead with-

out slacking; if green, he is cautious; if red, he applies the air to make a stop. Sometimes a train is brought to a dead halt before the engineer learns what's up against him.

"The running men tell me that the eyes of pole cats and rabbits are almost as perfect signal as cat's eyes. No, there's been no talk of training cats to be signalmen. Engineers wouldn't stand for it because they hate cats on general principles and if they had their way would be happy to lay the feline family on the rails ahead and crowd on all steam."

—*Boston Transcript.*



SACRED HEART HOSPITAL,
GARRETT, IND.

The Chicago Division is very proud of the record made by the Sacred Heart Hospital located at Garrett, Ind. This hospital was completed December 4, 1902, and forty patients have been treated at one time. It is modern in every particular. Any of our employes injured so badly that hospital care is necessary are immediately sent to that point. This hospital is the result of tireless work on the part of Rev. Father Young, who is loved by all regardless of creed.

STOP YOUR FOOLISHNESS

Agents are very often placed in positions where tact and good judgment are necessary to retain friendly relations with our patrons. A few days one of our agents, who prides himself on never permitting a customer to retain any hard feeling towards the railroad, no matter how unreasonable the demand might be, was asked to have two stoves reconsigned to another station, and, naturally, asked that the bill-of-lading be returned so that this could be done. The agent received this reply:

"You are holding two stoves shipped to..... I asked you to ship them to....., as it would be more handy. You seem to be suspicious about me being the owner. How would I know anything about the stoves if they were not mine? Sonny, you can either ship those stoves or return to the shipper and you will hear from them.

"Yours for business
instead of foolishness."



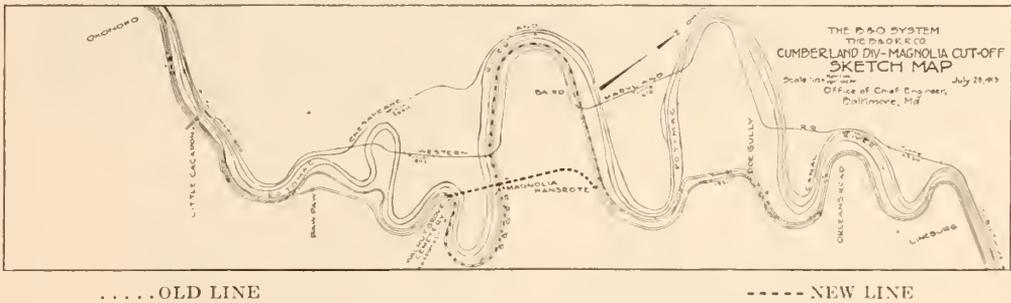
WORK ON THE MAGNOLIA CUT-OFF

DRAWN BY C. S. BENSON, Levelman

THE MAGNOLIA CUT-OFF

REALIGNMENTS and grade elimination on the Cumberland division were started about three months ago. This important work has been undertaken for the purpose of increasing the capacity of the line between Orleans Road and Okonoko. Two additional tracks will be constructed, and because of the curvature between these points, and heavy grade at Hansrote, a considerable portion of the cut-off will be constructed on an entirely new location.

re-cross the river and the present tracks, overhead, at Kessler's Curve, then along the hillside above the tracks to a point just west of Paw Paw, where they will again diverge to the left, passing through the ridge south of the old Paw Paw tunnel with a short tunnel, and through the high ground just south of Paw Paw with an open cut, coming out on the bank of the river just above the present tracks. From that point to Okonoko a four track line will be constructed on



The improvement will begin at Orleans Road. Four new tracks will be constructed, with gradients slightly less than those in the present tracks, through the summit at Doe Gully Tunnel. To accomplish this an open cut will be constructed through the ridge at Doe Gully, removing the present tunnel and lowering the grade at the summit about ten feet. From Doe Gully the present tracks will be maintained for the westbound movement to Paw Paw. The new tracks will be constructed along the hillside above the present roadbed to a point just east of Hansrote, where they will diverge to the left, passing through the ridge just east of Magnolia, crossing the present tracks overhead and the Potomac River at Magnolia, cut through the ridge on the west side of the river,

a grade slightly higher than the present tracks and above the elevation of the highest water heretofore known in the Potomac.

The improvement, in addition to providing two new tracks, will effect a saving of 5.8 miles in the length and 887 degrees of curvature in the eastbound tracks, and terminate the necessity of maintaining helper engine station at Hansrote.

It is proposed to construct the new double track line in the most substantial manner. The slopes of the embankments, where they approach the river, will be protected by concrete retaining walls, and the slopes along the hillside will be terraced to avoid all danger from slides or falling rock.

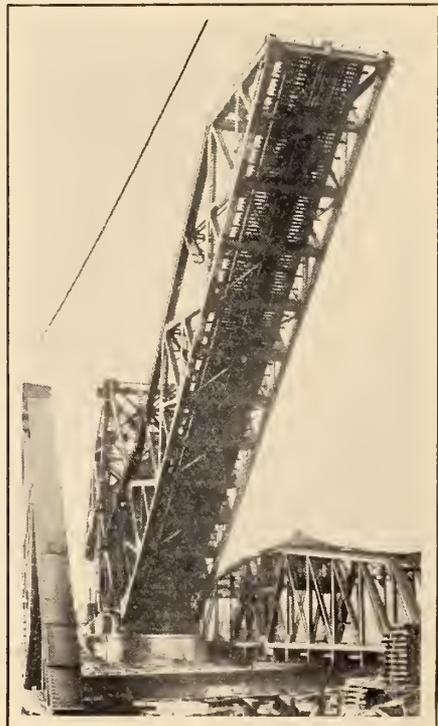
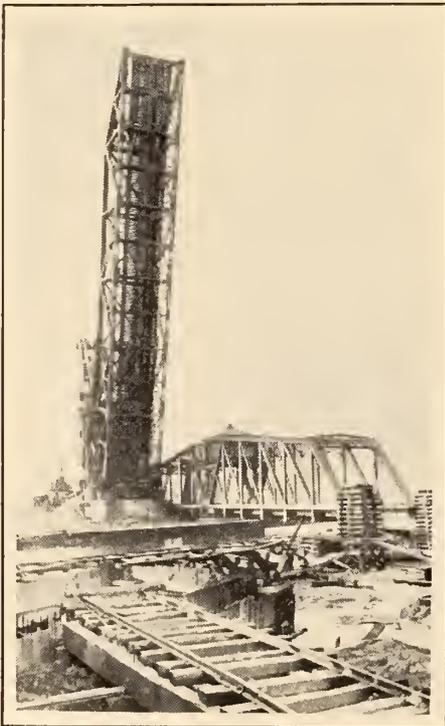
It is expected that the work will be finished in about sixteen months.

AN ENORMOUS BRIDGE



The bridge, recently completed for the Baltimore and Ohio Railroad across the Calumet River at South Chicago, is said to be the largest single leaf bascule in the world. Its span is 235 feet in

length and its steel work 1300 tons in weight, while the counterweight weighs 2000 tons. One and one-fourth minutes is the remarkably short time required to move the bridge.

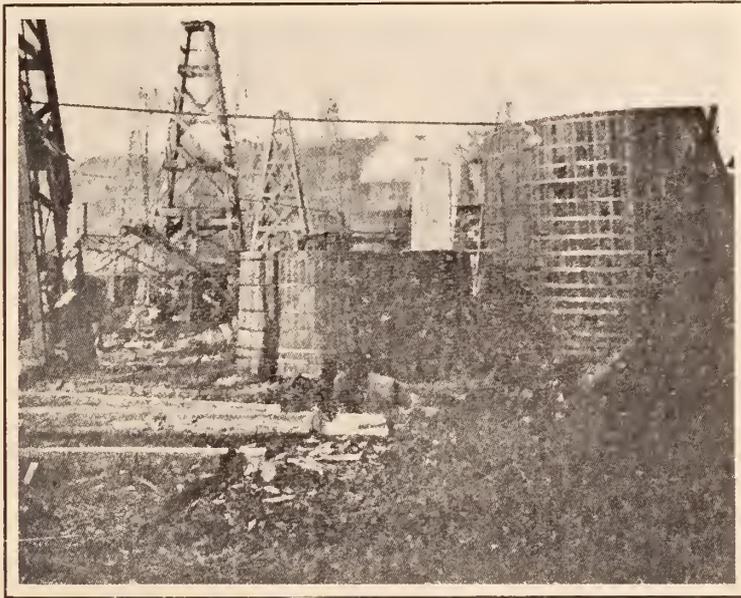


AUTOMATIC BLOCK SIGNAL EXTENSIONS

During the year just closed, the Baltimore & Ohio-Cincinnati, Hamilton & Dayton System installed considerable machinery for the safety of train handling. On the western section of the Chicago main line, automatic block signals were installed between McCool's and La Paz, a distance of forty-five miles. These signals will be put into operation at once. On the Cincinnati, Hamilton & Dayton line forty-eight miles of automatic signals are being installed between Greenwood and Indianapolis. On the Baltimore & Ohio Southwestern, automatic block signals are being installed between North Vernon and Milan, Ind., thirty miles.

THE RESEMBLANCE

An old darky, with an old gray mule hitched to a ramshackled wagon stood on the streets of Seymour, in one of the worst sleet storms in January. The old man huddled in his rabbit skin cap shivering, the mule was trembling with cold. Two congressmen waiting for a belated train saw the strange outfit and wondered as time went on and the old darky made no effort to move. What ails the old fellow? One of the men walked over and said: "Why don't you move on, Uncle?" The old darky pointed a trembling finger at his mule and replied: "Cause dis yere mule is like that engineer over yonder, he won't go 'les' I whistle at him, and I's so cold I can't whistle."



OIL WELLS, CARLYLE, ILL.

Celebrating the centennial of its settlement, the city of Carlyle can boast of much in the way of social and industrial development. Located forty-eight miles from St. Louis on the line of the Baltimore and Ohio Southwestern, it has main line communication with the principal mar-

kets of the West, Middle West, East and South. Oil having been recently discovered in its immediate vicinity has added much to its natural resources and given considerable impetus to the mercantile and manufacturing activities of the town.

HISTORY OF THE PONY EXPRESS

IN 1859 there was not a foot of railroad west of the Missouri River, the most western terminus being St. Joseph, Mo., and the only means of transportation from the manufacturing and money centers of the Atlantic Coast was by rail to St. Joseph, and then by mule, horse, or ox team across the plains some 1,300 miles to the base of the Sierra Nevada Mountains, and thence through mountain passes and over dangerous, precipitous mountains 700 miles further to Sacramento. Between California and the Missouri River is 2,000 miles, 1,700 of which was at that time through an arid region inhabited by great bands of warlike, roving Indians, and millions of buffalo. The trail was marked for hundreds of miles by the mounds above the bodies of people who had been killed by the savages, or died in illness along the way. The average time spent in going from St. Joseph to California was two months and a half.

In the winter of 1859-60 Senator W. M. Gwin, Alexander Majors—the pioneer freighter of the plains—and Daniel E. Phelps, who had been manager of the stage lines for several years with profit, met at Washington, and receiving assurance from business men in New York and Boston, and the United States Government officials, that a fast express line from the Missouri River to California would be patronized by them, decided upon a Pony Express. A company was incorporated in spite of the ridicule that many a plainsman cast upon the enterprise for its lack of practical sense. Agents were sent out to buy along the frontier and in Texas 600 bronchos, combining fleetness, toughness and endurance, and the animals were ready by the September following.

Seventy-five men were engaged as riders, none of them weighing over 110

pounds, and a few not over 100 pounds. The riders were selected from the young men on the plains, on account of their bravery, capacity to suffer long privations from food and drink, and ability to ride in the saddle for 150 or 200 miles at a stretch without rest, if necessary. They were also chosen for their shooting abilities, and knowledge of the craft and mode of attack of Indians. The pay was fixed at \$125 per month, but a few riders like Wm. F. Cody—now famous as Buffalo Bill—and Dan Westcott, who were assigned to ride through regions infested by Comanches and Cheyennes, the worst savages on the plains of Nebraska and Colorado, received \$150 for their extra hard riding and taking their lives in their hands almost daily. Relay stations were established along the 2,000 miles' trail from the Missouri River, and bronchos and several men equipped with rifles and pistols were stationed at each. Between Salt Lake City and Sacramento, where the trails were even more lonely than on the staked plains, and where hostile savages were numerous, relay stations were established every forty miles.

Every day except Sunday for two years a rider left St. Jo at noon, and Sacramento at 8 A. M. On October 24, 1861, the first transcontinental telegraph went into operation, and the Pony Express service came to an end. The enterprise was a success after the first few months, and showed Congress and the capitalists clearly the extraordinary demand there was for quick communication between the Atlantic and Pacific seaboard. The business men of both coasts were liberal patrons of the Pony Express. By the use of the telegraph to St. Jo, a message could be placed in Sacramento in from eleven to twelve days, and when the trail was in fairly good condition, in nine and

a half days. The fastest time ever made was in December, 1860, when President Buchanan's last message to Congress reached Sacramento in eight and a half days from Washington. The news of the attack on Fort Sumter came through in eight days and fourteen hours, and from that time on the California business men and public officers paid a bonus to the Pony Express Company to be distributed among the riders for carrying war news as fast as possible.

some of whom are living, and some beneath the dust of the trail: Henry Wallace, John Roff, W. A. Oates, I. G. Kelley, T. R. Miller, Frank Low, Erastus Eagan, James White, John Fisher, Sam Gilson, Wm. F. Cody (Buffalo Bill), Dan Westcott, Bob Ellison, Peter Vincent, Robert Haslam (Pony Bob).

The original incorporators of the Pony Express were laughed at whenever their business was mentioned, and among those who lacked faith in the enterprise it is



By courtesy of the owner of the painting, Edward Hungerford

The Pony Express Company received \$300 extra for its riders for bringing a bundle of Chicago papers containing the news of the battle of Antietam a day earlier than usual to Sacramento in 1861. A good watch was given to the rider in the mountain (California Division of the Pony Express Line) who made the best time in carrying Lincoln's inaugural speech over his stretch. The charge for transporting messages and papers from St. Jo to Sacramento were \$500 an ounce. Not more than ten pounds were carried by a rider. I can give but a partial list of pony riders, it being impossible at this date to remember all those true men,

said was C. P. Huntington, later president of the Southern Pacific. A writer who had much to do with the establishment and management of the Pony Express line, stated that "he," Mr. Huntington, "called me into his hardware store at Sacramento in the spring of 1859, and asked me how I had lost my wits, and added that it was constructive murder to send out lone horsemen to ride through the 2,000 miles to the Missouri River, because not one in five could get away from the Indians. When the express line was open, however, the hardware firm of Huntington & Hopkins used to pay us from \$250 to \$300 a month for doing business for them."

The same writer is reported to have also stated as follows: "It took \$27,000 to build relay stations and lay out and construct trails across the mountains. No one knows what hard work we had to perform to make the passes in the mountains 7,000 feet above sea level, passable for our riders. We had to haul lumber through snow and ice on the backs of donkeys five or six miles for our relay stations. We were constantly worrying at news our riders brought us of deviltry by the Utes and Piutes to our stations and riders. We had horses stolen and shot at night many a time, and twice in Nevada we had the men at the relay stations killed, and the places robbed of everything. As I look back on that day, I wonder how we ever managed to induce anyone to take the awful risks our riders did day and night in that country. It is a wonder that they were not all killed, as Mr. Huntington predicted. I believe we lost but five riders altogether by Indian attacks on the western part of the Pony Express line, during the two years of its operation. Two more men lost their lives by exposure in the snow banks and ice in the upper mountains."

Referring to the dangers and hardships of the men it is stated that the most remarkable pony rider was William F. Cody, who has since become famous as Buffalo Bill. He was a stripling when a rider for the Pony Express, not weighing

over 105 pounds. He was known all over the plains even then as the toughest rough rider in the west. His regular ride was 112 miles every other day through Nebraska. One day when he had dashed over his stretch, he found that the relay station had been attacked by the Cheyennes, and the two station men dead. Bill saw indications that the Indians were some forty miles ahead, but that did not deter him a moment. He mounted a fresh bronco and rode on for another night and part of that day. He rode 284 miles without stopping to rest for more than the regulation two minutes at a change of horses. He averaged sixteen miles an hour from first to last. Bill received a watch from the Pony Company for his services.

The most exciting experience during those days was in the fall of 1861, when the Piute Indians, the most tractable and yet most cruel savages in the West, went on the warpath on account of some grievance against the Government Indian Agents. They were out for the blood of any white man they could murder secretly. Half the experienced broncho riders in Nevada and Utah quit work immediately after the men at one of the relay stations had been killed and scalped, but they either soon returned to duty or their places were filled by willing men, so that the service suffered but little interruption.—*Express Gazette*.



MANY MEN ARE COLOR BLIND

VARIOUS tests for color blindness have come into practical use in the examination of railroad engineers and the like, where the ability to distinguish colors is necessary, so that these tests are no longer peculiar to the laboratory, but it is not generally known outside the laboratory, that everybody is partially color blind—that is, in certain parts of the field of vision. The most normal individual can see all the colors only when he looks directly at them. If he looked at from an angle of about fifteen degrees red and green can no longer be seen, but in their places will appear shades of yellow or blue. This region of the eyes is known as the yellow-blue zone. If the color be moved farther to the side the yellow and blue will

disappear and only grey can be seen. This region is known as the zone of complete color blindness.

An interesting theory in regard to these zones is that every normal eye represents three stages of evolution. The zone of complete color blindness is the lowest stage, and appears in such animals as the frog, whose vision is known as shadow vision. The blue-yellow zone is one step higher in the scale, although not clearly marked off in the animal kingdom, and the appearance of the red-green zone marks the highest stage of evolution. Cases of color blindness are, according to this theory, a lack of development beyond the early stage in the individual life.—*Strand Magazine.*

Don't try to find something the matter with you. Don't be an invalid if you can possibly avoid it. Read books of nature. Get on the side of beautiful facts

and ideas. Stop reading about crimes and diseases. Act healthy, and talk healthy, and you will not be peering around for specifics.—*Ohio State Journal.*



AGENT'S OFFICE, NOBLE, ILL.



B. & O. STATION, NOBLE, ILL.

Note the neat manner in which the grounds and station are kept by Mr. Ausbrook and his associates, who take a personal interest in keeping it so.

NOT A GOOD THING FOR SAFETY

Last week, on one of our passenger trains, and in starting away from a station where there were no gates for passengers to pass through, as in our large cities, I noticed a woman with an umbrella and several packages rush for the train, which had started to move and had already gained considerable speed. The agent ran after the woman and attempted to help her on while the train was in motion. A serious accident was very narrowly averted. No one, especially a woman, should attempt to get on a moving train, and our agents and employes should dissuade them from doing so rather than attempt to help them on.

From this same train a man had gotten off to make a purchase in a store and attempted to jump on the train after it had started. This is the way passengers are, very often, seriously injured or killed.—*Superintendent.*

THE season of lake navigation is at the height of its activity at the present time. Commercial dreadnaughts in large numbers can be seen at the lake ports loading and discharging cargoes of trans-lake commerce.

Coal and ore are two of the leading commodities of the lake navigation. At Toledo, Lorain, Fairport, Cleveland and other ports the big machines which handle the coal and ore from car to vessel present a busy appearance at this season. The Baltimore and Ohio-Cincinnati, Hamilton and Dayton System operates terminals at these ports, handling an enormous tonnage of coal from the fields reached by its lines and consigned to the industries and railroads of the Northwest and Canada for fuel; and on the same docks iron ore mined in the Northwest and consigned to the furnaces in the Pittsburgh, Youngstown, Wheeling and Iron-ton districts is loaded into cars for shipment by rail.

At Toledo from 350 to 400 cars of coal are being loaded daily over the docks of the Cincinnati, Hamilton and Dayton. It is expected that the tonnage handled this year will be in excess of any previous year's business. Present indications are that there will be from 1,500,000 tons to 1,700,000 tons of coal handled by the C. H. & D. at Toledo, which will be an increase of 500,000 over last season. Considerable of the coal handled at Toledo is mined in the Elkhorn district of Kentucky, in the recent development started by the Consolidation Coal Company. While the ore tonnage handled at Toledo is widely distributed, large quantities are for the furnaces at Iron-ton, Ohio.

Doubtless that Vermont widow meant well when she erected a monument to her late husband bearing the inscription: "Rest in peace until we meet again."—*Chicago News.*



BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Editor
HERBERT D. STITT, GEORGE B. LUCKEY, *Staff Artists*

DO WE TAKE A PERSONAL INTEREST IN THE COMPANY?

The majority would answer without hesitation, "Yes," but do we take as much personal interest as we should? Our income is derived from this source. Do we not feel we should give it our full interest and loyalty? We each have our work more or less cut out for us and we get into the habit of feeling that anything outside of this well-defined work belongs to the other fellow. That is not the proper spirit. For several years we have been endeavoring to break down the fence that seemed to exist as between the various departments, and it is for that reason that the superintendents now have full charge of mechanical, maintenance of way, as well as transportation, and the idea was to extend that feeling down to each employe. If a conductor, brakeman or trackman can persuade some of his friends to travel over our line or ship his freight that way he should, for no road has more history back of it, none with more beautiful scenery and none with more loyal employes, and no road has a brighter future before it if we all work for that end. The conductor, brakeman or trackman might say "that is the business of the passenger or freight department." If we take the interest we should, it is your business and mine. When we were ready to name this magazine we asked our 60,000 employes for their preference

as to a name. We received, possibly, 600 answers, or one per cent.; in other words one out of each hundred took sufficient interest to answer. It was meant for everyone. Let us turn over a new leaf and each feel he is as much a part of the wheel as the other. Such matters are a good deal like writing home—you intend to but keep putting it off. Follow out your first thought and intention and do the same with the magazine—it is yours. The interest you take will determine whether it is the finest railroad magazine in the world or only up to the average, and it is doing less than the average or no better that keeps the average low. We have a chance to put this thought into definite practice. The president, in last month's magazine, asked, so that no one can possibly misunderstand it, that each and every employe take a personal interest in the Safety work and make any suggestions that occur to them, which, in their opinion, would make for greater safety. To make this as easy as possible and avoid any excuse for putting off making your suggestion until you can find paper, ink and envelope, we have had printed a blank railroad postal card that can be secured in all shops from all foremen on the section and wherever the men register. Write your suggestion on the back and drop it in the railroad mail or hand it to any agent. We do not know of any easier way. It is now up to all of us to take a personal interest in this. Mr. Willard's letter is not addressed to any certain class of employes but to all employes. Let our response be so prompt and thorough that he will know we are taking a vital and personal interest in the Safety work. If your division has not as yet received a supply of the postal cards, do not wait until they come. Sit down and make the suggestion today.

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

NOTE: Mr. Willard was recently asked the questions shown here. His answer is reproduced in his own handwriting. Could we have a better banner above our "safety" page?

THE HIGHEST SAFETY RECORDS FOR JUNE

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Shenandoah ..	\$15,522	*\$7,026	*\$ 753	.....
Illinois.....	8,764	.....	34,765	.....
Indianapolis ..	7,505	.....	8,699	.....
Connellsville ..	7,253	7,318	.....	.....
Wellston .....	.....	8,181	.....	.....
Toledo.....	.....	7,176	.....	.....
Indiana .....	.....	.....	9,960	.....
Philadelphia ..	.....	.....	.....	*\$38,610
Ohio River .....	.....	.....	.....	*26,724
Cleveland.....	.....	.....	.....	11,756
Pittsburgh.....	.....	.....	.....	10,932

*Signifies that these divisions did not have a single personal injury in the class of service indicated.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around shops and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, JUNE, 1913

Divisions.	In and Around Trains and Yards.	In and Around Shops and Engine-houses.	Maintenance of Way.	Total.
Philadelphia.	\$2,620.91	\$ 912.90	\$38,610.35	\$ 2,567.98
Baltimore...	5,005.11	1,174.84	7,158.47	3,322.91
Cumberland..	2,597.25	1,118.97	2,581.11	1,850.99
Shenandoah	7,026.55	753.75	7,742.25	15,522.55
Monongah...	7,146.31	2,084.27	3,729.90	3,761.16
Wheeling....	6,488.00	1,775.88	5,746.08	3,898.00
Ohio River ..	2,828.77	2,318.30	26,724.25	4,020.37
Cleveland...	5,735.96	2,146.83	11,756.25	4,683.16
Newark.....	3,279.33	1,781.51	4,748.72	2,803.13
Connellsville.	7,318.56	5,192.47	9,175.33	7,253.55
Pittsburgh...	3,647.11	2,400.13	10,932.45	3,616.28
New Castle..	3,036.45	3,937.48	4,199.33	3,281.44
Chicago.....	4,578.10	1,150.02	3,883.33	2,270.79
Ohio.....	4,114.85	1,310.04	9,644.06	3,023.86
Indiana.....	4,980.24	9,960.38	5,982.75	5,824.78
Illinois.....	980.75	34,765.90	6,200.43	8,764.53
Toledo.....	7,176.17	4,801.87	6,596.54	6,140.10
Wellston....	8,181.58	6,558.90	5,337.30	6,488.99
Indianapolis..	5,578.53	8,699.62	10,910.20	7,505.84
Average.....	4,253.33	2,041.32	6,071.10	3,498.39

RECORD BROKEN

Fewest number of fatal injuries to our employes on the Baltimore & Ohio, excluding the Southwestern and Cincinnati, Hamilton and Dayton, whose figures are not yet available, since we have been keeping record—over two years.

Only three employes fatally injured. The cause of each is given in Bulletin. In two instances employe jumped over on opposite track without looking and in the third assistant section foreman was standing on eastbound track, directing his men working on the westbound track—struck.

All such accidents are preventable and we are making strong effort to go a full month without a fatal injury. We can do it if every employe will take a personal interest and not hesitate in calling attention to bad practices, such as sitting on track, stepping off one track on to another without looking, etc.

HONOR ROLL

ANOTHER RAILROAD HERO

EVERY newspaper in Chicago came out on the morning of June 20 with an extra edition telling of the very unfortunate accident that occurred in the Chicago River under our bridge immediately before we enter the Grand Central Passenger Station at Chicago.

Four lives were lost—Mr. Herbert, a street car conductor, and his wife, L. Dennison, a police officer, and George W. Brew, one of our switchmen at Empire Slip. A nine-year-old girl and a four-year-old boy were saved, the little



GEORGE W. BREW

girl at the cost of its father's life, and the boy by a "human chain" stretched from the bank of the river. Mr. Herbert had just purchased a launch and was giving his wife and little girl and a neighbor's boy a little outing. Just before the launch reached the railroad bridge, James Barnidge, bridge tender, who also deserves great credit for his presence of mind, noticed something was wrong, as the boat was apparently unmanageable in the swift current. He also knew the boat could not safely pass under the bridge. As a passenger train was on the bridge at the time, it could not be raised,

and he realizing there would be a bad accident, he immediately sounded the alarm whistle, which summons every one to the bridge. When the boat struck the bridge it turned over and the gasoline tank exploding at the same time, knocked a hole in the bottom.

George W. Brew, switchman, was working with his crew when he heard the alarm whistle sounded. He signalled his engineer to stop everything immediately, and ran to the bridge. George Brew was an expert swimmer. When he reached the water's edge and saw a woman struggling he plunged in and swam to her assistance without a moment's hesitation, calling to his companion: "I am going to get her." He caught Mrs. Herbert, who was sinking, and she immediately grabbed him and refused to let go, but being a good swimmer he was gradually getting her to shore where many willing hands stood with ropes ready to help them out. When he got her within three feet of the piling along the shore, and, with a rope resting on his shoulder, he was seized with cramps, and sank with his companion before anyone could reach them. The water is between thirty and forty feet deep at all points in the river and the current swift, and it was some time before their bodies could be located.

It was a very hot day and Mr. Brew had been working in the sun, and was also perspiring freely from his run to the river, which easily accounts for the cramps. The water was also very cold as it is direct from the lake.

Mr. Brew, whose name is added to the long list of railroad heroes, was forty-three years old, and is survived by a wife and one son—Roy. He had been in the railroad service for twenty-five years without a single black mark against his record. He died a brave man.

SPECIAL MERIT ROLL

PHILADELPHIA DIVISION

Operator R. E. Ledley, stationed at Singerly tower, on July 19 noticed fire flying from under car in a passing train. He immediately notified dispatcher, who stopped train at Newark, Del., where an examination showed arch bar broken on one of the trucks. The bar was so badly broken it was on the verge of causing truck to come down entirely. The presence of mind displayed by operator Ledley prevented an accident. He has been commended.

BALTIMORE DIVISION

Brakeman George Blankline, in working on the Abattoir branch, discovered bent axle under LV 68646 and had car backed off, avoiding possible accident. Brakeman Blankline has been in the service thirty years and is ever watchful on matters of safety.

Brakeman A. Buckingham, while working at the west end of "A" yard, discovered a broken rail near Jackson's Bridge, just before an eastbound freight was due to pass. "Arch" chalked the rail and notified the track foreman. New rail was put in and no damage resulted. Brakeman Buckingham has been in the service for thirty-one years and has a good record.

July 30th, C. A. Geist, head brakeman on freight train, noticed telegraph pole across opposite track, near Marriottsville. He notified the road foreman of engines, who stopped passenger train which was about due, avoiding a more or less serious accident.

CONNELLSVILLE DIVISION

On April 27, while extra west engine 2771 was moving a train from "HK" tower, conductor O. P. Owens, of this train, discovered a broken rail in the

main track near the west end of the westbound passing siding. He notified the sectionmen, who had the necessary repairs made.

On July 8, brakeman E. H. Sherwood found broken rail in track at Mostoller. He made report to track foreman, who made repairs.

July 1 Patrick Donahue, aged 8 years, of 337 First Street, Jerome, Pa., while walking along main track one mile east of Jerome Mine, discovered broken rail on high side of curve. He immediately located the track foreman and informed him just in time to flag a coal train. His presence of mind and thoughtfulness is indeed commendable.

July 15 extra yard conductor J. A. Rishel discovered a broken rail in main track at Poplar Street Crossing, Johnstown, a few moments in advance of the arrival of a train, thereby averting what might have been a very serious accident.

July 1, while passenger train No. 4 was passing Leith, E. O. Lint, a member of the tool train crew, noticed brake beam down on tank of the engine. He succeeded in bringing the trouble to the attention of the conductor and the train was stopped and repairs made. This prompt action on the part of Mr. Lint probably avoided an accident.

July 15 lieutenant Wilhere, of the Connellsville, Pa., police force, performed a very meritorious act in pushing four people from the track in front of passenger train No. 5 as it was pulling into Connellsville station. This was a very dangerous performance and doubtless averted a serious, if not fatal, accident.

MONONGAH DIVISION

July 2 train 43, in charge of conductor P. F. Fahey, was in siding at Brydon for train No. 3, and while in the siding train

No. 88 pulled into siding on opposite side of track. Conductor Fahey noticed one of the cars in train No. 88 having the appearance of a broken flange. He notified the conductor on that train, and upon examination it was found that fourteen inches of flange had broken off of B. & O. 120835, loaded with coal. Car was set off at Brydon for repairs.

NEWARK DIVISION

On June 9, as westbound pick-up, engine 1381, conductor D. F. Knerr and engineer E. W. Ryan, was leaving Cambridge, Ohio, conductor L. A. Scheffler, standing near west switch of eastward siding, noticed rear tank truck of engine 1381 had sand plank dragging on rail due to broken column bolts and bent arch bars, and shouted at the engineman, but, as he was standing on the left side of engine and fireman was attending to his fire, he failed to attract the attention of anyone on engine, which soon passed out of sight into tunnel. Mr. Scheffler then ran back and caught rear of train and notified conductor Knerr and flagman, who immediately brought train to a stop and carefully backed train into yard where engine was left until repaired and engine 589 taken to handle train to Newark. By prompt action, which is the third one to his credit in less than a year, conductor Scheffler was able to prevent an accident. The interest and loyalty displayed by Mr. Scheffler in all matters in connection with his work is greatly appreciated.

NEW CASTLE DIVISION

On June 22, brakeman T. B. Daugherty discovered a broken rail on track No. 15, New Castle Junction yard. He immediately made proper report and rail was replaced.

On July 13, engineer F. L. Bush, on extra 2706 west, discovered a bridge on

fire just east of Eureka crossover. He stopped his train and extinguished the fire, which was gathering headway in a strong wind.

CUMBERLAND DIVISION

Officers of the Cumberland division have commended engineer John Runner, fireman N. Nethkin, flagman G. A. Neville and conductor S. S. Hartman for their efforts in preventing an accident June 22. This crew, in charge of extra engine 1819, had called to their attention by the fireman a half of a car wheel laying on the eastbound track, near Irontown. The train was stopped and wheel lifted to the outside of the eastbound track in time to clear train No. 16, which was about due.

CLEVELAND DIVISION

Brakeman C. J. Miller, at Lorain, O., while riding cut of cars discovered coal tipple on fire and by his quick and intelligent action the fire was put out with practically no damage to the tipple. Superintendent Lechluder wrote Mr. Miller a suitable letter.

M. J. Moore, locomotive engineer at Lorain, Ohio, just at daybreak while near Ulrichsville, noticed a dark object on the track some distance ahead. He immediately sounded the whistle and slowed up, but the object did not move. The train was stopped and a man discovered sitting on the rail asleep. This alertness is very materially assisting in our Safety First work.

SHENANDOAH DIVISION

Passenger train No. 18 was approaching Pleasant Valley station July 21, when engineer noticed an old lady and a small child attempting to cross the track ahead of the train. Engineer L. H. Payne promptly applied air brakes and reduced speed and the agent, T. J. Johnson, by quick action, grabbed them

both and pulled them on the platform, out of the way of the train. By the prompt action of these employes no doubt a serious accident was averted.

June 19, engine 1403, on train 55, broke nineteen inches of flange out of right back tender wheel some place between Harrisonburg and Staunton. Train 94, in charge of conductor T. H. Phalen, was standing on siding in Staunton yard waiting for 55 to pass. Conductor Phalen discovered the broken flange on engine 1403 and immediately went to passenger station and reported it to the crew of 55. Engine was taken off train. Commended.

July 2, extra west engine 367 was standing at Harrisonburg passenger station waiting to get orders. Brakeman D. M. Phalen discovered that the left back parallel rod strap on engine was broken and rod about ready to fall. He notified conductor and engineer and engine was returned to shop for repairs. Proper commendation for his watchfulness has been made.

WHEELING DIVISION

Monday morning, June 30, as first section of train 21 passed track walker Roe Haught east of Glover Gap, he noticed a broken flange near rear of train; being unable to signal train crew he telephoned to station to have train examined. There was eighteen inches broken from flange and part of tread of wheel broken off. Had not this been discovered before going over hills the result might have been disastrous.

July 13 tunnel watchman P. Hendrix, at Board Tree, found broken rail, flagged approaching trains and notified train dispatcher.

July 14, conductor Ed. Kemple, of train 26, noticed brake rigging dragging on train 98. He stopped train in time to prevent dragging through switches

at Glover Gap. This rigging was one of the large iron kind and in all probability would have wrecked the train had he not noticed it.

July 14, as foreman G. E. Phillips, of section 10, was going east to assist men on section 11, he discovered twelve inches broken out of rail just east of Metz and flagged No. 23 in time to prevent trouble.

Fireman Chester Williams, on helper engine at Gravel siding, noticed something dragging on a passing O. R. district train. He flagged train and it was found that a large iron apron was dragging in center of track and would soon have given trouble.

As engineman John McDermott was going home from duty at Cameron he found six feet broken off top of rail between boards in crossing at Cameron. This was a lucky find, as it was obscured by crossing boards. He took the necessary steps to protect it and notified the superintendent.

As brakeman Haught was on his way home he found a broken rail in the cut at Folsom. Having no light and hearing an approaching train, he grabbed a nearby switch light and flagged the train just in time to prevent an accident.

CHICAGO TERMINAL

On June 15, B. & O. passenger train No. 15, while passing switchtender's shanty at 12th Street, which is at the south end of the B. & O. C. T. jack-knife bridge, derailed Wheeling coach account of loose wheel. Switchtender Jack Sinnott witnessed the derailment and after a good deal of yelling and signaling succeeded in getting the brakeman's attention and the train was brought to a stop before doing any damage.

Had this derailment occurred on the jack-knife bridge there is no doubt but what it would have caused considerable damage, as well as tying up trains in and out of B. & O. Station.

CAN A RAILROAD MAN LAUGH?

WELL QUALIFIED

"Did you hear that that poor fellow who lost both his legs in an automobile accident intends to go into politics?"

"No. How can he, without a leg to stand on?"

"Oh, he expects to go on the stump!"

—*Judge.*

At West Haverstraw one evening, Bill ran by the station, and the Irish agent came out and wrathfully signaled him to back up. In endeavoring to do this, the engineer got under too strong headway; and went as much too far in the other direction. The agent rose to the occasion and shouted:

"Hould her right there, and we'll see if we can't move the station down to ye!"

A yellow-haired descendent of the Vikings walked into the office of a prominent attorney the other day and said:

"Ay want you to make some papers out. Ay buy a farm in Powell Valley and ay tank ay want a mortgage."

"Why do you want a mortgage," exclaimed the lawyer, "if you bought the farm? Don't you want a deed?"

"No, ay tank not. Sax years ago ay buy a farm and getta deed and odder fellow come along with mortgage and tak da farm. Av tank ay tak a mortgage."

A theatrical manager strolled into a hotel with Col. William F. Cody and met Jim Thornton, the eccentric monologist. The manager greeted Mr. Thornton and, turning to Cody, said:

"Mr. Thornton, this is Col. William F. Cody, better known as Buffalo Bill."

Mr. Thornton, gripping the Wild West showman's hand, said: "Glad to know you, Bill; what part of Buffalo are you from?"—*National Monthly.*

A SPECIALIST

A gang of Italians was employed on a railroad contract, removing earth with wheelbarrows. While proceeding with his work one of the men noticed that the wheel of his barrow was squeaking terribly, and to put a stop to the noise he turned the barrow over and was in the act of greasing it, when the Boss noticed him and shouted out:

"Halloa, Pietro! Hey there! What the dickens are you doing?"

"Me gresa de wheela-barrow, bossa."

"Who told you to do that?"

"Nobody tella me dis. I do ita myself."

"Well, don't let me catch you at it again. Every man here must stick to his own job. What do you know about machinery."

Stranger—"Can you tell me how far it is from here to the Rock Island station?"

Slightly Inebriated Citizen (pointing with wabby finger toward the southwest)—"Yes'r, two movin' pictur' shows, four cigar stores an' nineteen s'loons."—*Chicago Tribune.*

"Son, why don't you play circus? It's great fun. First, you make a sawdust ring."

"Where'll I get any sawdust, dad?"

"Here's the saw. Just saw some of that cordwood into stove lengths. You can have all the sawdust you make."—*Judge.*

A man called up a big office on the telephone and got a saucy greeting from an office boy while asking the man who he was and what he wanted.

"Oh, I'm only the president of your company," the man answered, "so you needn't be polite to me, but please do be to others."—*New York Press.*



AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman

A. HUNTER BOYD, JR.

E. STIMSON

F. E. BLASER

DR. J. F. TEARNEY

JOHN HAIR

GENERAL OFFICE, BALTIMORE

F. E. Blaser, general superintendent, has been appointed on the General Safety Committee of the Baltimore and Ohio-Cincinnati, Hamilton and Dayton System. The appointment is effective at once and will fill the vacancy which resulted from the resignation of general claim agent Egan. Mr. Blaser is general superintendent of the lines between Philadelphia and Parkersburg.

As a representative of the transportation department and familiar with the details of train handling and operating questions, Mr. Blaser will study the practices in this branch of railroad service and methods which make for greater safety to travelers and railroad employes. The General Safety Committee is composed of a representative of each of the departments connected with the operation of Baltimore and Ohio lines.

H. B. Dick and F. D. Batchellor have been appointed district engineers of maintenance of way of the Cincinnati, Hamilton and Dayton and the Baltimore

and Ohio Southwestern lines, respectively, with headquarters at Cincinnati.

William J. Borden, Jr., a young man employed in the office of the General Auditor, was drowned while bathing in Stony Creek, July 14th.

F. T. Mattes, 19 years old, a member of the Auditor of Merchandise Receipts' force, met a similar fate on the same day.

Lloyd O. Hiss, employed in the Auditing department for the past ten years, on June 14th was married to Miss Nellie Mason at Fredericksburg, Va. It was not announced until July 17th, and the friends of the young couple were much surprised.

G. H. Dryden is appointed principal assistant signal engineer, with headquarters in Baltimore, Md., effective July 1st.

Milton F. Cole reports that an eight pound boy made its appearance at his residence. It is said that Mr. Cole's first born is the image of its father, which is saying much for he is one of the handsome men of the department.

Sam Bowers, who has been studying law at night for the past few years, recently graduated from the Baltimore Law School. The clerks of the office presented him with a mahogany roll-top desk, chair and book case.

I. W. Jones is installing a tennis court on the grounds of his Walbrook home. There are many tennis "has beens" and "would be's" in the office, all of whom are awaiting invitations if he should decide to form a "tennis cabinet."

L. W. Guise spent part of his vacation in Boston and Providence.

C. J. Stoddard and wife spent two weeks in Portland, Me., and Boston, Mass.

F. F. Nooney spent his vacation at Atlantic City.

C. M. Cook has returned from his vacation, spent in Eric, Pa., and Atlantic City.

C. F. Hoffman is visiting Niagara Falls during his vacation.

A. R. Portlock left for his vacation a short time ago, and while it is not known definitely, rumor has it that he is spending it at Narragansett Pier.

D. I. Jacobson has left the service and it is understood that he intends to go into business with his father-in-law at Cambridge, Md.

W. E. Guise is spending part of his vacation in Harrisburg, Pa., and vicinity.

Traveling storekeepers Tutwiler and Orndorff are both engaged upon special work in Baltimore. This is the first time they have been at headquarters for some months.

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York

DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.
 W. B. BIGGS, Agent, Pier 22, N. R.
 J. J. BAYER, Agent, West 26th Street.
 E. W. EVANS, Agent, St. George, S. I.
 J. T. GORMAN, Agent, Pier 21, E. R.
 E. SALISBURY, Agent, Pier 7, N. R.
 JOHN B. HICKEY, Foreman, Pier 22, N. R.

M. E. DEGNAN, Foreman, West 26th Street.
 TIMOTHY DINNEEN, Foreman, St. George, S. I.
 C. J. TOOMEY, Foreman, Pier 21, E. R.
 E. SHEEHY, Foreman, Pier 7, N. R.
 LOUIS POLLY, Laborer, Pier 7, N. R.
 FRANK COOK, Laborer, Pier 22, N. R.
 SAM GILESTA, Laborer, 26th Street.
 J. BOITANO, Laborer, Pier 21, E. R.
 MIKE DEMAYO, Laborer, St. George.
 C. H. KOHLER, Tug Dispatcher, Marine Department.
 A. W. MAUL, Lighterage Agent.
 A. BOHLEN, Captain, Marine Department.
 JAS. HEWITT, Engineer, Marine Department.
 PATRICK MEADE, Oiler, Marine Department.
 R. MULLEN, Fireman, Marine Department.
 T. HALVERSON, Deckhand, Marine Department.
 H. M. NIELSEN, Captain, Marine Department.

The clerical force of Pier 22, who have been stationed at Pier 7 since the fire which gutted the offices on January 15th last, have now returned to new quarters atop Pier 22. The offices present a pretty picture and are of the neatest type of any along the river front.

Mr. A. L. Mickelsen, formerly terminal chief clerk, has been appointed agent at Pier 7, North River. Mr. Mickelsen has been connected with the service for the past thirteen years and during that time has been affiliated with every branch of railroading. There is no doubt but that he will be successful in his new capacity.

Wedding bells chimed on Saturday, July 19th, for Fred W. Nelson, assistant cashier. The pretty bride on this occasion was Miss Helen Judge, a talented young lady who made her residence in the Homewood section of Brooklyn. Miss Judge was a Brooklyn school teacher and prominent in the social world. The honeymoon was spent at Harpers Ferry, W. Va.

New York was honored recently by a visit from D. E. Sullivan, commercial freight agent at Milwaukee, Wis.

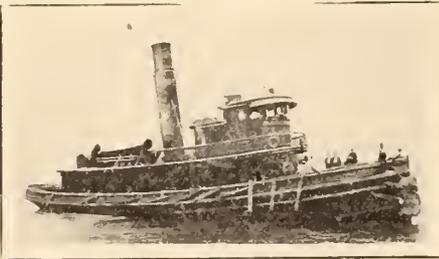
From all indications the outing to be held by the clerical force of Pier 22 on Sunday, August 3rd, will be an elaborate affair. The committee in charge of arrangements, among whom are Robert Briody and Walter Kelly, are working zealously for its success and it goes without saying that this outing will surpass all others.

H. M. Blakeman, formerly rate clerk at Pier 7, has been appointed chief clerk at 26th Street Station vice T. A. Kavanagh, who has been promoted to terminal chief clerk.

Mr. Harry Minnick, who at one time was in charge of claim department at Pier 22, is now connected with the Canadian Pacific at Chicago, Ill. His name now precedes the title of that of contracting import freight agent for that line.

Mr. Edw. Salisbury, formerly agent at Pier 7, North River, has been promoted to assistant terminal agent with jurisdiction over the lighterage department. Mr. Salisbury is well versed in lighterage matters and will prove a valuable addition to that department.

Mr. C. C. Foster, soliciting freight agent at Cincinnati, visited New York recently and was the guest of Mr. C. W. Tomlinson, general eastern freight agent.



B. & O. TUG "BALTIMORE" LEAVING PIER 22, NORTH RIVER

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*.
Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE, Trainmaster, Chairman.
B. F. KELLY, Assistant Trainmaster.
R. H. TAXTER, Road Conductor.
M. SCHAFER, Road Brakeman.
JOHN GIBB, Yard Conductor.
ALEX CONLEY, Road Foreman of Engines.
HARRY WOOD, Fireman.
E. ALLEY, Track Supervisor.
BRADFORD CRUM, Master Carpenter.
W. L. DRYDEN, Signal Supervisor.
H. E. SMITH, Shop Foreman.
C. J. O'CONNOR, Passenger Conductor.
F. E. HORAN, Engineer.
D. A. McLAUGHLIN, Yardmaster.
R. E. COLLINS, Passenger Trainman.

J. Cogle, who has been employed for a number of years as locomotive engineer and machinist and is one of the oldest employes in service, attended the reunion at Gettysburg. Mr. Cogle took active part in the battle and has many interesting tales to tell.

The new Siemund & Wenzel Electric Welding plant has been installed in the shops at Clifton.

F. J. Dolan, timekeeper in the master mechanic's office, enjoyed his vacation.

Painter Thos. Kearney and wife recently made a trip to Richmond, Va.

D. Bedell recently attended the meeting of storekeepers which was held at Baltimore, Md.

Mr. J. T. McGovern, chief clerk to general traffic agent, attended the commencement exercises of the Railroad Men's Improvement Society held recently. "Jack" received the degree of "R. R. S." The occasion was a memorable one and enjoyed by all present. The society is composed of railroad men and has been addressed by prominent railroad and public men.

Below is a photo which was taken from the office of vice-president C. C. F. Bent when the ships which escorted the



body of Ambassador Reid were leaving the harbor. The round building is the Aquarium.

J. Blackburn, engineer, is slowly recuperating after a serious illness. Mr. Blackburn is one of the oldest engineers in service of the Staten Island lines.

Harry J. Garrison, who for a number of years was chief clerk to the superintendent, has left the service of the company. His place has been taken by Joseph S. Fabregas, who was secretary to vice-president C. C. F. Bent.

L. Achilles, engineer, with his wife and family, is enjoying a vacation in the South.

Elias Bernstein, the efficient operator and switchman at "CF," has succeeded in graduating from the New York Law School. He will take his bar examination next June. His brother, Reuben Bernstein, operator at "AR," graduated from Curtis High School with the greatest honors any student has ever acquired. Both boys are well known athletes.

Joseph McCallum, car record clerk, and Joseph Young, assistant eastbound foreman, recently returned from a very pleasant vacation at Washington, D. C.

Foreman Daniel Hayes, at the transfer station, has accepted a position with the Erie R. R. at Jersey City. Gus Flamm, westbound foreman, has been transferred to fill the position.

The St. George Lighterage employes held an outing and games at Lange's Park, New Dorp, on July 13th. All had a pleasant time.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON,
Chief Clerk, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
T. B. FRANKLIN, Terminal Agent.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Claim Agent.
DR. A. L. PORTER, Medical Examiner.
H. M. WHITE, Engineer.
J. C. JEFFERS, Fireman.
G. G. JAMES, Conductor.
JAMES FLYNN, Yard Conductor.
C. W. CAIN, Yard Conductor.
J. N. McCANN, Gang Foreman, Car Department, East Side.
R. C. ACTON, Secretary.

C. D. Gladding, city ticket agent, 834 Chestnut Street, who has been off sick several weeks, is somewhat better and is

at Atlantic City, N. J., to get the benefit of the sea air.

H. M. Balthis, side wire operator, "DI" office, Philadelphia, who has been sick for some months at Strasburg, Va., writes that he is improving and we hope to see him back soon. Harry is very much missed by his friends.

L. J. Beers, who has been a student at Childs, Md., for some time, has been promoted to clerk at Newark, Del.

J. C. Anderson, who has been clerk in master mechanic's office, East Side, for some years past, has accepted a position with the assistant master mechanic at Keyser, W. Va.

A. A. Boettgar, who has been employed with storekeeper at East Side, has been appointed clerk in the office of master mechanic, in place of J. C. Anderson.

William Marion, who has been employed as clerk in the agent's and assistant yard master's office at Pier 62, has been appointed index clerk, vice F. W. Miller.

The General Safety Committee visited Philadelphia on July 21, on which date the Division Safety Committee held their meeting. A noon hour meeting was held at East Side shops. Some 250 shop men, yard men and others were present. Short addresses were made by Chairman of the General Safety Committee, J. W. Coon, John Hair, Dr. J. F. Tearney and superintendent J. T. Olhausen.

The Veteran Employes' Association of the Philadelphia division held their summer meeting at Wilmington, Del., Saturday evening, July 19. One hundred and seventy-five veterans and their wives attended, and the committees in charge are to be congratulated on the arrangements. It is probable the veterans will have one of these meetings yearly hereafter and invite the ladies to be with them.

BALTIMORE DIVISION

Correspondent, H. ROGERS, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBAS, Chairman
 C. W. MEWSHAW, Vice-Chairman.
 G. R. ALBIKER, Yard Conductor, Curtis Bay.
 R. B. BANKS, Division Claim Agent.
 E. H. BARNHART, Assistant Division Engineer.
 J. H. BING, Yard Brakeman Locust Point.
 T. DEENIHAN, Car Inspector, Washington, D. C.
 D. M. FISHER, Agent Washington, D. C.
 R. T. FOSTER, Yard Brakeman, Brunswick, Md.
 GEO. GARDNER, Yard Conductor, Camden Yard.
 W. HARRIGAN, Air Brake Repairman, Riverside.
 A. M. KINSTENDORFF, Agent Camden Station.
 DR. E. H. MATHERS, Medical Examiner.
 G. H. MILLER, Yard Conductor, Washington, D. C.
 W. T. MOORE, Agent, Locust Point.
 W. P. NICODEMUS, Machinist, Brunswick, Md.
 C. P. OWINGS, Passenger Conductor, Camden.
 W. E. SHANNON, Transfer Agent, Brunswick, Md.
 E. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
 T. E. STACEY, Secretary, Y. M. C. A., Riverside
 C. E. STEWART, Piecework Inspector, Brunswick, Md.
 GEO. SYDES, Fireman, Riverside.
 S. R. TAYLOR, Yard Brakeman, Bay View.
 S. C. TANNER, Master Carpenter Camden.
 C. E. WALSH, Engineer, Riverside.
 J. L. WELSH, Assistant Yardmaster, Mt. Clare.
 G. H. WELSH, Secretary, Y. M. C. A., Washington, D. C.

The Abattoir people complimented assistant yard master Welsh on the handling of the fire at their plant a short time ago, saying that the Baltimore terminals must be well organized to respond with the alacrity they did, and the amount of work that they performed after arrival. Every car in sight was gotten out with two pulls. The Mt. Clare, Locust Point and Curtis Bay fire engines responded, and we had water on the fire before the arrival of either the county or city fire departments.

Yardmaster Gaither is back again at Locust Point, after his trip to the Coast.

On July 9th L. C. Sauerhammer, formerly chief clerk to superintendent, was treated to a little surprise, when he was called to the office at the request of our car distributor, Fred Rogers, to go over some "important papers." Mr. Sauerhammer was asked into the superintendent's private office, where the office force and other friends were awaiting him. Assistant Superintendent Kavanagh made a presentation speech, handing him a handsome gold watch as a testimonial of the best wishes of his friends. After getting over the surprise, which was complete, Mr. Sauerhammer responded,

thanking his friends for their kindness, and stating that the watch would be a constant reminder of his association with the men on the Baltimore Division.

Night chief train dispatcher Hopwood is spending his vacation at Atlantic City. Dispatcher Lamar is holding down the job during his absence.

C. E. Fowler, of the car distributor's office, has returned from his vacation, which he spent visiting at Wilmington, Brandywine Springs and Barclay.

J. W. Sparks, of the general superintendent's office, has returned from a vacation down on the West River, "all browned up."

Chief Clerk Doyle, of the general superintendent's office, made a trip to Montreal, Quebec and other places of interest in that locality, returning via the Hudson River to New York.

RIVERSIDE SHOPS

George Allen, our tool dresser, is confined to his bed with throat trouble.

James Montgomery, tender inspector, is spending his vacation in Tampa and Bartow, Fla.

Wm. E. Daly, distribution clerk in the master mechanic's office, spent the Fourth of July holidays in New York rooting for the "Giants," and the Judge is some rooter.

Wm. H. Harrigan, our air pump repairman, has been appointed on the Safety Committee, and it is "dollars to doughnuts" that he will have but few accidents to report as "Bill" is a regular "Sherlock Holmes" in discovering danger points.

Jos. Dudley has requested pass for himself and wife to Niagara Falls on the "Honeymoon Special," via the Lehigh Valley, and all the boys extend their best wishes to Joe and his wife.

Steve B. Davern, machinist, has returned after six months on the road as

brakeman, and as yet has reached no conclusion as to which position he likes best.

The boys extended a hearty welcome to their old friend Dennis Kelly, who for the past three months has been confined to his bed in the University of Maryland Hospital with a fractured skull, received while at work in the roundhouse.

J. Adam Bachman, machinist, has been confined to his home with malaria.

The stork called at the home of George Herwig, carpenter, and left a coming voter. After leaving the Herwig home, thinking he would make one trip of it, he dropped around to Wilbur H. Collins' house and left a coming suffragette.

John I. Donnelly, coppersmith, made a recent visit to Niagara Falls.

Robert M. Whalen, drill pressman, has returned to duty after being on the sick list for about ten months.

J. R. Martin, machinist, is on the sick list, and all wish him a speedy recovery.

Paul B. Leibegott, clerk in master mechanic's office, spent his vacation at Atlantic City.

George W. Leesnitzer, shop clerk at Brunswick, who is one of the old Riverside boys, has plunged into the sea of matrimony. The "boys" extend their best wishes to George and his wife.

Night yardmaster Carney, of Mt. Clare, with his family, is spending his vacation at Stoney Creek. Be careful of the crabs, Ed.

Jimmy Welsh, assistant yard master, took a flying trip to Atlantic City on July 4th. "Just had to go, you know."

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

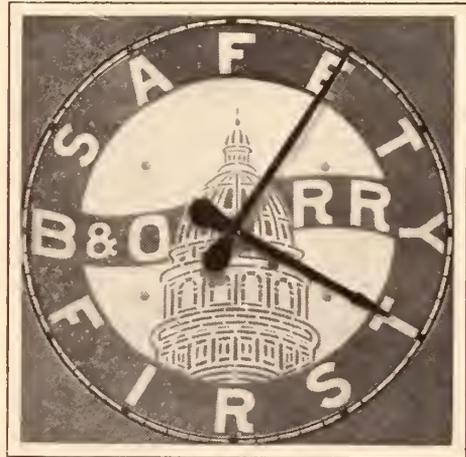
DIVISIONAL SAFETY COMMITTEE

P. CONNIFF, Superintendent Shops, Chairman.
S. A. CARTER, Machinist, Erecting Shop.
H. OVERBY, Machinist, Erecting Shop.
J. P. REINHARDT, Fire Marshal, Axle and Blacksmith Shops and Power Plant.
H. C. YEALDHALL, Boilermaker, Boiler Shop.
R. W. CHESNEY, Moulder, Brass Foundry.
V. L. FISHER, Moulder, Iron Foundry.
J. H. WARD, Machinist, Number 1 Machine Shop.

J. O. PERIN, Machinist, Number 2 Machine Shop.
H. E. HAESLOOP, Tinner, Pipe, Tin and Tender Shops.
Geo. R. LEBLICH, Manager, Printing Dept.

CAR DEPARTMENT

H. A. BEAUMONT, Chairman.
H. H. BURNS, Freight Repair Track, Mt. Clare.
T. H. TATUM, Car Repairman, Freight Car Repair Track, Mount Clare.
L. A. MARGART, Mount Clare Junction.
J. T. SCHULTZ, Cabinet Shop, Mount Clare.
C. W. GEGNER, Passenger Car Shop, Mount Clare.
Otto A. FRONTING, Paint Shop, Mount Clare.
J. ZISWARCK, Car Builder, Camden.
P. G. HACK, Camden.
C. W. KERN, Stenographer, Baileys.
R. W. UPTON, Curtis Bay.
H. C. ALBRECHT, Inspector, Locust Point.
D. SCHAFER, Locust Point.
J. F. MIELKA, Locust Point.
I. G. R. LATHROUN, Bayview.



WALTER E. HENRY, INVENTOR OF THE ORIGINAL "SAFETY FIRST" CLOCK, MT. CLARE SHOPS

WASHINGTON TERMINAL

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

The Terminal Company hope to start using their new parcel room August 1st. It is expected that from 4000 to 5000 pieces of small baggage and parcels can be handled there at one time.

E. S. White, chief clerk to the Washington Terminal Company's baggage agent, has returned from his vacation, which was spent in a fishing trip at Irvington. No information as to size and weight of fish caught are to be gathered.

W. A. Clark has been promoted to the position of foreman of the milk platform, a place made vacant by the death of H. Kessler.

H. L. Simeox, train director at "K" tower, has returned to work after an absence of six weeks account illness.

J. B. Ryon, the office secretary of the Y. M. C. A., has been confined to his home for the past two weeks by sickness. His many friends wish him a speedy recovery.

W. F. Underwood has just returned from the Y. M. C. A. Southern Summer School at Black Mountain, N. C. He reports a large attendance and a growing interest among the Southern men in the work of the school. The railroad institute especially is increasing and the progress made means much to the railroad associations of this section.

S. H. Winslow recently returned from Mexico, and known by many of the Terminal men, has entered the service of the Baltimore and Ohio Railroad in the testing department.

Things in the Washington freight yards at New York Avenue are going along very nicely. Mr. McCleary, our general yard master, is a great "Safety" and clean up man. When he came to Washington

about sixteen months ago, some of the boys thought he was too hard on them concerning keeping things clean and in a sanitary condition at all times, but today they have changed their minds and think differently. It is a pleasure we all enjoy to see how nice and clean every room is in the yard office building, and even the cellar. The men sit there at lunch time and eat their lunches. We also have a beautiful garden surrounding the office. It is worth any one's while to visit this, but if you do, take notice and don't monkey with the flowers, for if the boss, W. A. McC., is around he will surely call you, and if he is not, Buddy Johnson, the janitor and the fastest runner that ever wore a Confederate uniform, will not stop running until he finds him and tells what has been done.

Doctor Keyes says once a member of the Safety Committee always a member, and he is making good with it as he is not slow in calling you down if he sees you doing anything not up to snuff. Our new committeeman will be Conductor G. H. Miller. He is a great fellow for taking in the movies, and we expect to see him spring the "Safety" on some of our places in Washington before long. The boys here are all committeemen when it comes to "Safety" and are all working to the end of "Safety First."

CUMBERLAND DIVISION

Correspondents, W. C. MONTIGNANI, Y. M. C. A.
Secretary, Cumberland

E. H. RAVENSCRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

M. H. CAHILL, Assistant Superintendent, Chairman.
J. W. DENEEN, Trainmaster, Vice-Chairman.
C. S. MCBEE, Road Conductor.
E. MERKLE, Road Engineer.
J. W. MANFORD, Yard Conductor.
D. C. PLOTNER, Frogman.
E. M. CHONVORANT, Coppersmith.
W. B. TANSILL, Leading Inspector.
W. H. BROOME, Leading Inspector.
D. A. NILAND, Machinist.
E. D. CALHOUN, Fireman.
J. M. RIZER, Brakeman.
J. Z. FERRELL, Agent, Keyser.
C. H. LOVENSTEIN, Operator
J. WELSH, Conductor.

J. G. LESTER, Signal Supervisor.
 I. S. SPONSELLER, General Supervisor.
 DR. J. A. DOERNER, Medical Examiner
 W. HARRIG, Division Claim Agent.
 W. C. MONTIGNANI, Secretary Y. M. C. A.
 T. F. SHAFFER, Secretary to Superintendent.

Mr. Montignani having been granted a two months' leave of absence by the company, is taking a trip to Europe. He sailed on July 19th for Naples and will visit the various cities in Italy, France, Germany, England, Scotland, and Ireland. He is going to study and investigate such welfare work as is being done there on various railroads for their employes. Mr. Montignani's home is in Edinburgh, Scotland, which place he left thirteen years ago.

Thomas C. Coffman, a member of the Keyser police force for almost three years, was on May 7, 1913, appointed patrolman of the B. & O. police force on west end of the Cumberland division. Up to the present time "Cop," by which name he is better known, has filled this position satisfactorily and it is the wish of his many friends that he continue his good work.

J. C. Anderson, of East Side, Philadelphia, has been promoted to chief clerk to master mechanic at Keyser.

C. G. Smith, roundhouse clerk at Keyser, has been promoted to labor distributor in master mechanic's office.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

G. D. BROOKE, Superintendent, Chairman.
 R. H. EARLE, Engineer.
 W. H. WINKLEY, Yard Conductor.

Conductor Jacob Roderick was retired on the pension list August 1st. Conductor Roderick first entered the service in December, 1866, as a camp-man. He was promoted to brakeman in 1872 and made conductor in 1873. He has been in continuous service for a period of nearly forty-seven years, and there is not a charge against his record. Con-

sidering his long service, this is a remarkable record and one of which any man should be proud.

Captain Roderick was a gallant Confederate soldier. He is still in good health and vigorous, and has the looks of a man very much his junior in age. The best wishes of all his friends go with him in his retirement from active service.

Operator Houser, of Lexington, has returned from a pleasant visit to friends in the west.

Operator Hawpe, of Lexington, is now on his vacation, visiting friends in some of the eastern and western cities.

Engineer Colvin was in charge of the Confederate Veterans from the upper end of the Valley, on their trip to Gettysburg, Pa., during the reunion at that point. He reports that they enjoyed the trip very much. Returning to Harrisonburg, the Confederate Camp, of which he is a member, passed resolutions commending the Baltimore and Ohio Railroad and the Southern Railway for the nice manner in which they were taken care of while traveling on their lines.

Conductor Phalen is visiting relatives in Brunswick and Sandy Hook. During his absence conductor Henry is holding down his run.

Conductor Hawkins and engineer Seibert have returned to their respective runs, after having served as members of the Examining Board.

Bridge inspector Powers has returned from visiting friends in Baltimore, Hagerstown, Gettysburg and Atlantic City.

Engine-cleaner Noll has been visiting friends at Rawley Springs, Va.

Conductor Winkley has returned to duty after being off for a few days on account of a sprained ankle.

Engineman Deck, who was holding down engineman Seibert's run on the Valley Railroad during his absence on

the Examining Board, will return to Brunswick for duty.

Brakeman Sullivan has been visiting friends in Washington and Brunswick.

Conductor Bowers attended the reunion at Gettysburg. Conductor Donovan had charge of his run during his absence.

Engineer Clooney and family spent their vacation attending the Elks' Convention at Rochester, N. Y.

Conductor Dudrow has returned from his vacation.

Dorothy, the young daughter of supervisor E. D. Calvert, is recovering from an attack of typhoid fever.

Conductor Hawkins has returned from a visit to New York.

Track foreman Taylor is on the sick list.

We had occasion to use a foreign line a few days for a short trip. Standing in the aisle of rear coach we said to the conductor as he passed: "We are looking over your road." Quick as a flash he replied, "You will find many worse, very few better." He uttered not another word but went on attending to his duties. What he said was probably true, but what impressed us was the intense loyalty of the man. Let us cultivate this spirit. The more we do so the more the general public will appreciate us.

Engineman Roeder and wife have returned from a pleasant visit to Atlantic City.

MONONGAH DIVISION

Correspondent, F. J. PATTON,
Chief Clerk, Grafton

DIVISIONAL SAFETY COMMITTEE

C. A. SINSEL, Medical Examiner, Chairman.
J. O. MARTIN, Claim Agent.
W. B. WELLS, Assistant Division Engineer.
W. P. CLARK, Machinist.
H. BRANDENBURG, Conductor.
C. R. KNIGHT, Fireman.
J. A. BRIDGE, Telegraph Operator.
G. E. RAMSBURG, Engineer.
A. J. BOYLES, Conductor.
J. J. LYNCH, Leading Inspector.
J. W. LEITH, Foreman Carpenter.
C. L. FORD, Secretary.

Born to Mr. and Mrs. Fred Kerns of 555 Washington Street, Tuesday, July 8th, a ten pound boy. Mr. Kerns is a clerk in Fairmont yard office.

Mr. Nimshi Nuzum, night yardmaster, visited Oakland, July 18th, to hear the Hon. William Jennings Bryan.

Mr. Frank Gump, conductor on "hump" engine, and Miss Anna May Kerigan, were married on June 28th at the home of the bride at Frostburg, Md. Mr. Gump is an ex-Safety Committeeman. His friends wish them both a very happy life.

Mr. B. Nuzum, assistant yardmaster, spent several days at Wheeling attending the centennial.

Mr. W. T. Ambrose, clerk in yard office at Fairmont, was called to Winchester, Va., July 15th, on account of the death of his father.

Mr. Frank Rumber, clerk at west end yard, was called to Pittsburgh July 16th, account serious illness of his daughter.

Mr. E. C. Casteel, inspector at Fairmont, has returned to his duties after being off on the sick list.



J. M. SCOTT, SUPERINTENDENT
MONONGAH DIVISION

S. J. Smith, clerk Fairmont yard office, was married to Mrs. Ida O. Groves, of Fairmont.

Night yardmaster Milton, has just returned from a business trip to Parkersburg.

Mr. H. H. Williamson, timekeeper, is spending a few weeks in Baltimore.

Mr. F. J. Patton, chief clerk in the superintendent's office at Grafton, went to Parkersburg Saturday to join his family, who are spending a few weeks as the guest of his parents, Mr. and Mrs. M. Patton.

Mr. F. M. Hollis, shop clerk, attended a meeting under direction of motive power department at Baltimore, July 12th.

Miss Mary Jane Hoffman, sister of car foreman G. P. Hoffman, spent a couple of weeks visiting friends in Fairmont. While in Fairmont she was the guest of Miss Odra Stealey of Merchant Street.

Mr. Henry Hoffman, father of car foreman G. P. Hoffman, stopped off and spent a couple of days in Fairmont while en route to visit his parents at Meyersdale. Mr. Hoffman is a pioneer conductor on the Connellsville division.

Mr. R. W. Bevans, chief clerk to yardmaster, and A. M. Reger, caller, attended the Wheeling-Zanesville ball game at Wheeling July 4th.

Conductor J. S. Jones is taking his vacation at present. He will spend the greater part of his time in the country at his boyhood home.

W. Beverly, general yardmaster, spent several days with his mother in Winchester, Va., recently, and reports everything in the South in a prosperous condition.

Mr. W. E. Foley, assistant yardmaster, spent several days at West Union on a fishing trip.

S. J. Smith, clerk at freight house, will start Saturday for Atlantic City

to spend his vacation and his hard earned cash.

July 4th a base ball game between the B. & O. teams of Grafton and Fairmont was played at Grafton. This is the third game that the Grafton boys have won from Fairmont, and they are feeling rather chesty. The fact of the matter is the Grafton team feel that they are unbeatable and would be very glad to hear from any other B. & O. teams on the system that desire games.

WHEELING DIVISION

Correspondent, A. G. Youst, *Operator*,
Glover Gap

DIVISIONAL SAFETY COMMITTEE

H. B. GREEN, Superintendent, Chairman.
C. M. CRISWELL, Agent, Wheeling.
DR. C. E. PRATT, Medical Examiner, Wheeling.
DR. J. E. HURLEY, Medical Examiner, Benwood Junction.
A. G. Youst, Operator.
M. C. SMITH, Clairo Agent.
C. McCANN, Engineer.
H. E. FOWLER, Assistant Division Engineer.
E. McCONAUGHTY, Engineer
H. H. HPELBY, General Yardmaster.
E. E. HOOVEN, Shop Foreman.
V. B. GLASGOW, Conductor.
J. COXON, Engineer.
W. A. MORRIS, Fireman.
G. ADLERSBERGER, Car Foreman.

Firemen F. S. Buskirk, W. B. Bryan, W. A. Morris, A. E. Kent, W. M. Hamberger and Murray have recently been promoted to enginemen.

Traveling fireman J. C. Moor having been promoted to engineman, has been relieved of the duties of Safety Committeeman and traveling fireman.

Conductors J. E. Norris and F. A. Baker are in the shop for slight running repairs. Mr. Norris sustained an injured hip at Downs while trying to board a moving train, and Mr. Baker sustained an injured ankle by getting off a moving train.

Operator Thomas Hagerty has resumed duty after being off several weeks account being bitten by a copper snake.

Operators Harry Zimmerman and J. D. Dowell are on the sick list.

Conductor C. C. Cooper, who was recently married and is now on a honeymoon tour in the east, has been transferred from the main line to a Holloway-Hartzel run.

Engineman C. R. Sturm has been given the opposite run with J. R. Chadlock, trains 16-55.

Track foreman L. D. McCullough has been appointed supervisor on short line.

Retired conductor G. W. Cochran, of Wheeling-Cumberland divisions, who now resides at Mountain Lake Park, was recently calling on his Wheeling friends. He was not aware of the existence of our valuable magazine and was much pleased to know that he was entitled to same. He says he will hereafter be on the alert for each issue.

Engineman T. R. Hite is able to be about after having had a couple of his ribs broken and an arm fractured as a result of falling from his engine at Moundsville, June 2nd. Mrs. Hite is in the Glendale Hospital preparatory to undergoing a serious operation. They both have the sympathy of their many friends.

Brakeman Coon, who was injured in derailment at Mannington, is getting along nicely.

Mr. J. S. Lemley, supervisor of locomotive operation on Southwestern and C. H. & D., was visiting his parents and invalid sister at Burton, W. Va., recently. He also called on as many of his old friends as his time would permit.

Mrs. Michael Horan, wife of the engineman, is visiting her brother in North Dakota.

Miss Margarette Jones, daughter of engineer, has returned to Cameron after a pleasant visit with friends at Wellsburg, W. Va. Charles Edgar, son of the same engineman, gave a birthday party to twenty-four of his friends July 9th.

After partaking of delicious refreshments, games and other amusements were enjoyed until a late hour.

Mrs. G. D. McCracken, wife of operator, is on a two weeks' visit with her parents at Cameron.

The jurisdiction of medical examiner Dr. C. E. Pratt has been changed to take in the territory Benwood to Wheeling, not inclusive; Wheeling to Uhrichsville, not inclusive; Barton to St. Clairsville, inclusive.

Dr. E. F. Raphel, who was a member of Safety Committee, has been transferred from Fairmont to Keyser.

Dr. J. E. Hurley, medical examiner, and Dr. Martin J. Hanna, assistant medical examiner, located at Benwood, cover the territory Benwood to New Martinsville, inclusive; New Martinsville to Short Line Junction, not inclusive; Benwood and Bellaire to Fairmont, not inclusive.

Monday morning, June 30th, the wedding of engineman John Michael Garvey and Miss Mary Duffey was solemnized at high mass at the Cathedral at Grafton. Mr. Garvey is one of our very popular enginemen and Miss Duffey is well known throughout the State, being state president ladies' auxiliary, A. O. H., and daughter of conductor John Duffey, deceased.

Mrs. W. F. Thomas, wife of engineer, and family are visiting at Sandusky, Ohio.

Agent C. M. Criswell, of the division Safety Committee, attended the freight agents' convention at Buffalo.

A friendly contest seems to be on between the Lemon brothers as to which keeps the neatest looking engine. John started out by giving the 1315 a little brightening up. Ed followed suit by touching the 2007 up to compare favorably, then the race was on in earnest, the result being that both their locomotives are in a neat and tidy condition. W. F.

Thomas seems to have caught the fever also, as the 2772 is looking as slick as a new pin.

Mrs. G. A. Stidger died at Fairmont June 7th, and was buried at Cameron, June 10th. She was the widow of company's surgeon G. A. Stidger, and mother of G. S. Stidger, agent at Littleton, H. Stidger, agent at Underwood, Hugh Stidger, who is in the drug business at Clarksburg, and Mrs. J. I. Carpenter, wife of the agent at Barraekville. She was the aunt of Wm. Riekey, assistant train master Cumberland division, M. B. Riekey division operator, Wheeling division, and J. E. Riekey, train dispatcher Wheeling division, and a sister of Mr. U. B. Williams, general superintendent Wheeling system.

We are showing a picture of pay-car employes for Wheeling and Benwood.

Reading from left to right, L. A. Buch, cashier, Wheeling; A. Updegraff, paying teller, City Bank; S. J. Montgomery, coal billing agent, Benwood Junction; J. E. Oniel, patrolman; L. A. Harler, lieutenant police.

The pay drafts are delivered in one end of car, men receiving drafts form in line and have them cashed at opposite

end by Mr. Updegraff. The money is well protected by lieutenant Harler, who claims to be the best looking employe in the police department on the B. & O. system—always on the job.

Daniel Criswell, father of conductor G. O. Criswell, died at Boggs Run, June 7th and was buried at Benwood, June 10th, by Evening Star Lodge No. 18, Knights of Pythias, of which he was a member.

W. O. Mayne, track walker of section 10, has returned to work after several months' sickness. Laborer George Horner is off on account mashed toe.

Foreman E. Debolt, section No. 1, deserves special notice account having the cleanest section on the pike. A recent trip of the scrap gathering train failed to find any scrap of any description on this section, not even a bolt or spike along the right of way. Scrap train did not have to make a stop while covering his section.

Edward Whipkey, section 14, died July 6th.

July 9th the freight and ticket office at Glover Gap was robbed by one Edward Jones Brown, of San Antonio, Texas. He was put off train No. 12



PAY-CAR EMPLOYES FOR WHEELING AND BENWOOD

account being under the influence of liquor and having no money to pay fare. Agent P. Lough shut up his office for a short time after train passed, and on his return found that his watch, which he left on the table, and about thirty-five dollars, which was in the drawer, was missing. His suspicions were at once directed to the Texan. Gathering some friends, they made a search and found about seven dollars on his person and located the watch secreted under the water tubs. Having no civil authorities to turn him over to, they locked him in a box car and wired superintendent to send officers to take charge of him, but before their arrival it was necessary to remove him from the car as he got busy with his knife and was about to liberate himself by whittling through the car door. He at first denied his guilt, but subsequently acknowledged the theft, claiming that he would not have done it had he not been intoxicated, and begged to be liberated before the officers arrived. His pleadings were in vain, however, and the officers took him to Fairmont, where he was again searched and more money found. After robbing the station he went to a near-by house and demanded his supper. The woman being afraid of him gave him his supper, for which he gave her seventy cents; also gave the children some coin. He is now safe in the Fairmont jail, waiting the November term of grand jury.

Assistant car foreman Wm. Pflug is on the sick list.

Colonel John Cummins took in the state jubilee at Wheeling, being relieved by engineman C. R. Sturm.

Yard clerk Clyde Haley is able to be on duty after a short illness.

O. D. Shatzer, engineer in charge, and hostler James Ford, have returned home after spending a couple of weeks seeing the sights in Los Angeles, California.

General foreman D. K. Hull and wife attended the general foreman's convention at Atlantic City. They were accompanied by machinist P. V. Bannan and wife. All report a very pleasant trip.

Fireman Robert Murray is the proud father of a bouncing baby boy.

Miss Kathryn Hooven, daughter of roundhouse foreman, is visiting friends in Uhrichsville, Ohio.

Engineer Burke and wife have the deep sympathy of his many friends in their bereavement over the death of their infant daughter.

Chester Huff of Newark, Ohio, has been appointed night roundhouse foreman to succeed E. W. Cropp, who resigned.

Mrs. Ross Shepherd, wife of machinist Shepherd, and family have returned from a brief visit with friends in St. Clairsville, Ohio. They were accompanied by Miss Helen Hooven, daughter of roundhouse foreman.

Engineman P. E. Chaddock has been assigned to Fairmont-Grafton local, and engineman George Swisher to Fairmont-Underwood mine run.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, *Y. M. C. A.*
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
S. T. ARCHER, Engineer, Vice-Chairman.
A. MACE, Trainman.
P. J. MORAN, Yardman.
R. L. COMPTON, Shopman.
C. L. PARR, Fireman.
W. B. WINKLER, Agent, Operator.
W. M. HIGGINS, Maintenance of Way.
W. E. KENNEDY, Claim Agent.
J. H. OATEY, *Y. M. C. A.*
A. J. BOSSYNS, *M. D.*, Relief Department.

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, *Superintendent, Cleveland*

C. H. LEE, *Dispatcher, Cleveland*

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Chairman.
E. H. CLINEDINST, Vice-Chairman.
J. T. McILVAINE, Master Carpenter.
DR. J. J. MCGARRELL, Assistant Medical Examiner
W. K. GONNERMANN, General Car Foreman.
E. R. TWINNING, Clerk, Cleveland.
J. WEINS, Engineer.

W. M. CANFIELD, Engineer
 F. W. HOFFMAN, Conductor.
 W. SHAAR, Hostler, Canal Dover, Ohio.
 W. S. BERKMYER, Brakeman.
 C. G. MOINET, Traveling Fireman.
 T. L. TERRANT, General Yardmaster.
 W. H. RUCH, Agent, Massillon, Ohio.
 C. OLDENBERG, Conductor.
 E. D. HAGGERTY, Conductor.
 R. H. THROESCHER, Agent's Office, Cleveland, Ohio.
 T. KENNEDY, Supervisor.
 Geo. ELFORD, Operator, Seville, Ohio.

Messrs. Honeycutt, Harris Levy, Blackiston, Weller, all of Baltimore, are now members of the general yardmaster's office force. F. W. Killinger, of Norfolk, Va., is also filling a clerical position in the yard office.

G. H. Brucker, he of the short stature and quiet manner, is making things move with a vim in the coal yard where he is filling the yardmastership.

R. L. Stauffer is taking care of the assistant yardmaster's position in the outbound yard and is making at least forty miles a day. He has worked off all the high spots on the cinder paths between the tracks.

Conductor "Bob" Kerr has returned to work after having enjoyed a furlough. Bob looks like a "Jessie Jimmie" in the new sombrero. We wonder where he bought it.

The Canadian flies, or soldiers, have invaded our yard and are a pest on the lake front, where thousands of them cling to everything they can light on. The boys switching are inconvenienced considerably by them, and it is fortunate that the life of the fly is so short. With their mutton shaped wings, they look like miniature boats on a lake when they alight in hundreds on the big window panes. We are certainly glad they have not the mean disposition of the mosquito.

Night hump conductor Dernier has had some exciting nights in the wilds of the hump and classification yards recently. This territory is all darkness when the moon does not shine, the only illumination being the ghostly green and white eyes of the switch

lights, which change from one color to another as the wind whistles through the dense wood on either side of the yard.

A few nights ago one of the car riders, Oske by name, took a cut of cars down a clear alley in the darkness, and after spiking the cars began his return trip. A short distance from where he got off the cars he saw a negro approaching him with wild gestures and a bellowing voice. Oske broke all the professional and intercollegiate records for the mile, doing it in "nothing." A general hunt was made for the insane negro, but he turned out to be one of the car riders who wanted to see how fast Oske could run.

C. W. Murphy and E. J. Breen have been made crew dispatchers in charge of day and night calling.

Brakeman Wise has been granted a furlough account of ill health.

During the year 1912 Lorain loaded during the season (about 6 months) 72,618 cars of coal into boats and lighters.

Dispatcher Bill Wright is happy now. For sometime he has been trying to get the westbounds to run Canal Dover for coal. On July 9th engine 4103, engineer Fairhead, turned the trick. Fairhead had fifty-six hoppers of black diamonds too.

Indications are that conductor Ferguson is either a benedict or contemplates being one in the near future. "Fergy" is fortunate not to have been drawn in the net long ago for he "just can't make his eyes behave."

The many friends of dispatcher Brooker will be glad to hear of his return to duty in the dispatcher's office after a leave of absence spent through the South.

Cleveland, among other things, has the Naps, whom we expect to capture the American League pennant, and a railroad league in which the Baltimore

& Ohio have a team. We are sorry ours does not occupy the same position as the Naps. They might if you read the standing backwards. However, we understand that the boss told the captain that the B. & O. was first in everything, and if he could not win the pennant he would order a change in name. The next game the B. & O.'s swamped the Nickel Plate's.

Operator Rounds has been appointed relief operator.

June was a great month in many ways: handled more coal and more ore and more cars. Dispatcher Wagner got married. Gus Blauman, our night yardmaster, pulled the same stunt and went to the Pacific coast for his honeymoon. Night chief Lee could not wait until June but had to get married in May.

The boys on the road are all pulling for more superheaters like the 4045 and 4038. They call them the "Bull of the Woods." Dispatcher Wright take notice.

Everybody thought "Dutch" Stang had pitched his tent at Lester the other night but he finally showed up and got moving.

Among the last class of promotions to conductors were the McIntyre brothers, Serbert, Seiber, O'Brien (good name), Gatchel and Frantz.

Engineer Irish has been busy examining men on the new book of rules.

Twelve hundred cars handled through Cleveland yard used to be a big day, now they run 1500 to 1900 every day. Hope the business keeps up.

Anybody want to borrow a moving van? Dispatcher Griffith is going to stay where he is—no more hunting houses until spring.

We hit the mark better than one hundred million; boss must have thought we did our share; passed around the cigars on it anyhow.

Agent Williams not only bought a new automobile, but is laying off to build a garage. Warwick will be a good place to stay over night now.

We hope the boys at Columbia are happy now, division engineer Bachelder has fixed them up a new boiler.

Add one. Operator Eaton of Uhrichsville announces a new boy in the family.

Wish the person who decorated Mrs. Murphy's door with yellow ribbon on St. Patrick's day would come forward and confess; it would make life easier for the boys around Cleveland depot.

We were glad to see our former superintendent, now superintendent Green, of Wheeling division, up in Cleveland for a few days, but sorry to hear of his being called here on account of sickness.

John Hack, formerly from the general superintendent's office at Wheeling, W. Va., has been made chief clerk to superintendent at Cleveland, effective July 1st, vice W. P. Stewart, promoted.

Another railroader has arrived on this division; a boy in the family of dispatcher D. B. R. Lucs. Congratulations and good wishes.

The hot weather has arrived, but it is not too hot for the boys on the Cleveland division, who have peeled their coats and bent their shoulders to the wheel. While business flourishes nothing discourages.

Division claim agent Clinedinst started on his vacation June 23rd. He has gone east to visit his old home at New Market, Va., and all the large eastern cities.

Mr. R. H. Troescher, from the Columbus Street freight house, Cleveland, went east on July 3rd on his vacation. Intends to visit Washington, Baltimore, Philadelphia and New York. We have spoken kindly to Mr. Troescher before he takes his trip to New York, and have

told him that New York is a very large city and a stranger is easily pointed out.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark
DIVISIONAL SAFETY COMMITTEE

W. T. EAGAN, Trainmaster, Chairman.
J. F. BOWDEN, Master Mechanic.
DR. A. A. CHURCH, Medical Examiner.
H. B. McDONALD, Engineer.
R. B. McMAINS, Yardman.
H. W. ROBERTS, Yardman.
C. L. JOHNSON, Agent.
D. P. LUBY, Shopman.
C. G. MILLER, Shopman.
A. R. CLAYTOR, Claim Agent.
R. W. LITTLE, Yardman.
A. N. GLENNON, Trainman.
E. C. ZINSMEISTER, Supervisor Buildings and Bridges.
C. C. GRIMM, General Yard Master.
E. V. SMITH, Division Engineer.
G. F. EBERLY, Assistant Division Engineer.
W. F. ROSS, Road Foreman of Eng. Sec.
G. R. KIMBALL, Division Operator.

Assistant Boiler Maker Foreman Powell spent his vacation visiting relatives in and around Washington, D. C.

Machinists Daugherty of the erecting shop and Miller of the machine shop are at work again after spending a month's vacation in California.



JOHN S. PRICE

Above is a likeness of John S. Price who was elected a member of the Advisory Board of the Relief Department at the convention held at Pittsburgh, Pa., June 26, 27.

Mr. Price was born at Columbus, O., October 2, 1853.

Entered the service of the Company August 25th, 1868, as messenger at Belaire, O.

For thirteen years he was Chief Clerk to Mr. David Lee, at Zanesville, O. In January, 1902, he was transferred to Newark, O., as Chief Clerk to Division Engineer and served as same until May, 1910, when he asked to be relieved on account of his health. Since then he has been acting as maintenance of way account clerk.

He still considers himself one of the "young fellows." Is a baseball fan and a great lover of the art of bowling "Quintette," his highest score being 84.

J. J. Herlihy has been transferred from night assistant roundhouse foreman to assistant foreman of machine shop.

Machinist C. T. Buckingham is again on duty after being off about six months with rheumatism.

Machinist J. L. Walker is off duty with a scalded foot.

Piece work demonstrator, Thos. J. Calahan, made a trip to Columbus, Ohio, on June 9th. Rumors have it that "Tom" purchased a diamond ring for his intended. "Good luck to you, Tom."

Mr. J. Kirkpatrick, formerly master mechanic at Newark, was presented with a beautiful diamond ring by the employes of Newark shops, during his visit here recently. We wish him success in his new position.

Blacksmith Oscar Newhausen and his wife and child are visiting his parents in Denmark. This is his first trip home in ten years, and it is needless to say he will enjoy it.

Machinists Clarence A. Tyrer, Harry F. Bowman and machinist apprentice Andrew Taft, attended the automobile races at the Indianapolis Speedway Decoration day. All report an enjoyable time.

Machinist W. B. Phelan of the erecting shop was married recently in Dan-

ville, Ill. He will receive a royal welcome from his friends when he returns.

Roy Fuller, son of J. H. Fuller, foreman of brass foundry, has accepted a position as stenographer in master mechanic's office.

D. A. T. Westall, R. H. Drop, pit foreman, made a short visit with friends in Baltimore, Md., Decoration day.



LAFAYETTE J. MURPHY

Lafayette J. Murphy, engineer, Newark Division, retired on pension June 24th, was born July 4th, 1842, and entered the service as brakeman November 1, 1866. Promoted to fireman February 1, 1868, and made engineer May 1, 1870. June 15, 1886, he was appointed supervisor of engines in which capacity he served faithfully until January 1, 1891, when he resumed duty as engineer because of reduction in force. Mr. Murphy's home is in Mansfield, Ohio.

C. J. Pieri, Wm. Milbaugh and John Price, delegates to the Relief Department convention held in Pittsburgh June 25th, 26th and 27th, report a very busy session.

Conductor Wicker had the misfortune the night of June 25th to get in between them where they were too close. "Safety First."

We had the pleasure of having the General Safety Committee with us all

day June 27th. Their remarks were more than educational and entertaining. May they come often and stay longer.

MT. VERNON, OHIO

The Company recently completed over 1,500 feet of new track for the Mt. Vernon Bridge Co. They are building a large new loading yard which will more than double their present loading facilities, this being necessary to accommodate their rapidly increasing business.

Industries here are active and prospects seem good for the continuation of a heavy business.

Our veteran ticket agent, J. C. Patterson, recently made a flying trip to Chicago, accompanying his wife that far on a western trip.

Glenn B. Carlisle, bill clerk at the freight office, recently took unto himself a wife in the person of Miss Cleo Coile. They left for a few days' honeymoon at Buckeye Lake.

It is very gratifying to note the "Safety First" spirit with all employes. A constant watchfulness on the part of each of us will be the means of avoiding many personal injuries.

Mr. Michael L. Whelan, the popular clerk at Zanesville, is recovering from a severe nervous breakdown and hopes soon to be back at his desk.

Our little friend, Freeman F. Carlisle, yard brakeman at Mansfield (6 feet, 3 inches tall), is gradually recovering from a severe attack of rheumatism.

Yard conductor A. W. Jackson, of Cambridge, has developed some liver trouble and will spend a few weeks at Magnetic Springs in search of improved health.

John Hoffman, our affable baggage-man at Zanesville, has returned to work after a week of illness, and is as bright and smiling as ever.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connellsville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 J. M. BOXELL, Conductor.
 J. H. BOWMAN, Yard Conductor.
 J. H. BITTNER, Locomotive Engineer.
 DR. M. H. KOEHLER, Medical Examiner.
 T. V. DONOGAN, Machinist.
 F. BEYNE, Division Claim Agent.
 S. M. BITTNER, Extra Gang Foreman.
 G. E. BOWMAN, Fireman.
 R. W. HOOVER, Dispatcher.
 D. N. DUMIRE, Conductor.
 JOHN IRWIN, Car Repairer.
 J. R. ZEARFOSS, Conductor.

H. C. Hays, timekeeper at Connellsville, is attending a meeting of timekeepers at Baltimore for the purpose of discussing ways and means to facilitate the present method of timekeeping, owing to the inauguration of the semi-monthly paying.

W. J. Gallagher, of the trainmaster's office, has resigned to accept a position as stenographer for the H. C. Frick Coke Company at Scottdale, Pa. He is succeeded by Jas. Ryland of the freight agent's office, whose place is being filled by C. E. Reynolds, of Perryopolis.

Conductor Frank Fagan and wife of Connellsville are spending several days at Atlantic City.

Brakeman H. W. Foreman is visiting relatives in Berkeley Springs.

Brakeman G. R. Patterson is spending a few days in Akron, Ohio, visiting relatives.

Yard clerk Lester Bowman of Connellsville is spending his vacation in Washington.

Trainmaster T. E. Jamison and wife are taking their annual vacation, which will be spent in Atlantic City, New York, and other points of interest in the East.

Passenger brakeman W. P. May and wife are visiting relatives in Terra Alta.

Mrs. W. F. Walters, wife of freight conductor, is visiting relatives in Clarksburg, W. Va.

Brakeman R. E. Hamilton of Connellsville was called to Cleveland, Ohio, recently account of sickness.

Conductor W. S. Huddleston and wife have left on a few weeks' visit with friends and relatives in Richmond, Va.

Conductor S. K. Ringler and family have left on an extended trip to Denver, Col., and Pacific Coast points.

Supervisor J. I. Malone and wife of Point Marion are visiting relatives in Cincinnati, Ohio.

Engineer H. J. Debolt of Connellsville has returned from Rochester, N. Y., where he was attending the Elks' convention.

Engineer W. E. West of Connellsville is spending his annual vacation with relatives at Punxsutawney, Pa. He was accompanied by his family.

Engineer J. R. Hauck and family of Connellsville have left for a visit with the former's relatives in New York State.

Engineer B. Mix and family are spending a few weeks with relatives of the former at Renova, Pa.

C. V. Payne, chief clerk to road foreman of engines, and copying operator Brewer of Connellsville, have returned from their annual vacation, spent with relatives of the latter in Wilmington, Del.

Brakeman Fleming Fields of Smithfield has returned from a two weeks' visit with relatives at Harrisburg, Pa.

J. J. Smith, formerly machinist at Connellsville shops, was visiting friends at Connellsville over the "Fourth." Mr. Smith is now roundhouse foreman at Mt. Clare shops.

We are pleased to hear of the promotion of P. A. McMahan to position of stenographer to superintendent at Keyser, W. Va. Phil made many friends here, who wish him success in his new position.

Born to engineer and Mrs. A. C. Franks on July 3rd, a baby boy. Under-

stand the event brought about a sudden increase in the size of hats, necessitating a trip to Pittsburgh for one to suit the occasion.



JOSEPH T. SHADE

Above is a picture of Joseph T., son of relief agent H. E. Shade of the Connellsville division.

Effective July 7th, H. P. McQuilkin was appointed storekeeper at Washington, Ind. He is succeeded as storekeeper at Connellsville by C. G. Sutton.

Conductor W. Howard and family of Connellsville left July 7th on a visit to Erie, Pa., and Rochester, N. Y. They expect to take in the Perry celebration at Erie.

Yardmaster J. E. Dice and wife, of Somerset, left recently on a trip to Rock Island, Ill., where they will spend several weeks with relatives.

Jos. Woods, formerly night chief caller at Connellsville, has been appointed engine dispatcher. His assistant, Louis Lancaster, has been promoted to chief

caller. J. P. Blair succeeds Lancaster as assistant chief caller.

Assistant trainmaster M. J. Kerrigan is the proud father of a baby boy, which arrived on June 27th.

On June 26th, Miss Catherine Snyder, niece of agent W. B. Conway of Rockwood, Pa., was united in marriage to Homer Bowman of that point. Mr. Bowman is a locomotive engineer running out of Rockwood. His home is in Connellsville.

Benj. Beal, clerk in office of car distributor at Connellsville, was the guest of Mr. J. C. Page, in Baltimore, recently.

L.S. McClelland has been appointed tonnage clerk, vice E. W. Powell, resigned.



H. L. IRVING

H. L. Irving, B. & O. inspector of wheels and axles at the Cambria Steel Co., Johnstown, Pa., is the son of Mrs. E. P. Irving, librarian, Mt. Royal Station, Baltimore, Md.

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. P. ANGELL, Trainmaster, Chairman.
J. L. BOWSER, Shopman, Glenwood.
P. W. KEELER, Yard Brakeman.
G. W. BOGARDUS, Road Engineer.
W. H. HEISER, Yard Conductor.
J. J. MCGOOGAN, Yard Conductor.
E. N. COLEMAN, Yard Conductor.
B. C. WADDING, Passenger Fireman.
FRANK BRYNE, Claim Agent.
DR. N. B. STEWARD, Assistant Medical Examiner.
W. H. RALEY, Passenger Brakeman.
G. G. WISE, Road Conductor.

JOHN B. TUSAL, Foreman Car Yard.
 T. F. DONAHUE, General Supervisor.
 R. J. SMITH Agent, Junction Transfer.
 C. G. HARSHAW, Yard Conductor.
 J. J. BOTT, Signal Foreman.
 H. KNOPP, Road Conductor.
 R. J. MURLAND, Road Conductor.
 T. D. MAXWELL, Road Engineer.
 J. S. BARTLETT, Secretary.

NEW CASTLE DIVISION

Correspondent, F. E. GORBY, *Chief Clerk,*
 New Castle

DIVISIONAL SAFETY COMMITTEE

C. H. WALDRON, Chairman.
 F. W. GREEN, Operator.
 M. J. GARRETT, Engineer.
 H. D. HORNER, Fireman.
 J. B. TALBOTT, Brakeman.
 M. C. WOOLDRIDGE, Conductor.
 T. J. RAFFERTY, Car Foreman.
 W. H. WATSON, Switchtender.
 P. J. McCANN, Conductor.
 E. H. BARNHART, Assistant Division Engineer.
 C. J. MAISCH, Claim Agent.
 J. E. GRILL, Conductor.
 G. H. HAMMER, Foreman.
 DR. E. M. PARLETT, Medical Examiner.

"Dick" Foltz, chief clerk to the trainmaster, has returned from his honeymoon, smiling all over his handsome features.

Mr. Patrick Reidy, for a number of years car inspector at Akron Junction, met death in a peculiar manner on June 29th. While inspecting cars on track No. 6 in the Hill yard he was overcome with the intense heat and fell over the embankment down onto the Valley main tracks, breaking his neck. Mr. Reidy was held in high esteem by all who knew him and was always ready to lend a helping hand to any one. His bereaved family have the sympathy of all the employes who knew him.

Thomas C. Cahill, passenger and ticket agent at Youngstown, Ohio, has announced his intention to become a benedict in the autumn. He has picked Miss Anna Marie Voegtly, and we approve his choice and wish him luck.

We noticed some nice superheater engines going through to the Cleveland division for service.

Effective July 1st supervisor G. A. Argenbright was appointed supervisor of sub-division No. 3, west end of New Castle division, vice Mr. E. D. Billings, resigned.



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Effective July 10th, J. B. Cameron was appointed division engineer of the New Castle division vice Mr. J. T. Andrews, assigned to engineer M. of W. Stimson's office. We wish the outgoing and incoming officials the best of luck in their new fields of labor. Mr. Cameron is not a new figure on the New Castle division having been here in times gone by.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*,
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT, Superintendent, Chairman, Garrett, Ind.
J. B. HERSH, Yard Master, Garrett, Ind.
H. S. LEE, Yard Master, South Chicago, Ill.
C. SCHOMBERG, Shopman, Garrett, Ind.
J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
D. PARRODY, Shopman, South Chicago, Ill.
W. G. CAMERON, Conductor, Garrett, Ind.
T. E. WAYMAN, Agent, Chicago, Ill.
T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
A. CREW, Claim Agent, Chicago, Ill.
C. A. STERT, Shopman, Chicago Junction, Ohio.
DR. F. DORSEY, Medical Examiner, Garrett, Ind.
R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction, Ohio.
W. C. FRANCE, Agent, Tiffin, Ohio.
O. M. BAILEY, Engineer, Garrett, Ind.
D. G. THOMPSON, Fireman, Garrett, Ind.
A. D. GINGERY, Brakeman, Garrett, Ind.
J. S. BARN, Operator, Galatea, Ohio.
J. D. JACK, Claim Agent, Garrett, Ind.
J. W. HAMILTON, General Yard Master, Chicago Junction, Ohio.

SOUTH CHICAGO, ILLINOIS

THE GATEWAY BETWEEN THE GREAT EAST AND WEST

Few of our people know the great importance of this station in the handling of the immense amount of interchange freight at this point between the East and West and *vice versa*; therefore, we would like to let our co-workers all over the system know, through this magazine, that South Chicago is on the map.

From this office all live stock, fresh meat, coal, grain and general merchandise is handled to and from all connecting lines. There are forty-four transportation companies entering and leaving this great center and our company is doing business with every one of them; therefore we wish, in this manner, to introduce ourselves by the photograph of our office force.

Top Row, reading from left to right: Ed Murphy, Paul Wegener, John Stazewski, Thomas Kelly, Thomas Conroy, Ed Boyle (Chief Clerk), Ralph Ashton and Chas. Timberlake.



OFFICE FORCE—SOUTH CHICAGO, ILL.

Middle Row, reading from left to right: Michael Grudzinski, Lee A. Matthews, Kathryn Draper, Esther J. Moberg, Ethel A. Poole, John E. Hufton, John Timm, and Andrew Gorman.

Bottom Row, reading from left to right: George J. Parks, telegrapher; John Draper, assistant train master; Richard R. Huggins, assistant agent; James Condit, Wm. T. Wilhelm, yard master; and Oscar Wacker, car distributor.

This station, to our eastern friends, would be a revelation and if any ever visit Chicago, just drop down to South Chicago for a few hours and you will learn something to your and the company's advantage.

A hearty welcome is extended to all B. & O. men, irrespective of what department they may be connected with. We can show you all something and perhaps teach you something to the benefit of our Grand Old Family—The Baltimore and Ohio Railroad.

Stromberg, Archer, Barnes, Jack, Arnold, Nesbit, Smeed.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*,
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS, Chairman.
C. P. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX CRAW, Division Claim Agent.
J. F. RYAN, Captain of Police.
C. L. HEGLEY, Examiner and Recorder.
H. McDONALD, Supervisor, Chicago District.
WM. HOGAN, Supervisor, Calumet District.
J. W. DACY, Trainmaster.
J. W. FOGG, Master Mechanic.
F. S. DEVENY, Road Foreman of Engines.
CHAS. ESPING, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
JAMES GAGHIN, Engineer.
ARTHUR JENSEN, Fireman.
THOMAS HASEY, Switchman.
JOHN HALEY, Car Inspector.
WM. DAVIS, Boilermaker.
CHAS. STANGE, Engineer.
JOHN McLEAN, Car Repairer.
ROBERT SISSONS, Engineer.
OLIVER JOHNSON, Fireman.
C. B. BIDDINGER, Conductor.
B. SNYDER, Conductor.
WM. GEOTZINGER, Machinist.
JAS. LANGTON, Machinist.
T. F. YATES, Blacksmith.
HARRY MARSHALL, Car Inspector.

Yardmaster A. T. Wilkins has returned from his vacation and R. A.



CHICAGO DIVISION SAFETY COMMITTEE

First row, reading from left: Bardge, Gingery, Tearney, Jenkins, Spurrier; second row, Dr. Rumbaugh, Andrews, Hair, Coon, Trimble, Lee, Sturmer; third row, Bailey, Hursh, Stiert, Boyd, Talbot,

Barlow has started on his, going to Greensburgh, Ind., with his wife and child to visit relatives. Conductor L. F. Murphy is relieving the yardmasters at Barr Yard.

Conductor S. Bloye found another little boy at his house when he returned from work one evening not long ago.

Fireman Thos. McKenna became a papa on July 5th—a ten-pound baby boy.

Mrs. C. F. McKelvey has returned from Leetonia, Ohio, where she was visiting her mother for several weeks.

Switchman P. J. Wolfe is still in Mercy hospital, but we understand is getting along as well as could be expected.

Effective July 15th John J. Coffey is appointed agent at Blue Island, Ill. vice J. E. Markey, resigned.

Agent E. Ruble, at Chicago Heights, has been granted a thirty day leave of absence. Elmer and his wife anticipate making an extended tour of the West. Harry Siem, connected with the local agent's office at Chicago, will relieve Mr. Ruble during his absence.

Chas. Iverson, clerk in the local freight office, has been promoted to the position of demurrage collector, succeeding J. F. Bauer, who was appointed chief clerk.

Frank McCann, clerk in the local freight office, sustained an injury which necessitated his having to undergo an operation at Mercy hospital. We all wish him a speedy recovery.

William Mundt, file clerk in the district engineer's office, has been working for Uncle Sam for the past week. He is a member of the Illinois National Guard and has been with his company at Springfield.

C. E. Peterson, car accountant, recently attended the summer meeting of the association of transportation and car accounting officers held at Charlevoix, Mich.

Arthur McGurn, clerk in the car accountant's office, is spending his vacation at Boston, Mass.

E. A. Mueller, bookkeeper, went to Tomahawk Lake on his vacation. He

did not stay at the lake very long, for there was too much attraction at home.

W. C. Oliphant, chief clerk, and family spent a portion of their vacation visiting friends in Alabama and Georgia.

P. E. Iverson, clerk in the accounting department, has returned from his vacation at Baldwin, Mich.

Charles Stuart took advantage of the three day holiday over the 4th and went to Lake Wawasee. Charles thinks Wawasee is O. K., for the fish were so strong that they damaged his new tackles.

Charles Johnson, one of the oldest clerks in the company's service, has recently removed to his new home in Oak Park, Ill., an ideal place to reside.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

E. R. SCOVILLE, Superintendent, Chairman.
J. R. NEFF, Trainmaster.
R. MALLEN, Road Foreman of Engines.
C. W. PLUMLY, Division Operator.
R. R. SCHWARZELL, Assistant Trainmaster.
C. E. WHARFF, Relief Agent.
L. A. PAUSCH, Supervisor.
L. C. MUEHLHEIM, Road Recorder Inspector.
O. D. MONTE, Train Dispatcher.
O. C. CAVINS, Engineer.
E. O. BROWN, Fireman.
J. A. CARSON, Yard Foreman.
G. F. OBERLANDER, Claim Agent.
DR. P. S. LANSDALE, Medical Examiner.
T. E. BANKS, Conductor.
J. W. JAMES, Brakeman.

On June 24, lightning struck a car in 190's train, unroofing it, and the roof was blown against a car in side track at Bloomingburg, causing this car to move east and run over the derail.

Frank Mathias, the genial foreman of the machine shop at Chillicothe, had the misfortune of having his eye injured recently. He is now in a Cincinnati hospital under the care of Dr. Sattler.

Charles E. Watt, formerly passenger engineer, having spent almost his entire life on the B. & O. S. W., met a sudden death during a thunder and wind storm at Chillicothe on the night of July 5.

The wind had blown down a street arc lamp and shortly after Mr. Watt walked into the mess of highly charged wires. He was felled by the first shock and by grabbing the wires both hands were very badly burned. His head and body were also burned by coming in contact with the wires. Death was almost instantaneous, as it is estimated 3700 volts passed through him.

July 4th, Chillicothe Lodge B. P. O. E. No. 52, chartered a special and with 150 went to Greenfield via B. & O. S. W., to help the Elks of that place celebrate the fourth.

Much comment has been passed on the new form of employes' magazine, which is liked a great deal better than the larger style.

Chief clerk N. R. Martin of the motive power department made a business trip to Baltimore, Sunday, July 20.

Miss Bertha R. Streitenberger, stenographer in the superintendent's office, together with half dozen girl friends, including Miss Bertha Dunlap of the freight agent's office, will spend ten days the fore part of next month at Russells Point, Ohio.

Messrs. John Lemey, Walter Garahaty and W. A. Radspinner of the superintendent of motive power staff, were business visitors over the Ohio division this month.

B. R. Hundley, resident engineer, has purchased a beautiful "Paige Roadster." We won't go into detail as to how he tried to run it in the front door of the Warner Hotel the first day he drove it, but as the street is only fifty feet wide, he didn't have much (?) room.

C. H. R. Howe, formerly assistant division engineer of this division, has been appointed division engineer of the new Cincinnati Terminal division, with headquarters at Cincinnati. Good luck, from his many friends on the Ohio division, goes with him.

Drafting.



Work for YOU as soon as you become my student

Yes, that's exactly what I mean. As soon as you become my student you can begin earning a handsome income while learning at home. Draftsmen are in demand everywhere. Salaries from \$150 to \$300 a month. I can train you how to become a first class draftsman at home during your spare time by mail.

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FREE This \$15.00 Drawing Outfit

If you register at once. This is just the kind of an outfit I use myself. They are not toys, but actual working instruments. If you will register at once, I will give this outfit to you absolutely free. I have selected this outfit from the line of one of the largest manufacturers in the

country. Send the free coupon today for full particulars.

A Few Men Wanted

What I want is the right kind of men. Don't bother about the expense. I give each one of my students personal instruction. If your work is right, I tell you so. If it is wrong, I tell you just exactly where it is wrong. There is an urgent demand today for skilled Draftsmen. The big companies are issuing calls every day in the year for men to fill positions paying from \$125 to \$175 a month to start. Many positions paying \$75 to \$100 a week always open. Here is your opportunity.

I Guarantee
To instruct you until you are competent and placed in a position paying \$125 to \$175 a mo.

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Do not delay. Just put your name and address in the free coupon and mail it in at once. I will send you absolutely free and prepaid my new book "Successful Draftsmanship." The book is absolutely free and prepaid if you write at once. No obligations on you whatever in sending in the free coupon. But be sure to write today as the supply of books is limited. I will also tell you about my special offer so that you can earn a handsome income as soon as you become a student. Send the coupon.

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Without any obligation on me whatsoever, please mail your book "Successful Draftsmanship" and full particulars of your liberal "Personal Instruction" offer to a few students. It is understood that I am obligated in no way whatever.

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TWO SALES A DAY — \$300 A MONTH

That's what you get—every month. Needed in every home, badly wanted, eagerly bought. Modern bathing facilities for all the people. Take the orders right and left. Quick sales, immense profits. Look at these men: Kunkle, Ohio, received \$240 first week; Mathias, Florida, \$120 in two days; Corrigan, N. Y., \$114 in 60 hours; Newton, California, \$50 in three days. You can do as well. 2 SALES A DAY MEANS \$300 a month. The work is very easy, pleasant, permanent, fascinating. It means a business of your own.

Grant credit—Furnish sample—Help you out—Back you up—Don't doubt—Don't hesitate—Don't hold back—You cannot lose. My other men are building homes, bank accounts, so can you. Act then quick, SEND NO MONEY. Just name on penny postal for free offer. Bustief

**H. S. ROBINSON, President Robinson Mfg. Co.
506 Vance Street, Toledo, Ohio**

INDIANA DIVISION

Correspondent, O. E. HENDERSON,
Conductor, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY, Superintendent, Chairman.
H. S. SMITH, Trainmaster.
J. B. PURKHISER, Assistant Trainmaster.
C. E. HERTH, Assistant Division Engineer.
JOHN PAGE, Division Operator.
J. BURKE, Foreman Car Repairs.
P. HORAN, Roundhouse Foreman.
T. J. EWING, Relief Agent.
O. E. HENDERSON, Conductor.
C. Q. ROGERS, Brakeman.
EARL MALICK, Engineer.
JOHN MENDELL, Fireman.
CARL ALEXANDER, Switchman.

The roadbeds of the local railroads are in good condition again and the ballast which was washed away during the March flood has been replaced. The weather has been favorable for work on the track and with few exceptions all the repairs have been made. The temporary bridge over the Miami is still in use, but the permanent structure will likely be started before fall. None of

the trains are losing time now because of the condition of the road bed.

Passenger conductor F. M. Dee and family have returned from an extended trip through California and other western states.

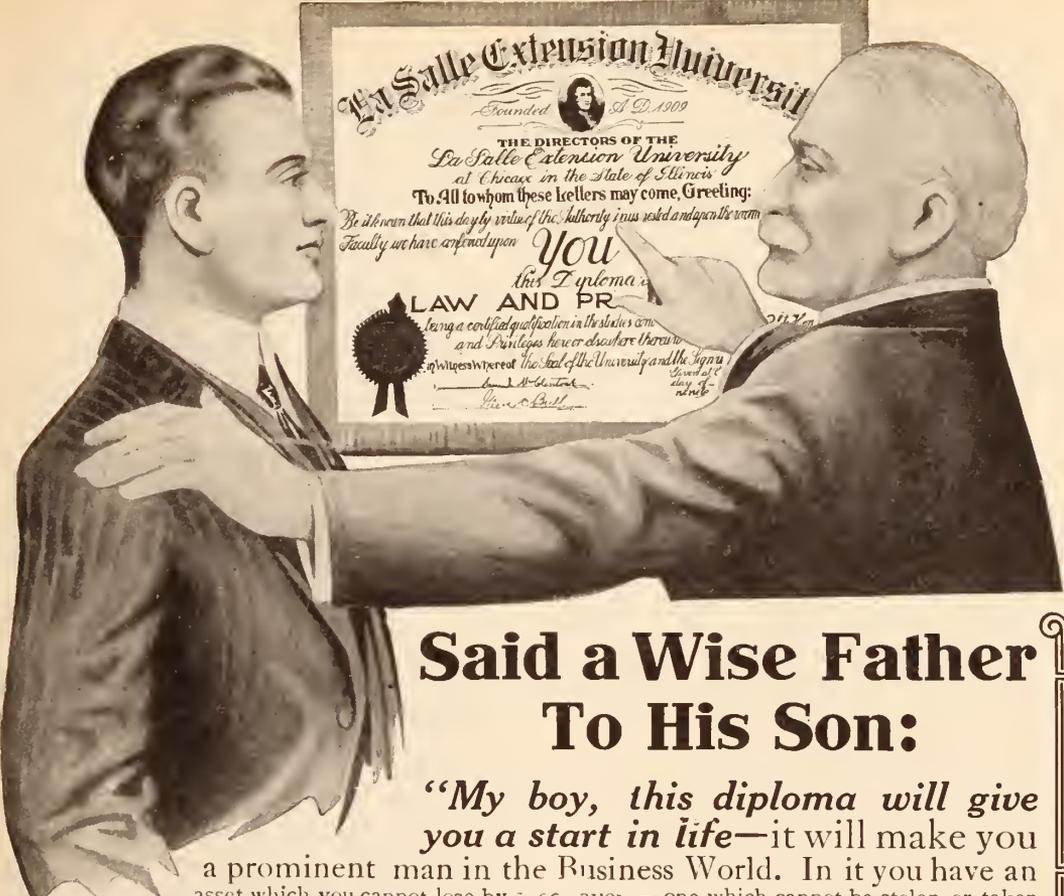
T. B. M. Muir, of the Cincinnati-St. Louis through runs, has been absent from duty for some time on account of sickness.

The stork has again visited us and left at the home of conductor George Moore a boy, and at the home of clerk Harry Dixon a girl.

Fireman James Photopoulos of this city and Miss Ella Merriman of Columbus, Ind., were quietly married June 29th. Both are popular young people, and have the best wishes of the railroad boys here.

The international air brake car No. 105, in charge of Mr. Johnson, after a stay here of two weeks, has been taken to

Please mention this magazine



Said a Wise Father To His Son:

"My boy, this diploma will give you a start in life—it will make you

a prominent man in the Business World. In it you have an asset which you cannot lose by

—one which cannot be stolen or taken from you. Panics may come and go—fortunes may be made and lost in a single transaction—your fellow-men may conspire to cheat you out of your goods and chattels, but your legal education is with you forever. It is the one asset that you couldn't lose if you wished to, but it's an asset which you can convert into ready cash over and over again. I'm now getting old. Ere long I may be called to that bourne from which no traveler ever returns, but I'm bappy to know that you are prepared to go out into the world and take your place among men and make good."

These remarks from a father to son, are full of food for thought. That which this father has done for his son, you can do for yourself; or you can help do for your son, your brother, or the young man in whom you are interested. If you are an employer of men, encourage them to study law. It will come back to you a hundred times, in the increased efficiency of your employes. All you need is our help through our home-study law course and this you may have for a very small amount payable in small monthly sums.

You Receive Our Law Library Without Additional Cost!

With our Law Course, each student receives, without additional cost, our complete Law Library, consisting of 14 volumes of American Law and Procedure. This Law Library is worth the entire cost of our course. It was written by over twenty of the deans and professors of law in the leading resident law schools and universities. It cost us nearly \$40,000, being more than the entire capital invested in many schools.

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Cincinnati. While here, schools of instruction were held, both in afternoon and at nights. They were largely attended and much interest was manifested.

Mrs. W. E. Hyatt, wife of general yardmaster, with her children, have returned from Thomasboro, Ill., after a visit there with her sister.

James C. Sage, fireman, was fatally injured at Riverdale, July 18. The train on which he was firing took a siding and he was thought to have gotten down to clean ash pan. As the train for which they were laying in passed, Mr. Sage's engineer saw his body thrown from under it. Apparently he had failed to step back a sufficient distance and the pilot beam of the passing engine struck him. Mr. Sage was highly esteemed among a large circle of acquaintances in and out of the service.

John H. Engleking, caller, and Miss Gussie Fleetwood, were married recently at the clerk's office at Brownstown. They will reside here.

Engineer Walter Darling, who had his leg broken in an accident at Sparksville July 6th, is doing nicely at the Memorial Hospital here.

The new steam ditcher recently purchased by the company was being placed in readiness for ditching here last week. It was quite a curiosity and many employes and citizens who had never before seen one were looking it over. Many expressed a desire to see it "dig." After it is given a trial it will be placed in steady service.

Mrs. F. J. Lemerick, wife of deceased engineer Lemerick of Cameron, W. Va., and two sons, have returned from an extended visit with Mr. P. H. Horn and wife.

The Indiana division boys who attended the B. & O. Relief Convention at

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Railroad Men

Study Traffic

Attract the Favorable Attention of the Men Higher Up

The station agent or operator who wants to rise in the railroad ranks; the freight and traffic department clerks who want to get in the G. F. A. class; the man whose light is hidden under a bushel and who wants to attract the attention of the higher officials, should get busy now and study rate adjustment, tariff-reading, interstate commerce requirements, the new rate systems, and the many other matters necessary to success in this field, which lead to the better paid positions.

Sure Promotion for Railroad Men

You are fooling yourself if you think the ordinary activities of your present job will develop you for bigger things ahead. You are making a great mistake waiting for promotion—you will have to meet it half way by preparing yourself for it.

The chief traffic man of your road is on the lookout every day for men who show a superior knowledge of traffic matters. Attract his favorable attention by showing him that you have it.

Many men have some of the knowledge necessary to qualify for bigger positions, but they fail to systematize and collect it and add to it a more complete knowledge.

Hundreds of good men in railroad service are sticking to one spot year after year doing specialized work simply because they lack the all-round knowledge which will complete their traffic education.

Study at Home

The National Traffic course contains no books, no lectures, no theory, no tedious essays written by school teachers. The men

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FREE Book!

We have a plan whereby you can easily equip yourself during your spare time at home to fill any one of a dozen good positions where men are needed who know the general traffic rules. If you want to capitalize your present knowledge and put yourself in a place to earn promotion and all that goes with it, put your name, address, and present occupation on this coupon, mail it to us at once, and get a copy of our free booklet, "How you can increase your salary."

Don't wait. Don't keep on the same sidetrack, but switch into the main line and start yourself on the up-grade to a fine position. Mail coupon today.

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Pittsburgh, Pa., June 26 and 27, desire to thank the delegates who so loyally stood by them in electing engineer C. H. Creager of Seymour a member of the Advisory Board. The delegates, who were J. L. Murphy Mitchell, P. H. Horn, O. E. Henderson, and C. H. Creager, of Seymour, Albert Cain of Cochran and agent Roller of Charlestown, desire to thank the employes for their support in electing them delegates to the convention.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE

CINCINNATI FREIGHT HOUSE

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Superintendent's Office

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STEEL UNDERFRAMES
ALL TYPES

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Here Is a Real
Life Story
That Will
Interest You

You, Who Work for a Living, Will Be Interested in This Story!

On the first of January, a man who had been employed by the Baltimore and Ohio Railroad, in one of the important departments in the general offices at Baltimore, stepped into the office of the Superintendent and said: "Mr. Superintendent, I've been with the B. & O. for fourteen years today. I've been a faithful and efficient man and I would like to have more money than I am getting."

The Superintendent Replied: "Mr. Ross, I appreciate the fact that you have a clean record. In fact, I believe you were with the B. & O. for eight years before I came here, and for six years before I ever did any railroad work at all. I know you are competent to do the work you are doing, and I am perfectly willing to recommend an advancement for you, but not for the work you are doing now. I am not authorized to pay any more for that work than you are now getting; if I were, you would have been getting it long ago. But I'll tell you what I will do. I will give you another job that pays more money."

"What other job around here can you fill?"

That last question was a stunner! What other job around there could this man fill when he had been at one desk all his life, doing only one kind of work? The result of the interview was that this perfectly capable, sober and honest man had to remain at his old job, not because the superintendent was unwilling to advance him, not because there was no better job in that office, but **BECAUSE THE MAN WAS NOT CAPABLE OF FILLING ANY OTHER JOB.** In other words, opportunity knocked at his door, found him unprepared for the call, and had to pass on without entering.

How about your own case? Where would you be if opportunity knocked at your door, or if you went out and found Mr. "Opportunity" and cornered him for an interview?

Suppose this B. & O. R. man had been putting in, say, only one hour each evening—probably the hour he actually wasted in amusements or idleness, during all those fourteen years, preparing himself for a better place? Suppose he had been able to say to the superintendent:

"I can fill either one of those vacancies in the tariff bureau which must be filled shortly" or "I can fill Jones' job in the Accounting Department when he is promoted the first of the month."

What first would have been necessary to enable him to have made such statements? *Preparation, Competency and Training.*

How often have you heard it said that men usually stay at one desk a natural lifetime in the railroad business? Do you know the real reason why railroad men remain at one desk always? The trouble is not with the railroads. It is with the men themselves. Consider, for example, James J. Hill, who arose from telegraph operator to President of the Great Northern Railway; Samuel Rea, who began as chairman and roadman and arose to the Presidency of the Pennsylvania Railroad; and Wm. J. Harahan, President of the Seaboard Air Line Railway, who began as office boy for the superintendent of the L. & N. R. R. Do you suppose these big railroad men could have advanced as they have without study and preparation?

New Jobs Now Open—Earn from \$35 to \$100 Weekly as Traffic Managers

Modern transportation is a jungle of routes and rates, calling for specialists, who like the *pathfinders* of old, have expert knowledge of the *trails of traffic*. How to route shipment to obtain *shortest mileage* and *quickest deliveries* and how to *classify* goods to obtain *lowest rates* are two vital factors in business competition. The man who knows how is so valuable to his employer that he commands respect and big remuneration.

New and Uncrowded Profession

There are half a million LARGE SHIPPERS in the United States. Practically every one of them needs an expert traffic man, and this need is recognized as never before because of the recently enacted railroad rate laws and interstate commerce regulations. The demand for trained and efficient traffic men is many times greater than the supply. There's room for you.

Study Traffic and Interstate Commerce

Decide now to become a traffic man. Our Interstate Commerce course enables you to study AT HOME, without leaving your occupation or sacrificing present income.

Clip coupon below, sign and mail at once and we will send you FREE, postpaid, our valuable book, "Ten Years' Promotion in One," and information concerning the opportunities and requirements of this attractive profession. This book is worth a dollar of any man's money, but it is free while they last.

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I am interested in the new profession—Traffic Management. Please send me "Ten Years' Promotion in One" and full information and Traffic Book free of all cost.

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There have been no news items appearing under the Wellston division heading since March. It should be considered that the correspondent was either busy or lost in the flood. The former more plausible. However, the two combined contributed largely, yet at the same time the employes should cooperate with the correspondent and drop him notes from time to time, giving him the general news of the community, which would be of interest to the other boys along the line. If you care to write an item of your own you are privileged to do so, so let your items come along and make an effort to keep the Wellston division space filled in all issues.

James M. Fearn, dispatcher, has returned from his annual vacation at the seashore.

Relief agent F. M. Drake is doing relief duty while the dispatchers are taking their vacation.

Mrs. J. J. Fitzmartin, wife of the chief dispatcher is visiting friends in Michigan.

Maurice Rosen, secretary to the superintendent, enjoyed a short visit with friends in Chicago.

The many friends of L. F. Hockett are glad to hear of his being appointed agent at Dayton, Ohio, to succeed O. B. Grove, who resigned. Mr. Hockett has been agent at Chillicothe since 1906, and has been connected with the B. & O. for more than twenty years as operator and agent at various stations on the Southwestern. He has been a faithful and industrious employe and his promotion is well deserved. Congratulations are extended to Mr. Hockett by his many friends, who wish him success in his new position.

Charles H. Rauck, having served the Company as cashier at Ironton for thirteen years, has been promoted to the agency at Chillicothe, succeeding L. F. Hockett, transferred to Dayton, Ohio.

E. F. Surface and wife are enjoying a few weeks along the Lakes.

M. Kirsch, Jr., having resigned as chief clerk in the maintenance of way department, the vacancy was filled by the promotion of Lee Fleming, who has been timekeeper.

C. G. Ronk, tonnage clerk in the superintendent's office, has been promoted to timekeeper, account inauguration of the semi-monthly pay rolls.

Charles L. Schoemaker is now timekeeper in the maintenance of way department, caused by the transfer of G. R. Pinkerton to the Toledo division.

The unit system having been adopted by the Toledo division, it was necessary to move the office of superintendent Hyne to the south side of the building.

Attention—

**AGENTS—
MAIL DEALERS—
PREMIUM USERS!**



If —

You want something that is *the thing* right now—an article for which there is an unlimited demand and with which many agents are making from \$50.00 to \$75.00 a week net profit—something that mail dealers are finding to be a ready seller and with which many concerns, who are giving them as premiums, have increased their sales considerably, *get acquainted with the “MORGAN DANDY” safety razor!*

Now is the time when people appreciate a low priced razor that has every appearance of an expensive one. The “MORGAN DANDY” is an exceptional one, comparing favorably with the high priced safety razors, yet it can be sold at 25 cents, leaving a *big profit*.

In fact, our “MORGAN DANDY” is a \$5.00 razor in everything but an expensive box. It is triple silver plated and contains all the essential features that go to make the shaving qualities—its construction is such that enables us to *guarantee* it to shave as good, if not *better*, than *any other razor, IRRESPECTIVE OF PRICE*.

Here's something that fills a long felt want, for a *good* razor at a *low* price, has always been a necessity!

There are only two parts to the razor—the frame and the blade. The blade being adjusted and released so quickly both can be dried in an instant. This is a decided advantage and saves time and annoyance as well as making it perfectly sanitary. And the angle of the frame and the guard are so scientifically adjusted as to get the best results and insure absolute safety.

The steel of the blade is the best, especially ground and tempered. *Every blade is hair tested and inspected*. Neither time nor expense has been spared in developing the best blade that is possible to make. *And a new blade can be sold by you at about the same price that it costs to resharpen others*.

Read what this man who is now using a “MORGAN DANDY” regularly says:

“I am using your razor and find one need have no fear of cutting or scratching. For the last few years I have been using a Gillette but find the Morgan Dandy equal for an easy, cool, comfortable and “clean quick” shave.”

You Want More Money

and we have an unusual proposition to make *you*. Whether you are an agent, salesman, mail dealer, premium user, or a local dealer, write for our wholesale prices together with copies of show cards, circulars and other matter that is furnished with imprint. And enclose 25 cents for a sample razor which amount may be deducted from your first order.

Write Us Today

The Stanley G. Morgan Co., Manufacturers
312-314 West Madison Street, CHICAGO

Glad to see the Toledo division following us in adopting the unit system.

Dispatcher J. R. McNeff, at Ottawa, is enjoying his vacation at Sandusky and other Lake points.

Where a few of the boys are spending their vacations this year: J. J. Stanton, in Chicago, Ill., H. J. Warnecks in Gallia, Ohio, J. Redfern, Kimmer, Wyo., R. R. Ridgeway, Vienna, Ohio, J. Stueckhardt, Kearney, Neb., R. D. Clay, Herriman Junction, Tenn., J. F. Toumine, Petosky, Mich.

The new issue of the magazine has brought forth favorable comment from all the employes.

The headquarters of the Toledo and Wellston division looks much better than before the flood; the building has been repaired, walls painted and the entire building put in first class condition. Rearrangement of the offices affords better facilities for those most interested.

While introducing the unit system on the Toledo division offices, G. B. Clifton, supervisor of office service, found time to call around and see how the system was working on the Wellston, having been installed on the Wellston division in March.

HOT WEATHER SUGGESTIONS

Firemen, especially, should avoid, as far as possible, the use of ice water. Much stomach trouble is the direct result of taking ice cold water into it while heated. Drink the water cool but not ice cold.

Eat sparingly of meats.

Take a daily bath so that your pores will be kept open.

Take abundance of rest.

Don't nurse your worries—it affects digestion and interferes with rest.

DEPEND ON YOURSELF

Man learns to swim by being tossed into life's maelstrom and left to make his way ashore. No youth can learn to sail his life-craft in a lake sequestered and sheltered from all storms, where other vessels never come. Skill comes through sailing one's craft amidst rocks and bars and opposing fleets, amidst storms and whirls and counter-currents. Responsibility alone drives man to toil and brings out his best gifts.—*Howell Dwight Hillis.*

"Come in and have it charged," was the inviting sign in front of a place of business in a Jersey town. A stranger being somewhat low in funds, walked in briskly. "I understand that I can get things charged here," he said, addressing one of the employes.

"Only storage batteries," replied the other man.—*Judge.*

"GET BUSY"

If we are kids until
20 and old men after
50 we have just
30 years, each with
300 eight hour working days,
or 72,000 hours to make good.
Better get busy.

JUST A JOKELET

An extremely thin man was walking along a street when he noticed that a hound dog was following him.

After he had gone a block and the dog was still trailing him, he turned to a street gamin and asked: "Boy, what do you suppose that dog is following me for?"

"Well, mister," said the boy, as he looked the thin man over, "I dunno exactly, but mebbe he takes you for a bone."

Quick
Relief for
Rheumatism



Health for You

Rejoice in the virile health that glows in your skin, sparkles in your eye and thrills you with new power. Get more vital force and strength in every nerve, fibre and sinew. Know the happiness and advantages of an active mind and sound body. Science has placed health, vigor, power and efficiency within your reach in the perfection of the wonderful Ind-Electric Massage Battery. The magic power of this scientific achievement is in its refreshing and recreating radiance of faradic electricity. Test its marvelous powers for health on 10 days free trial.

Dispels Every Ache

Your physician will tell you that faradism will do more to relieve the pains and aches of rheumatism than any other method known to medical science. The faradic current of the Ind-Electric will give wonderful relief to headaches, neuralgia, back aches, lumbago, sore feet, scalp disease, falling hair, tired feeling, nervousness, paralysis and other nerve and blood ailments. It is always refreshing, restoring and invigorating, for men, women and children.

Easy Aid to Beauty

Every man can now take a quick massage after shaving. Every woman can now be her own beauty masseuse. The faradic treatment of the Ind-Electric will banish pimples, black-heads, wrinkles and other facial blemishes and give to the user a smooth, clear, rose-tinted complexion. The electric hair brush attachment will healthy the scalp, enliven the hair and make it more lustrous and abundant. Every man should have this instrument to prevent premature baldness.

Ind-Electric Massage Battery

The newest, latest and most convenient scientific application of faradic energy. Complete in itself. Always ready for instant use. No electric light connections are required in its operation. It is so simple that a child can use it with perfect results. Every home should get an Ind-Electric Health and Beauty Battery at the amazingly low price now open for a limited time.



Free Trial

Use the Ind-Electric Massage Battery

for 10 days to prove to you that it is worth more to you every week than the special low price for it now. Your money back if you are not more than delighted with its marvelous powers for health and beauty. Take advantage of this great opportunity to secure all the benefits of faradism at a price you can easily afford. Don't suffer. Don't neglect yourself. Send coupon today and get a copy of illustrated massage book free.

Massage Book Free

Write for our free illustrated booklet on the benefits of faradism to beauty and health. It is postpaid free to you together with our very special low price on the Ind-Electric Massage Battery and full particulars of free trial offer. Send today.

Send Free Coupon

The special small price for the complete Ind-Electric outfit is within the reach of every man and woman. Send coupon today and get a copy of the Massage Booklet free. Send today.



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532 People's
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Desk 125,
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Massage Book Coupon

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Gentlemen:—Without any obligation to me please send me free copy of your massage booklet postpaid and special price and all particulars of 10 days free trial on the Ind-Electric Massage Battery.

Name _____

Address _____

Please mention this magazine.

Just Out!

"Inlay Enamel" Monograms



Here is one of the exquisite new "inlay enamel" monogram cases that you may get on this great special offer. Your own initials handsomely inlaid in any colors of enamel you select—in the beautiful ultramarine blue, the royal cardinal, maroon, verte, and other rich deep enamel colors of your selections.



Here is another superb "inlay enamel" monogram case. Scores of other handsome designs, colors of your selection—all shipped on this great special offer.

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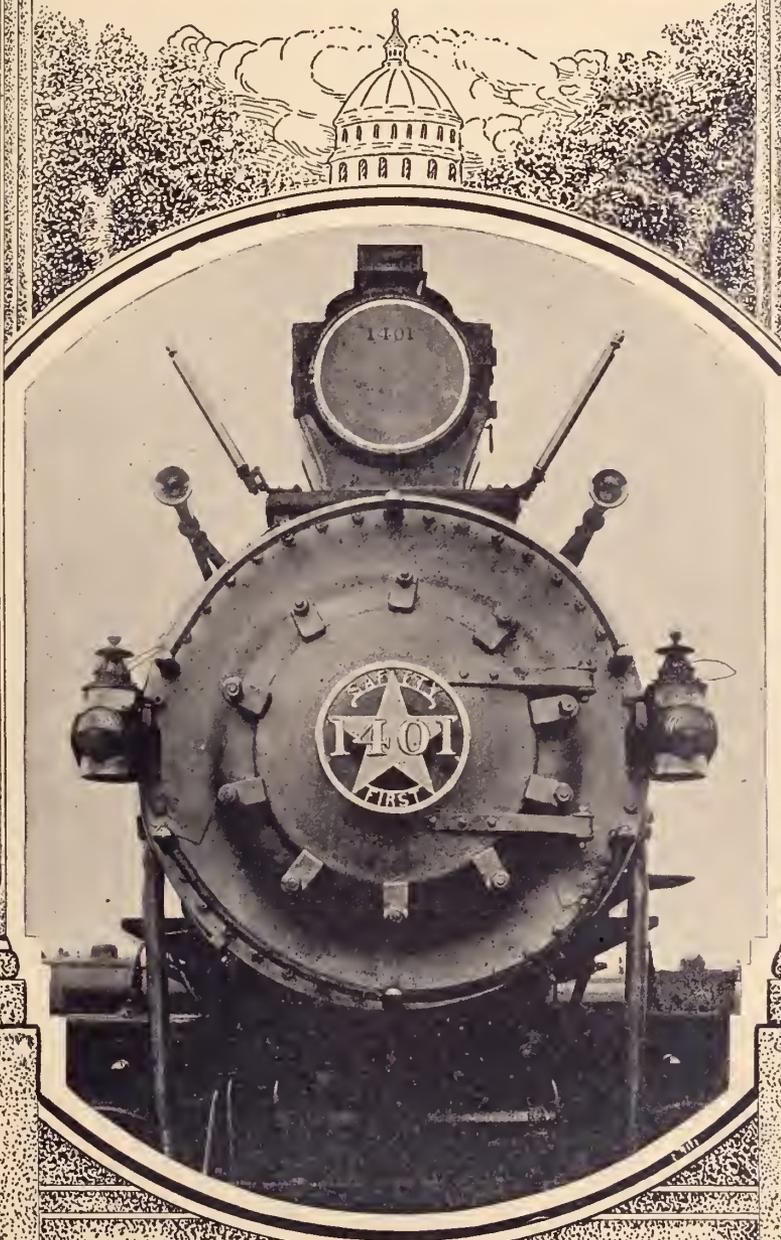
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SAFETY FIRST

BALTIMORE AND OHIO
EMPLOYEES MAGAZINE



SEPTEMBER, 1913.



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BALTIMORE AND OHIO EMPLOYEES MAGAZINE

Volume 1

BALTIMORE, SEPTEMBER, 1913

Number 12

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War Department,
Office of the Assistant Secretary,
Washington, D.C.

Railroad men should realize better than most people what an important part is played during war times by the railroads of the countries involved. In the United States their cooperation is absolutely essential to efficient troop movements on account of the enormous distances which must be covered.

In foreign countries railroads are either owned by the government or so closely affiliated with the government that in time of war by law they become subject to the government's command. No such condition exists in America but the government nevertheless has absolutely no fear but that the cooperation of the railroads of the country in time of national need will be as free and full as if obtained by the compulsion of law or ownership. During the Civil War the B. and O. Railroad was practically a part of the administration of the Union army and was absolutely essential to the transportation of men and supplies.

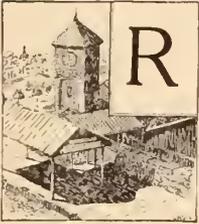
It is very gratifying to know of the effective efforts being put forth to decrease the injuries and losses of life in the railroad service. The face of civilization must be set against the needless sacrifice of life in industry and elsewhere. Sometimes the destruction of life is justifiable. The sacrifice of life in war for the preservation of liberty is justifiable. The sacrifice of life in the experimental development of a new industry essential to the progress of mankind is justifiable. But unjustifiable sacrifice of life is a crime and it is most gratifying to learn from my good friend, the Editor of the B. and O. Employees Magazine, of the splendid efforts being made throughout the system for the conservation of human life.

Henry Breckinridge

THE LIVING WAGE AND THE LIVING RATE

By THEODORE ROOSEVELT

Special Permission of The Outlook



RECENTLY certain railway men petitioned the Inter-state Commerce Commission to be allowed to raise rates. It is announced that the Inter-state Commerce

Commission is to look into the case. This makes it opportune to say a word or two on the subject; for the ability of the honestly managed railways of the country to render good service to the public and to pay good wages to their employes ultimately depends upon there being a reasonable return to the honest investors, which means that the railways must possess a good earning power, which largely depends on the rates. The very big investor, like the very big shipper and the very high grade wage-worker, can usually get along somehow even under adverse conditions; but for the sake of the small or ordinary investor there is need of a living rate just as there is need of a living wage for the average workman. The living wage and the living rate are inter-dependent.

secure promoters and managers against the consequences of their own folly. What I have to say does not concern railways of this stamp. But it must be a cardinal principle in dealing with honestly built and wisely managed railways that the investor, the shareholder, is just as much entitled to protection as is the wage-worker, the shipper, or the representatives of the general public. Unless the investor finds that he is to get a fair return on his money, he will not invest, and in such case not only will no new railways be built but existing railways will not be able to repair the waste, the wear and tear to which they are subject, and will not be able to make needed improvements. All governmental action, whether by the legislature or the executive, should be conditioned upon keeping in view this fact.

There are railways which have been so foolishly or so corruptly organized and managed that it is impossible for investors in them to get adequate return for their investments; just as it would be impossible for them to do so if they had acted foolishly, or had been the victims of swindling, in connection with a dry goods store, or any other business enterprise. The public must not be expected to sacrifice its own interests and the interests of wage-workers in order to pay dividends on watered stock, or to

By actual experience it has been found that it is unsafe to leave the wage-worker, the shipper, and the general public, and furthermore that it is unsafe to leave the small investor himself at the mercy of the big men who manage railways. But on certain points the interests of the big man and the small investor are identical. On certain other points the interests of both of them are identical with those of the wage-worker. On all points the only way of securing permanent justice to each class is by giving permanent justice to all classes. The public can be well served, and the wage-workers can be well paid, only if the railway is successful, that is, if there is such certainty of reasonable dividends as to make investors content,

and therefore willing and desirous to invest in further developments and enterprises.

This is a sufficiently obvious fact, but it is a fact often in practice forgotten. In certain cases workmen's compensation laws and full crew bills are passed by legislatures at the same time that rates are reduced by commissions, or indeed sometimes by legislative enactment, until the property ceases to pay. Now a cardinal point made by all enlightened advocates of such laws as workmen's compensation and the like has always been that the burden is to be distributed through the corporation upon the public. Public Service Commissions are created for the very purpose of supervising, controlling, and regulating the activities of the railways so that they shall not only be obliged to treat their employes, the shareholders, and the general public fairly, but shall be guaranteed fair treatment themselves in return. Some railways are so remunerative that it is fair to reduce their rates at the same time that we increase their burdens. There are other railways as to which the only effective way to distribute the burden of payment for extra safety to employes and the public, and extra compensation to and care of the workers, is by rendering the service more remunerative; and this may of necessity mean raising rates. It is just as much the duty of the commission to permit rates to be raised when the raise is justifiable as to require them to be lowered is justifiable. The commission is created precisely because this is the kind of work it can and ought to do, and the kind of work that no legislative body could with wisdom perform. The commission is no true servant of the public unless it unhesitatingly raises the rates when justice in the public interest requires such action, and unhesitatingly lowers the rates when

this is the course which will ultimately best meet the public needs.

This is merely part of the general doctrine of administrative control of big corporations. The control should not be hostile to the corporation; it should merely be hostile to any misconduct on the part of the corporation, and it should protect the corporation against misconduct aimed at it exactly as it protects others from misconduct committed by it. Unless the corporation makes money—that is, unless business men are prosperous—there will be no money to give in proper wages for the wage-worker, there will be no money with which to provide for his protection and to insure him against loss and damage, and no money wherewith to render proper service to the customers and to the public as a whole. Whether the reward comes in the way of big salary to the big manager who makes the business a success, or of dividends to the big or small man who invests money in it, the principle is the same. Our purpose is to see that there is a proper division of prosperity. But there can be no division unless the prosperity is there to divide. One of the methods by which the prosperity will certainly be abolished is to draw the line against size and efficiency instead of against misconduct. Another way to destroy it is to impose burdens, however necessary and proper, without facing the fact that someone must pay for the burdens, and that if the investor cannot pay for them and at the same time get a reasonable return on his investment, then either the business will close or the public must share the burden with the investor.

In the concrete case before us it is for the commission to determine with strict justice to all parties how the relative and often conflicting demands of the shareholders, the wage-workers, the

shippers, and the general public can properly be met. I am not discussing—I have not the knowledge which would warrant my discussing—whether the rates should be raised. If the facts do not

warrant a raise, then the raise should not be permitted; but if justice and the interest of our people as a whole demand a raise in rates, then that raise in rates should unhesitatingly be authorized.

SAFETY FIRST is not alone the rule of this company; it is a rule of humanity as well.

You are responsible for the lives and safety of the passengers on your car. Lack of care or an instant of carelessness on your part may result in the death of or injury to some person as dear to their kin and friends as your family and friends are to you.

Every day the life of some one close to you depends upon the vigilance and watchfulness of some man in a position such as you occupy. **Be as careful** and as **watchful** as you would have that man be.

Maintenance of schedules is important to this company, but safety is first.

Think it over!

—*N. Y. State Railways.*

THE PUBLIC'S FINANCIAL INTEREST IN PUBLIC UTILITIES

IT IS this necessity of constantly raising new money for improvements and extensions that, with most large public utilities in this country, makes it imperative that a sufficient return should be received to induce capital to enter into a class of investment which has practically no speculative value. The responsibility for new financing is upon the stockholders; the responsibility of maintaining the value of the securities of the undertaking is upon the users and can be

discharged only by the acceptance of rates sufficiently high to pay not only the annual charges, but a fair return upon the stockholders' investment. . . .

It is this community of interest between the users of utilities and the stockholder that makes the supervision of public utilities by public service commissions of a fair and impartial character so desirable.—*Hammond Vinton Hayes, in the September number of The North American Review.*



Charles W. Galloway

On August 23d, General Manager Charles W. Galloway completed thirty years continuous service with the Baltimore and Ohio Railroad. He began his railroad work as a messenger boy in 1883

IS "SAFETY" A COMPANY PROPOSITION ONLY?

ASK YOUR FAMILY OR YOUR FRIENDS—THEY WILL TELL YOU THE TRUTH

A FREIGHT conductor and brakeman were discussing, the other evening, in a caboose, various railroad problems, and the talk drifted around to the question of Safety. The brakeman remarked: "I guess it's all right but it is purely a Company proposition." Upon inquiry I found this man loyal and a good Company man but he had failed to think along the right lines so far as Safety is concerned. In almost any new suggestion we are all very apt to look for the "man in the woodpile," when, in reality, often there is no "woodpile," to say nothing of the man. I do not know of a single subject that has so little of the Company proposition in it. Safety is primarily for the men. Let us talk this over and see if we do not agree.

The Company, of course, derives a benefit, and a very large one, but it is an indirect benefit gained by keeping their men from injury and avoiding the necessity of employin: so many new and inexperienced men. They thus retain the services of loyal men. The road could get along, however, but the men's families have a bad time if they get seriously injured. To them it is a personal matter. To the road it is, in a measure, impersonal.

A few years ago Billy ———, the crossing watchman, was a brakeman with bright prospects of soon becoming a conductor, and his plans and the plans of his family were mapped out accordingly. He attempted to adjust a coupler just as cars came together and his arm had to be taken off. Ask him if Safety is purely a Company proposition.

There was a fireman on one of our divisions (and you know many others) who

had his eye on securing the right side of the engine within a very few months. This fireman was married and had a very bright interesting girl going to high school. He was helping the engineer oil and stepped over on one of the running tracks without looking. He was struck and afterwards became paralyzed. Is the question of Safety purely a Company proposition with him and his family?

After we started our Safety work at Mount Clare we put a guard on a certain machine. There is a splendid workman there with but one finger on his right hand. He asked what the guard cost and when he learned that it was \$20.00 he said he would give one hundred times that amount if it had been put on ten years ago. Isn't this Safety question a personal matter with him?

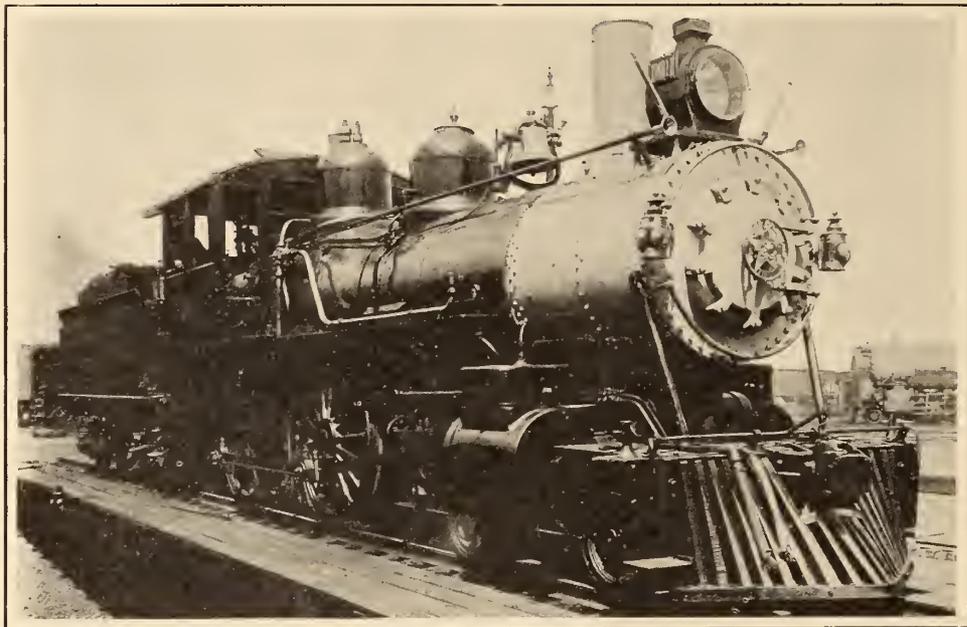
Do not neglect to take a personal interest in this work because you think it is a Company proposition. It is not. It should be made a personal matter with us. We are the ones and our families are the ones vitally and personally interested in the success of this movement, and its success or failure is up to us. Is each man doing everything he can to further the work or are we sitting back, for one reason or another, expecting it to succeed without our personal help?

The President, in his message in the July number of our magazine, took the ground right out from under the men who have not, so far, taken a personal interest in Safety, no matter for what reason they are excusing themselves.

It is sometimes said that men have to run by signals, on rainy or foggy nights, without being sure of their position.

Otherwise they would be taken off the preferred run or, at least, criticised. I have been in the operating department of this road for twenty-five years, and have never yet known of an engineer being censured where he could not make time because of fog or extremely stormy weather. Often a message is sent an engineer asking the cause of the delay. Some might consider this as a criticism.

It is not. It is necessary to make a report of every delay and it is to enable a local officer to do this that the message is sent. President Willard has said to every officer and employe that Safety is to be the first consideration, comfort of passengers next and speed or punctuality last. He was outlining his policy to be followed by all. A copy of this talk was sent to each employe in the service.—*Employe.*



ENGINE No. 1401

The picture on the cover of the magazine is the front view of this engine. This photograph was taken on the turntable at Riverside after the engine had been repaired in the round house. The "Safety First" monogram was made in the shops on the initiative of Foreman Brady and his men. It is constructed in a very substantial manner from heavy brass and is kept in a highly polished condition by the engine crew.

No. 1401 makes a fine showing with the new monogram and has created much favorable comment among the men. 1401 has been in service since 1886, and runs between Baltimore and Hagerstown. John Hartman, air brakeman, is in the cab.

"The hits you made yesterday don't win today's game"

PRIZE CONTEST FOR TICKET SELLERS

A GREAT deal has been said and written about politeness of Ticket Agents, and the observation of years shows that a man selling tickets who is not polite and agreeable in his manner is unsuccessful in advancement and frequently in trouble.

¶ There is, however, another side to the ticket selling problem that should not be overlooked.

¶ The work of passenger agents, and the object of passenger solicitation, is to secure competitive travel and create new travel. The man behind the ticket counter should not be simply a salesman and cashier perfunctorily serving those who come to him, but also a passenger soliciting agent.

¶ It is desired that our Ticket Agents and Ticket Clerks give this phase of their duties constant study and to aid in this line it has been decided to give a prize of Twenty-Five Dollars for the best essay on the subject of "How Should a Ticket Agent Handle an Undecided Inquiring Caller?"

¶ The essays should not be longer than three hundred words and must be submitted not later than two weeks from the receipt of this number of the "Employes Magazine," and sent, under private cover, to Mr. O. P. McCarty, Passenger Traffic Manager, Baltimore, Md. By him they will be submitted to Mr. Oscar G. Murray, Chairman of the Board of Directors, who will decide which essay wins the prize.

¶ The prize winning essay will be published in the October number of the "Employes Magazine," as will others having special merit.

BALTIMORE & OHIO'S CAMPAIGN TO ENCOURAGE GROWING OF TRUCK AND FRUITS

The Baltimore and Ohio Railroad Company is entering a campaign to encourage the growing of fruits and truck at points along its line. It will pay especial attention to this development in Maryland and Virginia, where the conditions are regarded as splendid for the carrying on of this work.

As a first step, the energies of the company will be directed toward bringing the growers of and the wholesale dealers in fruit and produce into close contact. To do this effectively and to place the growers in touch with the best fields of consumption and the most profitable markets, the company has arranged to place in the farmers hands a complete list of all such dealers wherever located on any part of the Baltimore and Ohio system. This will take in all the chief cities in the East and West.

It will also aim to place with these dealers the names and locations of farmers on its lines who grow this marketable truck

and will tell simply the best way to reach them and the kind of produce in which each particular section excels.

By this mutual introduction of one to the other, as it were, the company expects to increase the growth in all horticultural products and so create a larger business for it to haul. As a first step it will issue a carefully prepared list of all growers and dealers. This has been compiled and will soon come out in book form. It will be spread broadcast. The work will be followed up by frequent visits of some of the company's employes to the various sections, to aid all who wish to undertake the growing of fruits and produce for the first time and to encourage those already engaged to greater efforts.

This interest of the railroad company will, it is declared, be a great incentive to the Maryland land-owners, who will be kept in touch with the best markets at all times.

—*Baltimore Sun.*

PUBLIC ENEMIES

If you build a line of railway over hills and barren lands,

Giving lucrative employment to about a million hands,

If you cause a score of cities by your right of way to rise,

Where there formerly was nothing but some rattlesnakes and flies,

If, when bringing kale to others, you acquire a little kale,

Then you've surely robbed the peepul, and you ought to be in jail.

If by planning and by toiling you have won some wealth and fame,

It will make no odds how squarely you have played your little game,

Your success is proof sufficient that you are a public foe,

You're a soulless malefactor, to the dump you ought to go,

It's a crime for you to prosper where so many others fail,

You have surely robbed the peepul and you ought to be in jail.

Be a chronic politician, deal in superheated air,
Roast the banks and money barons, there is always safety there,

But to sound the note of business is a crime so mean and base,

That the fellow guilty of it ought to go and hide his face,

Change the builder's song triumphant for the politician's wail,

Or we'll think you've robbed the peepul and we'll pack you off to jail.—*Walt Mason.*

(Copyright 1913, by George Matthew Adams)

"YOU CAN'T TEACH AN OLD DOG NEW TRICKS"

By AN EMPLOYE

HOW often we hear people use this expression, and with what a blind and satisfied belief in its inherent pessimism. Look about you, friend, and perhaps you can discover some instances disproving this false proverb, as I have. You see them everywhere; only the other day the New York papers reported that a gentleman now almost sixty years old, who had never sailed a boat or known anything about one until he was over fifty, had raced his sloop to victory in one of the most important annual regattas held on Long Island Sound.

We have two very good friends. One of them was compelled to quit his college course a couple of months after he had started it, and was thrown on his own resources. He made a fortune before he was forty years of age, then gave up active participation in business, finished a four-year course at one of our largest Universities in three years, and won a classical fellowship giving him a year's further training free at Rome. That was but four years ago, and now he is the acting president of a well-known Eastern College for women.

The other friend never had the advantages of even a high school education. But he, too, made good in business. At the age of fifty he gave up his active connection and started and completed a

course in law. Incidentally, though very busy in many spheres of activity all during his life, he has found a great deal of time to give to his books. And today if

you quote a line from any of Shakespeare's dramas in his presence, he can tell you the substance of and almost always quote letter perfect the lines which precede and those which follow.

Let me literally prove, however, the fallacy of this old proverb invented by some false prophet. We happen to have a dog, "Mackinley" by name, a Scotch collie now thirteen years old. Until two or three months ago he was accustomed to roam at will through the suburb in which



we live, visiting his many friends among our neighbors. But a city ordinance has just made it necessary for us to keep him off the street unless he is accompanied by some person. So it devolved upon me to take him for a bit of exercise morning and night.

Our evening strolls have been along a quiet lake, and "Mac" usually jumps in for a swim and then dries himself by rolling in the grass. Like other dogs he has always done this after being in the water. But the necessity for taking him into the house immediately after his nightly bath forced me to see that the drying process was more thorough than usual. So while he was wriggling on his back in the long

grass on the evening of our first "forced march" I waved my arm around in a circular motion and said "roll, Mac, roll." That was absolutely all the training he had ever had to do that particular stunt, yet the following night, even before he

had been in the water, when I repeated the expression and motion, he tumbled over in the grass and squirmed around like a good fellow. And now he will repeat at command, even on so uninviting a surface as the hard wood floor in the library.

MAKE HAPPINESS YOUR HABIT

"Make Happiness your habit"
 'Tis surely worth your while,
 To wear a smiling face and not a frown—

The eye that makes a business of always
 looking up,
 Will rarely find a cause for looking down.

THE MAN WHO WINS

The man who wins is an average man;
 Not built on any particular plan,
 Not blest with any peculiar luck;
 Just steady and earnest and full of pluck.

When asked a question he does not "guess"—
 He KNOWS, and answers "no" or "yes,"
 When set a task that the rest can't do,
 He buckles down till he puts it through.

Three things he's learned: that the man who
 tries
 Finds favor in his employer's eyes;
 That it pays to know more than one thing well;
 That it doesn't pay all you know to tell.

So he works and waits: till one fine day
 There's a better job with bigger pay,
 And the men who shirked whenever they could
 Are bossed by the man whose work made good.

For the man who wins is the man who works,
 Who neither labor nor trouble shirks,
 Who uses his hands, his head, his eyes;
 The man who wins is the man who tries.

Train Dispatcher's Bulletin.

THE MAN WHO FAILS

The man who fails is the sort of a chap
 Who is always looking around for a snap;
 Who neglects his work to regard the clock;
 Who never misses a chance to knock.

He is grouchy and slow when work begins;
 When its time to quit, he jokes and grins.
 He's always as busy as busy can be,
 When he thinks the boss is around to see.

He believes that a "pull" is the only way
 By which he can ever draw bigger pay;
 And he sulks and growls when he sees his plan
 Upset by the "push" of another man.

He's on the job when he draws his pay;
 That done, he soldiers his time away;
 While the men who tackle their jobs with vim
 Keep pushing and climbing ahead of him.

For the man who fails has himself to blame
 If he wastes his chances and misses his aim;
 He'd win, if he'd use his hands and wits:
 The man who fails is the man who quits.

The Maize.



FOLLOW THESE RULES AND AVOID GETTING HURT

Third Vice-President Thompson has authorized the printing of the following special rules to promote the "Safety First" habit, and the placing of same in all caboose cars on the system and at other points where conductors, brakemen and flagmen congregate—

Proper Flagging

When necessary to flag, be positive you go back far enough to absolutely protect your train—Rule 99. See that you have torpedoes, fuses, flag and red and white lantern—Rule 15.

Kicking Couplers

Do not kick couplers or attempt to adjust with your hand as cars come together—Rule 904.

Walking on Track

Where it is necessary to walk on track, form the habit of looking in both directions for approaching trains—Rule 904.

It has been found, after careful analysis, that the majority of our fatal injuries would have been avoided had these rules been observed. It is only by having such rules constantly called to our attention that we actually form the "Safety First" habit.

Stepping Off One Track On To Another

Step clear of all running tracks. Do not step off one track on to another. The noise of passing train often drowns the sound of the bell or whistle of approaching train—Rule 905.

Backing Up

Be especially careful in backing up or when cars are being pushed ahead of the engine—Rule 906. Have man on first car (Rule 102) or tank of engine.

Protection While Under Car or Engine

Before going under car or engine for any purpose see that engineer and conductor know where you are—Rule 902.



DON'T STAND ON RUNNING TRACK FOR ANY PURPOSE. MORE FATALITIES COME FROM THIS THAN FROM ANY OTHER CAUSE

CONSTRUCTION



ENLARGEMENT AT LOCUST POINT

By J. HAMPTON BAUMGARTNER

The Baltimore and Ohio will make a large addition to its facilities for handling export and import shipments at its Locust Point terminals by providing approximately 56,000 square feet of additional pier space. The specifications which have been sent to contractors call for the enlargement of the present open Pier 5, which will be extended to a total length of 800 feet, by 69 feet in width, and the boat

slip on the east side lengthened, thus accommodating two vessels on each side of the structure.

Pier 5 will also be equipped with a raised platform for the full length of the pier, on the west side of the structure. The platform will be built on a level with the car floor, which will save extra handling of freight between car and vessel and result in economy in the cost of transfer-



PIERS 23 AND 24 AT LOCUST POINT TO BE CONVERTED INTO THE ENLARGED PIER 5. IN THE PICTURE THE FULL RIGGED SHIP "BUENOS AYRES" IS LOADING LUMBER FOR SOUTH AMERICA

ring shipments over the pier. Principally bulk freight is handled on the open piers at Locust Point, therefore the economical handling of heavy shipments will mean a substantial saving to the railroad company. The pier will contain four tracks, so that cars can be run alongside the vessels for loading and unloading.

The additional pier space at Locust Point has become necessary on account of the steady increase in the volume of export and import business handled by the Baltimore and Ohio System through its Baltimore terminals. The enlargement of the facilities has been carefully stud-

ied with a view to facilitating the handling of present and future requirements.

Pier 5, in addition to its open floor space, has connected with it a brick warehouse 270 feet by 78 feet in dimensions, the warehouse being used to store shipments.

The completion of the work on Pier 5 will make a total floor space of approximately 800,000 square feet in the freight piers in the Locust Point terminals, thus placing them well in the lead as the largest freight terminal on the Atlantic Coast.

CHANGES AND IMPROVEMENTS

SPEED SIGNALS

As a further precaution in the interest of safety to the traveling public, the Baltimore and Ohio railroad is placing speed signals on certain sections of its lines as an indication to the locomotive engineer. In furtherance of its policy of running all trains within the speed limits of safety, the Baltimore and Ohio some time ago equipped its locomotives with speed indicators and recorders for the guidance of the engineer, who had already received instructions concerning speed limits. The speed limits vary on different sections of a railroad, but in placing speed posts along certain sections of tracks the engineer has a constant reminder before him.

PROMOTIONS

George W. Schmoll, district superintendent of motive power of the Baltimore and Ohio Railroad, formerly with head-

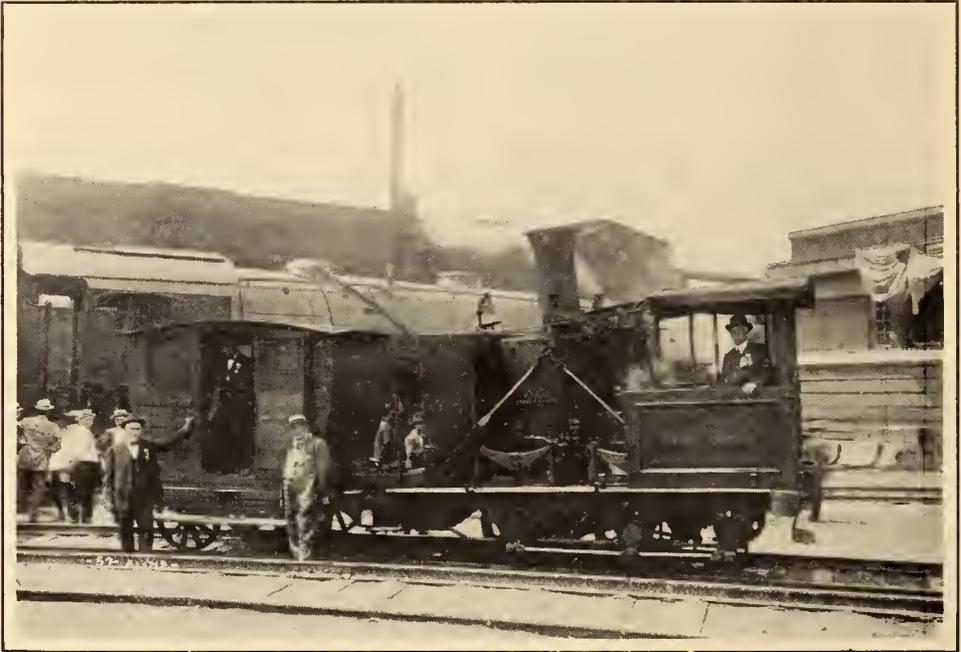
quarters at Wheeling, W. Va., has been promoted to a similar position at Pittsburgh, succeeding E. J. Searles, resigned. J. F. Bowden, formerly master mechanic in the shops at Newark, O., has been promoted to district superintendent of motive power at Wheeling, succeeding Mr. Schmoll. The changes are effective at once.

Mr. Schmoll is a native of Fort Wayne, Ind., and entered railway service with the Pennsylvania railroad in June, 1885. He entered Baltimore and Ohio service in November, 1902, as an inspector of motive power. He was master mechanic of the Mount Clare (Baltimore) shops. He was promoted to superintendent of motive power at Wheeling, in June, 1910.

Mr. Bowden, who becomes district superintendent of motive power at Wheeling, started upon his apprenticeship in March, 1885, in the Keyser, W. Va., shops of the Baltimore and Ohio.

He became roundhouse foreman at Grafton in September, 1895, and general foreman at Washington, D. C., in November, 1898. He later filled the same position at Cumberland, Md., and Benwood, W. Va., and was promoted to master mechanic at Parkersburg, W. Va., in September, 1907. He later filled the same position at Garrett, Ind., and was transferred to Newark, O., last April.

out in bold relief in gold, with the name "Baltimore and Ohio" through the dome. In a circle surrounding the dome of the Capitol are the names of the trains. The signs are lighted from a dynamo in the baggage car, which is the system used in illuminating all through trains. The signs are likewise attractive in the daytime. This is the first use made of the rear-end electric signs by an eastern railroad. A picture of the observation



THE "THOMAS JEFFERSON"

First Passenger Coach ever in service on the Baltimore & Ohio. Mr. Spurrier is on the engine and George Sturmer is standing alongside the coach door. "Daddy" Smith is in the coach and Frank Alder, a retired engineer who handled this coach in regular service, is also shown.

ELECTRIC SIGNS ON TRAIN ENDS

Electric signs are being placed on the rear end of through trains on the Baltimore and Ohio Railroad. The signs are of attractive design and the official colors of the road, blue and gold, are used. The Baltimore and Ohio trade-mark, the dome of the Capitol at Washington, stands

car on "The Inter-state Special" carrying one of these signs is given on page 17. It shows how clearly the lettering can be seen by daylight.

NEW ENGINES

Delivery has started on the new equipment ordered recently by the Baltimore and Ohio railroad.

Of the 110 Mikado-type freight locomotives included in the order, 44 of the engines have been delivered and put into service. Five Pacific-type passenger locomotives of the 30 ordered have been delivered, and it is expected that early next month delivery will start on the 10 Mallet engines which are for use on the mountain divisions in pusher service on freight trains.

The new engines represent the latest designs in locomotive construction. They are equipped with a superheater device, which effects an economy in the use of fuel and water, and as well adds to the power of the locomotives; they are also fitted up with power reverse gears, enabling the engineman to change his direction without manual labor.

Upon completion of the present order, the Baltimore and Ohio system will have 322 Mikado, 105 Pacific and 32 Mallet locomotives in service.

BOX CAR SITUATION

Although the chances of a serious car shortage are remote, transportation officials of the Baltimore and Ohio state that it may become necessary, for a while at least, to handle the distribution of coal cars on a percentage basis; but it is likely that this will only be necessary toward the end of the month. During extended periods of full car supply, all mines will be given cars up to their orders as far as possible to do so, provided such cars are loaded and consigned promptly. Cars will be pro-



THE "LATEST" CAR—"THE INTER-STATE SPECIAL"

pulling out of Camden for Chicago. This is a ten section observation sleeping car. The rear half of the car is used entirely for social or lounging purposes. The chairs are large and comfortable so that if you do not care to sit out on the observation, you can be comfortable inside. The cars run through between Chicago and New York.

rated on a tonnage basis with a 50-ton car as the unit.

It is not believed that the Company will experience any serious difficulty in meeting the demands of shippers requiring box cars. A plan has been adopted of assembling less than carload shipments at terminals and sending them to destination in carload lots after the shipments have been classified. These innovations will result in great

the department are required to keep themselves neat and clean. At all terminal points where dining car crews remain, the men are provided with baths and comfortable quarters for sleeping.

NEW STATEN ISLAND TERMINALS

The Baltimore and Ohio Railroad has purchased considerable property on



DON'T ADJUST COUPLER WITH YOUR FOOT AS CARS ARE ABOUT TO COME TOGETHER.
TEN EMPLOYEES WERE BADLY INJURED IN THIS WAY LAST MONTH

economy of operation and it is believed that the practices will mean that there will be between 75,000 and 100,000 more box cars available for loading during the next twelve months.

CLEANLINESS

Cleanliness is an all important feature of dining car excellence—quite as important as the cuisine, say the Baltimore and Ohio officials—and all employes of

Staten Island near Arthur Kill and is planning to erect coal terminals at that point to supplement its present facilities at St. George, Staten Island. The specifications of the coal pier have not been decided upon but the plan calls for the erection of facilities of the most modern type in handling the coal traffic originating on the lines of the Baltimore and Ohio and handled through New York harbor.

PARLETT IN LEAD BY CLOSE MARGIN IN ENGINEERS' CONTEST

But a short time remains in which we can help Engineer Parlett win first prize in the Engineers' Popularity Contest of the *Railroad Reporter and Travelers' News*.

The last report that we had from the publisher of this magazine showed our man in first place by a close margin. Now is the time for us to redouble our efforts to bring Mr. Parlett home a winner.

A letter to the editor has just been received from Mr. Parlett in which he asks us to thank all of his friends and acquaintances in the Company for the support they have given him to date. As outlined in the July issue of the mag-

azine, Mr. Parlett has been in the service of the Baltimore and Ohio for forty-one

years, and during his thirty-three years experience as an engineer, he has never caused a single train accident or cost the

company one cent for damages. Such a record is a good one to support. Such a man is a fine type of the railroader and deserves the loyal help of all of his fellows in the Organization.

Though we now have the lead over our competitors in this contest, it is certain that in the final stages, the greatest efforts will be put forth by the men on other lines, to land their candidates in first place. So we must be up and doing. The contest closes October 15th. Let us get together for a whirlwind finish

and help Engineer Parlett secure the much coveted first place in the contest.



E. T. PARLETT

THE SERVICE STRIPE

The service stripe given as a badge of honor for past years of faithful service is not a license for forgetfulness in future years. Eternal vigilance is now, as always, the price of safety.

The conductor whose view of the shining gold braid dazzles him so that he cannot do effective work is like a pilot who

gets from the sun only a blinding ray that obscures his view of an approaching vessel.

Honor in the service stripe to him who wears it is as one who "boasts not when he puts his armor on, but only when he takes it off, the battle done."

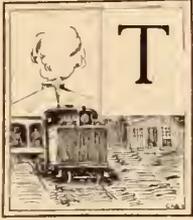
H. IRVING MARTIN,
Consolidation Coal Co.



J. G. Wiggins
3 Dec 1888

NEW YORK BOYS ON FIRST ANNUAL OUTING AT WHITESTONE, I. I.

FIRST ANNUAL OUTING OF NEW YORK DIVISION



THE first outing given by the clerks of Pier 22, New York, on Sunday, August 3rd, proved a success from every point of view.

Those who participated assembled at Pier 22 and boarded the commodious steam lighter Ohio, which was used to convey the merrymakers to Duers Park, Whitestone, L. I.

After a big breakfast had been served, the clerks of Pier 22 and St. George indulged in a game of baseball, which, after a hard struggle, was won by the latter, the final score being 12 to 10. Hagen, who did the pitching for the "22" boys, deserved to win his game. The base stealing of Gorman was a feature, as was the science of the game which Lynch displayed.

In the afternoon various field events were held, during which excellent music

was furnished by Winter's band. F. L. Bausmith, Cashier, spent most of the time with his fellow bowlers on the alleys. General Eastern Freight Agent C. W. Tomlinson was always the center of a merry party, and the boys delighted in listening to his many tales of railroading in former days.

Towards evening a group photograph was taken, after which the march to the banquet hall for dinner began. At precisely seven o'clock the Ohio sounded her mighty whistle, the signal to prepare for the homeward journey, thus allowing those who came from a distance to make train connections to their respective homes. That the committee in charge made the affair a great success is attested to by the congratulations heard on all sides. Among those prominent in the committee work were Robert Briody, Walter Kelly, William Hagen and Fred W. Nelson.



GOLDEN RULE BUSINESS METHODS

By W. M. HAVER

Assistant Train Master, Newark Division



The March, 1913, flood, which cost the Baltimore and Ohio Railroad millions of dollars in damaged property, delays and lost revenues, has reacted to the permanent benefit of the company in the flood section. The spirit of unselfish cooperation which the company showed at that time to the afflicted districts cannot help but have made a lasting favorable effect, and should result in a largely increased business for the road.

You all have read how the company carried supplies without remuneration, and did everything in its power to alle-

viated suffering and restore normal conditions generally. Here, however, is a specific example of how we helped one of our customers.

The Indianapolis Glove Company had recently erected a modern brick building 185 feet by 200 feet on our Industrial Branch about one-half mile from Fair Oaks station and junction with O. & L. K. Branch, and had about \$30,000 worth of material on hand. All of it was entirely submerged in muddy river water and could not be washed or reclaimed unless sent to a bleachery. Therefore,

a personal appeal was made to our local people by Manager Elsey of the Glove Co. for a special train of four cars to take their damaged goods to the nearest available bleachery at Louisville, Ky. This meant that we would have to repair our Industrial Branch track and place cars at their factory for loading.

It was explained to Mr. Elsey that while we could not neglect our main track work to open an industrial branch, we would send a section foreman with a few experienced men if he would furnish his own laborers to give the track sufficient temporary repairs to permit cars

to be placed for loading. Also that we would give the entire shipment to the Pennsylvania Company as we were not in the position to handle it.

These arrangements worked out satisfactorily; cars were routed via Pennsylvania Lines to Cincinnati and L. & N. R'y to Louisville, Ky., and reached destination in time to save the Indianapolis Glove Co. about \$20,000, and while the Baltimore and Ohio Railroad did not participate in the freight rate in this instance, we succeeded in preventing a serious loss to a patron and can see gratifying results.

BRINY WELLS 150 YEARS OLD

PASSENGERS on the trains of the Ohio River division of the Baltimore & Ohio Railroad are always interested in the towns of Hartford, New Haven and Mason City on the West Virginia side, and Syracuse and Pomeroy on the Ohio side of the river because of the unusual industry that is carried on.

A strange odor comes through the open windows of the coach during the warm summer days as the train passes along through the yards on the outskirts of the town. For more than 150 years this end of the Ohio river, known to steamboat men as "Salt Bend" or "Great Salt Bend," has been the center of a large salt industry.

The several salt works are near the wells and generally at the mouth of a coal mine which runs into the hills just back of the towns on both sides of the river. The ability to secure cheap fuel from coal mines so near has preserved the industry against foreign and domestic competition.

The tall piles of fagots or hoop poles used in making hoops for barrels are every-

where in evidence and one wonders why they do not use iron hoops on the barrels until you notice the havoc the salt water plays with metal of any kind. The pipes used to convey the liquid are in some cases made of hollow logs of poplar and other woods.

The strata containing the salt solution lies about 1,200 feet under the surface, and the water rises to within 600 feet of the surface after the well is drilled in. The well as generally drilled is termed a six-inch well, and is cased with iron casing to about 800 feet below the surface, where the surface water is packed off with a packer such as is used in oil wells.

The salt water is pumped from the well into a cistern, which is generally elevated on the side of a hill near the plant, and is carried in copper or wooden pipes by gravity to the salt furnace. Where wood log pipes are used the sight is a very unusual one, as they are laid on top of the ground and run in every direction from plant to wells.

The salt furnace is one of the most interesting sights around the works, and consists of a series of iron pans, about 40 in number, each pan being about three feet wide and 10 feet long. These pans rest on a stone wall over a fire pit, and are covered over with a wooden box chamber about 1260 feet long and three and a half feet high. This covering is called a steam chest, and, like the lid on a kettle helps raise the temperature of a

solution to a higher point than could be obtained in an open vessel.

After the proper boiling has been given to a quantity of the salt solution it is drawn off into a wood vat called a mud settler, and although the solution seems perfectly clear while entering the heating pans over the furnace, a considerable residue is found at the bottom of the mud settler. This residue contains a large portion of the oxide of iron.



THIS IS THE PRACTICAL SAFETY SIGN WHICH GREET'S ONE AT THE ARLINGTON AVENUE ENTRANCE AT MOUNT CLARE

“PLAY IT SAFE”

So says the keen baseball manager when he sends a pinch hitter to bat. “Don’t try to kill it—play it safe.”

Even in the great world of sport, where nothing vital depends upon the outcome of the game—nine times out of ten the watch word is “Play it safe.”

Where everything worth while in railroading depends upon the cardinal principle of “Safety,” how much more im-

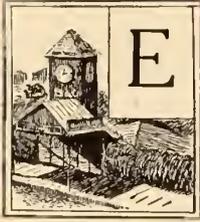
portant that we should keep before us always our watchword “Safety First.”

WHO DID IT?

One of our conductors had his face painfully hurt one day this month, due to the fact that someone forgot and left a wheelbarrow standing between tracks, and conductor fell over it. Boards, couplers, or in fact anything of the kind, left where employes can stumble over them, are a menace.

JACK BASSETT—PRIVATE

AS TOLD BY THE FIRST SERGEANT



EVEN before we had received orders for mobilization when war with Spain was declared," said the first sergeant, "nearly every fellow in my company had asked himself or one of his comrades why the captain ever passed Jack Bassett into our ranks. Perhaps he knew something about him which we couldn't see on first inspection. But the fact remains that we were all disgusted, for never had a man tried to enlist in our company who was more repellent in appearance; his face was bloated, his eyes bleary, and it was quite evident that the dirty street clothes he wore had served men in several higher stages of society before he got them.

"He got into our company, however, and we had to tolerate him, although he was the worst liar and blasphemer I had ever met, and was half drunk even on drill nights. None of us could understand how he had gotten in, and I afterwards thought that the captain had a faculty for character reading which none of us possessed.

"Going down South on the troop train that hot morning immediately after the outbreak of the war, I was in charge of one of the cars. I remember how several of the men came to me and remarked with satisfaction that Jack Bassett would have to tent by himself when we reached our headquarters in Virginia. And I agreed with them, too, for up to that time I had absolutely no use for him.

"In Philadelphia we stopped in a gully bordered by grassy banks. Here children and young and old folks had gathered to say farewell to the boys, who

then thought they were going to the front.

"I was sitting alone in the back of our car musing about what was in store for us, when I noticed a commotion in a group of eight or ten privates assembled in the forward end of the car. I jumped up, walked rapidly ahead and met Bassett coming from the center of the bunch of men. His fists were clenched and he had a look of determination in his eyes that I had never seen before. Thinking that he had gotten into trouble with the crowd on account of some indecency on his part, I asked him in a sharp tone what the trouble was. And here is what he said: 'Sergeant, I guess I've gotten about as low as any man could this side of the Potter's field; I've been drunk for weeks at a time and rolled in the gutter like an outcast dog, but there is one thing I've never done in my life, and that is insult a decent woman. I'm not a squealer either, but if those fellows up there don't stop their foul remarks to the young girls alongside the train, there's going to be a fight and I'm going to start it.' I saluted, walked forward quickly, ordered the men to close the windows and so stopped the unpleasantness.

"When I returned to my seat at the end of the car, Bassett was standing in the rear doorway rolling a cigarette and gazing searchingly from the platform at the crowds of pretty girls and children lining the tracks. I motioned to him to take the vacant seat next to me, and couldn't forbear trying to find out why he showed that spark of manhood when the test came.

"His story is one you have often heard. His father died when he was but a child; his mother married again, he was driven

from home when only thirteen years of age by a cruel step-father and had never seen a relative since. Then I began to realize why the poor lad had drifted from bad to worse, until he finally reached so deplorable a condition that his fellow beings actually shunned him.

"He told me further that when he forsook his home for good, he left a sweet three-year-old sister with his mother, and that that was the reason he couldn't stand the insults thrown at the girls who had come down to greet the soldiers as they passed by. Bassett was at that time 27 years of age, and he unquestionably felt that his very own sister might have been in the crowd surrounding the train, for strange to say, Philadelphia was his birth-place.

"When I asked Bassett where he expected to tent when we got into camp, he told me he had figured on getting a little shelter tent for himself and bunking alone. After much urging, however, I persuaded him to come and live with me and my three companions in a larger tent, for we had an empty bunk. And you can well believe that I had considerable difficulty in getting my first chosen mates to give him a trial.

"But Bassett made good; he didn't exactly reform, for he didn't know how; and in that bunch of blasphemers and gamblers and hard drinkers there was little incentive for a man to mend his ways. He did, however, get the reputation of being the most honest ne'er-do-well in the whole company. After each pay day you could see him going from tent to tent and from group to group, handing a nickel here and a dime there, and giving some tobacco to this one or a pair of leggings to that, squaring the many little debts he had incurred since his last pay day. I well remember the time he told me that he had lost his book of accounts, and that there was a man in the company

to whom he owed ten cents whose identity he could not recall. And as he left me he said, 'if you ever find out who he is, for God's sake tell me so that I can square up with him.'

"After a couple of weeks in camp, on my recommendation, Jack (for we had by this time begun to call him by his first name) became the Colonel's orderly, and except when uproariously drunk around pay day he made a model servant. I heard little of him, however, until two or three months later, when I got word that he was desperately ill with typhoid fever and wanted me to go and see him. After an endless amount of red tape, with some influence I managed to get next to his cot for a couple of minutes. He gave me his mother's last address, and asked me to write and tell her about him. I did this, and in a week was surprised to get an appreciative letter from her and another for Jack himself. While he was convalescing, his mother wrote again and asked him to come back home, but he learned that his step-father was still there and refused.

"Jack was mustered out of active service with the rest of us after that miserable six months of inactivity in Virginia, and spent a couple of days with me at my home and with my family. He had some splendid qualities and I tried to get him to stay with me a while so that I could help to straighten him out, to change his outlook upon life if possible, and get him to take better care of himself; but my efforts were of no avail.

"I wish I could end this story as so many story tellers do. I wish I could tell you that Jack Bassett did reform and become a sober and self-respecting citizen, but I can't. The last I saw of him was on the street in one of our big manufacturing cities of the East. He was terribly drunk, and when I asked him to go home with me he refused point blank. Instead he

put one arm about my shoulders, grasped my right hand and promised me faithfully that as soon as he recovered from his spree he would go home to see his mother, and then enlist for another term in the regular army.

"My experience with Jack Bassett did me a world of good. Often I have tried to imagine myself in his generally depraved condition—and still retaining

some manly qualities—and have been unable to do so. His must have been a noble nature to go through such pollution and degradation, and to preserve the few fine characteristics he had. How full of truth are the oft quoted lines:

"There is so much good in the worst of us,
And so much bad in the best of us,
That it hardly behooves any of us,
To talk about the rest of us."

DR. EDMUNDS ON "SAFETY FIRST"

IF THERE is any place in our whole organization where the results of the "Safety First" movement can be accurately determined, it is the Baltimore & Ohio Ward of the University Hospital. So we asked Dr. Page Edmunds, company surgeon, to tell us how the propaganda has affected his work. Could we ask for more concrete and convincing proof of the splendid results of the movement than is contained in this reply:

Dr. Edmunds wrote us, viz.:

"In reply to your favor of the 20th instant I am confirming the opinion recently expressed to Mr. Coon concerning the 'Safety First' propaganda, and in this connection will say that there has been a remarkable falling off in the number of severe injuries occurring in Baltimore and near vicinity. Practically all severe accident cases occurring in this sec-

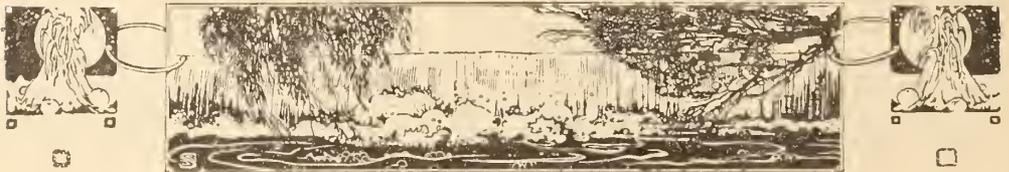
tion come to me at the Baltimore & Ohio Ward at the University Hospital. While my remarks concerning the passing of the railroad emergency surgeon cannot be taken literally, still it is interesting and very gratifying to note the marked improvement, not only in the number and character of accidents, but in the improved condition in which they reach the operating surgeon, requiring as they do less time for recovery. This shows I believe, direct results from the medical side of the safety work.

"While accidents will inevitably occur, I am convinced that the 'Safety First' idea has a wonderful field of usefulness, the results of which will be more in evidence as time passes.

Yours very truly,

PAGE EDMUNDS,

Company Surgeon."





EXHAUSTS

HUBBY'S LABOR LOST

Mrs. Williams objected strongly to the late hours her husband frequently kept, says the *New York Times*. One night he came home even later than usual, and when he went to the sleeping room he heard his wife stir. Quickly sitting down at the baby's cradle, he began to rock it vigorously. Mrs. Williams awoke and said:

"Charles, it's very late, isn't it? What are you doing there?"

"I've been more than an hour trying to get the baby to sleep," said Charles calmly, but rocking the cradle vigorously.

"Oh, have you?" inquired his wife. "Why, I've got him here in bed with me."

A MERE FORMALITY.

"Well, we have had the infant fitted with glasses, his appendix removed, and his stomach re-enforced. Have we overlooked anything?"

"Just one item."

"What is that?"

"We have forgotten to name the child."
—*Judge*.

THE GOOSE OF IT

A New York lady with quite a reputation for repartee, recently entertained an exceptionally clever Irish clergyman at dinner, and all about the board were kept in a constant state of laughter by the witticisms of the two.

She had been bantering him on some of the antiquated customs she encountered during a brief sojourn in Ireland, and

concluded her remarks on the Emerald Isle with a rather triumphant—

"And never but once was I frightened during my visit there."

"An' how did that happen?" asked the divine.

"Well," she replied, "I was chased by one of your flocks of horrible geese."

"Ah, madam," he retorted, "you may be sure they never would have chased you if they hadn't been geese."

DEPENDS ON CIRCUMSTANCES

"Do you say ought-to-mobile or owe-to-mobile, Jimson?" asked Slathers.

"Well, that depends," said Jimpson. "When I think of how I ought to pay for it, I say ought-to-mobile, and when I think of how I can't pay for it, I say owe-to-mobile. Want to take a little run in my owe-to-mobile with me?"—*Judge*.

THE VERNACULAR.

An interview between a shopkeeper in the Kentucky mountains and a "poor white" developed this:

"Hain't you got no eggs?"

"I hain't said I hain't."

"I hain't asked you is you hain't; I asked you hain't you is. Is you?"—*Judge*.

Pat—How much do yez weigh, Mike?

Mike—Oi weigh one hundred and seventy-five pounds.

Pat—You must 'a' got weighed with your coat on.

Mike—An' Oi did not. Oi held it in me arms all the time.—*Judge*.



RAILROAD SUPERSTITIONS

By J. L. B. SUNDERLIN

Railroad Association Magazine



PEOPLE unfamiliar with present day railroading and its problems might infer from recent current literature that superstition was a state of mind common to a great majority of railroad men.

We must bear in mind, however, that the railroad man of a decade ago, even, was a different man from the railroad man of today; for, as he has become educated he has shed many of his superstitious ideas.

That superstition is not monopolized by the skilled laborer or the man in the street we were reminded by an article in the *Outlook* in which the assertion was made, that after a careful canvass of a very prominent educational institution it was found that a large per cent of the students, and even some of the faculty, indulged in the luxury of a pet superstition.

There would be no cause for wonder if the railroad man was inclined to believe in the supernatural, as he lives and works on the borders of that "distant country," and his call to step over is often sudden.

In this little sketch, however, we will deal with the old time railroader, who was, without a doubt, as superstitious as a South Sea Islander, and as full of whims as an old house-wife.

The railroad man is nothing if he is not picturesque, a quality which the demands of modern commercialism have not yet reduced to a dead level of uniformity, and his superstitions, when he has any, are

like Joseph's coat of many colors, greatly calculated to attract attention.

If an accident occurred on the road, in the old days, two more were sure to follow, and if they failed to materialize the old timer was disappointed.

There were men who did not care to run over the road unless a horseshoe was fastened to some part of the wood-work of the locomotive or caboose.

We have heard of a well authenticated case of a brakeman who became demented because he failed to find a freight car bearing a certain lucky number.

A few of the old timers claimed a modified form of the old Scotch gift of second sight, by which they were supposed to foretell dire and wondrous happenings.

Occasionally some of these men who were hearing and seeing things were aided and abetted by some of the younger and more unbelieving generation; and it often happened that the mere mention of the appearance of an apparition would cause other apparitions to manifest themselves to the same individual in the very near future.

A roundhouse at night was a weird place in the old days, when the flickering of the torches made gigantic shadows on the walls, and the droning sound of escaping steam worked upon the fears of men who were inclined to relegate any uncanny sight or sound to the realm of the supernatural.

On one such night, in the "wee sma' hours," when the wintry winds were howling outside, a little knot of men were

gathered around an old sheet iron stove, and one of them, an engineer, told of how, a few nights before, as he was running a night line, suddenly, at a lonely spot, the wraith of an old trackwalker who was killed at this spot, appeared on the track as natural as life, with his maul over his shoulder, and after keeping ahead of the train, which was making a good sixty miles an hour, had disappeared in the bushes.

Another engineer who was not superstitious, afterward thought he saw a similar appearance at nearly the same point, but upon investigation found that the dancing shadow on the track was made by a wet maple leaf that had become flattened against the head light glass.

An engineer working on his engine alone one dark night was startled to hear the locomotive bell begin to toll in a very deliberate and nerve racking manner, but being of a skeptical turn of mind he discovered a young wiper at the other end of the line, the remaining end being fastened to the clapper of the bell.

A fireman who believed with Shakespeare that there were more things in heaven and earth than were dreamed of in his philosophy was nearly frightened out of his wits by an expressman as follows:—

Just before the train, which was a night express, had arrived at a point where an engineer had gone down to death under his engine the messenger fastened a bell cord around the movable seat upon which the fireman was sitting, and when the locomotive was passing the spot where the engineer was killed the messenger pulled the cord and "Billy" bit the dust, and for some time after he believed that the dead engineer was in some way connected with his fall.

A wiper, originally from the Emerald Isle, old in years and in the service, was sent to "fire up" an old engine that was said to be haunted; and a young fireman overheard the foreman giving the order.

The fireman crawled into the fire box, and when the old wiper threw in a stick of wood the fireman threw it out.

The old man was startled, but when he saw the second stick come out, apparently without hands, he "took to the woods," and another mystery was added to the growing collection.

But those days are gone forever and while there may, once in a while, be a man who might acknowledge that he was impregnated with a little of the old time dread of the unknown, such men are now few.

Education and scientific methods have taken the place of bluff and guess work, and the old superstitions are about all dead with those who believed in them.

To paraphrase an old poem:—

The old timers are dust,

Their engines are rust,

Their souls are with the saints, we trust.

In closing we would call attention to the fact that the travelling public entertain a great many erroneous ideas amounting almost to superstition, in regard to the locomotive engineer, his duties, and his personality, many of these ideas having no foundation in fact.

To illustrate:—A short time ago an illustrated paper came out with a full page picture of a locomotive on the brink of a chasm where a bridge had been swept away, and the locomotive with the human freight behind it had been stopped in the nick of time.

The engineer was depicted holding up his hands, his eyes bulging from his head, and his whole attitude and expression one of horror.

The artist who drew the picture and the dear public who probably believed it to be a true presentment were mistaken.

The seasoned railroad man, like the North American Indian, is stoical and undemonstrative, at least while on duty, and the real live engineer, instead of

holding up his hands in horror would have taken a casual look at the chasm, taken a hitch to his trousers, sailor fashion, and then would have climbed back upon his engine sans remark, sans expression, sans any look or motion that would betray more than the most casual interest.

Dear reader, whenever you get ready to retire for the night in your luxurious Pullman you may be sure that the man ahead, boring holes in the night at the rate of sixty miles an hour, the fireman

"keeping her hot," the conductor naturally in the limelight, the trainman and the baggageman are experts in their line and however you may regard them, are all doing their duty just in the ordinary day's work, "even as you and I."

As you retire to rest offer up a prayer for their well being and also be thankful that you are not in the hands of the average railroad man of thirty years ago, who, although we love his memory in spite of his faults, was not the peer of the railroad man of today.

PERSONAL PURITY COURSES

In voting to give sex hygiene place in its high school curriculum, the Board of Education of Chicago makes a daring innovation. The course is to be styled "personal purity" instead of "sexual hygiene," a modification that will make the innovation slightly less objectionable to those over-nice people who would prefer not to have the subject mentioned at all. Instruction in personal purity is

by all admitted to be a delicate question, but it is a vital and essential part of the training of every boy and girl, and no thought of the delicacy of the problem should be allowed to overshadow its universal importance. Since the course is experimental, the Board of Education has shown wisdom in not introducing it at the start below the high school.

—Leslie's.



THIRTY-NINE IN EVERY ONE HUNDRED MEN UNMARRIED

CONDITION THROWS HEAVY BURDEN OF TOIL ON WOMEN



THAT race suicide is a factor to be reckoned with in the United States is made plain by statistics published today by the Equitable Life Assurance Society, showing that there are 17,000,000 unmarried persons in the country and that 39 out of every 100 male adults are without wives.

These unmated millions nearly equal in number the population of the Kingdom of Spain, or that of Mexico and Canada combined. They are divided as follows:

Unmarried men aged 20 years and over 8,102,000.

Unmarried women above 15 years of age, 9,000,000.

Of the men, with whom rests the initiative in marital affairs, 7,226,000 are between the ages of 20 and 44 years and 500,000 are between 45 and 54 years old.

Making due allowance for the impetuous, the aged and the mentally and physically unfit, it is safe to say that 5,000,000 of these single men are capable of assuming the responsibilities of married life.

PUTS BURDEN OF TOIL ON WOMEN

The inference drawn by the compilers of these significant statistics is that an enormous number of men in the United States to-day simply lack the

moral fibre and courage to marry and take a man's part in human affairs. And going further the statisticians say:

"While an army of single men are lavishing their earnings and their affections upon themselves and many of them developing extravagant and often vicious habits—an existence which they prefer to an orderly, economical married life—another great army of young women are forced to toil in our factories and business houses for the necessities of life.

"This is an unfortunate and unnatural state of affairs. Moreover, from the ranks of the unmarried comes humanity's heaviest contribution to immorality and crime.

"All these factors are well worth considering when studying the problem of marriage, eugenics or race degeneracy and the fundamental moral principle which underlies them all.

MARRIAGE AND THE DEATH RATE

"And now another convincing reason for marriage has been disclosed by the analysis of mortality statistics of married and unmarried people by Prof. W. L. Wilcox, of Cornell University.

"These statistics cover the population of the State of New York, with the exception of Buffalo and New York City, and have made it possible almost for the first time in this country to study mortality by marital conditions.

"Comparing the death rate of unmarried with that of married men, and with

unmarried with that of married women, we get the following startling results:

Age.	Death Rate	Death Rate
	Unmarried Men.	Unmarried Women.
	Per Cent.	Per Cent.
20—29	57 greater	18 less
30—39	119 greater	17 greater
40—49	105 greater	22 greater
50—59	69 greater	37 greater
60—69	60 greater	32 greater
70—79	39 greater	34 greater

"There is a demand more or less popular to place restrictions around mar-

riage, to prevent the immorality, crime and degeneracy which follow 'the reproduction of the unfit.'

"But what of the decline in the reproduction of the fit? Why should not our highly developed civilization devise some means to encourage our 10,000,000 fit but unmarried people to marry and assume their natural and proper place and part in the great scheme of humanity?"

"What civilization needs is not necessarily larger families, but more and better families."—*New York Evening Sun.*

WHAT ENGLISH AUTHORITY THINKS OF THE BALTIMORE AND OHIO

THE Baltimore and Ohio is one of the great Eastern trunk roads between Chicago and New York on the east. * * * The growth of the west and Washington, Baltimore, Philadelphia and New York in the coal and manufacturing industries of the districts served by the line has been remarkably fast, and the Baltimore and Ohio has found some difficulty in increasing its facilities as rapidly as its business has grown. In recent years, under the presidency of Mr. Willard, it has pushed on its improvement work, and at the present time the road is fully capable of dealing with all the traffic it is likely to obtain for some time to come. Additional lines have been built, new tunnels constructed, curves and grades

eliminated, the track provided with heavier rails and stronger bridges.

The road is now a double-track line with easy gradients all the way from Philadelphia to Chicago with the exception of a small section on the Chicago division. An engineering expert, who recently made a complete inspection of the road, reported that "it is no exaggeration to say that the main line between Baltimore and Chicago is second to no other in the country. The main line rails are all 100 pounds, the ballast is ample and carefully distributed and all the other details of physical condition that strike engineers' eyes speak unmistakably of a property constantly and carefully looked after."—*Copied from London Statist.*

DEAD HEADS—TAKE NOTICE

THE next time you are granted a leave of absence and furnished with transportation over a part, or maybe the entire system, with which

the Company has, through their kindness, furnished you, just arrive at the station the last minute; abuse the baggageman because he does not give you

attention before he does anyone else. Then proceed to the train and endeavor to talk the brakeman or porter into allowing you to board the train without having to show your transportation and thus set a good example for those following you. After gaining admission, occupy at least two seats, no matter how many paying passengers are standing up. When the conductor asks for your transportation, keep him waiting until you find it and sign it up; that is all he has to do—wait on you. Be sure to raise the window, no matter how disagreeable it makes it for the passenger behind you. When luncheon is announced, rush into the diner, abuse the waiters and kick on the service, which is without much doubt better than you are accustomed to at

home. At bedtime, retire to the sleeping-car and talk "sassy" to the Pullman conductor because you can't have a lower berth instead of an upper in preference to the paying passenger. Kick on everything in general, and as loudly as possible, so as to show what a Loyal Employee you are, what a good Advertising Medium to turn loose, and how much you appreciate the favor of the Company in granting you this free transportation, when it is a cinch if you were employed by some clothing house, they would not clothe you, or if by a grocery house, they would not feed you.

Take a Tumble to yourself. Come out of it. Be a Booster or stay at home and growl.—*A Conductor, in Illinois Central Magazine.*

SAND WILL DO IT

I observed a locomotive in the railroad yard
one day,
It was waiting in the roundhouse where the
locomotives stay;
It was panting for the journey, it was coaled
and fully manned,
And it had a box the fireman was filling full of
sand.

It appears that locomotives cannot always get
a grip
On their slender iron pavement, 'cause the
wheels are apt to slip;
And when they reach a slippery spot their tac-
tics they command,
And to get a grip upon the rail they sprinkle it
with sand.

It's about the way with travel along life's slip-
pery track,
If your load is rather heavy you're always slip-
ping back.
So, if a common locomotive you completely
understand,
You'll provide yourself in starting with a good
supply of sand.

If your track is steep and hilly and you have a
heavy grade,
If those who've gone before you the rails quite
slippery made,
If you ever reach the summit of the upper table-
land,
You'll find you'll have to do with a liberal use
of sand.

If you strike some rigid weather and discover,
to your cost,
That you're liable to slip up on a heavy coat of
frost,
Then some prompt, decided action will be
called into demand,
And you'll slip 'way to the bottom if you
haven't any sand.

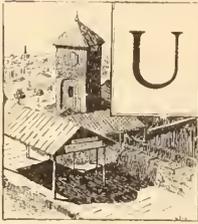
You can get to any station that is on life's
schedule seen
If there's fire beneath the boiler of ambition's
strong machine.
And you'll reach a place called Flushtown at
a rate of speed that's grand,
If for all the slippery places you've a good sup-
ply of sand.

—*Chicago Tribune.*





WHAT FEATURES OF RAILROADING WOULD YOU LIKE TO HAVE DISCUSSED?



UNDER the above heading it is proposed to print in each issue of the magazine any question which may be sent in by employes of the road, with as satisfactory answers and explanations as possible. Many newspapers and weekly and monthly publications provide such facilities for their readers, and with a magazine such as ours, devoted to railroading, with its enormous ramifications and the constant introduction of new methods, etc., it seems that such a department should fill a real need.

On account of the late date at which it was decided to do this, we can give only a few suggestions as to the kind of questions which we would expect to receive.

First of all, questions about the conduct and policies of the magazine and suggestions for its improvement will be welcome. We are not looking for either "bouquets or brick-bats," but constructive criticism will help to make the magazine more valuable to every reader. For instance, we recently had a letter from an

interested reader complaining that the distribution of the magazine does not seem equitable. And we assured the person that we are now working on a plan of distribution which will not only place a copy in the hands of every employe who can use it profitably, but will also place it there more quickly than under the present plan.

Second, questions and suggestions looking to the furtherance of the "SAFETY FIRST" movement should do much toward stimulating interest and increasing the efficiency of this part of the work. Under this heading the following would be an appropriate question: "Who was the originator of the 'SAFETY FIRST' movement on the railroads of this country?"

Third, inquiries in regard to railroad matters in general should open up many interesting questions for discussion among our readers. For instance, an inquiry like "How do the capitalization costs of a mile of railroad in the United States and Germany compare," would start us on a discussion which would inevitably terminate in the conclusion that privately owned and operated railroads are con-

structured more economically and efficiently than those under control of the State. It is not anticipated, however, that all questions shall come under the above heads. Any subject of general interest can be discussed profitably by all of us. If you have something on your mind, tell us about it. Send in as many questions as you wish.

For the October issue let us have as many answers as possible to the question "What features of railroad service would you like to have discussed through the columns of the Baltimore and Ohio Employes Magazine?"

Here is a chance for all of us to make suggestions, helpful alike to ourselves and to every employe of the Company.



CHICAGO JUNCTION YARDS

A PRACTICAL TALK ON FUEL CONSUMPTION

By G. W. COYLE

Engineer, Philadelphia Division

AT OUR last meeting your attention was called to several things, first, the amount of fuel that our engines were burning due to small nozzles, second, the amount of fuel consumed at different points on line of the Philadelphia division where the pull is hard, and third, the amount of overtime that is made by the Philadelphia crews taking trains to West Baltimore while the main line crews follow them up with engine and caboose to move the same train.

"Now the first thing I desire to call your attention to at this meeting is the improvement made by our mechanical

department. I have operated some twenty-odd engines, and they have succeeded in saving a great amount of fuel by increasing the exhaust nozzle on all these engines. There is one engine in particular I desire to call attention to, and that is No. 4037, which is doing excellent work. To my mind there can be a still greater improvement made. This engine is making too much steam. If a crew would run this engine with the furnace door shut, they would not have enough water in the tank to make from one water plug to another. This engine should have a much larger nozzle."

Mr. Coyle then outlined, in detail, giving specific instances where he felt freight trains were delayed on line of road for an unnecessary length of time.

arrive till they leave with train. It seems to me that this is unnecessary where they have a shifting engine to do this work, as well as placing hardships on



DON'T SIT ON ANY TRACK. IT IS EXCEEDINGLY DANGEROUS

This causes overtime, deprives the mechanical department of use of engines for return movement, etc. Mr. Coyle continued:

"There is another case I think deserving mention and that is the way the road crews have to do work at East Junction since the crossover has been taken from tracks 1 and 2. With cars to be moved from West Siding, engine has to run to West Junction and return to East Junction, and pull all cars to West Junction again and back to East Junction, and there shift out cars that are to be moved both east and west, consuming from three and one-half hours from the time they

engine crews on the Q-1 engines, as this class of engine is very hard to shift with.

"In conclusion I desire to call your attention to a test that was made some years ago in my time as a fireman. It had been figured that it cost the company $7\frac{1}{2}$ cents to stop and start a local passenger train of four cars with a G-10 and H-4 class engine. What must the cost be with the much larger type of engine we are using today? With only a portion of the unnecessary stops and delays eliminated, the company would save a great deal in operating expenses."

A BASEBALL STORY

Here is a little story told recently by Christy Mathewson and it may cast a side light on some inside baseball that will be interesting to the fans. "One of the most serious things that can happen in a

game of ball," said the mighty twirler, "is for the pitcher to 'double cross' his catcher. It was not so very long ago that I did this to 'Chief' Meyers. In fact, I have been guilty of that breach of

baseball etiquette on several occasions but always unwittingly. Now here's the reason for my lapses: Meyers is naturally dark and when he becomes tanned, his skin is unusually so. When he puts his hand against his glove to give the signal for the kind of a pitch he wants, it is hard to tell whether he has one or two fingers extended. One finger might be the signal for a curve and two for a fast ball. After giving a signal, the catcher, naturally, is looking for what he called,

and if the twirler throws something else, the backstop might easily be injured. This is the first time in my long career that the color of a catcher's hand played such an important part in baseball games. Every fan knows that the face of a backstop's glove becomes a dark brown, and when, in addition, the catcher's hand is tanned to an unusual degree, it is some job for the pitcher to tell the difference between one and two fingers."—*Ed. A. Goewey, in Leslie's.*

THE RED SIGNAL

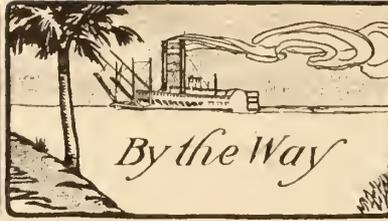
Dr. W. H. Tolman, author of the recently published work, "Safety," suggests the necessity of adopting some universal danger signal which all may comprehend. Foreign-born workmen, for instance, he points out, who do not understand English must be warned by some

unmistakable sign. In his trips abroad Dr. Tolman found that it is customary in most continental workshops to paint all dangerous portions of machinery red, thus arresting the attention of the most careless worker.

—*From Harper's Literary Gossip.*



ADJUSTING COUPLER KNUCKLE WITH HAND WHILE CARS ARE COMING TOGETHER
DON'T DO IT. (SEE RULE 904.)



A little girl friend of mine once gave a party to some of the children in her neighborhood. Among those who were invited and came were two boys, Daniel and Harold, aged twelve and nine respectively. They were unusually well-behaved youngsters, and when five-thirty came (the invitations read "from three to five-thirty") they paid their respects to their hostess, and although cordially invited to stay longer with the others, promptly went home.

Scarcely ten minutes later, when only a few of the other children had left, they came running back into the yard in which the party had been held, and when asked by one of the older folks why they had returned, responded "Oh, we've just come back now to play the way we always do."

At the corner of Madison Avenue and Thirty-eighth Street, New York, there is a beautiful brown stone residence. It faces on Madison Avenue, and in the rear, on the Thirty-eighth Street side, runs a yard about thirty feet square. A hedge is supposed to hide the interior from the gaze of the passerby, but one can catch a glimpse of a flagstone pavement and four clothes poles.

We were passing this yard not long ago and discovered through the shrubbery a hammock swung between two of the poles. In it was a Japanese, evidently a servant, stretched at full length and sound asleep. His head was turned toward one side, a half-burned cigarette was between the fingers of one hand, and an open book

with cover side up was lying across his chest.

The picture was an unusual one, for the oriental in this country is usually up and doing. Perhaps this was why it aroused our interest. We had already taken a dozen steps past the yard, but turned and walked back to complete the picture. Our curiosity was rewarded. The reclining Jap in the hammock, evidently at peace with his employers and the world in general, had fallen asleep while reading "The House of Bondage."

Strolling along the boardwalk at a coast resort not long ago, we heard a petulant little voice say,

"But, Mother, she isn't game."

We turned quickly and saw a girl about fourteen years old, gazing with up-turned face at an elderly lady whose hair was beginning to be streaked with gray. Apparently she was the youngest child of the woman, and it was evident from the half frown on her face that there was a lack of understanding between the two. The little Miss continued inquisitively and with rising inflection,

"You don't know what 'game' means?" The mother must have confessed her ignorance of the meaning of the word where used in that connection, for after a pause the girl went on,

"Why 'game' means,—(long pause), well, mother, if you don't know what 'game' means, I'm sure I can't tell you."

Oh! the wisdom of the younger generation.

ISN'T IT TIME TO CALL A HALT!

ALMOST simultaneously with the opening of the peace palace which Andrew Carnegie has caused to be erected at the Hague as a permanent headquarters for the nations of the earth to use for the promotion of universal peace propaganda, comes the announcement from Paris that the Danish war office is testing a machine which will do the work of a regiment of infantry.

The machine has horizontal and perpendicular cylinders controlled from a central point by wireless, and made to fire rounds of four hundred balls. It can be sunk instantaneously below the level of the ground, and thus be made invisible to an advancing army.

With torpedoes that travel over fifty miles an hour, with aeroplanes shooting through space at double that rate, and so built that they can drop bombs which carry death to a whole regiment of soldiers, with guns that shoot eighteen miles and sink an armored-battleship at that distance, isn't it time that public opinion rises in its might and calls a halt?

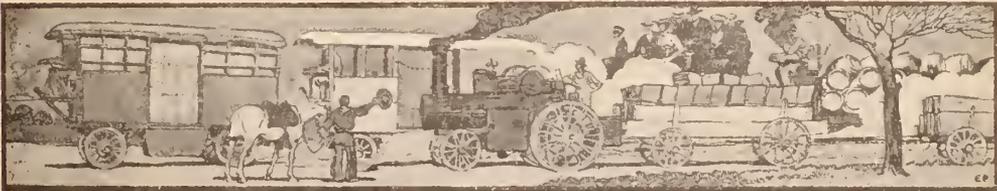
France and Germany have already driven their patriots almost to the verge of revolt by their insane war budget increases, and the consequent burden thrown upon the proletariat. England,

too, has been forced to enlarge her programme for the construction of battleships and the recruiting of her army. When will this stop?

Cynics laugh at Mr. Carnegie when they see in the daily press reports that France is increasing her standing army by 200,000 men, that Germany is putting new taxes upon her citizens for the purchase of bigger war ships and dirigibles, along side of the news items about the opening of the peace palace.

In our opinion, however, Mr. Carnegie and his fellow idealists are way ahead of our day and generation. Of course one man or a small group of men cannot enforce a halt in the extravagant increases in the war appropriations now being made. But some one must lead.

In Germany, France and England the powerful socialist party stands firmly against the crushing burdens of taxation called for by these enormous military appropriations. The peace propaganda, however, should not be confined to one party nor limited to any countries or groups of men. The benefits will be universal, and the support should be universal. Public opinion is the court of last appeal. What are you doing towards the furtherance of this movement?





BALTIMORE AND OHIO EMPLOYEES MAGAZINE

ROBERT M. VAN SANT, *Editor*

HERBERT D. STITT, GEORGE B. LUCKEY, *Staff Artists*

INDEPENDENCE AND SELF-SUFFICIENCY

To be able, as the saying is, "to paddle your own canoe," is wholly commendable. In most cases it means that you have studied and sweated and strived, that you have given to the world in labor what you have taken from it to make yourself independent. You have produced as much or more than you have consumed; you have added your particular contribution to the world's wealth; it may be the knowledge of your trade, or the improvement of a piece of real estate, or the utilization of a by-product, or a book, or some useful thing.

The great danger of this condition of independence is that you may interpret it as one of self-sufficiency; that, conscious of your own power and knowledge, you forget how much you owe to society for that condition of independence.

Recently we were talking with an American mechanic. He was the idealized type you see on trade exposition posters—alert, intelligent, and proud of the wonderful machine of which he had charge, for he exhibited its amazing completeness with a fondness that was almost affection. He had experimented for years before perfecting the minor adjustments which made possible its remarkable efficiency. He alone in the big shop was its master, and he knew it.

So we were not surprised when he said:

"It couldn't run that way without me. It might go right for a month and it might slow down tomorrow. Then you want somebody who knows every screw, nut, and bolt. That's me, and they know it. I'm my own boss, and when the whistle blows, I'm through. I don't owe any man anything."

He was perfectly sincere—as are most other people who think that independence means self-sufficiency. Yet what an infinite number of things he was dependent on after all: those ball-bearings which swung the giant flywheel—just think of the number of brain and hand processes it had taken to perfect them, the smallest and still a most essential part of the huge machine; that motor, whose upbuilding had challenged the imagination of dreamers, and tried the patience and intelligence of scientists for a century, and which, at the pressure of his hand, stirred the inert mass of metal before him into life and usefulness; the capitalist, whose faith had planned and whose foresight had made successful the great industry from which he got his living. He was indebted to the past for its achievements, to the present for its prosperity, and to the future for its promise.

The mechanic is but a single example. Hundreds of us, because our work is less essential to man's existence, are even more dependent upon the complex civilization about us than he, or, let us say, the farmer. We are independent because we have learned to utilize the agencies which this civilization has given us. But we can never become self-sufficient.

ENTHUSIASM

"The vital things that pay dividends come from one channel—enthusiasm, which is nothing more or less than faith in action. *Start the germ of enthusiasm*

circulating in your plant, in your shop, in your office, and you will be surprised at the results. Enthusiasm begets business, which increases production and decreases

cost. It is the greatest asset in the world. A single-handed enthusiast will do more to trample down prejudice, opposition, indifference, than money."

OPPORTUNITY—AS SEEN BY TWO POETS

By JOHN J. INGALLS

Master of human destinies am I!
 Fame, love, and fortune on my footsteps wait.
 Cities and fields I walk; I penetrate
 Deserts and seas remote, and passing by
 Hovel and mart and palace, soon or late
 I knock unbidden once at every gate!
 If sleeping, wake; if feasting, rise before
 I turn away. It is the hour of fate
 And they who follow me reach every state
 Mortals desire, and conquer every foe
 Save death; but those who doubt or hesitate,
 Condemned to failure, penury and woe,
 Seek me in vain and uselessly explore
 I answer not, and I return no more!

(Few poems published during the last thirty years have made a deeper impression on the American public than the above, written by John J. Ingalls, then Senator from Kansas. It was widely read and discussed, and drew forth at least one effective reply, another poem on the same subject, in which the author, Walter Malone, takes exactly the opposite viewpoint. Despite this contrast in the thought of the two poems, each fulfills its purpose admirably.—*Editor.*)

By WALTER MALONE

They do me wrong who say I come no more
 When once I kneck and fail to find you in;
 For every day I stand outside your door,
 And bid you wake, and rise to fight and win.

Wail not for precious chances passed away,
 Weep not for golden ages on the wane!
 Each night I burn the records of the day—
 At sunrise every soul is born again!

Laugh like a boy at splendors that have sped.
 To vanquished joys be blind and deaf and dumb;

My judgments seal the dead past with its dead,
 But never bind a moment yet to come.

Though deep in mire, wring not your hands
 and weep;

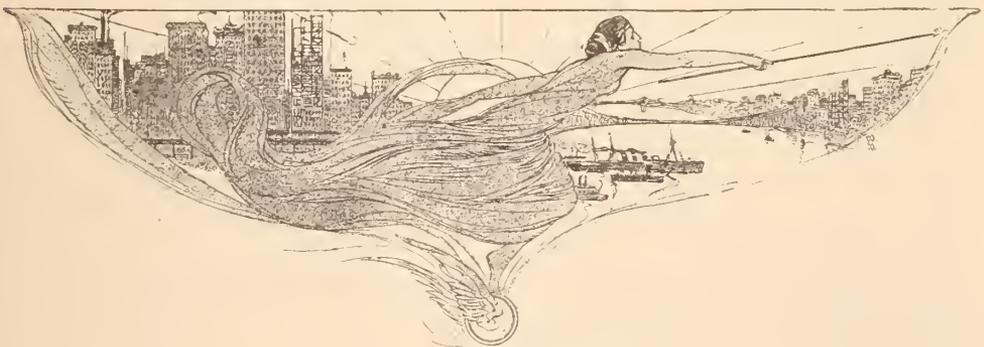
I lend my arm to all who say "I can."
 No shame-faced outcast ever sank so deep,
 But yet might rise and be again a man!

Dost thou behold thy lost youth all aghast?
 Dost reel from righteous Retribution's blow?
 Then turn from blotted archives of the past,
 And find the future's pages white as snow.

Art thou a mourner? Rouse thee from thy
 spell;

Art thou a sinner? Sins may be forgiven;
 Each morning gives thee wings to flee from
 hell,

Each night a star to guide thy feet to
 heaven.



MR. WILLARD'S
ANSWER

Where do you place safety in relative importance among the ends to be sought in the operation of a road?

Above every thing else

THE HIGHEST SAFETY RECORDS FOR JULY

Divisions	Total	Trains and Yards	Shops and Engine Houses	Maintenance of Way
Wellston	*\$42,167	*\$14,564	*\$12,498	*\$15,304
Illinois.....	15,452	14,189	54,670	.....
Connellsville ..	7,778	9,402	.....	.....
Indianapolis ..	6,674	11,154	7,524	.....
Toledo.....	5,783	.....	5,805	.....
Pittsburgh.....	.....	.....	4,617	54,070
Philadelphia.....	.....	.....	.....	26,360
New Castle.....	.....	.....	.....	22,070
Ohio River	5,781	.....	.....	*13,041

* Signifies that these divisions did not have a single personal injury in the class of service indicated.

SAFETY FIRST

We will show, each month, on the "hammer" test, the four divisions making the best showing in injuries, based on wages paid, divided as between accidents occurring "In and around shops and yards," "In and around shops and engine-houses," "Maintenance-of-Way" and "Total." We have, heretofore, been figuring the standing of each division on the number of employes, but, in many ways this is unfair; for instance, if work is slack practically the full number of names appears on the rolls but the amount drawn is less; therefore, it is, evidently, fairer to show the wages earned per injury; then, if business falls off the wages will do the same, and the liability of injury is, correspondingly, decreased. It is understood that the amount of wage indicated is representative of one injury.



STATEMENT OF WAGES PER INJURY, JULY, 1913

Divisions.	In and Around Trains and Yards.	In and Around Shops and Engine-houses.	Maintenance of Way.	Total.
Philadelphia.	\$4,805.62	\$ 878.17	\$26,360.30	\$ 2,789.00
Baltimore...	4,840.00	1,024.87	14,184.01	3,151.01
Cumberland..	3,083.42	1,967.77	1,640.16	2,271.82
Shenandoah ..	2,195.15	239.35	4,413.95	1,673.92
Monongah... ..	3,128.91	2,408.54	8,623.76	3,320.67
Wheeling....	3,652.05	3,393.08	3,046.41	3,468.14
Ohio River ..	5,781.78	2,453.76	*13,041.85	4,927.25
Cleveland....	4,711.57	2,168.95	14,805.70	3,939.58
Newark.....	1,970.86	2,028.94	4,136.61	2,310.13
Connellsville.	9,402.28	2,879.23	9,429.49	7,778.32
Pittsburgh... ..	3,261.79	4,617.10	54,070.50	4,384.24
New Castle... ..	3,803.52	4,304.86	22,070.88	4,899.34
Chicago.....	2,797.23	1,587.58	6,260.41	2,079.96
Ohio.....	4,883.83	3,211.54	15,056.40	5,276.52
Indiana.....	4,753.88	4,071.66	12,563.70	5,500.04
Illinois.....	14,189.07	54,670.30	6,596.30	15,452.85
Toledo.....	5,341.59	5,805.80	6,698.22	5,783.16
Wellston.....	*14,564.45	*12,498.85	*15,304.65	*42,167.95
Indianapolis..	11,154.66	7,524.42	3,867.28	6,674.28
Average.....	4,126.72	2,662.42	6,322.04	3,856.53

* Indicates no accidents.

THE RESPONSIBILITY

If we can get railroad employes interested and worked up in this Safety movement so that they understand just what we are trying to do, they are certain to fall into line, and they will make the careless fellows stop kicking the draw bars and doing the hundred and one little things that they have been doing. The superintendent and yardmaster do not know when they are doing it. These employes see them every day. If we can get firmly fixed in the minds of all employes that it is for their own good, it would advance the safety movement a hundred fold. We do not want employes to do anything that is repugnant to their manhood; we do not want them to be spies upon their fellow workmen; but we want them to know that this Safety movement is for the good of all, so that when a man sees another fellow taking some chance he will say to him, "Look here Bill, we are both working on this railroad; you have got to stop this business. This Safety movement is a good thing, and you have got to get in line with it." It can be done and will be done sooner or later.

—George Bradshaw.



SPECIAL MERIT ROLL

CUMBERLAND DIVISION

Engine 2863 on train 96, May 28, had B. & O. car 63105 with badly bent axle. This defect was noted by A. E. Rice, Safety Committeeman at Keyser, and car reported to Car Inspector, cut out and put on repair track, thus possibly averting an accident.

MONONGAH DIVISION

Engineer R. L. Campbell received well merited praise for his action on July 29 when he was in charge of engine 2393 hauling fast freight No. 94 over the Parkersburg Branch. While passing through Eaton Tunnel he lost a valve stem wrist pin on account of a nut working off. The train was brought to a stop in the tunnel and Engineer Campbell crawled back alongside, found the pin, placed it back on the engine, secured it with a nut he took off a car and took his train forward. He could very easily have tied up the road for some little time, but he had the best interests of the Company at heart and did everything in his power to get over the road.

The new Superintendent inquired concerning the man's age, reputation, etc., and one of the men told of Mr. Campbell's coming up to see the trainmaster, who was then located in the old depot at Grafton and had been for years. Mr. Campbell had also been running an engine into Grafton for many years. But he had to have someone point out where the trainmaster's office was located; evidently he had not had very much to explain in the past.

WHEELING DIVISION

On July 26th, Brakeman O. S. Davenport, on pick-up west, noticing a brake beam down in train 1st 21 while passing, and stopped train.

Brakeman R. R. Dye discovered carrying strap and bolts broken on car of same train, and drawhead about to fall on the track. The watchfulness of these two men saved this train from possible serious trouble.

On the morning of August 8th, Belaire Yard Conductor G. K. Gates, going over track enroute to "DK" Tower, discovered a broken rail. He reported same in time to stop the Bridgeport trip and thereby probably avoided a serious derailment. This occurred in the dark of the night and certainly showed that Conductor Gates was alert for the safe operation of trains.

CLEVELAND DIVISION

Engineer J. E. Owens, of train 59, on July 25th discovered wire trouble at pole west of 33-30 between East Akron, Ohio, and Meyersville, Ohio, cross-arm being split, wire hanging down near ground and one wire on cross-arm with appearance of having been struck by lightning, and immediately reported same to Division Operator Heaton. This alertness on the part of Mr. Owens no doubt saved a lot of time which would have been spent in locating the trouble. Superintendent Lechluder has written him an appropriate letter in appreciation of this act.

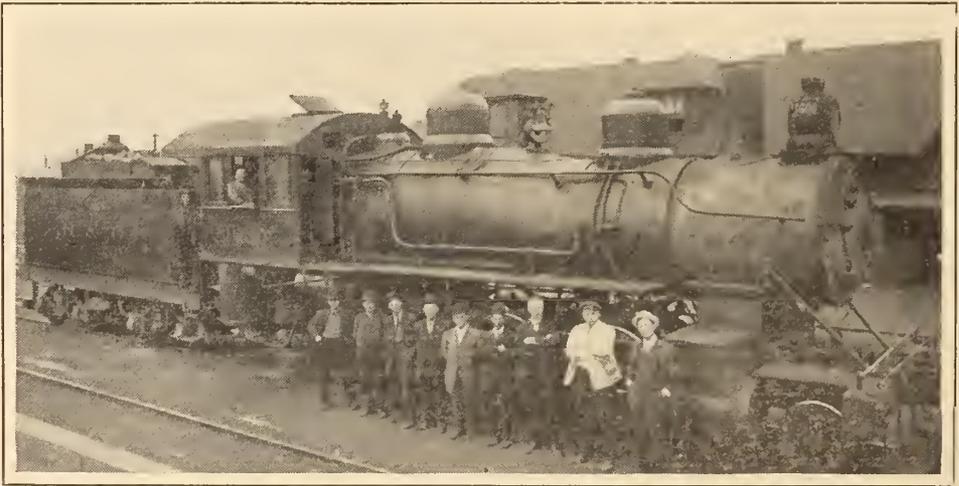
On July 10th Conductor J. B. Willoughby discovered 12 inches of flange broken

from wheel on B. & O. 236685 in train extra west, engine 4094, at Warwick Coal Dock. This defect might possibly have caused an accident, and Mr. Willoughby is to be commended for so careful inspection of his train. Appropriate letter has been written to him.

Charles Stock, Bridge Tender, found a broken rail on bridge 460 on July 30th. He set both targets in stop position and went out and flagged train No. 4 and had train cross over at Jefferson St., Cleveland, and use westbound main. This broken rail might have caused some trouble and Mr. Stock is to be commended

On August 23rd Conductor J. C. Sindelar found a piece of rail chipped out between joint and one splice bar broken about 15 car lengths west of Uhrichsville Depot. He immediately wired the Superintendent's office and rail was made O. K. in a very short time afterwards. Mr. Sindelar is to be commended for the alertness and action taken in this case. Appropriate letter was written Mr. Sindelar by Superintendent Lechluder.

About 3.00 A. M. July 30th, the New Castle Division lost all of their wires west of "MN" Tower, Greenwich. At 3.20 A. M. Engineer A. C. Aubiel on



YARD FORCE AT SOUTH CHICAGO WITH ENGINE 1600 AND CREW

for his watchfulness. Proper letter has been written him by Superintendent Lechluder.

Mrs. J. W. Knechtges, living near Mills Crossing, Ohio, discovered bridge No. 326 near Grafton, Ohio, on fire on August 4th and immediately telephoned our agent at Grafton. A man was immediately dispatched and put the fire out. Mrs. Knechtges has been written a letter of thanks by Superintendent Lechluder for the interest she took. If the fire had not been discovered it might have caused serious damage.

extra east stopped at "MN" Tower and reported that there was a pole down about three miles east of Boughtonville and that he thought wires were in trouble there. The night men got Chicago Junction on long distance phone and had caller get lineman out, notifying him where trouble was. Wires were clear at 5.55 A. M. The alertness of Mr. Aubiel in this case no doubt saved much time and anxiety and he is to be commended for the prompt action taken in reporting the trouble to "MN" Tower.

On July 23rd Operator H. C. Chaney, at Freeport, Ohio, discovered a piece of air hose and coupling in crossover switch point at his station and removed it instantly. The way the piece of air hose and coupling were located in the switch point might have caused an accident, as it would have left switch gap open when lined for main track. Mr. Chaney is to be commended for his alertness, and Superintendent Lechlidaer has written him a letter of appreciation for the same.

On July 27th a message was received from Conductor J. B. Willoughby at Seville reporting derail on westbound siding at Sterling open about one inch and a half, lever closed and lock all right, but derails not being closed against the siding rails. This shows the alertness Mr. Willoughby displays, and he has been written

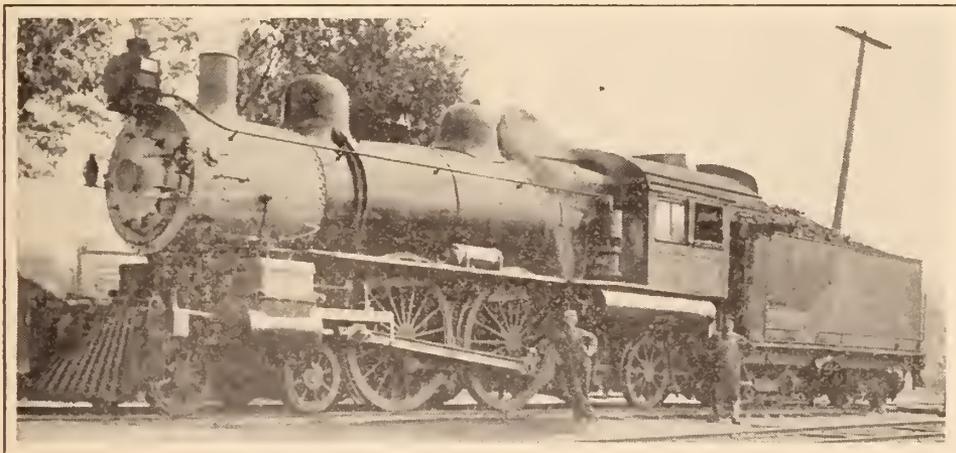
These men brought their train to a stop, went ahead and put the fire out. Good work!

CONNELLSVILLE DIVISION

On July 25 Brakeman J. H. Hoffman, a member of crew of extra west engine 2223, discovered a piece of flange lying on the track at Hyndman. He made an immediate report, which developed that the flange had broken off a wheel on a car in train of extra east engine 2677. The car was switched out at Viaduct Junction and handled into Cumberland yard by a switching engine.

NEW CASTLE DIVISION

On August 3rd Car Inspector C. M. Donaldson discovered a broken rail about one mile east of Chardon on the down-



ILLINOIS DIVISION—ENGINEER ROBINSON AND FIREMAN WILTY

an appropriate letter by Superintendent Lechlidaer in appreciation of his interest in "Safety First."

NEWARK DIVISION

On July 6th, Engineers Wm. Walker and W. C. McCann, while handling Train 98 over the Lake Erie Branch, noticed bridge just west of St. Louisville on fire.

grade for eastbound trains. He immediately went to a telephone and notified the operator at Chardon about it, when arrangements were made to replace the rail. Just at this point there is a high embankment and public highway beneath, and no doubt a very bad accident might have resulted had Mr. Donaldson not discovered this rail and reported same at once.

Extra west 2855 passed "BD" Tower at Akron Junction with a brake beam down on B. & O. car 85473. Operator V. P. McLaughlin noticed same and informed Conductor Shanafelt, who gave the car immediate attention.

Conductor A. L. Pierce, in charge of train 1st 94, July 18th, advises that while running at a speed of about 40 miles per

Foreman who made repairs, thus avoiding a possible derailment.

Conductor J. L. Phillips, on westbound local No. 67, discovered bad place in track on curve a short distance east of the platform at Schooleys, Ohio. The Section Foreman was notified as well as the Division Engineer, who happened to be passing over that portion of the line on



TRAINLOAD OF CAST IRON PIPE SHIPPED BY THE SCOTSDALE CAST IRON PIPE & FOUNDRY CO. FOR CONVEYING GAS UNDER THE RIVERS IN NEW YORK

hour on the first curve east of Niles Junction he was given a signal by Section Foreman C. A. Gilbert that something was wrong with his train. He stopped the train and discovered tie bar broken off at the eye hole on a car, which he set off at Ohio Junction.

PITTSBURGH DIVISION

Fireman Louis Miller, on extra east engine 2537, July 27th, noticed broken flange on westbound track west end of 33rd St. Bridge. Extra west engine 2692 passed 2537 just west of Willow Grove. Mr. Miller called Dispatcher and made the facts known.

OHIO DIVISION

On the morning of July 21st P. E. Colwell, extra gang laborer, discovered a broken rail in the south passing track at Midland City, Ohio, and notified Section

motor car. The latter took the Section Foreman and one of his men on motor car to the location reported and found both angle bars broken opposite a joint in the low rail. Repairs were made which probably prevented a serious accident.

INDIANA DIVISION

On August 4th Flagman Fred Artman, who was on No. 6, at Washington, Ind., noticed brake rigging down on mail car 174 in No. 11 train, which they were meeting there. After repeated efforts he succeeded in getting No. 11 stopped and temporary repairs made at shops.

Recently Conductor George Moore found about four feet of sand pipe broken off and wedged between the switch point at the west switch at Milan, causing the point to stand open one inch or more. He unlocked switch and removed obstruction just before fast mail No. 4 and No.

16 were due there. Had Conductor Moore not discovered this obstruction a serious accident would have been sure to result.

ILLINOIS DIVISION

Extra west 1595 about 9.45 A. M. on June 25th, stopped at water tank at Lawrenceville. Conductor McEvily and Flagman Fred Clayton started up along the train, one on each side, to look it over, and in making this inspection Flagman Clayton found about eight inches of flange broken off of the second pair of wheels of the forward truck of B. & O. 19450. The car was set out at Lawrenceville. The close supervision and attention to duty on the part of both Flagman Clayton and Conductor McEvily beyond a doubt prevented an accident.

On June 6th our entire freight depot at Bridgeport, Ill., was destroyed by fire in a conflagration which destroyed several blocks of this enterprising city, and it was only due to the most loyal service on the part of our station and section force that the contents of the freight house as well as the passenger station build-

ing were saved. Foreman John Clevy and his men carried water in buckets and by their efforts saved the passenger station, working in the face of a blistering heat. In fact it was necessary to detail men to throw water on other employes who were working between the freight and passenger stations endeavoring to save the former. The freight station at the time of the fire also contained a large amount of valuable freight, every piece of which was saved though the quick action on the part of Agent Murphy and his force.

MARTINSBURG

Harry Miller, employed in the local frog shop, while standing at Opequon Bridge on Sunday, July 27th, noticed a bolt drop from a broken rigging of a car in a running train, allowing the brake rigging to fall upon the track and drag along the ties. When the caboos came along he boarded it and notified the trainmen of the occurrence. The trainmen stopped the train immediately and replaced the damage.



SAFETY FIRST





AMONG OURSELVES

GENERAL SAFETY COMMITTEE

J. W. COON, Chairman

A. HUNTER BOYD, JR. E. STIMSON F. E. BLASER DR. J. F. TEARNEY JOHN HAIR

NEW YORK DIVISION

Correspondent, W. B. BIGGS, *Agent*, New York

DIVISIONAL SAFETY COMMITTEE

W. CORNELL, Terminal Agent, Chairman.
 W. B. BIGGS, Agent, Pier 22, N. R.
 J. J. BAYER, Agent, West 26th Street.
 E. W. EVANS, Agent, St. George, S. I.
 J. T. GORMAN, Agent, Pier 21, E. R.
 A. L. MICHELSEN, Agent, Pier 7, N. R.
 E. SALSBURY, Asst. Terminal Agent, Pier 7, N. R.
 ALFRED OSWALD, Foreman, Pier 22, N. R.
 M. E. DEGNAN, Foreman, West 26th Street.
 TIMOTHY DINNEEN, Foreman, St. George, S. I.
 C. J. TOOMEY, Foreman, Pier 21, E. R.
 E. SHEEHY, Foreman, Pier 7, N. R.
 LOUIS POLLY, Laborer, Pier 7, N. R.
 FRANK COOK, Laborer, Pier 22, N. R.
 SAM GILESTA, Laborer, 28th Street.
 J. BOITANO, Laborer, Pier 21, E. R.
 MIKE DEMAYO, Laborer, St. George.
 C. H. KOHLER, Tug Dispatcher, Marine Department.
 A. W. MAUL, Lighterage Agent.
 A. BOHLEN, Captain, Marine Department.
 JAS. HEWITT, Engineer, Marine Department.
 PATRICK MEADE, Oiler, Marine Department.
 R. MULLEN, Fireman, Marine Department.
 T. HALVERSON, Deckhand, Marine Department.
 H. M. NIELSEN, Captain, Marine Department.
 GEO. KABATCHNICK, Secretary.

Theodore Winters, who is on a furlough, is still nursing a badly broken arm, brought about by a fall.

F. W. Nelson, Assistant Cashier, spent his honeymoon in and around Harper's Ferry.

H. M. Blakeman, formerly Chief Clerk at 26th Street, has been appointed Chief Rate Clerk in charge of central billing station.

J. J. Bayer, Agent at 26th Street, spent his vacation at Washington and Atlantic City.

STATEN ISLAND RAPID TRANSIT RAILWAY COMPANY

Correspondent, R. GROELING, *Chief Clerk*, Clifton, S. I.

DIVISIONAL SAFETY COMMITTEE

F. C. SYZE, Trainmaster, Chairman.
 B. F. KELLY, Assistant Trainmaster, Vice-Chairman.
 R. H. TAXTER, Road Conductor.
 M. SCHAFER, Road Trainman.
 J. R. HUFF, Yard Conductor.
 ALEX CONLEY, Road Foreman of Engines.
 G. HARTMAN, Fireman.
 E. ALLEY, Track Supervisor.
 J. JOHNS, Master Carpenter.
 W. L. DRYDEN, Signal Supervisor.
 H. E. SMITH, Shop Foreman.
 C. J. O'CONNOR, Passenger Conductor.
 F. E. HORAN, Road Engineer.
 D. A. McLAUGHLIN, Yardmaster.
 R. E. COLLINS, Passenger Trainman.

Harry E. Smith, Foreman Carpenter, and his charming wife, enjoyed a trip to Niagara Falls and vicinity.

Fred. Riekhov, Foreman Painter, with his wife and daughter, also took a trip to the Falls.

R. Trestrail, Foreman Boiler Maker, and his wife, spent their vacation at Weatherly, Pa.

Engineer Frank Hanlon has returned to duty after spending a month's vacation at Lake George.

All the boys are sorry to hear of the serious illness of Engineer Blackburn. Joe is the oldest engineer in service.

"Adam" has a smile that won't come off. He says its worth more than the farm. It is a bouncing baby boy.

Engineer Wm. Darnell and his family attended the Engineers' Convention.

Harry Lawrence is making week-end trips to visit his family at Middletown, N. Y.

Harry Wood, Clerk to Car Inspector, visited the famous battlefield at Gettysburg.

L. LaForge, Car Inspector, went to Canada with his daughter for a couple of weeks' vacation.

W. Ford, Passenger Conductor on the P. A. Division, while stepping from his train to the station platform on August 1, 1913, turned over on his ankle, spraining it so badly as to incapacitate him for some time.

Conductor John H. Sullivan, one of our esteemed veteran conductors on the P. A. Division, spent the month of August with his son-in-law on Long Island. He says the salt-water bathing is very invigorating.

Engineer A. Larkin is entertaining his brother-in-law by touring the Island and New Jersey in his new motor car.

Conductor Wm. McAndrews spent a very pleasant vacation with his parents in Sullivan County.

Engineer R. Saunders has gone to Bennington, Vt., where he will meet his wife and relatives, and sojourn there for a few weeks.

Trainman H. J. Finlay went to the Catskills with his family.

The freight house at Annadale was struck and somewhat damaged by lightning on August 2nd. Agent Bachmann is to be commended for discovering the fire and putting it out immediately, thus saving much damage to the property.

From postal cards received from abroad, it is evident that Conductors Dennis Olwell, Hugh Morrow and Trainman Arthur McArdle are enjoying a very pleasant visit to Ireland.

Miss Madeline M. Smith, our winsome Telephone Operator, enjoyed a very pleasant two weeks at Middletown, Sullivan County, New York.

Conductor Ed. F. Tilton and family have returned from a very enjoyable vacation spent at Delaware Water Gap.

It is with deep regret that we learn of the death of Conductor George H. Cubberly, who was born at Mariners Harbor, S. I., February 22, 1860. He entered the service of the Company September 29, 1890, and was promoted to Conductor September 14, 1902. Conductor Cubberly died while on duty August 13th from apoplexy. His pleasant face will be much missed by his many friends. He leaves a mother and father. The sympathy of all his fellow workers is extended to his parents.

PHILADELPHIA DIVISION

Correspondent, J. C. RICHARDSON,
Chief Clerk, Philadelphia

DIVISIONAL SAFETY COMMITTEE

J. T. OLHAUSEN, Superintendent, Chairman.
H. K. HARTMAN, Trainmaster, Vice-Chairman.
T. B. FRANKLIN, Terminal Agent.
V. P. DRUGAN, Assistant Division Engineer.
F. H. LAMB, Claim Agent.
DR. A. L. PORTER, Medical Examiner.
H. M. WHITE, Engineer.
J. C. JEFFERS, Fireman.
G. G. JAMES, Conductor.
JAMES FLYNN, Yard Conductor.
C. W. CAIN, Yard Conductor.
J. N. McCANN, Gang Foreman, Car Department, East Side.
R. C. ACTON, Secretary.

G. W. Maisch, Division Claim Agent, New Castle Division, headquarters Youngstown, Ohio, was a welcome visitor here. George was formerly Division Claim Agent on the Philadelphia Division.

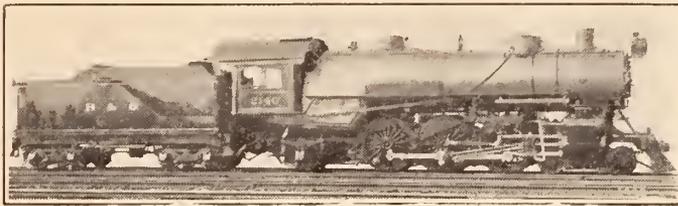
John Gross, Inspector of Police, headquarters Chicago Junction, Ohio, has been visiting friends in Philadelphia.

William Palmer, who has been in charge of the Edgemont Avenue crossing tower, Chester, Pa., for the past 25 years, and in the service 27 years, has been placed on the pension list.

William Allen has been appointed Time Keeper at the East Side Shops, vice O. E. Wellman, resigned to accept another position.

William Scott has been appointed Assistant Time Keeper on account of semi-monthly pay bill.

O. R. Krigbaum, Passenger Engineer, Philadelphia Division, has gone on the pension list after a service of 27 years. He is not only a member of the Veteran Employees' Association,



LOCOMOTIVE No. 2014, WHICH PULLS TRAIN No. 2

but also a veteran of the Civil War, having served through the entire conflict.

C. M. Machin, who has been File Clerk in the Superintendent's office has been promoted to Time Clerk.

A. C. Felsch has been appointed Assistant Time Keeper in the Superintendent's office, on account of semi-monthly pay bill.

The annual excursion of the Veteran Employes' Association was held at Washington Park, on the Delaware, on the 14th instant; over 500 attended with their families. The excursion was a very enjoyable one. Among the festivities was a game of baseball between some members of the Association and members of the Clerks' Association. The Clerks won by the score of 7 to 2.

V. R. Mulligan, M of W. Time Keeper, Superintendent's office, his father George Mulligan, Section Foreman, and wife, left a few days ago on a vacation trip to include Niagara Falls, the St. Lawrence River and other points of interest in Canada.

BALTIMORE DIVISION

Correspondent, H. ROGERS, Baltimore

DIVISIONAL SAFETY COMMITTEE

O. H. HOBBS, Chairman.
 C. W. MEWSHAW, Vice-Chairman.
 G. R. ALBIKER, Yard Conductor, Curtis Bay.
 R. B. BANKS, Division Claim Agent.
 E. H. BARNHART, Assistant Division Engineer.
 J. H. BING, Yard Brakeman, Locust Point.
 T. DEENIHAN, Car Inspector, Washington, D. C.
 D. M. FISHER, Agent, Washington, D. C.
 R. T. FOSTER, Yard Brakeman, Brunswick, Md.
 GEO. GARDNER, Yard Conductor, Camden Yard.
 W. HARRIGAN, Air Brake Repairman, Riverside.
 A. M. KINSTENDORFF, Agent, Camden Station.
 DR. E. H. MATHERS, Medical Examiner.
 G. H. MILLER, Yard Conductor, Washington, D. C.
 W. T. MOORE, Agent, Locust Point.
 W. P. NICODEMUS, Machinist, Brunswick, Md.
 C. E. OWINGS, Passenger Conductor, Camden.
 W. E. SHANNON, Transfer Agent, Brunswick, Md.
 E. K. SMITH, Secretary, Y. M. C. A., Brunswick, Md.
 T. E. STACEY, Secretary, Y. M. C. A., Riverside.
 C. E. STEWART, Piecework Inspector, Brunswick, Md.
 GEO. SYDES, Fireman, Riverside.
 S. R. TAYLOR, Yard Brakeman, Bay View.
 S. E. TANNER, Master Carpenter, Camden.
 C. E. WALSH, Engineer, Riverside.
 J. L. WELSH, Assistant Yardmaster, Mt. Clare.
 G. H. WINSLOW, Secretary, Y. M. C. A., Washington, D. C.

On August 25th notices were sent out on the Baltimore Division by E. L. McCahan, Chief Crew Dispatcher, Riverside, outlining plans for the formation of a "B. & O. Veterans' Association" similar to the one on the Philadelphia Division. Any employe in any department who has been in the service of the Company for twenty years or over, is eligible.

Many veterans have already applied for membership, and its looks as if Baltimore would soon have a flourishing association.

The dues are \$1.00 per year, payable in advance, and include all privileges.

Application cards can be secured from Mr. McCahan, and it is hoped that many will send them in with their initial year's dues, so that the Association can start with as large a membership as possible.

G. S. Allen, Blacksmith, whose illness was reported in the last issue of the magazine, died on July 30th. The employes of Riverside Shop extend their sympathy to the bereaved family.

The employes at Camden and Baileys were deeply grieved to hear of the death of Mrs. A. H. Beaumont, mother of H. A. Beaumont, and they unite in expressing their profoundest sympathy for Mr. Beaumont in his bereavement.

L. Sapiro, Car Preparer at Camden, has returned to duty after a long illness.

E. M. Stanek, Car Repairman at Camden, determined to follow the example set by some of the boys last month and joined the ranks of the married men. All of his fellows wish the "Newlyweds" much happiness.

Superintendent Hobbs spent his vacation in the West, visiting Denver, Salt Lake City, Yellowstone Park, San Francisco and other points of interest on the Pacific Coast. J. P. Kavanagh is Acting Superintendent during his absence.

Secretary Stacey, of the Riverside Y. M. C. A., spent his vacation in Chicago and other points in the West.

C. E. Hietzler, of Car Distributor's office, spent a few days at Atlantic City and New York.

Miles Cavey visited Chicago, Detroit and Niagara Falls.

"Doc" Feeser and "Dutch" Bobb spent their vacations in visiting Boston, Albany, Detroit and Niagara Falls.

RIVERSIDE SHOPS

Fireman S. Pope and Miss Ruth Barringer, daughter of the Storekeeper at Riverside, were married on July 26th, and are spending their honeymoon at Atlantic City and Niagara Falls.

E. H. Lambert, Boilermaker, is in the hospital with a serious injury to his right eye.

J. R. Martin, Machinist, is recuperating at Atlantic City, after an illness of about two months.

C. H. Trumbo, Shop Clerk, has returned from a vacation spent at Atlantic City.

S. B. Bosley has returned to duty after spending his vacation in Denver, Col., with the Knight Templars.

MOUNT CLARE SHOPS

Correspondent, H. A. BEAUMONT,
General Foreman

DIVISIONAL SAFETY COMMITTEE

P. CONNIFF, Superintendent Shops, Chairman.
S. A. CARTER, Machinist, Erecting Shop.
H. OVERBY, Machinist, Erecting Shop.
J. P. REINARDT, Fire Marshal, Axle and Blacksmith Shops
and Power Plant.
H. C. YEALDHALL, Boliermaker, Boiler Shop.
R. W. CHESNEY, Moulder, Brass Foundry.
V. L. FISHER, Moulder, Iron Foundry.
J. H. WARD, Machinist, Number 1 Machine Shop.
J. O. PERIN, Machinist, Number 2 Machine Shop.
H. E. HAESLOOP, Tinner, Pipe, Tin and Tender Shops.
GEO. R. LEILICH, Manager, Printing Dept.

CAR DEPARTMENT

H. A. BEAUMONT, Chairman.
H. H. BURNS, Freight Repair Track, Mt. Clare.
T. H. TATUM, Car Repairman, Freight Car Repair Track,
Mount Clare.
L. A. MARGART, Mount Clare Junction.
J. T. SCHULTZ, Cabinet Shop, Mount Clare.
C. W. GEGNER, Passenger Car Shop, Mount Clare.
OTTO A. FRONTING, Paint Shop, Mount Clare.
J. ZISWARCK, Car Builder, Camden.
P. G. HACK, Camden.
C. W. KERN, Stenographer, Baileys.
R. W. UPTON, Curtis Bay.
H. C. ALBRECHT, Inspector, Locust Point.
D. SCHAFFER, Locust Point.
J. F. MIELKA, Locust Point.
I. G. R. LATHROUN, Bayview.

The following changes have been made in the Locomotive Department at Mt. Clare. These employes have well earned their promotions, and we wish them all very much success in their new vocations: J. W. Adams, Assistant Superintendent of Shops; F. S. Torback, General Foreman; L. E. Galloway, Erecting Shop Foreman; H. C. Burke, Gang Foreman of steam pipe work; E. W. Dill, Gang Foreman of frame and cylinder work; J. J. Smith, Gang Foreman of shoe and wedge work, and L. C. Toomey, Locomotive Inspector.

All the boys are wondering why W. T. Jackson, Chief Clerk in the General Foreman's Office at Mt. Clare, visits Whitehall so often. What's up Jack?

The busy stork paused in his rounds Saturday, August 9th, at the home of Robert L. Fillmore, Car Repairman at Curtis Bay, and dropped a girl passenger. Congratulations.

Messrs. Upton and Stickels, of Curtis Bay, and their sons spent the day of August the 10th in Philadelphia. They were fortunate enough to be in the station when the storm swept the city.

F. M. Jeffers, Assistant Foreman at Curtis Bay, has been off for several days. His sister was suddenly taken ill while on a visit to his home, and on Saturday, August 9th, she passed away. We all extend our heartfelt sympathy.

The men working on the Curtis Bay repair tracks desire to express their appreciation to the management through the columns of the magazine, for the movement which was made to have cars returned empty off the coal pier on No. 42 track, instead of No. 45. When the cars were returned on track 45 it made it very dangerous for our men working on the repair tracks.

G. W. Gegner, of the Passenger Car Erecting Shop at Mt. Clare, was presented with bouncing twins on the 15th inst., one being a boy and the other a girl.

Mr. Grams, Foreman Passenger Car Erecting Shop, Mt. Clare, has returned to duty from an extended trip through "the Blue Ridge Mountains of Virginia on the trail of the lonesome pine."

On August 17, C. E. Moxley, employed on the freight track at Mt. Clare, paid a visit to New York.

Messrs. Blinke and Griffin, Piecework Inspectors on the freight car repair track at Mt. Clare, spent Sunday in Atlantic City.

George Laing, of Curtis Bay, has been talking seriously for sometime of getting married. Why not cut out the talk, George, and do something?

WASHINGTON TERMINAL

Correspondent, G. H. WINSLOW.

Y. M. C. A. Secretary

D. M. Fisher, Freight Agent, has recently moved his family from Laurel, Md., to Washington.

C. T. Hamilton, Clerk in Station Master's office, has just returned to work after a severe illness of typhoid fever.

New tennis courts for Terminal Railroad Y. M. C. A., have been made east of the Union Station, and a number of players are anxious to win laurels this Fall. The opening will be observed by specially arranged match games between members of the Association.

After several weeks absence on account of typhoid fever, Brakeman B. F. Copper is again on duty and looking better physically, than for a number of years.

One of the B. & O. train baggage masters expressed his appreciation recently on the improvement of baggage cars by the placing of an extended stirrup on the cars, making it much easier and safer when boarding the car.

OHIO RIVER DIVISION

Correspondent, J. H. OATEY, Y. M. C. A.
Secretary, Parkersburg

DIVISIONAL SAFETY COMMITTEE

C. E. BRYAN, Superintendent, Chairman.
S. T. ARCHER, Engineer, Vice-Chairman.
A. MACE, Trainman.
P. J. MORAN, Yardman.
R. L. COMPTON, Shopman.
C. L. PARR, Fireman.
W. B. WINKLER, Agent, Operator.
W. M. HIGGINS, Maintenance of Way.
W. E. KENNEDY, Claim Agent.
J. H. OATEY, Y. M. C. A.
A. J. BOSSYNS, M. D., Relief Department.

F. E. Blaser, General Superintendent, formerly Superintendent of Ohio River Division with headquarters in Parkersburg, has been appointed on the General Safety Committee of the Baltimore and Ohio-Cincinnati, Hamilton & Dayton System. The appointment is effective at once and will fill the vacancy which resulted from the resignation of General Claim Agent Egan. The local friends of Mr. Blaser here will all wish for him a happy and effective administration in his leadership of the safety work.

Conductor J. W. Crobin, who was injured in a tunnel east of this city, while on top of his train, is getting along nicely. It was feared that he was very badly hurt when he was brought back to this city, but the physicians found that the injuries were not of a serious character.

At a recent special meeting of the directors of the Board of Commerce, H. H. Archer, General Manager of the Parkersburg, Marietta & Interurban Railway Company, and H. O. Hartzell, Assistant General Industrial Agent of the B. & O. R. R., were present and made definite announcement concerning the using of the East Street bridge as a connecting link between the Little Kanawha line and the B. & O. line.

The Board of Commerce adopted a resolution thanking the gentlemen for bringing about so happy a solution of the problem.

The party of general officers making the first inspection since the flood in March, were in Parkersburg, recently. It is reported that the men were well pleased with the conditions obtaining in this neck of the woods. Vice-President Thompson spoke in part, viz.:

"From my observation of conditions and after discussing the subject with railroad executives of companies with which our lines connect and with business men in close touch with all branches of commerce, I am convinced that business will be on a sound basis during the coming months. While there may be certain signs of uneasiness by individuals, business men generally are not so inclined, and, on the contrary, they are sanguine in its broadest sense. General business in its present volume is taxing the railroad facilities to their utmost capacity, and the resourcefulness of transportation service will be tested in handling the traffic with dispatch."

CLEVELAND DIVISION

Correspondent, W. T. LECHLIDER, Superintendent, Cleveland

C. H. LEE, Dispatcher, Cleveland

DIVISIONAL SAFETY COMMITTEE

W. T. LECHLIDER, Superintendent, Chairman.
E. H. CLINEDINST, Vice-Chairman.
J. T. McILVAINE, Master Carpenter.
DR. J. J. MCGARRELL, Assistant Medical Examiner.
W. K. GONNERMANN, General Car Foreman.
E. R. TWINNING, Clerk, Cleveland.
J. WEINS, Engineer.
WM. CANFIELD, Engineer.
F. W. HOFFMAN, Conductor.
W. SHAAH, Hostler, Canal Dover, Ohio.
W. S. BERKMYER, Brakeman.
C. G. MOINET, Traveling Fireman.
T. L. TERRANT, General Yardmaster.
W. H. RUCH, Agent, Massillon, Ohio.
C. OLDENBERG, Conductor.
E. D. HAGGERTY, Conductor.
R. H. THROESCHER, Agent, Howard St., Akron, Ohio.
T. KENNEDY, Supervisor.
GEO. ELFORD, Operator, Seville, Ohio.
C. J. BELL, Terminal Agent, Cleveland, Ohio.

Clerk F. W. Killinger has been given a furlough on account of ill health and has gone to Tennessee.

Hump Clerk C. A. Stevens, while running between tracks to card a train, fell over a switch stand and hurt his leg. "Steve" stuck out the night but had to be sent home in a "taxi" in the morning and lost a week.

Clerks Honeycutt and McCauley spent a week in Baltimore in July, enjoying their home surroundings.

Yard Clerk Weller, on returning from a trip to Baltimore, was transferred to Akron Junction under General Yard Master Batchelder.

W. G. Harris, Stenographer to the General Yard Master, has been making trips over the Lorain Holloway Branch on a freight, in order to familiarize himself with the road. He has developed into quite a brakeman.

During the middle of July Lorain enjoyed a week of festivities on account of the Perry Centennial Celebration. We lost about thirty of our trainmen in the excitement, and many new faces are in the yard this month.

It is with pleasure that we learn that our gross earnings for the fiscal year were \$101,000,000. Even with all the loss of the flood we exceeded the figure set by our President. Let us keep up the work and beat this during the current year.

We regret to hear of the loss of ex-Editor Cole, as to him much credit is due for the success of our magazine. We extend our best wishes for success in his new position.

Lorain Yard has been called upon to handle an unusually heavy business during the present Lake Coal season, and everybody has been taxed to the limit to handle the work. We are

glad, however, that such has been the case, for it has brought us into much closer contact with our Divisional Officers, especially our Superintendent. He has been on the ground frequently and all of the boys in the yard now know him, and have nothing but praise for his attitude toward them.

Records show that there was not a 16 hour infringement on the Cleveland Division in June, and we are not going to have any this month, if possible. The relief crews have been kept busy at times, getting the delayed trains in off the road. This reminds me of a green man we employed in the Spring and who for a week or so made very little time. In conversation with his boarding mistress one evening he asked if there was any chance of his making more time or any possibility of his being called to work in the yard. On being told that he might be called at any time, and possibly as a "Dog Catcher," he seemed greatly surprised, and asked if a railroad man at Lorain was also used to catch dogs. While we won't mention any names, Fitz has learned much better.

Master Mechanic J. A. Anderson has bought a nice, big touring car and is having all kinds of experience in running it. Previous to the purchase Andy was very much alone during the evening hours and had to stroll around the yards to keep from getting lonesome. Now you can see him with quite a few different ladies each week. This auto business may take him out of the ranks of the bachelors.

Speaking of autos, Conductor John Campbell is also driving a big car, but most of the time he has his Engineer with him, so that in case the injectors won't work or the sand pipes get stopped up, there will be an experienced man on hand to fix them.

Hump Conductor Faul, while not an automobile enthusiast, is *some* motor boat man. He has been off for a week building a new boat to replace the one he has been using a couple of seasons.

The following extract from a Lorain paper may suggest to some of us the manner in which we economize for the company.

"Woman, take her altogether
Is a puzzle; that is flat,
Puts a \$30 feather
On a 49 cent hat.

"Woman, take her altogether,
Is a puzzle, bless her eyes,
She'll play bridge in any weather
Just to win a ten cent prize.

"Woman surely is a puzzle,
Bargain hunting always bert;
Spends a dime for car fare gladly
Just to save a lonesome cent."

When making reductions in our forces and power, do we always take everything into consideration, or do we, like "The Woman," save a little here and waste a lot there.

NEWARK DIVISION

Correspondent, T. J. DALY, Newark

DIVISIONAL SAFETY COMMITTEE

W. T. EAGAN, Trainmaster, Chairman.
J. F. BOWDEN, Master Mechanic.
DR. A. A. CHURCH, Medical Examiner.
H. B. McDONALD, Engineer.
R. B. McMAINS, Yardman.
H. W. ROBERTS, Yardman.
C. L. JOHNSON, Agent.
D. P. LUBY, Shopman.
C. G. MILLER, Shopman.
A. R. CLAYTOR, Claim Agent.
R. W. LYTLE, Yardman.
A. X. GLENNON, Trainman.
E. C. ZINSMEISTER, Supervisor Buildings and Bridges.
C. C. GRIMM, General Yard Master.
E. V. SMITH, Division Engineer.
G. F. EBERLY, Assistant Division Engineer.
W. F. ROSS, Road Foreman of Engines.
G. R. KIMBALL, Division Operator.

Dispatcher H. S. Conley with his wife and sons Ralph and Paul, of Columbus, have returned from a very pleasant trip to San Francisco, Los Angeles, Grand Canyon of Arizona and other places of interest in the far West. They had the pleasure of viewing San Fran-



OWEN CONLON

(See page 54)

cisco from the summit of Mt. Tamalpais, which later started burning. During the conflagration a large part of the Muir Woods National Park was consumed. The Muir Woods are noted for their large trees. The railroad leading to Mt. Tamalpais is the most crooked in the world. It is 8.2 miles long with 281 curves and makes an ascent of about 2,500 feet, the steepest grade being about seven per cent. The longest straight piece of track is 413 feet.

W. F. Foran has been appointed General Foreman at Columbus, to succeed E. D. Morrison, who left July 17th to take up the work of General Foreman at Cumbo, W. Va.

Geo. Griffin is acting as Yard Master at Columbus.

Frank Richardson has been appointed Car Foreman to succeed Jacob Theiss.

Col. Taylor gave a lecture August 5th at the Chamber of Commerce, on the handling of explosives and inflammables, and Supt. Seoville, of Chillicothe, Agents R. E. McKee, of Mansfield, and H. A. Hadley, of Mt. Vernon, attended.

The Columbus yard employes have been exceptionally busy for the last month on account of the heavy interchange of business.

NEWARK

W. J. O'Neil, our Chief Clerk, took unto himself a wife on the 17th and is now back on the job, after a two weeks' honeymoon.

Car Inspector Boham was very agreeably surprised when his wife presented him with a pair of girls. The high cost of living does not bother Boham.

John Jenkins, the well known hostler here for the past decade, has been promoted to night foreman in the engine house. We all congratulate "Johnny" and wish him every success.

C. C. O'Hara, after serving two very faithful terms on the Divisional Safety Committee, has been relieved and Brakeman B. R. McMains appointed for the next term.

All the boys here who have been extended the courtesy of an annual pass take this means to thank the management for same.

R. W. Salisbury has been appointed Acting Master Mechanic, vice J. F. Bowden, promoted to District Superintendent Motive Power, Wheeling, W. Va.

J. P. Quinn has been appointed Car Foreman at Newark, vice Frank Richardson, transferred to Columbus.

Division Engineer E. V. Smith and family enjoyed a two weeks vacation at Mackinaw Island, Mich.

H. S. Fordyce, Chief Train Dispatcher, and family are enjoying a lake trip on one of the freighter boats between Cleveland and Duluth.

General Yard Master C. C. Grimm and family have returned from a two weeks' vacation spent on the Great Lakes.

Engineer Harry Rainey and wife spent a few weeks' vacation with relatives in Glidden, Wis.

Engineer D. R. Parker is going to Frankfort, Mich., with his family on a little vacation trip.

Dispatcher O. G. Geil is spending a few days with friends in Dennison.

Dispatcher S. W. Haight and family enjoyed the sea breezes at Atlantic City.

Train Baggage man Frank Hamilton and family are contemplating a trip to Los Angeles, Cal., in the very near future.

Owen Conlon, after 47 years of continuous service, has been pensioned. Mr. Conlon entered the service as Trackman at Sandusky, and during the last days of his service was transferred to Crossing Watchman. He has decided after his long, continuous service to spend the remainder of his life in well earned days of rest. Mr. Conlon at 66 years of age is still a young man, and is hale and hearty, and his many friends wish him many more years of health and happiness.

CONNELLSVILLE DIVISION

Correspondent, P. A. JONES, *Office of Chief Clerk, Connessville*

DIVISIONAL SAFETY COMMITTEE

O. L. EATON, Assistant Superintendent, Chairman.
 A. P. WILLIAMS, Assistant Division Engineer.
 J. M. BOXELL, Conductor.
 J. H. BOWMAN, Yard Conductor.
 J. H. BITTNER, Locomotive Engineer.
 DR. M. H. KOEHLER, Medical Examiner
 T. V. DONEGAN, Machinist.
 F. BEYNE, Division Claim Agent.
 S. M. BITTNER, Extra Gang Foreman.
 G. E. BOWMAN, Fireman.
 R. W. HOOVER, Dispatcher.
 D. N. DUMIRE, Conductor.
 JOHN IRWIN, Car Repairer.
 J. R. ZEARFOSS, Conductor.

Dr. H. H. McIntire, Assistant Medical Examiner of Connessville, has returned from Keyser, W. Va., where he was performing the duties of Medical Examiner during the absence of Dr. Raphael.

Assistant Engineer J. B. Cameron, who was in charge of the construction of the new terminal facilities at Somerset, has been appointed Division Engineer of the New Castle Division.

Engineer R. Debolt, of Connessville, is the proud father of twins—boy and girl. Mother and children are doing well.

Chief Dispatcher W. W. Haines and Dispatcher W. R. Clasper, of Connessville, and families, have returned from a very enjoyable visit with relatives in Ohio and Virginia.

Brakeman and Mrs. B. F. See, of Connessville, spent a few weeks with relatives in Harrisonburg, Va.

Conductor P. W. Dillon, of Connessville, has returned from a trip to Mt. Clemens very much improved in health.

Dr. Henry Wilson was appointed Company Surgeon at Rockwood, Pa., effective July 15th.

Fireman H. Snyder, of Connessville, is the father of a baby girl.

J. L. Lowney, Chief Clerk to the Trainmaster, and M. L. Lohan, Assistant Timekeeper, of Connellsville, spent their vacation in Buffalo, New York City and Atlantic City.

First Triek Operator M. L. Suthard, of Jerome Junction, is off duty with two badly bruised fingers. During his absence the position is being filled by Operator Warner.

Mrs. J. W. Ryan and children, the family of Train Dispatheher J. W. Ryan, spent a week with the former's parents at Meyersdale, Pa., recently.

Operator M. K. Lentz, of Mukden, Pa., has returned to duty after an absence of a week, visiting his parents in Strasburg, Va.

first place with a percentage of 95.3. Philadelphia is second with 95 per cent.

"This showing is certainly gratifying and is very creditable to the division and the men employed thereon. It should spur us on to renewed endeavors to maintain this standing, and I hope every effort will be made to move the business promptly.

C. L. FRENCH, *Superintendent.*"

On August 17th the stork visited the home of Connellsville Yard Brakeman Arnold Blasey, and left a ten pound baby boy.

C. E. Sanders has been promoted to the position of Agent at Markleton, Pa.



CONNELLSVILLE SWITCHING ENGINE No. 1627 AND CREW

From left to right are Brakemen C. LAUB and J. J. HARPER, Conductor D. A. LUNNEN, Fireman F. MOYLES and Engineer G. W. WHIPKEY

Third Triek Operator Parsons, of Wilson Creek, has returned from a two weeks' visit with his parents at Bellefonte, Pa. He was relieved by Operator Glover.

Conduetor H. S. Spangler and wife and Engineer Bowman and wife, of Rockwood, Pa., spent two weeks at Atlantic City.

Operators Gill and Snyder, of Johnstown, Pa., attended the State Convention at Williamsport during August. They also spent a few days in Washington and Philadelphia.

Effective August 1st the following Motive Power employes were transferred from Rockwood to Somerset, Pa., in charge of the new terminal facilities recently installed at that point: T. E. Carey, Clerk to General Foreman; G. E. Fileer and C. B. Moyer, Boilermakers; S. E. Albright, Machinist; H. J. Romesburg, Machinist Helper; N. O. Tarebarbino and T. Tagona, Boilermaker Helpers.

On July 20th M. D. Snyder, Clerk at Somerset, and Miss Helvey, of Pittsburgh, Pa., were married in Youngstown, Ohio.

"The efficiency record for the Connellsville Division during the month of July, gives us

PITTSBURGH DIVISION

Correspondent, J. P. HARRIS, *Chief Clerk*,
Pittsburgh

DIVISIONAL SAFETY COMMITTEE

C. P. ANGELL, Trainmaster, Chairman.
J. L. BOWLER, Shopman, Glenwood.
P. W. KEELER, Yard Brakeman, Demmler, Pa.
G. W. BOGARDUS, Road Engineer, Glenwood.
W. H. HEISER, Yard Conductor, Pittsburgh, Pa.
J. J. McGOOGAN, Yard Conductor, 36th Street, Pittsburgh.
E. N. COLEMAN, Yard Conductor, Glenwood.
B. C. WADDING, Passenger Fireman, Glenwood.
FRANK BRYNE, Claim Agent, Pittsburgh, Pa.
DR. N. B. STEWARD, Ass't Medical Examiner, Glenwood, Pa.
W. H. RALEY, Passenger Brakeman, Pittsburgh, Pa.
G. G. WISE, Road Conductor, Foxburg, Pa.
T. F. DONAHUE, General Supervisor, Pittsburgh, Pa.
R. J. SMITH, Agent, Junction Transfer, Pa.
C. G. HARSHAW, Yard Conductor, Willow Grove, Pa.
J. J. BOTT, Signal Foreman, Demmler, Pa.
H. KNOPP, Road Conductor, West Newton, Pa.
R. J. MORTLAND, Road Conductor, Connellsville, Pa.
T. D. MAXWELL, Road Engineer, Connellsville, Pa.
J. S. BARTLETT, Secretary, Superintendent's Office, Pittsburgh.

J. R. Conlan, Stenographer to Chief Clerk, in District Superintendent Motive Power's office, returned from his vacation, bringing with him a bride from Zanesville.

Joseph W. Beeh, File Clerk in General Superintendent's office, recently sent his family West and immediately "hikes" to Atlantic City and takes a whirl on the board walk and a few other places. We have not informed Mrs. Beeh and do not intend to, but we hope she will see this item.

W. A. Gardner, of the Division Engineer's office, visited his home in eastern Pennsylvania for a few days.

Engineman C. R. Radcliffe is wearing "the smile that won't come off." The stork glided over his home again and left another bouncing baby boy.

Engineman W. C. Cox and wife have just returned from Denver, Colo., where they attended the Knight Templars Conclave. "Uncle Billy" traveled on several foreign roads while away but states that they have nothing on the "good old B. & O."

Engineman G. W. Bogardus and wife went to Denver, Colo., to attend the convention of the Spanish War Association. Mr. Bogardus had the honor of being a representative from this part of the state.

Engineman W. J. Osburn has taken a western tour.

Engineman H. Porter and wife spent their vacation in the East.

Engineman J. A. Peters spent his two weeks vacation at Atlantic City.

The "Marriage Bee" is still buzzing around Glenwood—Beware! ye single men, the place is besieged by Dan Cupid. Who is going to be the next to fall in line?

The stork was working over time in Butler, last week. On Thursday, the 19th, Mrs. Lew Emerick, wife of our Receiving Clerk, gave birth to a baby girl, and on Saturday the 21st, Mrs. Jack Long, wife of our Bill Clerk, gave birth to a baby boy.

NEW CASTLE DIVISION

Correspondent, F. E. CORBY, *Chief Clerk*,
New Castle

DIVISIONAL SAFETY COMMITTEE

C. H. WALDRON, Chairman.
F. W. GREEN, Operator.
M. J. GARRETT, Engineer.
H. D. HORNER, Fireman.
J. B. TALBOTT, Brakeman.
M. C. WOOLDRIDGE, Conductor.
T. J. RAFFERY, Car Foreman.
W. H. WATSON, Switchtender.
P. J. McCANN, Conductor.
E. H. BARNBART, Assistant Division Engineer.
C. J. MAISCH, Claim Agent.
J. E. GRILL, Conductor.
G. H. HAMMER, Foreman.
DR. E. M. PARLETT, Medical Examiner.

C. D. Updegraff, or "Red" as he is familiarly called, Yard Clerk and Extra Assistant Yard Master at New Castle Junction, went to Akron

some few days ago to see Ringling Brothers circus. A conductor came into the yard office a few days later and stated that he had been at Akron on the day of the circus and had seen a New Castle Junction Yard Clerk following the parade with a toy balloon in his hand. Everybody looked at "Red."

Fred Merrill, Shipping Clerk, Stores Department, Painesville, Ohio, spent part of his vacation seeing the sights at Buffalo and Niagara Falls.

E. W. Schorndorfer, Roundhouse Foreman at Painesville, Ohio, was united in marriage with Miss Florence Ferran of that town, and was shortly afterwards promoted to Roundhouse Foreman at Glenwood, Pa. His many friends on this division wish him success and happiness.

George Miles, Car Distributor's Clerk, took a canoe trip down the Allegheny River from Warren to Pittsburgh, Pa., and reported a delightful trip. George developed a beautiful coat of tan while he was away.

Merle Battley, lately of the Timekeeper's office and now Car Tracer, sneaked off the other day and got married, Miss Ethel Slack having captured his heart. We congratulate them.

We understand in a roundabout way that Fred Kelsey has been looking over furniture catalogues, renting lists, looking up the laws and rules pertaining to marriage licenses, etc., all of which would indicate that he is making up his mind to take a serious step from single blessedness to double happiness. We understand that a Fall wedding is "in order" for Fred, and the bunch will see that he gets a good send off.

CHICAGO DIVISION

Correspondent, L. B. HART, *Engineer*,
Garrett, Ind.

DIVISIONAL SAFETY COMMITTEE

T. W. BARRETT, Superintendent, Chairman, Garrett, Ind.
J. B. HERSH, Yard Master, Garrett, Ind.
H. S. LEE, Yard Master, South Chicago, Ill.
C. SCHOMBERG, Shopman, Garrett, Ind.
J. E. LLOYD, Assistant Division Engineer, Garrett, Ind.
D. PARRODY, Shopman, South Chicago, Ill.
W. G. CAMERON, Conductor, Garrett, Ind.
T. E. WAYMAN, Agent, Chicago, Ill.
T. E. SPURRIER, Claim Agent, Tiffin, Ohio.
A. CREW, Claim Agent, Chicago, Ill.
C. A. STIERT, Shopman, Chicago Junction, Ohio.
DR. F. DORSEY, Medical Examiner, Garrett, Ind.
R. R. JENKINS, Secretary Y. M. C. A., Chicago Junction, Ohio.
W. C. FRANCE, Agent, Tiffin, Ohio.
O. M. BAILEY, Engineer, Garrett, Ind.
D. G. THOMPSON, Fireman, Garrett, Ind.
A. D. GINGERY, Brakeman, Garrett, Ind.
J. S. BARNB, Operator, Galatea, Ohio.
J. D. JACK, Claim Agent, Garrett, Ind.
J. W. HAMILTON, General Yard Master, Chicago Junction, Ohio.

Engineer Isaac D. Moore, one of the oldest employes on the Chicago Division, died July 24th of Bright's disease after a lingering illness. Mr. Moore commenced firing in 1876, and was promoted in 1880, being on passenger since 1889, and recognized as a very capable and exceptionally energetic employe. He often suggested betterments for the Company or its employes and never gave up hope of returning to work, although he had been unable to run his engine for several months. Mr. and Mrs. Moore spent last winter in California, hoping to be benefited thereby, but it seems, to no avail. Mr. Moore has left a host of friends who will long remember his kind and generous friendship.

Engineer G. M. Ray has resumed his place on 5 and 16, after being off five months on account of a broken arm. He is glad to get to work again.

Chief Dispatcher H. S. Carroll spent his vacation at Wawasee Lake. We got a mess of those fine, large, black bass (stories).

David Watson, General Foreman at Garrett for the last five years, left a few days ago to be Assistant Master Mechanic at Cumberland. Employes of the Chicago Division and citizens of Garrett, were sorry to see him leave, as "Dave" was very popular and has left many friends who wish him success. Frank K. Moses, who succeeds Mr. Watson as General Foreman, will no doubt make good, having served as Roundhouse Foreman for a number of years.

Conductor S. Bloye has again taken his family to Denver, Colo., on account of Mrs. Bloye's poor health.

Yard Master L. M. Loucks and wife spent their vacation at Los Angeles, Cal., stopping at different points enroute.

The Local Freight Office men at East Chicago think they are pretty good ball players, having won their last two games; the score in their contest with the International Lead Co., being 8 to 5, and with the Republic Iron and Steel Co., 16 to 2.

H. J. Burg, Chief Clerk to the Auditor, together with his wife and daughter Dorothy, spent their vacation in California.

The Goodrich Transit Company recently invited the Chicago Claim Conference to hold its meeting on board the Christopher Columbus enroute to Milwaukee. W. C. Oliphant, Chief Clerk, represented Auditor Huntington at the meeting.

F. B. Magill, Operator at Attica, Ohio, has returned to duty after two weeks' illness.

J. M. Zelering, Section Foreman at Attica, Ohio, met his brother Joe from West Virginia, for the first time in 27 years.

CHICAGO TERMINAL

Correspondent, H. E. HANSEN, *Chief Clerk*
Chicago

DIVISIONAL SAFETY COMMITTEE

J. L. NICHOLS, Chairman.
C. P. PALMER, Division Engineer.
F. E. LAMPHERE, Assistant Engineer.
ALEX CRAW, Division Claim Agent.
J. F. RYAN, Captain of Police.
C. L. HEGLEY, Examiner and Recorder.
H. McDONALD, Supervisor, Chicago District.
WM. HOGAN, Supervisor, Calumet District.
J. W. DACY, Trainmaster.
J. W. FOGG, Master Mechanic.
F. S. DEVENY, Road Foreman of Engines.
CHAS. ESPING, Carpenter Foreman.
P. F. MULLER, General Foreman, Maintenance of Way.
JAMES GAGHIN, Engineer.
ARTHUR JENSEN, Fireman.
THOMAS HASEY, Switchman.
JOHN HALEY, Car Inspector.
WM. DAVIS, Boilermaker.
CHAS. STANGE, Engineer.
JOHN McLEAN, Car Repairer.
ROBERT SISSONS, Engineer.
OLIVER JOHNSON, Fireman.
C. B. BIDDINGER, Conductor.
B. SNYDER, Conductor.
WM. GEOTZINGER, Machinist.
JAS. LANGTON, Machinist.
T. F. YATES, Blacksmith.
HARRY MARSHALL, Car Inspector.



A NUMBER OF THESE SIGNS HAVE BEEN
PLACED IN THE CHICAGO
TERMINAL YARDS

This "Safety-First" sign is very much in evidence in the Baltimore & Ohio Chicago Terminal territory. No less than twenty of them are placed where they will appear most conspicuously in the vicinity of roundhouses, turntables, repair tracks, crossings and bridges. This will provide a constant "Safety First" reminder to all employes at Chicago. Similar signs will eventually be placed in all B. & O. yards and terminals.

OHIO DIVISION

Correspondent, CLIFFORD R. DUNCAN,
Chillicothe, Ohio

DIVISIONAL SAFETY COMMITTEE

E. R. SCOVILLE, Superintendent, Chairman.
J. R. NEFF, Trainmaster.
R. MALLEN, Road Foreman of Engines.
C. W. PLUMLY, Division Operator.
R. R. SCHWARZELL, Assistant Trainmaster.
C. E. WHARFF, Relief Agent.
L. A. PAUSCH, Supervisor.
L. C. MUELHEIM, Road Recorder Inspector.
O. D. MONTE, Train Dispatcher.
O. C. CAVINS, Engineer.
E. O. BROWN, Fireman.
J. A. CARSON, Yard Foreman.
G. F. OBERLANDER, Claim Agent.
DR. P. S. LANSDALE, Medical Examiner.
T. E. BANKS, Conductor.
J. W. JAMES, Brakeman.



E. R. SPARKS IN THE MAINE WOODS

Chas. E. Hildebrand, Brakeman, writes that although it is now sometime since the heavy floods, it will be a long, long time before the splendid work done by Superintendent Scoville of the Ohio Division, and Superintendent Bryan of the Ohio River Division, is forgotten.

Wm. Graf, Road Foreman of Engines of the Illinois Division, headquarters at Flora, Ill., has moved his household goods back to Chillicothe and will in future reside here.

A short time ago announcement was made in the magazine of the promotion of C. E. Francis to the position of Chief Clerk to the Division Engineer of the Illinois Division. Another announcement even more interesting was recently made whereby Mr. Francis will soon become a benedict. The charming lady is Miss Bertha McVicker, of Chillicothe, Ohio. We offer our congratulations.

Another Maintenance of Way man who has decided that single life is but an empty dream is Ralph West, of the Division Engineer's office of the Ohio Division, whose approaching marriage to Miss Annabelle Denton, one of Chillicothe's belles, will be one of the early autumn events. Good luck, "Westy." May all your troubles be little ones.

INDIANA DIVISION

Correspondent, O. E. HENDERSON,
Conductor, Seymour, Ind.

DIVISIONAL SAFETY COMMITTEE

J. C. HAGERTY, Superintendent, Chairman.
H. S. SMITH, Trainmaster.
J. B. PURKHISER, Assistant Trainmaster.
C. E. HERTH, Assistant Division Engineer.
JOHN PAGE, Division Operator.
J. BURKE, Foreman Car Repairs.
P. HORAN, Roundhouse Foreman.
T. J. EWING, Relief Agent.
O. E. HENDERSON, Conductor.
C. Q. ROGERS, Brakeman.
EARL MALICK, Engineer.
JOHN MENDELL, Fireman.
CARL ALEXANDER, Switchman.

Engineer M. E. Downing and wife have returned from an extended visit through the East. Among the principal points visited were New York, Washington, Philadelphia, Baltimore and Atlantic City.

Fireman John Weiderman and wife have returned from a visit with Mrs. Weiderman's sister in Texas.

Train Baggage Master F. C. Henderson and wife are visiting friends in Los Angeles, Cal.

Night Yard Master, Frank Cattman and Night Foreman Blevins, of the Seymour Yards, have resigned their positions.

Air Brake Inspector, H. A. Steward has resigned and C. C. Shortridge has been appointed to the vacancy.

Brakeman Claude McCulley and Miss Effie Lane, both of this city, were recently married and have gone to housekeeping here.

Fireman Joseph Donohue and Miss Lizzie Stapp were recently married and will make Seymour their future home.

Born to Mr. and Mrs. V. L. Dowell, of East High Street, August 11th, a ten pound girl. Mr. Dowell was recently transferred from the Yard Clerk's office to Switching Service here.

Switchman Albert Caine, of the Cochran Yards, has been transferred to similar service in Storrs Yards.

James Burke, Foreman of the repair tracks here, has been transferred to the Washington Shops as Foreman of the Freight Car Department at that point, to succeed E. L. McGuire, who is assigned to other service. Mr. Burke has been with the B. & O. S. W. for 20 years, and has been Foreman in the Car Department for the past 14 years and Wrecking Foreman for 12 years. Mr. Burke leaves many friends here where he is so well known, and we feel that the Company made a wise selection when they chose him for this responsible position. Mr. Burke will move his family to Washington, in the near future. Henry Barkman will

succeed Mr. Burke here as Foreman of the Car Department. He has been in this department 10 years.

These are school days for the employes of the Indiana Division of the B. & O. S. W. Railroad. The men do not carry arithmetics, spellers and reading books to class, but instead are armed with a small blue book which contains the new rules that have recently been adopted by the officials. The blue book has 842 questions and each man must be prepared to answer any or all of these questions.

The funeral of Clifton B. Markle, a well known engineer on the B. & O. Southwestern Railroad, was held this afternoon at his late residence at Washington. The services were in charge of the Masonic Lodge of which he was an active member, and the religious services were conducted by Rev. Hayden H. Allen, pastor of the Washington M. E. Church. Mr. Markle was well known in Seymour railroad circles. He had been ill for several months and recently underwent operations at Olney, Ill., and Indianapolis.



NEW SIGNAL CONSTRUCTION ON
INDIANAPOLIS DIVISION

Photo by Eng. H. H. Foreman.

CINCINNATI TERMINAL

Correspondent, HENRY ECKERLE
CINCINNATI FREIGHT HOUSE

DIVISIONAL SAFETY COMMITTEE

C. L. BREVOORT, Superintendent, Chairman.
HENRY ECKERLE, Chief Clerk, Correspondent and Secretary.
DR. J. P. LAWLER, Medical Examiner, Cincinnati, Ohio.
C. E. FISH, Agent, B. & O. S. W., Cincinnati, Ohio.
E. C. SKINNER, Agent, C. H. & D., Cincinnati, Ohio.
T. MAHONEY, Supervisor, B. & O. S. W., Cincinnati, Ohio.
J. SULLIVAN, Supervisor, C. H. & D., Hamilton, Ohio.
F. S. DECAMP, Claim Agent, B. & O. S. W. and C. H. & D., Cincinnati, Ohio.
J. M. SHAY, Gen'l Car Foreman, B. & O. S. W. and C. H. & D., Cincinnati, Ohio.
R. B. FITZPATRICK, Trainmaster, B. & O. S. W. and C. H. & D., Cincinnati, Ohio.
S. O. MYGATT, Depot Foreman, C. H. & D., Cincinnati, Ohio.
R. E. MCKENNA, Yard Foreman, C. H. & D., Cincinnati, Ohio.
H. W. KIRBERT, Yard Engineman, B. & O. S. W., Cincinnati, Ohio.
JOHN GANNON, Yard Foreman, B. & O. S. W., Cincinnati, Ohio.

Our old friend H. F. Loechel, former Time-keeper in the Eighth Street office and now connected with the General Superintendent Transportation office, in Baltimore, paid us a visit the later part of July. We are always glad to see Heinrich.

Chief Dispatcher Todd is spending his vacation in New York. This is the first time Ed. has been so far away from home for a long time and we are hoping for his safe return, since Mrs. Todd is along to keep him straight.

Assistant General Yard Master Burkline is back on the job after a few days rest and can talk as much as ever.

R. B. Fitzpatrick, former General Yard Master of the C. H. & D., has been appointed Train Master on Cincinnati Terminal Division. Fitz has our best wishes for his big, new job.

Operator W. H. McDaniel is reported improving after a long siege of typhoid fever.

The Cincinnati Terminal is a busy place. The Chief Dispatcher's monthly report shows a total of over seven thousand trains handled on the B. & O. S. W. side alone for month of July, this not including about 2,000 yard cut movements. Of this number there are 80 passenger trains per day in and out of the Union Depot using B. & O. S. W. tracks.

THE WASHINGTON, IND., SHOP MAN ANSWERED.

Who in the thunder is J. B. King
Who writes his name on everything;
On box cars high and flat cars low,
J. B. King is wherever you go.

J. B. King is a mythical cuss,
Entirely blameless for starting this fuss.
You see his name in yellow and white,
But J. B. himself is unable to write.

Two "Cincy" switchmen who love to scratch
Began one day a plot to hatch.
Tar Heel Bill and Red Larry the Mutts,
Started King out to worry our nuts.

Every time they made a switch,
With chalk in hand they took a stitch,
With J. B. King in a freight car's hide,
So now his fame is country wide.

Now who in the thunder was J. B. King?
If he's dead and gone I want to sing,
I'm glad somebody sunk his boat,
For J. B. King sure got my goat.—Dooley.

Extra Dispatcher J. M. Huffington has been working a split trick on the Louisville District, from noon until 8 P. M., on account of the heavy grain movement.

On account of the heavy melon shipments a day operator has been placed at Vallenia, to assist Agent Schooly. Mr. Mayes is the lucky man.

R. G. Terry, formerly a B. & O. boy, but now with the Northern Pacific in Montana, came in to see the boys, recently.

Former Clerk to Train Master J. J. Flanagan has taken the position of Clerk to Chief Dispatcher, made vacant by the resignation of W. S. McGinley.

If you want the latest "dope" on fancy chickens and collie dogs ask J. V. Huffington, Agent at Holton. He has it.

Our genial Division Operator, J. Q. Page, has been having his troubles finding extra men to relieve all the boys who wanted to attend the county fairs. However, Mr. Page did his best to give everybody a square deal.

FRED SCHWAB, Engineer.

W. GORSAGE, Yard Foreman, Shops Yard.

R. G. LLOYD, Yard Foreman, Vincennes Yard.

C. W. SHROYER, Switchman, Flora, Ind.

L. A. GIVENROD, Yard Foreman, Cone Yard.

H. E. PRICETT, Yard Foreman, Springfield.

W. W. Calder, for two years General Car Foreman at the Washington, Ind., shops, has been transferred to the same position at the Cumberland and Keyser shops. Upon his leaving the Illinois Division the men gave Mr. Calder a very handsome diamond ring. Fuel Inspector David E. Dick made a fitting presentation speech in the presence of a large number of employees Sunday, June 22. Mr. Dick said, in part: "We recognize the fact that there are two essentials to the success of a foreman or manager of men—First, his capability in the estimation of those by whom he is employed. The promotion with which you have recently been honored is evidence of the high esteem of your



ILLINOIS DIVISION CAR DEPARTMENT EMPLOYEES

Barney Spillman, Day Yard Clerk, enjoyed a 60 day leave of absence to attend business college at Seymour.

Virgil Ellerman, the Night Ticket Agent, is building a new home in the western part of Seymour. From the plans it looks like quite an elaborate home. How do you do it, Virg?

ILLINOIS DIVISION

Correspondent, F. A. CONLEY, *Chief Clerk*, Flora

DIVISIONAL SAFETY COMMITTEE

E. W. SCHEER, Superintendent, Chairman.
 J. J. CAREY, Master Mechanic.
 E. A. HUNT, Shop Inspector.
 H. R. GIBSON, Division Engineer.
 W. D. STEVENSON, Medical Examiner.
 C. R. BRADFORD, Claim Agent.
 G. H. SINGER, Agent, East St. Louis.
 R. C. MITCHELL, Relief Agent.
 C. V. MOWRY, Conductor.
 W. P. McDONALD, Engineer.

capability and efficiency. We all know the many improvements that you have brought about since you have been here. It is gratifying to those of us who know you in a general way, but especially gratifying to those who have worked under you to be assured that your worth is appreciated. Secondly, his ability to handle men successfully. From what we see here today and the knowledge of what you have accomplished in the two years you have been General Car Foreman, we feel that you have handled them successfully. You have made a deep and lasting impression upon the minds of all who have worked under you, and this little token will be a constant reminder of our esteem and friendship. In shaking hands with you, we all wish you God-speed in your new field of labor."

Others at the presentation were Storekeeper Tutweiler, Master Mechanic Carey, General Foreman Boardman and T. H. Barnes, Mr. Calder's successor.

Mr. Calder entered the service eighteen years ago as Car Cleaner and by conscientious work has advanced himself to his present important position.

The accompanying photograph represents the handsome and well kept residence of Blacksmith Foreman J. G. Smeltzner, in "Engineers' Row," Washington, Ind. Mr. Smeltzner has



RESIDENCE OF FOREMAN J. G. SMELTZNER

been in charge of the large Blacksmith Shop at the Washington Shops for a number of years and is reputed to be one of the most progressive smithshop men in the country today. His shop is a model for cleanliness and efficiency, just as his property is, as will be noted in the cut herewith.

Washington Shops had the pleasure of entertaining President Willard, Vice-President Thompson, General Manager Loree, General Superintendent Begien and Superintendent Scheer, a short time ago during the regular annual inspection trip being made by President Willard.

Emil Baoyerlin, formerly employed as Machinist, was placed on the pension list last month. Mr. Baoyerlin has been in the service for over 22 years and was noted for being prompt, regular and efficient in discharging his duties.

J. W. Shea, for the past year Stenographer and Clerk in the office of General Foreman Boardman last month took up more lucrative employment in the office of Superintendent of Motive Power McCarthy, of Cincinnati. Mr. Shea formerly worked for the Southern Railway at Princeton, Ind. His place was taken by Joe McGeehee, who held a similar position in the office of General Car Foreman Barnes, and

Daniel Cook was selected to take the stenographic position held by McGeehee.

Mrs. William Walker, wife of the big Fireman in the Blacksmith Shop, has returned from Olney, Ill., where she underwent a very serious surgical operation, and her many friends will be glad to know of her rapid recovery.

Jesse Alberty, Machinist Apprentice, and Wayne Satterfield, Machinist, are two good looking young mechanics who make regular week-end trips to our little sister village of Montgomery, Ind. Their comrades in the shops are already buying rice and saving all the old shoes they can find so as to be ready for any emergency.

WASHINGTON, ILL.

David Jones, well known Material Man in the office of Storekeeper McQuilkan, Shipping Department, has announced his candidacy for the nomination for City Councilman representing the Third Ward, subject to Democratic judgment. Davy is now serving his second term and will try to convince his many friends that it should be a life-time job.

Engineer Dan Cadden of the "Engineers' Row," another of our householders, has a regular passenger run between Washington and Cincinnati. Mr. Cadden is well known all over



RESIDENCE OF ENGINEER DAN CADDEN

the Southwestern, having seen upwards of twenty-five years' service here. About fifteen years ago he lost a leg in an accident near Lawrenceburg, Indiana.

M. C. Mumma, Day Enginehouse Foreman, has finally made the long looked for plunge into the realms of society. He is now one of the social lions of the Moon Light picnics.

The residence of Jessie Schwartz, Q. D. freight conductor, is located in the famous "Engineers' Row." Mr. Schwartz is noted for



RESIDENCE OF ENGINEER SCHWARTZ

the regularity and effectiveness of his work. He takes much pride in his home, which is even better looking than the photograph.

Shop Inspector E. A. Hunt is thinking seriously of entering a technical school this fall to take a post graduate course in the raising of alfalfa and mule footed hogs. Mr. Hunt owns one of the best farms in Southern Indiana, and it is believed that in the course of a few months railroad men will see Ed in the garb of a true farmer.

EAST ST. LOUIS, ILL.

Freight Car Gang Foreman J. N. Lett, recently spent a week at Washington, Ind., on his vacation, reporting on his return that Washington was the coolest place on the map.

The employes in the Mechanical Department gave a delightful moonlight boating excursion on the steamer "Gray Eagle," up the Mississippi River a week ago. Music and dancing were the main features of the occasion.

Freight Car Foreman William Weleh has under construction a fine new two-story home at Washington Park Place, and expects to have it completed within a short time.

The undeniable stork visited the home of Boiler Maker John Roche and left a bright and bouncing baby boy of which John is very proud. Believing in "killing two birds with one stone,"

this same stork stopped at the home of Herman J. Schneider, Freight Car Builder, and left a fine young girl baby to cheer the parents.

Shop Clerk Larriek is patriotic and it is probable that he will be among the first to volunteer if Uncle Sam needs his services. He recently took up a collection among the shop hands and purchased a large American Flag, which will float above the B. & O. Roundhouse on all patriotic occasions in the future.

When former General Foreman Boas left here to take up his new duties as Master Meehanic for the C. H. & D. Company at Moorefield, Ind., shops, he took with him a Royal Arch Charm, a degree of Masonry in which Mr. Boas stands high. The gift was made by the shop employes who held Mr. Boas in very high esteem.

G. W. Thomas, who for many months has been the Assistant Freight Car Foreman here under Mr. Marquart, has been promoted to a similar position on the Cumberland Division, now working for his former chief, W. W. Calder.

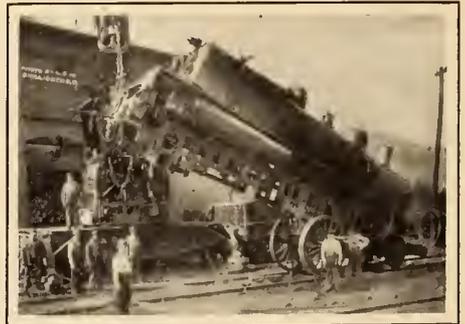
TOLEDO DIVISION (C. H. & D.)

Correspondent, _____

Office of Superintendent, Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

J. J. CORCORAN, Superintendent, Chairman.
 O. B. GROVE, Agent.
 Wm. BAVIS, Engineer.
 C. W. DAY, Conductor.
 E. F. GORMAN, General Yardmaster.
 H. M. SHEA, Trainman.
 JOHN F. BUCKLEY, Fireman.
 R. H. BOHANAN, Yard Conductor.
 W. M. THOMPSON, Trainman.
 ARTHUR WEST, Trainman.
 M. E. MORAN, Shopman.
 FRANK PROCTOR, Shopman.
 J. N. HOLMES, Shopman.
 M. GLEASON, Shopman.
 W. J. TAUBKENS, Section Foreman.
 H. ODELL, Secretary.



HOISTING CRANE ON ILLINOIS DIVISION

WELLSTON DIVISION (C. H. & D.)

Correspondent, T. J. REAGAN, *Chief Clerk*,
Dayton, Ohio

DIVISIONAL SAFETY COMMITTEE

M. V. HYNES, Superintendent, Chairman.
A. A. IAMS, Trainmaster.
H. G. SNYDER, Division Engineer.
G. A. RUGMAN, Supervisor.
DR. F. S. THOMPSON, Company Surgeon.
J. R. CASAD, Claim Agent.
C. GRIESHEIMER, Master Carpenter.
M. KIRSCH, Secretary.
FRANK PEASE, Engineer.
E. F. SURFACE, Conductor.
G. GARRETT, Brakeman.
W. H. COUGHENOUR, Brakeman.
S. J. PINKERTON, Supervisor.
JOE BURNS, Section Foreman.

EDW. BOAS, Master Mechanic.
E. A. MCGUIRE, Claim Agent.
DR. WM. OSENBACH, Examining Surgeon.
DR. C. L. TRUITT, Examining Surgeon.
W. STRODE, Passenger Engineer.
M. J. SHARKEY, Passenger Conductor.
R. O. GLIDEWELL, Passenger Conductor.
J. HOFFNER, Yard Engineer.
W. C. SHAFFER, Freight Engineer.
CHAS. BARTH, Blacksmith Helper.
GEO. HANRAHAN, Machinist.

The month of July marked the completion of the automatic block installation, so that our Indianapolis Division is now protected by automatic block of improved type, from the State Line at College Corner to East Street, Indianapolis. Signal Engineer Patenall may well be proud of this piece of workmanship.



READING ROOM IN DAYTON, OHIO, R. R. Y. M. C. A.

**INDIANAPOLIS DIVISION
(C. H. & D.)**

Correspondent, ROY POWELL,
Superintendent's Office

DIVISIONAL SAFETY COMMITTEE

R. B. WHITE, Superintendent, Chairman.
F. M. CONNER, Trainmaster.
C. W. HAVENS, Assistant Trainmaster.
H. F. REYNOLDS, General Yardmaster.
J. T. CLEMMONS, Supervisor.
J. M. ROURK, Supervisor.
F. WASHAM, Master Carpenter.

Trainmaster Conner's desk was vacant a few days this month while that official took a much needed vacation. He went to Mackinac Island and returned much better for his trip.

A night yard engine was placed at Hume recently, which permits of our taking off one swing local between Hume and Deatur. It will greatly assist in keeping this terminal clear and no doubt lessen the work of local freight trains on the Springfield Division.

On the night of August the 7th the coal dock at Montezuma was completely destroyed by fire. Origin unknown. This dock was erected in 1903 and was of standard type at that time. Until arrangements can be made for a new dock, engines will have to be coaled by hand, which will make it very inconvenient and expensive, as this is one of the important coaling stations on this division.



H. W. EAGAN, OF LA PLACE, ILL.

The above is a photograph of H. W. Eagan, Section Foreman of section No. 23, La Place, Ill. Mr. Eagan recently received a personal letter from Superintendent White, in which the latter complimented him on the excellent condition of his section of track.

Store building used as station at Milligan was totally destroyed by fire at 2 a. m., on July 23, origin unknown. Until other arrangements can be made, Agent Lambert is transacting business in temporary quarters.

Superintendent R. B. White met with an unfortunate accident while taking a day's outing with his family at Bloomingdale Glens by severely twisting his knee.

Assistant Train Master C. W. Havens, Engineer E. I. Partlow, of the Indianapolis Division, and Conductor G. W. Anderson, of the Springfield Division, have been appointed Examining Board on the new Book of Rules and are now busily engaged in preparing for the examination, which will be held shortly.

CUMBERLAND DIVISION

Correspondents, W. C. MONTIGNANI, Y. M. C. A.

Secretary, Cumberland

E. H. RAVENSRAFT, Keyser

DIVISIONAL SAFETY COMMITTEE

M. H. CAHILL, Assistant Superintendent, Chairman.
J. W. DENBEN, Trainmaster, Vice-Chairman.
C. S. MCBEE, Road Conductor.
E. MERKLE, Road Engineer.
J. W. MANFORD, Yard Conductor.

D. C. PLOTNER, Frogman.
E. M. CHONVORANT, Coppersmith.
W. B. TANSILL, Leading Inspector.
W. H. BROOME, Leading Inspector.
D. A. NILAND, Machinist.
E. D. CALHOUN, Fireman.
J. M. RIZER, Brakeman.
J. Z. TERRELL, Agent, Keyser.
C. H. LOVENSTEIN, Operator.
J. WELSH, Conductor.
J. G. LESTER, Signal Supervisor.
I. S. SPONSELLER, General Supervisor.
DR. J. A. DOERNER, Medical Examiner.
W. HARRIG, Division Claim Agent.
W. C. MONTIGNANI, Secretary Y. M. C. A.
T. F. SHAFFER, Secretary to Superintendent.

The third annual picnic of the Baltimore and Ohio branch of the Young Men's Christian Association, known as Jennie Smith's picnic, was held recently at Island Park, Harper's Ferry. The crowd was estimated at 8,000 persons.

The excursionists arrived about noon and headed by Zimmerman's Concert Band of 21 pieces, the members marched to the upper pavilion. Following dinner the Young Men's Christian Association members marched to the lower pavilion, where the exercises were held.

Miss Jennie Smith addressed her old friends and Rev. Mr. McCowen, formerly of Mt. Airy, Md., now stationed at Harrisburg, Pa., preached. Miss Smith spent the night as the guest of Mr. and Mrs. A. R. Sperry.

A. R. Cameron, the Baltimore and Ohio engineer who fell at House's Rocks, and was internally injured, is now doing nicely at the Alleghany Hospital.

The Baltimore and Ohio railroad, with its lines serving the Cumberland, Piedmont, Fairmont, Clarksburg and other principal coal regions of West Virginia, is the largest carrier of the products of the state's mines. The Baltimore and Ohio tonnage for 1912, handled for revenue, was approximately 12,000,000 tons from the West Virginia mines, an increase of 1,600,000 tons, or 17 per cent.

Edward Rhodebaugh, captain of the Cumberland base ball team and a machinist at the B. & O. shops, had his right arm badly burned when the air hose burst on an engine on which he was working. The injury will not only prevent his working, but will also keep him out of the baseball games for some time.

Through the efforts of J. A. Tschuer, H. L. Miller, General Car Foreman, and W. K. Hosack, General Foreman, R. H., the Keyser Shops, both locomotive and car, are well equipped with safety guards, and beautiful electric signs are stationed at the entrance of the car barn and roundhouse, reading "Safety First." These signs can be seen at a long distance and they make a very pretty display. Mr. Tschuer, Mr. Hosack and Mr. Miller are all following the safety work very closely and are always cautioning the men to follow the word Safety to the letter. We have had fewer accidents of late than in the past.

R. L. Fisher, Tonnage Clerk at Keyser, has been transferred to Cumberland as Tonnage Clerk.

V. Canico, Train Dispatcher for the last couple of years at Keyser and Cumberland, has been transferred to Rowlesburg.

Wm. Dawson has accepted a position as Night Clerk in Yard office at this station.

It is stated that another one of our train dispatchers is taking a course in matrimony. Wonder which one it is.

H. W. Grenoble, Chief Dispatcher, is able to be out again.

MARTINSBURG SHOPS

Correspondent, W. L. STEPHENS

Master Joseph O'Brien Kolb, the messenger boy at the local office, recently celebrated the rounding out of his third year in the service of the Baltimore & Ohio and feels that he is well on his way to the top of the railroad ladder.

The voice of sympathy goes out in condolence to our fellow shopman, Roy A. Bowers, and the

mother, in the fatal illness of their two-year old son Roy.

The retiring divisional safety committee and the members of the new committee held a joint meeting at the B. & O. Y. M. C. A., Cumberland, on July 24th. After the old committee concluded its business for the day, the service was turned over to the new committee. The chosen chairman, Assistant Superintendent Cahill, in a brief speech outlined the policies under which he expected the committee to work. The meeting was then addressed by J. Walter Coon, Chairman of the General Committee, along the lines of the safety movement. After adjournment the committee went to the shops, where a large meeting was held at the noon hour. Mr. Coon, Dr. Tearney and Mr. Hair talked to the shop boys of the advantage of the safety movement. To get results in safety work means a long pull, a strong pull, and all pull together. Let us stop knocking and pull. Whatever other grievances we have, we should not let them interfere with the safety work. Fight our other troubles on their own merits and stand square for safety. Safety First, you know.

Blegg Chambers, of the frogshop, is the proud father of twin babies.



MT ROYAL STATION, BALTIMORE—AN IMPRESSIVE EXAMPLE OF RAILROAD ARCHITECTURE

Born to Mr. and Mrs. Frank Lemaster, of Pennsylvania Avenue, a daughter. Mr. Lemaster is employed in the motive power department.

Born to Conductor and Mrs. G. J. Poisall a daughter.

The local shops have been very busy since the disastrous flood, repairing and shipping bridges and other material to the washed-out zone. The latest job to go was the repaired altered parts for two 178-foot bridge spans to replace a bridge washed out near Marietta, Ohio. This was quite a big job, containing about 400,000 pounds of structural steel. This bridge force under Superintendent Brantner is to be congratulated on the efficient manner in which they handled the big job.

Local railroad men learned with much regret of the death of Frank S. Wilger, which occurred at Bedford, Pa., on July 15th. Frank was a former Martinsburg boy and it was here he entered the employ of the B. & O. railroad over 30 years ago. When the shops moved from this city he went to Baltimore and continued with the company at his trade of Machinist. Mr. Wilger died at the age of 49, after a continuous service of 31 years. A number of relatives and friends of the deceased attended the obsequies at the home in Baltimore, Md.

Thomas Auld, B. & O. Freight Agent, retired, was seriously affected by the heat on August 4th while coming to this city from New Market, Va. He was stricken on a B. & O. passenger train, and a B. & O. physician on the train gave medical attention to him. He arrived home in a helpless condition and was taken to King's Daughter's Hospital. He has been much improved by treatment and practically recovered his usual health.

SHENANDOAH DIVISION

Correspondent, J. L. MAPHIS

DIVISIONAL SAFETY COMMITTEE

D. BROOKE, Superintendent. Chairman.
R. H. EARLE, Engineer.
W. H. WINKLEY, Yard Conductor.

Effective September 1st, J. M. Swann is appointed Ticket Agent at Staunton, Va., vice H. M. Painter. E. E. Baker, who has been Acting Ticket Agent at Staunton, takes the place of Mr. Swann as Agent at Greenville, Va.

Jacob Roderick, for 47 years a conductor on the Baltimore and Ohio Railroad, who has been running between Harrisonburg and Lexington, will be placed on the retired list, beginning with August 1. After serving four years as

a Confederate soldier Roderick went with the Baltimore and Ohio just after the war, and never has a passenger been killed on any train under his charge, though he has been in innumerable wrecks and smashups. He is 75 years old. He will be succeeded by Lewis D. Barley, who runs between Strasburg and Brunswick, Md.



ENGINEER L. W. COLVIN, OF HARRISONBURG, VA., WHO ENTERED THE SERVICE IN 1868 AND WAS PENSIONED IN 1910

Conductor L. D. Barley has been assigned to the passenger run on Valley Railroad District vacated by Conductor J. Roderick, pensioned. Conductor W. F. Edwards takes the run vacated by Conductor Barley on Eastern District. W. H. Winkley takes the place vacated by Mr. Edwards in baggage car on Conductor Barley's run.

Fireman John Watts has been assigned to the position of regular fireman on the "Millville Digger."

P. S. Rogers and brother, C. L. Rogers, Agent and Warehouseman, respectively, at East Lexington, Va., thoroughly enjoyed their vacation at Atlantic City.

Road Foreman of Engines H. F. Howser has returned from attending a convention of Road Foremen of Engines at Chicago. He reports a very successful convention. He spent several days seeing the city after the convention adjourned.

Samuel, son of E. E. Rogers, Agent at Middletown, Va., was fatally injured by falling from a motorcycle near Middletown, August 17th. He died early on the morning of the 18th and was buried at Middletown on the 20th. Young Rogers was about 18 years old and a very bright youth. Mr. Rogers and family have the sympathy of the employes of the Shenandoah Division, in their bereavement.

It is with sadness that we record the death of Miss Mary Allen Capper, only daughter of Ira S. Capper, who was employed as Cashier at Winchester for about 20 years, and recently resigned to accept employment elsewhere. Miss Capper was about 31 years of age and possessed a lovely personality and was esteemed by a large circle of friends, old and young. She was to have been married to a prominent business man of Washington within the next few months. Mr. Capper has been particularly unfortunate, having lost his wife by death several years ago, and shortly after leaving the service of the B. & O. he had one of his feet severely injured, which has disabled him for life. All his former associates extend deep sympathy.

W. Ray Smith, Train Dispatcher, has returned to duty in Dispatcher's office, after having completed his work as Chairman of the Examining Board.

W. J. Edgette takes the place of E. E. Baker as Clerk and Baggage-master at Strasburg Junction. Mr. Baker having been appointed Agent at Greenville. J. W. Morrow, of Summit Point, takes the place of Mr. Edgette.

The friends of Ben. S. Dowdell, Commercial Freight Agent of Wilmington, Del., were glad to welcome him on the Division on his week-end visits to his interesting family. Mrs. Dowdell and son Pierce have been spending the month of August with friends in Winchester, Va.

W. R. Askew, Division Freight Agent, and R. B. White, Traveling Freight Agent, were visitors to the Division on Company business during August. Mr. White is acting in place of Traveling Freight Agent D. H. Street, who, with his family, is spending his vacation in Atlantic City.

MONONGAH DIVISION

Correspondent, L. C. FORD, Grafton

DIVISIONAL SAFETY COMMITTEE

- C. A. SINSEL, Medical Examiner, Chairman.
- J. O. MARTIN, Claim Agent.
- W. B. WELLS, Assistant Division Engineer.
- W. P. CLARK, Machinist.
- H. BRANDENBURG, Conductor.
- C. R. KNIGHT, Fireman.
- J. A. BRIDGE, Telegraph Operator.
- G. E. RAMSBURG, Engineer.
- A. J. BOYLES, Conductor.
- J. J. LYNCH, Leading Inspector.
- J. W. LEITH, Foreman Carpenter.



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Fort Wayne,
Indiana**

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Address.....

Please mention this magazine.

Dr. and Mrs. C. A. Sinsel have returned home from an extended trip through the West during which they visited Denver, Salt Lake City, Omaha and other large cities.

Engineer Acord and wife have returned home from a three weeks' visit in Virginia.

General Foreman J. K. Millholand has moved his family from Keyser to Grafton.

Car Foreman W. O. Bolin and wife have returned from a pleasant two weeks trip in the West.

The following changes in the telegraph service became effective September 1st:

H. McDowell, transferred from Wolf Summit to Bridgeport; M. E. Price, from 2d to 3d trick at WD Tower, Fairmont; A. H. Hyer from the extra list to 2d trick at Richwood; J. T. Doyle from 2d trick Petroleum to 3d trick at Pennsboro.

killing fish and other large game, as he came to the office every morning at the usual hour, leaving for the camp on the 6.30 train.

Shop Clerk F. M. Hollis, who was off duty for several days threatened with fever, is able to be out again.

Master Mechanic M. H. Oakes has made Grafton shops look like the days of former Master Mechanic A. P. Prendergast. He is making them compare favorably with Mt. Clare and taking care of all general repairs to engines at Grafton, instead of sending them to Mt. Clare.

On July 17 Miss Carrie Holtz became the bride of Brakeman L. C. Curry. The ceremony was performed in Wheeling. The young couple are making their home at 823 Clay Street. They have the best wishes of their many friends on the Division.

Caller Dave Gill has been in Cincinnati for a few days.



THE BLUE GOOSE

The local passenger train which operates between Buckhannon, Tygarts Junction and Century, W. Va. The crew of this train, in accordance with numbers shown in the picture, are viz.: No. 1, J. C. Bishop, Engineer; No. 2, J. J. Madden, Fireman; No. 3, C. G. Hoffman, Baggage Master; No. 4, G. A. Hannon, Conductor; No. 5, R. Myers, Brakeman.

G. P. Hoffman, Car Foreman at Fairmont, spent one week of his vacation with his parents at his home in Cumberland, the other at Atlantic City.

Born unto Mr. and Mrs. Lawrence Higginbotham, August 4th, an 8 pound son.

F. D. Hager, Yard Conductor, spent his vacation in Salt Lake City, Utah, visiting friends.

The B. & O. Employes Y. M. C. A. here is doing great work. "Every employe a member and every member a Christian," is its aim. Meetings are held each Sunday afternoon in the passenger station building. Every one is most cordially invited to attend.

F. C. Graham, Assistant Chief Clerk, and family, have returned from a four weeks' vacation spent at Kill-Kare, the summer home of the Valley Fishing Club. Of course Fritz did not spend all of his time at Kill-Kare camp

C. W. Wagner is still looking for his watch. He dropped it in the coal chute, and it is likely that he will keep right on looking.

Brakeman and Mrs. John Howard are proud of a new baby girl. It weighed eleven pounds at birth.

Bridge Watchman Charles Costelo and daughter, Miss Sallie, spent a few days in Columbus recently.

Miss Nellie Nicholas, daughter of Crossing Watchman A. J. Nicholas, is visiting friends in Michigan.

Wreckmaster J. H. Shields has been visiting in Werton, W. Va., for a few days.

Crossing Watchman F. M. Downs, who has been with us but a short time, is beginning to feel at home here.

Car Foreman C. M. Deems has gone East for his vacation.

Engineer Henry Guseman is off duty on account of a scalded foot.

Assistant Car Foreman J. B. Everly goes to Akron September 1, where he will have the position of Car Foreman. The boys don't like to see him leave but are glad he has had this promotion.

J. B. Gay and Henry Herbert, Electricians from Bailey's Station, have been here on repair work twice this month. We miss Mr. Mills, who was here on this work last month.

WHEELING DIVISION

Correspondent, A. G. Youst, Operator,
Clover Gap

DIVISIONAL SAFETY COMMITTEE

- H. B. GREEN, Superintendent, Chairman.
- C. M. CRISWELL, Agent, Wheeling.
- DR. C. E. PRATT, Medical Examiner, Wheeling.
- DR. J. E. HURLEY, Medical Examiner, Benwood Junction.
- A. G. YOUST, Operator.
- M. C. SMITH, Claim Agent.
- C. McCANN, Engineer.
- H. E. FOWLER, Assistant Division Engineer.
- E. McCONAUGHY, Engineer.
- H. H. HIPSLEY, General Yardmaster.
- E. E. HOOVEN, Shop Foreman.
- V. B. GLASGOW, Conductor.
- J. COXON, Engineer.
- W. A. MORRIS, Fireman.
- G. ADLESBERGER, Car Foreman.
- W. H. HABERFIELD, Machinist, Benwood.

Mrs. Thomas R. Hite, wife of an engineer, died at Glendale Hospital July 24th after undergoing a serious operation, and was buried at Cameron, July 26th. On August 4th J. R. Deegan, Telegraph Operator at J Tower, Bellaire, died suddenly of apoplexy. On August 3rd the father of C. H. Bonnesen, Assistant Train Master, died after a lingering illness. The employees of the Wheeling Division all join in extending sympathy to the bereaved families.

On July 26th Brakeman Wm. Doolittle was seriously injured in Benwood yard by the foot-board's giving away and letting him down on track in front of yard engine on which he was riding. Both his legs were badly bruised and lacerated.

Engineman L. H. Dobbs has returned to duty after losing several days on account of an injured arm.

Conductor J. E. Boyd took the place of Yard Master P. F. Dowd, at Benwood, during the latter's illness.

Conductor W. H. Lowe and Engineman W. F. Thomas had charge of the President's "Special" over the division July 29th.

Assistant Division Engineer Fowler has returned to duty after a pleasant vacation in the East.

Supervisor H. Hagerty and Miss Hunt, daughter of Section Foreman Hunt, at Moundsville, were recently married at the bride's home.

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Please mention this magazine

Conductor Wm. Stewart, formerly of the Wheeling Division, who has been with the Monongah Division for the past ten years, has returned to the Wheeling Division. He takes a drag run between Fairmont and Grafton.

Conductor H. Burdett has been appointed Yard Master at Holloway, R. W. Burus has returned to his regular run.

Conductor F. R. Davis acted as Assistant Train Master while Mr. Bonnesen attended his father's funeral.

W. L. Cockerell has returned to his office after several weeks absence examining employes on the new rules.

Engineman C. J. Carpenter has been stationed at Holloway with a view to expediting matters at that point in getting motive power into service.

Baggage Master H. Hoffman is off duty on account of the serious illness of his father, and is being relieved by Conductor F. A. Baker.

Conductor B. B. Gorsuch is on the sick list and is being relieved by Conductor Ed. Kemple.

Engineman J. Thonen has been assigned to the Benwood lay-over pick-up and Engineman U. G. Chaddock to the Fairmont lay-over local.

Conductor C. A. Deitz is off duty on account of an injured foot.

Engineer J. Bush has returned to duty after a week's visit with Mrs. Bush, who is spending the summer with Captain and Mrs. Price at Portland, Ohio.

HE LIKES THE MAGAZINE

MILLWOOD, W. VA., Aug. 26th, '13.

Mr. J. W. COON,

*Chairman General Safety Committee,
Baltimore, Md.*

Dear Sir:

I would like to have the B. & O. Magazine sent to me every month. I will be glad to pay the regular subscription rate, for I feel that I cannot do without the magazine. Kindly advise the yearly rate so that I can remit correct amount.

Yours truly,

E. W. MILLER,
Station Helper.

It is quite unnecessary to add that Mr. Miller will get his copy regularly without cost.

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FREE This \$15.00 Drawing Outfit

If you register at once. This is just the kind of an outfit I use myself. They are not toys, but actual working instruments. If you will register at once, I will give this outfit to you absolutely free. I have selected this outfit from the line of one of the largest manufacturers in the

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What I want is the right kind of men. Don't bother about the expense. I give each one of my students personal instruction. If your work is right, I tell you so. If it is wrong, I tell you just exactly where it is wrong. There is an urgent demand today for skilled Draftsmen. The big companies are issuing calls every day in the year for men to fill positions paying from \$125 to \$175 a month to start. Many positions paying \$75 to \$100 a week always open. Here is your opportunity.

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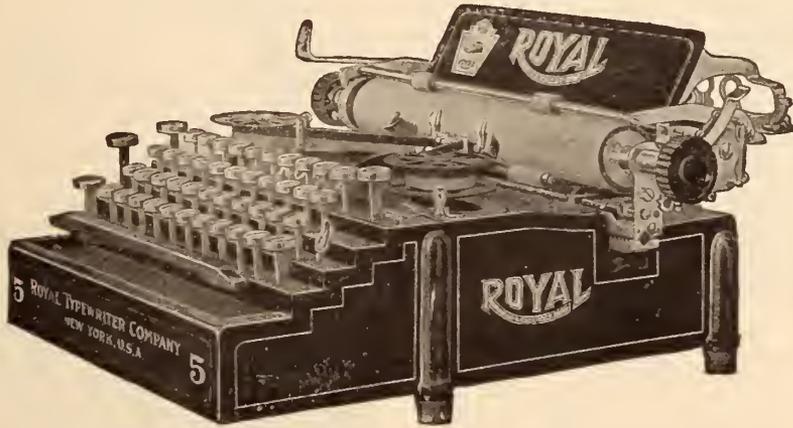
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SAFETY BEFORE SPEED

INTERNATIONAL TRAVEL CLUB FAVORS
SLOWER TRAIN SCHEDULES

To the Editor of The New York Times:

It has been demonstrated, in most cases very forcibly, that a speed in excess of sixty miles an hour by express trains is dangerous, unwarranted, and absolutely unnecessary. . . . It is one of the responsibilities of the railroad officials to arrange the schedules, and if in their estimation a reduced speed is necessary, then there should be no complaint from travelers. It is simply a matter of regulation, then education. With the increasing use of steel equipment on the railroads, the greatest consideration should be given to all of the time schedules to be compiled hereafter, and surely the intelligent travelers will not complain if it is deemed best in their interest to reduce the speed of the popular expresses, especially during the Winter season. . . .

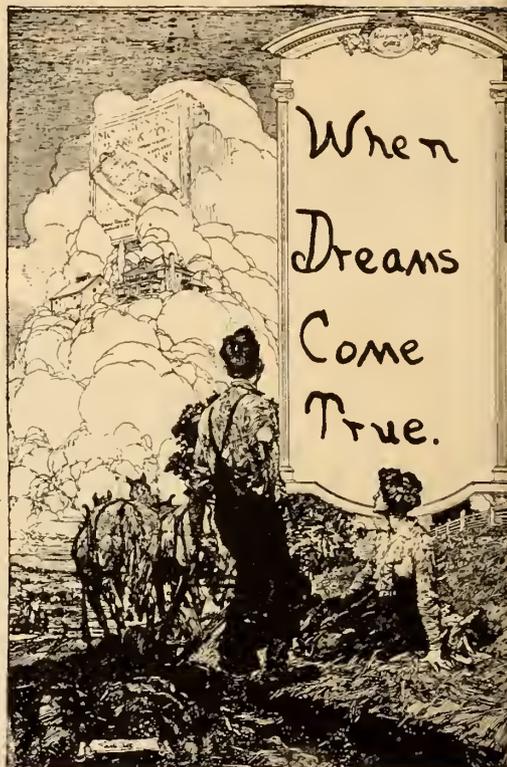
FREDERICK H. ELLIOTT,

Gen. Sec. International Travel Club.

New York, Aug. 4, 1913.

HAND RAILING ON CABOOSE CAR

LAST month one of our trainmen was jerked over railing on caboose car and injured. Last fall we had two men killed in one month in this manner. The Safety Committee secured authority to close the opening on all caboose cars and raise the railing eight inches. This work is being hurried as much as possible at all points when caboose cars go into shops for repairs. When it is finished, accidents of this kind will be a thing of the past.



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Dreams of more comforts, more luxuries!
Dreams of more of those things that make
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a prominent man in the Business World. In it you have an

asset which you cannot lose by speculation — one which cannot be stolen or taken from you. Panics may come and go—fortunes may be made and lost in a single transaction—your fellow-men may conspire to cheat you out of your goods and chattels, but your legal education is with you forever. It is the one asset that you couldn't lose if you wished to, but it's an asset which you can convert into ready cash over and over again. I'm now getting old. Ere long I may be called to that bourne from which no traveler, ever returns, but I'm happy to know that you are prepared to go out into the world and take your place among men and make good.”

These remarks from a father to son, are full of food for thought. That which this father has done for his son, you can do for yourself; or you can help do for your son, your brother, or the young man in whom you are interested. If you are an employer of men, encourage them to study law. It will come back to you a hundred times, in the increased efficiency of your employes. All you need is our help through our home-study law course and this you may have for a very small amount payable in small monthly sums.

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With our Law Course, each student receives, without additional cost, our complete Law Library, consisting of 14 volumes of American Law and Procedure. This Law Library is worth the entire cost of our course. It was written by over twenty of the deans and professors of law in the leading resident law schools and universities. It cost us nearly \$40,000, being more than the entire capital invested in many schools.

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THE LAZY BOX CAR

Jim Bingham claims with pride that he
Is busy as a man can be—

He will not stand for loafing around his
lumber yard.

The way he talks is a disgrace,
But that is just because his face,

Like all his property, must work both
constantly and hard.

At times, to me, he almost seems
Inhuman, for he works his teams

Like they were made of metal 'stead of
common bone and flesh.

And all his yard men and his clerks
Full seven days a week he works,

And then acts disappointed if they
aren't all keen and fresh.

One day when I dropped in on Jim,
A clean-cut chap was selling him

A nifty little order of a carload of cement.

Big Jim was forcing him to work
To get that order like a Turk,

And tho' they scrapped and argued,
neither one of them unbent.

I butted in and asked them why
Their fool discussion ran so high.

And Jim explained, "This feller here is
gettin' fresh with me.

I want a hundred barrel car,
And this young feller goes so far

As tellin' me I ought to buy a hundred
seven three."

And then I called the salesman's bluff;
He said there were not cars enough

To carry all the merchandise that peo-
ple had to ship.

And in that way he plainly showed
Why decent citizens should load

A car to full capacity each time she made
a trip.

Well, then I said to Jim, "Old man,
This salesman has a little plan

That ought to make an awful hit with
anyone like you.

It drives you wild when people shirk,
So why not make these box cars work

And carry every ounce of freight that
they are able to?"

And then Jim Bingham saw the light,
"By gun," said he, "for once you're
right."

I never thought of railroad ears in just
that way before.

And after this the ear for me
Will be a hundred seven three—

I won't let ears loaf on the job with my
cement no more."

—Pittsburgh Post.

HOW RAILROADS SPEND MONEY

The revenues of the railroads are col-
lected in the main from the handling of
property and passengers, and a railroad
cannot pay out more than it takes in.

Please mention this magazine

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Texaco Illuminating Oils Texaco Auto Gasoline
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Texaco Asphalts Texaco Railroad Lubricants

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If you will mention this advertisement and send us 5 two-cent stamps for our beautiful Art Catalog "The Story of the Maztec Gem," we will send you free with catalog a genuine uncut Navajo Ruby (sells at \$60.) bought by us from Navajo Indians, together with a cost-price offer for cutting and mounting.

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Dispels Every Ache

Your physician will tell you that faradism will do more to relieve the pains and aches of rheumatism than any other method known to medical science. The faradic current of the Ind-Electric will give wonderful relief to headaches, neuralgia, back aches, lumbago, sore feet, scalp disease, falling hair, tired feeling, nervousness, paralysis and other nerve and blood ailments. It is always refreshing, restoring and invigorating, for men, women and children.

Easy Aid to Beauty

Every man can now take a quick massage after shaving. Every woman can now be her own beauty masseuse. The faradic treatment of the Ind-Electric will banish pimples, black-heads, wrinkles and other facial blemishes and give to the user a smooth, clear, rose-tinted complexion. The electric hair brush attachment will healthify the scalp, enliven the hair and make it more lustrous and abundant. Every man should have this instrument to prevent premature baldness.

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The newest, latest and most convenient scientific application of faradic energy. Complete in itself. Always ready for instant use. No electric light connections are required in its operation. It is so simple that a child can use it with perfect results. Every home should get an Ind-Electric Health and Beauty Battery at the amazingly low price now open for a limited time.



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for 10 days to prove to you that it is worth more to you every week than the special low price for it now. Your money back if you are not more than delighted with its marvelous powers for health and beauty. Take advantage of this great opportunity to secure all the benefits of faradism at a price you can easily afford. Don't suffer. Don't neglect yourself. Send coupon today and get a copy of illustrated massage book free.

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Write for our free illustrated booklet on the benefits of faradism to beauty and health. It is postpaid free to you together with our very special low price on the Ind-Electric Massage Battery and full particulars of free trial offer. Send today.

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The special small price for the complete Ind-Electric outfit is within the reach of every man and woman. Send coupon today and get a copy of the Massage Booklet free. Send today.



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Desk 125,
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Massage Book Coupon

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Gentlemen:—Without any obligation to me please send me free copy of your massage booklet postpaid and special price and all particulars of 10 days free trial on the Ind-Electric Massage Battery.

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In 1912, out of every dollar that all the railroads in the United States received, the following disposition was made:

Labor direct.....	44.17	cents
Fuel and oil, 70 per cent labor	8.93	"
Material, supplies and miscellaneous expenses.....	14.06	"
Loss and damages.....	2.20	"
Taxes.....	4.21	"
Rents for leased roads.....	4.41	"
Interest on debt.....	13.43	"
<hr/>		
Total.....	91.41	"
Balance.....	8.59	"
<hr/>		
	100.00	"

Of this balance 3.75 cents were for betterments and deficits, and 4.84 cents for dividends. In other words, of the dollar collected there had to be paid out 91.41 cents for those things that were absolutely necessary for maintaining and operating the property, paying taxes and interest, leaving only the small balance of 8.59 cents for improvements and dividends.—*Howard Elliott, in Leslie's.*

BE courteous!
It's the cheapest investment you can make and it brings the biggest returns both to you and the company.

The company wants friends! You can make them for it, while you are making them for yourself.

The general officers of the company come in contact with comparatively few of its patrons. You come in contact with many. You make or unmake much of your company's reputation!

Be courteous!

Help yourself and the company at the same time. A friend-maker is of more value to his employer than a grouch!

Think it over!—*From New York State Railways, Utica-Syracuse Lines.*

APPLIED MATHEMATICS

I sometimes wonder what's the use
Of squaring the Hypotenuse,
Or why, unless it be to tease,
Things must be called Isosceles.
Of course I know that mathematics
Are mental stunts and acrobatics,
To give the brain a drill gymnastic
And make gray matter more elastic—
Is that why Euclid has employed
Trapezium and trapezoid,
I wonder?—yet it seems to me
That all the *Plain Geometry*
One needs, is just this simple feat,
Whate'er your line, make both ends meet!
—*Anne W. Young, in Harper's Magazine for September.*

"Yesterday is dead—forget it; tomorrow does not exist—don't worry; today is here—use it."—*Colson.*

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ALL TYPES

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**Here Is a Real
Life Story
That Will
Interest You**

You, Who Work for a Living, Will Be Interested in This Story!

On the first of January, a man who had been employed by the Baltimore and Ohio Railroad, in one of the important departments in the general offices at Baltimore, stepped into the office of the Superintendent and said: "Mr. Superintendent, I've been with the B. & O. for fourteen years today. I've been a faithful and efficient man and I would like to have more money than I am getting."

The Superintendent Replied: "Mr. Ross, I appreciate the fact that you have been with the road fourteen years and I know that you have a clean record. In fact, I believe you were with the B. & O. for eight years before I came here, and for six years before I ever did any railroad work at all. I know you are competent to do the work you are doing, and I am perfectly willing to recommend an advancement for you, but not for the work you are doing now. I am not authorized to pay any more for that work than you are now getting; if I were, you would have been getting it long ago. But I'll tell you what I will do. I will give you another job that pays more money."

"What other job around here can you fill?"

That last question was a stunner! What other job around there could this man fill when he had been at one desk all his life, doing only one kind of work? The result of the interview was that this perfectly capable, sober and honest man had to remain at his old job, not because the superintendent was unwilling to advance him, not because there was no better job in that office, but BECAUSE THE MAN WAS NOT CAPABLE OF FILLING ANY OTHER JOB. In other words, opportunity knocked at his door, found him unprepared for the call, and had to pass on without entering.

How about your own case? Where would you be if opportunity knocked at your door, or if you went out and found Mr. "Opportunity" and cornered him for an interview?

Suppose this B. & O. R. R. man had been putting in, say, only one hour each evening—probably the hour he actually wasted in amusement or idleness, during all those fourteen years, preparing himself for a better place? Suppose he had been able to say to the superintendent:

"I can fill either one of those vacancies in the tariff bureau which must be filled shortly" or "I can fill Jones' job in the Accounting Department when he is promoted the first of the month."

What first would have been necessary to enable him to have made such statements? Preparation, Competency and Training.

LaSALLE EXTENSION UNIVERSITY, Dept 248, CHICAGO

Other Courses: LAW, HIGHER ACCOUNTANCY, BUSINESS ADMINISTRATION, BUSINESS ENGLISH, BOOKKEEPING.

How often have you heard it said that men usually stay at one desk a natural lifetime in the railroad business! Do you know the real reason why railroad men remain at one desk always? The trouble is not with the railroads. It is with the men themselves. Consider, for example, James J. Hill, who arose from telegraph operator to President of the Great Northern Railway; Samuel Rea, who began as chairman and rodman and arose to the Presidency of the Pennsylvania Railroad; and Wm. J. Harahan, President of the Seaboard Air Line Railway, who began as office boy for the superintendent of the L. & N. R. R. Do you suppose these big railroad men could have advanced as they have without study and preparation?

New Jobs Now Open—Earn from \$35 to \$100 Weekly as Traffic Managers

Modern transportation is a jungle of routes and rates, calling for specialists, who like the pathfinders of old, have expert knowledge of the trails of traffic. How to route shipment to obtain shortest mileage and quickest deliveries and how to classify goods to obtain lowest rates are two vital factors in business competition. The man who knows how is so valuable to his employer that he commands respect and big remuneration.

New and Uncrowded Profession

There are half a million LARGE SHIPPERS in the United States. Practically every one of them needs an expert traffic man, and this need is recognized as never before because of the recently enacted railroad rate laws and interstate commerce regulations. The demand for trained and efficient traffic men is many times greater than the supply. There's room for you.

Study Traffic and Interstate Commerce

Decide now to become a traffic man. Our Interstate Commerce course enables you to study AT HOME, without leaving your occupation or sacrificing present income.

Clip coupon below, sign and mail at once and we will send you FREE, postpaid, our valuable book, "Ten Years' Promotion in One," and information concerning the opportunities and requirements of this attractive profession. This book is worth a dollar of any man's money, but it is free while they last.

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KEEP YOUR MIND ON YOUR WORK

EXTRACTS FROM PAPER READ BY CHARLES R. MYERS, CHIEF CLAIM AGENT,
N. Y. CENTRAL, AT SAFETY MEETING HELD AT INDIANAPOLIS JUNE 11, 1913

No one can but feel that it is right to join in the present crusade, if it may be so called, and endeavor to eliminate the exposure of employes to loss and injury. To make this war on hazard a success it will take the cooperation of every employe in the service.

The success of the movement does not lie in the company alone; the employer and the employe must work together in harmony.

Every legislature in the land has been passing laws, designed to lessen the number of accidents and to eliminate hazards, but laws do not compel men to use their brains and, therefore, the laws have little or no effect. The Safety Movement was started as the solution of the question. It means that you are to put some thought in your work. The thought should at all times be before you that "I will not injure myself or my fellow workmen through any heedlessness of mine. I will always take the safe course." Passing a law requiring two or three brakemen on a passenger train will not make one of them flag properly. Laws requiring guards for certain machinery will not prevent accidents if you do not use the guards.

A great many men attribute their misfortunes to luck. Now luck is nothing more than chance and chance means without design or expectation. Without design or expectation means without thought or the use of brains, so we come back again to the proposition that if you don't want to have what some people call bad luck, *use your brains*. Two farmers were talking about raising turkeys. One farmer said he had bad luck because the hawks carried them all away while they

were quite young. The other farmer said he raised all of his and got 20 cents a pound for them. He said while they were young he kept them shut up until they were old enough to take care of themselves. Would you call that the exercise of luck or would you call it the use of brains. Their farms adjoined, and a casual glance showed the difference; the water sprouts grew on the trees of one with poor fruit on the trees. The other orchard was well trimmed and there was good fruit on the trees. One left his farm implements in the orchard with weeds growing about them, the other had his implements under a shed. One had a mortgage on his farm and the other had not.

Without putting care and thought in your work, you produce a small amount and one act done without thought will destroy more property than you can produce in a lifetime, or cause a fellow pain and suffering for life.

Now there is another class of accidents that grow out of a lazy man's work, a man who does just enough to keep his job and no more.

A few days ago a passenger stepping out of a station door to go to his train at night broke one of his ankles on account of the darkness, because the station agent allowed his lamp chimney to get so black that he might as well have hidden it under a bushel. I presume he lighted it because he thought he was there to touch a match to the wick. If it did not throw any light I presume he thought it was not his fault. This was not ignorance. He did not like to do it or was too lazy. Even a stupid man would know better.

Experience has shown that it is little things that bring about most accidents,

Attention—

**AGENTS—
MAIL DEALERS—
PREMIUM USERS!**



If —

You want something that is *the thing* right now—an article for which there is an unlimited demand and with which many agents are making from \$50.00 to \$75.00 a week net profit—something that mail dealers are finding to be a ready seller and with which many concerns, who are giving them as premiums, have increased their sales considerably, *get acquainted with the “MORGAN DANDY” safety razor!*

Now is the time when people appreciate a low priced razor that has every appearance of an expensive one. The “MORGAN DANDY” is an exceptional one, comparing favorably with the high priced safety razors, yet it can be sold at 25 cents, leaving a *big* profit.

In fact, our “MORGAN DANDY” is a \$5.00 razor in everything but an expensive box. It is triple silver plated and contains all the essential features that go to make the shaving qualities—its construction is such that enables us to *guarantee* it to shave as good, if not *better*, than *any other razor, IRRESPECTIVE OF PRICE.*

Here's something that fills a long felt want, for a *good* razor at a *low* price, has always been a necessity!

There are only two parts to the razor—the frame and the blade. The blade being adjusted and released so quickly both can be dried in an instant. This is a decided advantage and saves time and annoyance as well as making it perfectly sanitary. And the angle of the frame and the guard are so scientifically adjusted as to get the best results and insure absolute safety.

The steel of the blade is the best, especially ground and tempered. *Every blade is hair tested and inspected.* Neither time nor expense has been spared in developing the best blade that is possible to make. *And a new blade can be sold by you at about the same price that it costs to sharpen others.*

Read what this man who is now using a “MORGAN DANDY” regularly says:

“I am using your razor and find one need have no fear of cutting or scratching. For the last few years I have been using a Gillette but find the Morgan Dandy equal for an easy, cool, comfortable and “clean quick” shave.”

You Want More Money

and we have an unusual proposition to make *you*. Whether you are an agent, salesman, mail dealer, premium user, or a local dealer, write for our wholesale prices together with copies of show cards, circulars and other matter that is furnished with imprint. And enclose 25 cents for a sample razor which amount may be deducted from your first order.

Write Us Today

The Stanley G. Morgan Co., Manufacturers
312-314 West Madison Street, CHICAGO

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things that take very little time and scarcely any effort. Sometime ago forty or fifty people were burned to death and a hundred others more or less burned, one or two totally blinded, because a switchman did not close a switch, allowing a train to run into a car of oil. He could have thrown the switch in five seconds. His mind was not working or his thoughts were not on his work.

A passenger train had been in on a siding. It had pulled through the passing track. The brakeman called to a car inspector and asked him to close the switch. The inspector said he would, and the brakeman went into the coach and the train went on. Just at that moment another car inspector engaged the first in conversation. They talked about two or three minutes and then both walked away and the switch was still open. An observer let them get away a hundred yards to see if anything would occur and then followed them. He asked the inspector if he had not forgotten something. He said, "I guess not." He began to look around as if he had left some tools. The switch never occurred to him. When asked who was going to close the switch he was somewhat startled. If an accident had happened what would that brakeman have told the coroner and would he have felt exactly easy in his

mind afterwards? **Don't depend on others to do what you should do yourself.**

What we must do is to help the Safety Committees. They are to do things to save you. Statistics are compiled showing how many accidents grow out of someone's thoughtlessness, but people do not like to listen to statistics. The number of employes injured through thoughtlessness is enormous. There is no doubt that if every one of us will get the safety habit we can eliminate most of these accidents and can do it at once.

The lesson to be drawn is "keep your mind on the game and you will win."

She went down to the round house,
And interviewed an oiler;
"What is that thing?" "Why," he replied,
"That is the engine boiler."
"And why do they boil engines?" asked
The maiden, sweet and slender;
"They do it," said that honest man,
"To make the engine tender."

—Cleveland Plain Dealer.

"There was never so much room for the best as there is today."—Thayer.

Louise—The bride says that the work of their tiny apartment about kills her.
Julia—Yes; she's got a flat tire.—Judge.

The Standard Pen for Railroad Men

THE STANDARD IS THE IDEAL PEN FOR RAILROAD WORK.
ALWAYS READY, INVARIABLY WRITES AT THE FIRST
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is a 14-K imported Fountain Pen of Superior Quality and is **Guaranteed Self-filling.** Does away with the old time dropper filler and soiled fingers. It will not leak, and may be carried in the pocket without fear of soiling. The advertiser just rounding out 15 years as one of the boys, knows what a smooth, rapid writer means in the daily grind. Packed in neat box By Mail Postpaid on receipt of price

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YES, we'll ship to you on 4 weeks' absolutely free trial a Genuine highest grade Wing piano DIRECT from our own factory, *freight prepaid*. The most surprising—most amazing offer ever made. An offer that puts you on the same footing as the largest piano dealer—and at the very **rock-bottom DIRECT wholesale factory price!** Since 1868—for 45 years—we have been building Wing Pianos, renowned everywhere for their sweetness of tone and sterling merit—and we now make you the greatest of all offers on the Wing, guaranteed for 40 years.

We will allow you to use *any Wing piano*—your own choice of 38 superb new styles—in your own home for four full weeks at our expense. A Wing Upright, a Wing Grand or the wonderful Wing Player-Piano that plays all the greatest concert and opera selections (you can play perfectly the first day without taking music lessons).

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At the end of the 4 weeks trial, if you wish, you may return the piano at our expense. Not a penny to pay for the pleasure of using it four weeks. **No obligations whatever** to keep it—you and you alone to judge—Now write for the piano book (free).

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The New York World says: "This is a book of educational interest everyone should own." Would you like to know all about pianos, how they are made, how to judge the fine points of quality and price in buying a piano? Then send the coupon for the piano book which we are sending out FREE for the present. This book of 136 pages tells about materials, manufacture, assembling, patented devices and what they do, all about soundboard, action, case, in fact every detail connected with the production of a fine high-grade piano. You will be astonished at the amount of information about piano quality and piano prices, and how to answer the arguments of piano salesmen. This is a magnificent 136-page book, a complete encyclopedia on the piano; the most complete and costly book ever published on the piano business; posts you on the making of a piano from start to finish and how to judge the fine points of a piano. Now, then, send the coupon. We will send you this book free and prepaid, provided you send the coupon at once.

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Superb New Style Cases for This Highest-grade Movement

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